

Vehicles

Ref	Checklist Item	Measurement Criteria	Comments	Points
A.1	Vehicle incentives			
A.1.1	<p>Is there a discount or rebate for people who purchase an EV? [EQ.2.1] [PH.5.1: improved air quality]</p>	<p>Mitigation Score:</p> <p>5 – The state has an electric vehicle rebate program that includes all five criteria listed to the right.</p> <p>4 – The state has an electric vehicle rebate program comprising four of the five criteria listed to the right.</p> <p>3 – The state has an electric vehicle rebate program comprising at least three of the five of the criteria listed to the right.</p> <p>2 – The state has an electric vehicle program comprising at least one of the five criteria listed to the right.</p> <p>1 – The state has an electric vehicle rebate program but it does not include any of the five criteria listed to the right.</p> <p>0 – The state does not have an electric vehicle rebate program.</p> <p>Equity Score:</p> <p>1 – The state’s rebate program satisfies criterion ‘b’ listed to the right.</p> <p>0 – The state’s rebate program does not satisfy criterion ‘b’ listed to the right.</p>	<p>A rebate is defined as a sum of money, determined by the state, provided for the purchase or lease of qualifying electric vehicles by residents.</p> <p>Characteristics of a strong electric vehicle rebate program include:</p> <ol style="list-style-type: none"> Rebate amounts make the lowest electric vehicle prices equal to or cheaper than the average cost of a comparable standard car in the state.ⁱ The state program provides additional rebates for low- and medium-income residents.ⁱⁱ [EQ 2.1]. Rebate amounts are scaled based on battery capacity or other vehicle performance standards.^{iiiiv} The rebate program requires documentation that the person will scrap or otherwise render inoperable a high-emission passenger motor vehicle. The state has a policy to periodically audit the rebate program that includes, at a minimum, specific reporting requirement for the number of vehicles purchased under the rebate program and occurs at regular, established intervals. <p>*“Low income household” means a household with income less than or equal to 80 percent of the area median income. “Moderate income household” means a household with income less than or equal to 120 percent and greater than 80 percent of the area median income. “Area</p>	<p>Mitigation Score: 3/5 Equity Score: 0/1 Public Health Score: 0/1</p> <p>The Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) program offers rebates on a select number of hydrogen fuel cell and electric (battery and plug-in hybrid) vehicles.^v</p> <ol style="list-style-type: none"> The least expensive CHEAPR-eligible battery electric vehicle is the 2022 Nissan LEAF (40kWh). The CHEAPR rebate (combined with a federal tax credit) results in a price of \$15,250, making it cheaper than some Nissan models, like the Altima or Sentra, but more expensive than base models like the Versa.^{vi} Connecticut has adopted ‘Rebate+’ incentives for low- and medium-income residents, which can be applied to new or used EVs.¹ The CHEAPR rebates are somewhat scaled based on vehicle performance. Battery electric vehicles

¹ CHEAPR “Rebate+ New and Used EV Incentives” <https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPR/CHEAPR---Rebate-Plus>.

		<p><u>Public Health Score:</u></p> <p>1 – The state’s rebate program includes item ‘d’ to the right.</p> <p>0 – The state’s rebate program does not include item ‘d’ to the right.</p>	<p>median income” means the median income for the metropolitan statistical area in which a household is located or, if the household is not located within a metropolitan statistical area, for the metropolitan statistical area in closest proximity to the location of the household, as determined by the state housing department, adjusted for household size.</p>	<p>receive a standard rebate of \$2,250 while hybrid electric vehicles receive a standard rebate of \$750.²</p> <p>d. There is no requirement under the rebate program to decommission a standard vehicle.</p> <p>e. The CHEAPR program maintains a database of statistics about the number of rebates claimed by vehicle type, tracks rebates over time, and maps rebates by home zip code.^{vii}</p>
<p>A.1.2</p>	<p>Does the state provide any other financial incentives (other than rebates) for the purchase of electric vehicles?</p>	<p><u>Mitigation Score:</u></p> <p>6 – The state provides all six of the incentives listed to the right.</p> <p>5 – The state provides five of the six of the incentives listed to the right.</p> <p>4 – The state provides four of the six incentives listed to the right.</p> <p>3 – The state provides three of the six incentives listed to the right.</p> <p>2 – The state provides two of the six incentives listed to the right.</p> <p>1 – The state provides one of the six incentives listed to the right.</p>	<p>There are several additional incentives, beyond rebate programs, that can ease the financial burden of purchasing an electric vehicle. These include:</p> <ol style="list-style-type: none"> a. Tax credits for the purchase of an electric vehicle.^{viiiix} [EQ 2.1] b. Electric vehicles are allowed to use high occupancy vehicle (HOV) lanes without otherwise meeting HOV lane requirements.^{xixii} c. The state waives or reduces registration fees for electric vehicles.^{xiii} [EQ 2.1] d. State utilities offer reduced electricity fees for charging electric vehicles. [EQ 2.1] e. State toll and bridge fees are waived for electric vehicles.^{xiv} [EQ 2.1] f. Electric vehicles are exempt from state sales tax.^{xv} [EQ 2.1]. 	<p><u>Mitigation Score: 2/6</u> <u>Equity Score: 2/5</u> <u>Public Health Score: N/A</u></p> <ol style="list-style-type: none"> a. While there is a federal tax credit for the purchase of electric vehicles, Connecticut does not offer an additional tax credit. b. In 2019, a bill was introduced that would have granted HOV lane access to electric vehicles; however, it was not acted upon by the General Assembly..^{xvi} c. Electric vehicles in Connecticut are subject to a \$57 registration fee (compared to the usual \$120).^{xvii}

