



Submitted via <https://www.regulations.gov>

Lee Zeldin, Administrator
U.S. Environmental Protection Agency
EPA Docket Center
Mail Code 28221T
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460
Docket ID No. EPA-HQ-OAR-2025-0194

RE: Connecticut DEEP Comments on the Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards

Dear Administrator Zeldin:

The Connecticut Department of Energy and Environmental Protection (DEEP) submits these comments in opposition to the U.S. Environmental Protection Agency's (EPA's) proposed rule, "Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards"¹ (Proposal), to rescind the 2009 Endangerment Finding and greenhouse gas (GHG) vehicle emission standards for light-duty, medium-duty, and heavy-duty vehicles and engines.

EPA's Proposal unconscionably retreats from the federal government's core obligations to ensure national preparedness, resiliency, and the protection of public health, safety, and the environment. This retreat is especially harmful in the face of the devastating, deadly, and growing impacts of climate change being felt across the country and in every state and local jurisdiction. In addition to ignoring these harms, the Proposal fails to recognize the strategic advantage of a holistic regulatory approach that integrates energy and the environment as a means to advance a thriving economy. As currently envisioned, the proposal will increase energy and health-related costs. Meanwhile, the market globally continues to expand for clean vehicles and failure to keep pace with the global market can result in significant economic setbacks for the U.S. automotive industry,

¹Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards. [2025-14572.pdf](#), (July 30, 2025) hereafter referred to as the "Proposal" 90 Fed. Reg. 36,288 (Aug. 1, 2025)

while electric vehicles are dominating the market for new car sales in several countries including Norway² and Nepal³; globally, the share of new vehicle purchases that were electric continues to increase, reaching over. ⁴

The Endangerment Finding Was Correctly Determined, and the Evidence of Climate Damages Is Clear Across the Globe, the U.S., and Connecticut

The Endangerment Finding was correctly determined, based on overwhelming scientific consensus and well-established evidence that human-caused greenhouse gas emissions drive global warming and endanger public health and welfare.⁵ Nearly two decades have passed since the Supreme Court held that GHGs are air pollutants subject to regulation under section 202(a) of the Clean Air Act and directed EPA to determine whether GHGs endanger public health and the environment.⁶ In response, EPA conducted an extensive public process, examined decades of peer-reviewed scientific studies, and developed a robust record informed by hundreds of thousands of comments.⁷ After this extensive process, EPA concluded in its final rule that GHGs do in fact endanger public health and welfare. This finding is supported by sound science and has been reinforced by the impacts of climate change across the country, including in Connecticut.

In recent years, Connecticut residents have experienced climate harms from rising temperatures, more frequent heat waves, heavy rainfall, flooding, coastal storms, droughts, wildfires, and degraded air quality. These impacts have caused deaths, damaged infrastructure, disrupted communities, and imposed hundreds of millions of dollars in economic losses.⁸ As these climate impacts worsen, the economic impacts will further strain household budgets in our state, through higher electricity costs⁹ and increasing¹⁰ premiums¹¹

EPA's Draft Regulatory Impact Analysis Is Flawed (DRIA)

² See [In Norway, nearly all new cars sold in 2024 were fully electric | Reuters](#)

³ See [The Country Where 76% of Cars Sold Are Electric - The New York Times](#)

⁴ See [Trends in electric car markets – Global EV Outlook 2025 – Analysis - IEA](#)

⁵ U.S. Global Change Research Program (USGCRP). “[Impacts, Risks, and Adaptation in the United States.](#)” Fourth National Climate Assessment. November 23, 2018.

⁶ *Massachusetts v. EPA*, 549 U.S. 497, 532 (2007)

⁷ See Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, 74 Fed. Reg. 66,496 (Dec. 15, 2009) (2009 Endangerment Finding)

⁸ See [ct_deep_comments_epa_repeal_ghg_standards_fossil_fired_egus.pdf](#)

⁹ See [Dan Haar: Eversource asking customers to pay \\$634M bill for CT storms](#), CT Insider, December 21, 2023.

¹¹ See [Changing Climate: Trends in CT home insurance costs – NBC Connecticut](#), NBC News, April 29, 2025.

¹⁰ See [Changing Climate: Trends in CT home insurance costs – NBC Connecticut](#), NBC News, April 29, 2025.

