Connecticut Department of Energy and Environmental Protection
California Clean Cars Update

SIPRAC
January 10, 2013
Paul Kritzler
Air Mobile Sources
Current LEV Standards

Current standards are successful:

– Cleaner conventional vehicles
– Commercialization of some advance technology vehicles (Hybrids)

but needed revisions:

– Current LEV standards end after 2015
– Current standards don’t account for new technological developments that allow for cleaner vehicles
– Mobile sources continue to represent significant portion of air pollution both in CA and CT
California’s New LEV/ZEV Standards

• January 2012, CARB Board passes new LEV III and ZEV regulations which cover 2015-2025

• Central Goals:
  – Harmonization with national standards
  – Cleaner conventional vehicles
  – Increased durability standards
  – Better warranty protections
  – Increased adv. Tech. vehicle volume requirements

EPA granted a waiver of preemption for the new CA regulations on December 27, 2012
Connecticut Adoption of CA LEV III

Connecticut must adopt new changes due to Federal and State requirements:

**FEDERAL**
- Federal CAA §177 requires “identicality” with California standards
- CAA requires 2 year lead-time for new engine standards
- Meeting more stringent Ozone NAAQS will require higher emissions reductions contribution from transportation sector

**STATE**
- Conn. Gen. Stat. sec. 22a-174g requires DEEP adopt regulations and remain consistent with CA standards
- GWSA GHG reduction goals in Conn. Gen. Stat. sec. 22a-200a
Timeline

• August 2012, CARB finalizes new regulations
• September 2012, CT finalizes previous LEV program changes
• 2 year lead-time requirements necessitate adoption by January 1, 2013

• Given impossibly short window to adopt revised rule, DEEP recommended adoption of emergency regulations to protect the public welfare
On December 14, 2012 the Commissioner sent a letter to the Governor asking for approval for a finding of imminent peril to the public welfare of Connecticut’s citizens for the following reasons:

- **Economic:** CT would lose out on the benefits and co-benefits that an influx of new Zero Emission Vehicles would provide
- **Consumer Protection:** CT would lose out on LEV III’s increased durability and warranty requirements
- **Air Quality:** CT would be allowing new vehicles that did not meet the best standards available
Emergency Regulations

• On December 17, 2012 the Governor approved the Commissioner’s finding
• LRRC Hearings held on December 18 and 19, 2012 to discuss the proposed emergency regulation
• Approved by operation of law and filed with Secretary of State on December 31, 2012
• Section 22a-174-37a effective on December 31, 2012
• Emergency Regulations can remain in effect for a maximum of 180 days
  • 120 days and a possible 60 day extension
Next Steps

• Propose adoption of permanent regulations
  – Amend section 22a-174-36b
  – Adopt new section 22a-174-36c

• Continue tracking CARB actions
  – Expect another CARB amendment in early 2013

• Continue participation in regional partnerships with CA, other 177 states and manufacturers

• DEEP LEAN Event and process improvement
Questions?

Paul Kritzler
Environmental Analyst
Paul.Kritzler@ct.gov
(860) 424-3889