² CHEAPR “Frequently Asked Questions - Incentive Amounts” at <https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPR/CHEAPR---FAQ#faq15>.

		<p>0 – The state does not provide any additional incentives for the purchase of electric vehicles.</p> <p>Equity Score:</p> <p>5 – The state provides all five of the green-colored incentives listed to the right.</p> <p>4 – The state provides four of the five green-colored incentives listed to the right.</p> <p>3 – The state provides three of the five green-colored incentives listed to the right.</p> <p>2 – The state provides two of the five green-colored incentives listed to the right.</p> <p>1 – The state provides one of the five green-colored incentives listed to the right.</p> <p>0 – The state provides none of the green-colored incentives listed to the right.</p>		<p>d. Eversource offers a voluntary electric vehicle rate program which is available to any level 2 or level 3 charging station whose load is separately metered and available for use by the public. Eligibility for this rate is subject to the review and approval of Eversource.^{xviii}</p> <p>e. N/A</p> <p>f. Connecticut does not exempt electric vehicles from sales tax.</p>
<p>A.1.3</p>	<p>Does the state have a clean energy vehicle rebate program (incentivizing vehicles other than EVs)? [EQ.2.1]</p>	<p>Mitigation Score:</p> <p>5 – The state has an alternative fuel vehicle rebate program that applies to all of the fuel types listed to the right AND includes criteria a-e listed to the right.</p>	<p>Alternative fuel vehicle rebate programs incentivize the adoption of vehicles with fewer emissions.</p> <p>The U.S. Department of Energy recognizes several alternative fuels under the Energy Policy Act. Not including electricity, the most commonly used are:^{xix}</p> <ul style="list-style-type: none"> • Biodiesel 	<p>Mitigation Score: 1/5 Equity Score: 1/1 Public Health Score: N/A</p> <p>Connecticut offers a rebate for the purchase of fuel cell electric vehicles, powered by hydrogen.³</p>

³ Conn. Gen. Stat. §22a-202 (b).