The 2009 Endangerment Finding, which relied on a substantial administrative record, was properly decided and should not be reconsidered.¹³ In contrast, the Draft Regulatory Impact Analysis (DRIA) for the reconsideration of the 2009 endangerment finding and GHG vehicle standards repeal fails to include the necessary technical analysis on the potential economic and public health impacts of the Proposal. The DRIA, which was developed through a process¹⁴ dismisses the conclusions of carefully assembled models for economic and environmental impacts without conducting similarly rigorous analyses. For example, the DRIA does not attempt to quantify or model the social cost of GHG emissions in its analysis.¹⁵ nor does it provide modeling to quantify the impacts of increased GHG emissions or reference similar peer-reviewed models. As a result, the economic models used to analyze the impacts of are both insufficient and incomplete.

The DRIA also fails to include critical pollutant modeling analyses,¹⁶ including Motor Vehicle Emissions Simulator (MOVES) and Community Multiscale Air Quality Modeling System (CMAQ), consistent with the methodology EPA relied upon when adopting the standards it now proposes to unwind.¹⁷ Further, the DRIA fails to take into account a number of other important factors, including but not limited to, criteria pollutant and air toxics emissions increases while failing to assess the cumulative impacts of the full suite of EPA's de-regulatory agenda. Lastly,

¹³ See *Coalition for Responsible Regulation, Inc., Et al., v. EPA*, 684 F.3d 102 (D.C. Cir 2012), cert. denied, holding that EPA had reasonably relied on peer-reviewed assessment from the IPCC, et. al., and had amassed a substantial record of harms attributed to anthropogenic GHG emissions while rejecting arguments that some scientific uncertainty warrants invalidation of the 2009 Endangerment Finding.

¹⁴ The [DRIA](#) fails to adequately assess the air quality impacts of repealing the vehicle GHG emission standards and the impact such actions will have on ambient concentrations of ozone, fine particulate matter and oxides of nitrogen. EPA should complete these necessary analyses, before finalizing the Proposal.

¹⁵ U.S. Environmental Protection Agency. *EPA Report on the Social Cost of Greenhouse Gases: Estimates Incorporating Recent Scientific Advances*. November 2023. National Center for Environmental Economics, Office of Policy, Climate Change Division, Office of Air and Radiation. https://www.epa.gov/system/files/documents/2023-12/epa_scghg_2023_report_final.pdf

¹⁶ **U.S. EPA**, *Draft Regulatory Impact Analysis: Proposed Repeal of Greenhouse Gas Emissions Standards for Light-, Medium-, and Heavy-Duty Vehicles and Engines* 34 (EPA-420-D-25-003, July 2025), <https://www.epa.gov/system/files/documents/2025-07/420d25003.pdf>.

¹⁷ See Revisions to the Guideline on Air Quality Models (Appendix W to 40 CFR Part 51), 89 Fed. Reg. ____ (proposed Nov. 29, 2024) (to be codified at 40 C.F.R. pt. 51) (EPA-HQ-OAR-2022-0872).

the DRIA fails to assess the cost to consumers of lost protections related to battery warranty and standards that would result from the Proposal.¹⁸

Without a comprehensive and well-designed Regulatory Impact Analysis, critical elements of the proposal are lacking. These elements including information on how the Proposal would impact the environment, public health, the national economy, manufacturing, are not part of the agency's evaluation, and therefore, the administrative record is lacking critical information necessary for the public to provide informed comments as allowed and under the Administrative Procedures Act (APA) and demonstrate how this Proposal meets the requirements of the APA.¹⁹

EPA Must Fulfill Its Legal Responsibility to Regulate Emissions from Motor Vehicles and Advance Its Commitment to Achieving Clean Air for All Americans

In February, EPA announced with great fanfare the agency's "Powering the Great American Comeback initiative" which consists of five pillars meant to guide the agency's work over the next four years. The very first pillar outlines a commitment to environmental protection: "Every American should have access to clean air, land, and water."²⁰ In order to meet that commitment, EPA must fulfill its statutory obligations and mission to reduce emissions from mobile sources.