	<p>4 – The state has an alternative fuel vehicle rebate program that applies to at least four of the fuel types listed to the right AND at least four of the criteria listed to the right.</p> <p>3 – The state has an alternative fuel vehicle rebate program that applies to at least three of the fuel types listed to the right AND at least three of the criteria listed to the right.</p> <p>2 – The state has an alternative fuel vehicle rebate program that applies to at least two of the fuel types listed to the right AND at least two of the criteria listed to the right.</p> <p>1 – The state has an alternative fuel vehicle rebate program that applies to one of the fuel types listed to the right OR at least one of the criteria listed to the right.</p> <p>0 – The state does not have an alternative fuel vehicle rebate program.</p> <p>Equity Score:</p> <p>1 – The state’s alternative fuel rebate program satisfies criterion ‘b’ listed to the right.</p> <p>0 – The state’s alternative fuel rebate program does not satisfy criterion ‘b’ listed to the right.</p>	<ul style="list-style-type: none"> • Hydrogen • Ethanol • Natural Gas • Propane <p>Criteria* for a successful vehicle rebate program include:</p> <ol style="list-style-type: none"> a. Rebate amounts are equal to or exceed the price of the lowest-cost alternative fuel vehicle in the state.^{xx} b. The state has a rebate program for low- or medium-income residents* that exceeds the standard rebate program.^{xxi} [EQ 2.1] c. Rebate amounts are scaled based vehicle performance standards.^{xxii} d. The rebate program requires documentation that the person will scrap or otherwise render inoperable a high-emission passenger motor vehicle. e. The state has a policy to periodically audit the rebate program that includes, at a minimum, specific reporting requirement for the number of vehicles purchased under the rebate program and occurs at regular, established intervals. <p>*Adapted from best practices for electric vehicle rebate programs.</p> <ul style="list-style-type: none"> • CT has enacted a used EV incentive program (restricted to LMI customers) and has added new EV incentive adders for LMI households (called Rebate +). • This is the cite in the endnotes: CHEAPER website, accessed April 2022, https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPER/CHEAPER---New-Eligible-Vehicles 	
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A.2 Leadership				
A.2.1	<p>Are there education campaigns promoting the sale and use of electric and alternative fuel vehicles? [EQ.5.3] [PH.5.1: improved air quality]</p>	<p><u>Mitigation Score:</u></p> <p>8 – The state has educational and outreach programs comprising all eight of the strategies listed to the right.</p> <p>7 – The state has educational and outreach programs comprising seven of the eight strategies listed to the right.</p> <p>6 – The state has educational and outreach programs comprising six of the strategies listed to the right.</p> <p>5 – The state has educational and outreach programs comprising five of the strategies listed to the right.</p> <p>4 – The state has educational and outreach programs comprising four of the strategies listed to the right.</p> <p>3 – The state has educational and outreach programs comprising three of the strategies listed to the right.</p> <p>2 – The state has educational and outreach programs comprising two of the strategies listed to the right.</p> <p>1 – The state has educational and outreach programs comprising one of the strategies listed to the right.</p> <p>0 – The state does not conduct educational and outreach programs for</p>	<p>Education and outreach programs are critical to reaching full deployment of electric and alternative fuel vehicles.^{xxiii} State governments have the ability to reach stakeholders across sectors to communicate the benefits of electric and alternative fuel vehicles. Successful education and outreach strategies include:</p> <ol style="list-style-type: none"> a. The state has assessed current alternative fuel and electric vehicle deployment.^{xxiv} b. The state reaches out to multiple stakeholder groups including residents, local officials, fleet managers, auto dealers, and utilities.^{xxv} c. Supporting local and grassroots efforts to increase consumer experience with alternative fuel and electric vehicles, such as ride-and-drives in different settings, car sharing, and rental programs, and pop-up or permanent showrooms.^{xxvi} d. Encourage utilities to include funding for consumer education and outreach activities in transportation electrification proposals submitted to public utility commissions.^{xxvii} e. Encourage auto dealers to engage in activities to raise awareness of electric and alternative fuel vehicles.^{xxviii} f. Develop consistent signage and labeling to increase visibility of alternative fuel or electric vehicles.^{xxix} g. The state prioritizes educational opportunities in low-income, minority, or underserved communities.^{xxx} [EQ 5.3] 	<p style="text-align: center;"><u>Mitigation Score: 4/8</u> <u>Equity Score: 0/1</u> <u>Public Health Score: 0/1</u></p> <ol style="list-style-type: none"> a. The Connecticut Green Bank and Connecticut DEEP spent two years working with an independent public policy group to assess the market potential of alternative fuel and electric vehicles in Connecticut in order to inform new policies and strategies.^{xxxi} b. Connecticut is part of Drive Change. Drive Electric. - a public-private partnership between auto manufacturers and Northeast states to advance consumer awareness, understanding, consideration and adoption of electric cars, including battery electric, plug-in hybrid electric, and fuel cell electric vehicles.^{xxxii} c. Connecticut does not appear to have significant involvement promoting electric cars at the local and grassroots level.

		<p>the promotion of alternative fuel or electric vehicles.</p> <p><u>Equity Score:</u></p> <p>1 – The state’s educational and outreach programs satisfy criterion ‘g’ listed to the right.</p> <p>0 – The state’s educational and outreach programs do not satisfy criterion ‘g’ listed to the right.</p> <p><u>Public Health Score:</u></p> <p>1 – The state’s educational program includes item ‘c’ listed to the right.</p> <p>0 – The state’s educational program does not include item ‘c’ listed to the right.</p>		<p>d. (see item b, above)</p> <p>e. (see item b, above)</p> <p>f. Connecticut has EV siting and design guidelines for charging stations that designates clear signage.^{xxxiii}</p> <p>g. Connecticut does not appear to have programs prioritizing educational opportunities in low-income, minority, or underserved communities.</p>
<p>A.2.2</p>	<p>Has the state implemented a green fleet requirement? [PH.1.2] [EQ.4.2]</p>	<p><u>Mitigation Score:</u></p> <p>6 – The state has a green fleet program that includes all six of the strategies listed to the right.</p> <p>5 – The state has a green fleet program that includes five of the six strategies listed to the right.</p> <p>4 – The state has a green fleet program that includes four of the six strategies listed to the right.</p> <p>3 – The state has a green fleet program that includes three of the six strategies listed to the right.</p>	<p>Green fleet programs are an opportunity for states to demonstrate leadership by adopting alternative fuel and electric vehicle technologies. Best practices for green fleet programs include:</p> <ul style="list-style-type: none"> a. The state green fleet program includes an education component to teach drivers about low-emissions driving strategies (anti-idling, etc.).^{xxxiv} b. The green fleet program applies to government vehicles, public transportation vehicles, and school buses.^{xxxv} c. The green fleet program includes financial incentives for local governments and other non-state actors to green their fleets.^{xxxvi} d. The green fleet program incorporates emissions reductions goals, timelines 	<p><u>Mitigation Score: 3/5</u> <u>Equity Score: 0/1</u> <u>Public Health Score: 1/1</u></p> <p>By law, at least fifty per cent of all cars and light duty trucks purchased or leased by the state must be alternative-fueled, hybrid electric or plug-in electric vehicles, and by January 1, 2030, at least fifty per cent of such cars and light duty trucks must be zero-emission vehicles.^{xxxix} Governor Lamont has established a goal to require all light-duty vehicles in the state fleet to be zero emissions vehicles by 2030.^{xl}</p> <ul style="list-style-type: none"> a. While not part of the state green fleet program,

		<p>2 – The state has a green fleet program that includes two of the six strategies listed to the right.</p> <p>1 – The state has a green fleet program that includes five of the six strategies listed to the right.</p> <p>0 – The state either does not have a green fleet program or its program includes none of the six criteria listed to the right.</p> <p><u>Equity Score:</u></p> <p>1 – The state’s green fleet program satisfies criterion ‘f’ listed to the right.</p> <p>0 – The state’s green fleet program does not satisfy criterion ‘f’ listed to the right.</p> <p><u>Public Health Score:</u></p> <p>1 – The program incorporates emissions reductions goals with regular reporting requirements</p> <p>0—The program does not incorporate emissions reductions goals with regular reporting requirements</p>	<p>for achieving these goals, and regular reporting requirements.^{xxxvii}</p> <p>e. The state has undertaken efforts to “right-size” their fleet.</p> <p>f. The state green fleet program has prioritized the deployment of electric and alternative fuel vehicles in low-income, minority, or underserved neighborhoods.^{xxxviii} [EQ 4.2].</p>	<p>Connecticut does enforce anti-idling laws under Regulations of Connecticut State Agencies (RCSA) section 22a-174-18(b)(3)^{xli} and runs education and outreach programs to prevent idling.^{xlii}</p> <p>b. Connecticut’s fleet includes 3,000 government vehicles; however, it is not clear from the Executive Order which vehicles will be subject to the green fleet program.</p> <p>c. While they do not offer financial incentives, Connecticut DEEP does provide resources for non-state actors to green their fleets.^{xliii}</p> <p>d. The Lead by Example program includes regular reporting and emissions benchmarking to track progress on goals.^{xliv}</p> <p>e. Connecticut does not appear to have made efforts to “right-size” its fleet.</p> <p>f. The state does not appear to prioritize the deployment of electric and alternative fuel vehicles in low-income, minority, or underserved neighborhoods.</p>
A.2.3	Does the state maintain adherence to California low emissions and zero	<u>Mitigation Score:</u>	The Clean Air Act establishes allows to the federal government to establish vehicle emissions standards for cars sold in the United States. The “California waiver” – added to the	<u>Mitigation Score: 1/1</u> <u>Equity Score: N/A</u> <u>Public Health Score: 1/1</u>

	<p>emissions vehicle requirements? [PH.1.1]</p>	<p>1 – The state adheres to California low emissions and zero emissions vehicle requirements</p> <p>0 – The state does not adhere to California low emissions and zero emissions vehicle requirements</p> <p>Equity Score: N/A</p> <p>Public Health Score:</p> <p>1 – The state maintains adherence to California emissions standards</p> <p>0—The state does not maintain adherence to California emissions standards</p>	<p>Clean Air Act in 1970 – recognizes California’s unique air quality challenges and allows that state to establish higher emissions standards. States other than California are allowed to adopt the California standard. Adhering to the California low emissions and zero emissions vehicle requirements can have benefits for both climate mitigation and public health.^{xlv} [PH.1.1]</p>	<p>Connecticut adheres to the California low emissions and zero emissions vehicles requirements.^{xlvi}</p>
Section A Total				<p>14/30 46.7%</p>
Section A Equity Total				<p>3/9 33.3%</p>
Section A Health Total				<p>2/4 50%</p>

ⁱ Gail Helen Broadbent, Danielle Drozdowski, and Graciela Metternicht, “Electric Vehicle Adoption: An Analysis of Best Practice and Pitfalls for Policy Making from Experiences of Europe and the US,” *Geography Compass* 12, no. 2 (2018): e12358, <https://doi.org/10.1111/gec3.12358>.

ⁱⁱ Mary Lunetta and Katherine Stainken, “Electric Vehicle Policy Toolkit,” Sierra Club, May 22, 2019, <https://www.sierraclub.org/electric-vehicles/electric-vehicle-policy-toolkit>.

ⁱⁱⁱ Lunetta and Stainken.

^{iv} N. Nigro and C. Zhu, “Plug-In Electric Vehicle Deployment in the Northeast: A Market Overview and Literature Review” (Transportation Climate Initiative, September 2012), http://www.transportationandclimate.org/sites/default/files/TCI-EV-Lit-Review_0.pdf.

^v “DEEP: CHEAPR - Home,” accessed October 6, 2019, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=561422&deepNav_GID=2183.

^{vi} ““Cars and Sedans” Nissanusa.com, accessed January 27, 2022, <https://www.nissanusa.com/vehicles/new.html>.

^{vii} “CHEAPR Statistic,” accessed January 27, 2022, <https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPR/CHEAPR---Program-Statistics>

^{viii} Lunetta and Stainken, “Electric Vehicle Policy Toolkit.”

^{ix} Nigro and Zhu, “Plug-In Electric Vehicle Deployment in the Northeast: A Market Overview and Literature Review.”

^x Broadbent, Drozdowski, and Metternicht, “Electric Vehicle Adoption.”

- ^{xi} Nigro and Zhu, “Plug-In Electric Vehicle Deployment in the Northeast: A Market Overview and Literature Review.”
- ^{xii} Broadbent, Drozdowski, and Metternicht, “Electric Vehicle Adoption.”
- ^{xiii} The Council of State Governments, “State Strategies for Advancing the Electric Vehicle Marketplace” (The Council of State Governments, November 15, 2018), https://issuu.com/csg.publications/docs/electric_vehicles_online; Lunetta and Stainken, “Electric Vehicle Policy Toolkit.”
- ^{xiv} Lunetta and Stainken, “Electric Vehicle Policy Toolkit”; Nigro and Zhu, “Plug-In Electric Vehicle Deployment in the Northeast: A Market Overview and Literature Review”; Broadbent, Drozdowski, and Metternicht, “Electric Vehicle Adoption.”
- ^{xv} Lunetta and Stainken, “Electric Vehicle Policy Toolkit.”
- ^{xvi} Proposed Bill No. 409, “An Act Permitting the Operation of Electric Vehicles in High-Occupancy Vehicle Lanes,” (January Session, 2019). https://www.cga.ct.gov/asp/cgabillstatus/cgabillstatus.asp?selBillType=Bill&which_year=2019&bill_num=409.
- ^{xvii} Conn. Gen. Stat. §14-49, accessed February 22, 2021, https://www.cga.ct.gov/current/pub/chap_246.htm#sec_14-49;
- ^{xviii} “Electric Vehicle Rate Program | Eversource,” accessed November 22, 2019, <https://www.eversource.com/content/ct-c/business/my-account/billing-payments/about-your-bill/rates-tariffs/electric-vehicle-rate-program>.
- ^{xix} “Chapter 246 - Motor Vehicles,” accessed November 22, 2019, https://www.cga.ct.gov/current/pub/chap_246.htm#sec_14-49; “DEEP: EVConnecticut - EV Benefits,” accessed November 22, 2019, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=539606&deepNav_GID=2183.
- ^{xx} Broadbent, Drozdowski, and Metternicht, “Electric Vehicle Adoption.”
- ^{xxi} Lunetta and Stainken, “Electric Vehicle Policy Toolkit.”
- ^{xxii} Lunetta and Stainken; Nigro and Zhu, “Plug-In Electric Vehicle Deployment in the Northeast: A Market Overview and Literature Review”; Broadbent, Drozdowski, and Metternicht, “Electric Vehicle Adoption.”
- ^{xxiii} The Council of State Governments, “State Strategies for Advancing the Electric Vehicle Marketplace.”
- ^{xxiv} Julia Friedman and Garth Otto, “State Strategies for Electric Vehicle Deployment: Outreach and Education Campaigns” (National Association of State Energy Officials, n.d.), http://mojo.naseo.org/data/sites/1/documents/publications/State-Strategies-for-Electric-Vehicle-Deployment_Outreach-and-Education-Campaigns.pdf.
- ^{xxv} Friedman and Otto; The Council of State Governments, “State Strategies for Advancing the Electric Vehicle Marketplace.”
- ^{xxvi} The Council of State Governments, “State Strategies for Advancing the Electric Vehicle Marketplace.”
- ^{xxvii} The Council of State Governments.
- ^{xxviii} The Council of State Governments.
- ^{xxix} The Council of State Governments.
- ^{xxx} Lunetta and Stainken, “Electric Vehicle Policy Toolkit.”
- ^{xxxi} Atlas Public Policy, “Advancing Alternative Fuel Vehicles in Connecticut,” *Atlas Public Policy* (blog), accessed November 22, 2019, <https://atlaspolicy.com/projects/advancing-alternative-fuel-vehicles-in-connecticut/>.
- ^{xxxii} “DEEP: EVConnecticut - Electric Vehicles,” accessed November 22, 2019, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=525234&deepNav_GID=2183; “Drive Change. Drive Electric.,” accessed November 22, 2019, <https://driveelectricus.com/>.
- ^{xxxiii} “DEEP: EVConnecticut - Charging Resources,” accessed November 18, 2019, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=562474&deepNav_GID=2183.
- ^{xxxiv} Lunetta and Stainken, “Electric Vehicle Policy Toolkit.”
- ^{xxxv} The Council of State Governments, “State Strategies for Advancing the Electric Vehicle Marketplace.”
- ^{xxxvi} The Council of State Governments.
- ^{xxxvii} The Council of State Governments.
- ^{xxxviii} “Electric Bus,” Rhode Island Public Transit Authority, accessed November 19, 2019, <https://www.ripta.com/electric-bus>.
- ^{xxxix} Conn. Gen. Stat. § 4a-67d (b).
- ^{xl} Governor Lamont Executive Order No. 21-3 (December 16, 2021). <https://portal.ct.gov/-/media/Office-of-the-Governor/Executive-Orders/Lamont-Executive-Orders/Executive-Order-No-21-3.pdf>.
- ^{xli} “DEEP: Anti-Idling - Compliance and Enforcement,” accessed November 22, 2019, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=570934&deepNav_GID=1619.
- ^{xlii} “DEEP: Anti-Idling - Outreach and Education,” accessed November 22, 2019, https://www.ct.gov/deep/cwp/view.asp?a=2684&q=570946&deepNav_GID=1619.
- ^{xliii} “DEEP: Reducing Business/Fleet Transportation Emissions,” accessed November 22, 2019, <https://www.ct.gov/deep/cwp/view.asp?a=4423&q=544590>.
- ^{xliv} “DEEP: Lead By Example,” accessed November 22, 2019, https://www.ct.gov/deep/cwp/view.asp?a=4405&q=489980&deepNav_GID=2121.

^{xlv} Alan J. Krupnick, Margaret A. Walls, and Carol T. Collins, “Global Warming and Urban Smog: Cost-Effectiveness of CAFE Standards and Alternative Fuels,” *The Energy Journal* 14, no. 4 (1993): 75–97.

^{xlvi} Conn. Gen. Stat. § 22a-174g; Conn. Regs. §§ 22a-174 -36 to 22a-174-36c.