In Section 202(a) of the Clean Air Act, Congress explicitly charged EPA to regulate motor vehicle emissions. In Connecticut, the transportation sector is responsible for about 42% of GHG emissions and 70% of smog forming emissions. Transportation emissions represent Connecticut's single largest source sector of GHG emissions.²¹

These pollutants have contributed to a pervasive ozone non-attainment challenge in Connecticut, and the state suffers from some of the worst air quality in the U.S. The State has failed to meet the National Ambient Air Quality Standards (NAAQS) for ozone (smog) for nearly 50 years and is currently classified by the U.S. EPA as being in "severe" and "serious" nonattainment of federal health-based air quality standards. In 2024, Connecticut exceeded federal health-based ozone standards on 23 days (an increase from 19 days in 2023). That means the State's unhealthy air

¹⁸ The Proposal would repeal a range of GHG emission standards for motor vehicles and engines, including federal requirements related to the durability, warranty, and performance of vehicle components specifically regulated for GHG emissions—such as electric vehicle (EV) batteries and plug-in hybrid systems. This shift will create significant challenges for consumers. Without uniform federal standards, buyers may face inconsistent warranty coverage and limited transparency about the expected lifespan or reliability of key vehicle components as manufacturers will no longer be obligated to test or certify the durability of EV batteries or GHG-related parts, potentially leading to a market flooded with components of varying quality.

¹⁹ See 5 U.S.C. sec. 533(b) and (c) and 5 U.S.C. sec. 706(2)(A), respectively

²⁰ [EPA Administrator Lee Zeldin Announces EPA's "Powering the Great American Comeback" Initiative | US EPA](#)

²¹ See [Connecticut Greenhouse Gas Emissions Inventory 1990–2023](#)

quality levels required health advisories, instructing Connecticut residents to take precautionary steps, such as limiting time outdoors. Air pollution causes the greatest harm to vulnerable populations, such as seniors, children, and those suffering from asthma or other respiratory diseases. Respiratory-related illnesses cost Connecticut tens of millions of dollars annually, and the State incurred nearly \$120 million in acute care charges due to asthma in 2023 alone.²²

In addition, Connecticut communities consistently rank highly in the Asthma and Allergy Foundation of America's annual "Asthma Capitals" list. In the 2025 report, three Connecticut cities were ranked in the top 100 most challenging cities to live in with asthma (Hartford #7, Bridgeport #52, and New Haven #63). Hartford has the fifth highest rate of asthma in all cities examined for the report. Additionally, the American Lung Association's annual State of the Air Report, released in August 2025, found that, once again, Connecticut received an F grade in four of its eight counties for high ozone days, and that Fairfield County ranked 22nd in the country for most polluted counties to live in, measured by ozone and particle pollution. Protective, health-based federal mobile source standards are indispensable tools in advancing clean air objectives, particularly because state and local agencies have very limited regulatory authority over mobile sources that traverse their jurisdictions.

EPA's proposed elimination of GHG emissions standards for vehicles that were adopted pursuant to the Endangerment Finding would be particularly harmful in Connecticut. The impact of eliminating GHG emissions standards can be evaluated using data from the U.S. Bureau of Transportation Statistics on vehicle miles traveled (VMT) on state highways. In 2023, VMT on Connecticut's highways totaled 30,503 million miles, placing it third among Northeastern states in VMT per square mile at 5.55 million miles—just behind Massachusetts (5.76) and Rhode Island (6.23). This density underscores Connecticut's heavily trafficked transportation infrastructure relative to its land area, which far surpasses²³ Connecticut's intense transportation activity heightens the State's need for robust vehicle emissions standards. Without federal regulation, GHG emissions will rise substantially exacerbating known climate impacts such as extreme weather events and increasing temperatures.²⁴ Increasing temperatures leads to hotter summer days and conditions conducive to even more days on which Connecticut residents experience unhealthy levels of ozone.

In addition, this proposal would repeal all existing and future GHG emission standards for Light, Medium, and Heavy-duty vehicles and engines, fleet-average CO₂ limits, OEM credit trading systems, and a variety of reporting and testing requirements. These tools have been essential in

²² See CTDPH statistics on asthma in Connecticut at [Asthma Program](#)

²³ U.S. Department of Transportation, Bureau of Transportation Statistics. *State Highway Travel*. Accessed August 2025. <https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/state-highway-travel>

²⁴ [Climate Change and Health in Connecticut 2020 Report](#)

driving progress toward cleaner, more efficient vehicles and protecting consumers from substandard technologies.

The EPA's own technically limited analysis acknowledges that this repeal will lead to increased gasoline consumption, higher fuel prices, and greater vehicle operating costs for consumers.²⁵ It will also slow the transition to electric vehicles, undermining innovation and competition in the auto industry. This action represents a fundamental dismantling of federal climate change and environmental protections in the transportation sector and will have far-reaching negative consequences for public health, the environment, and the economy.

EPA cannot fulfill its obligation to achieve clean air for all Americans without preserving meaningful regulations to reduce both GHG and criteria pollutant emissions in the transportation sector.²⁶ Such pollution reductions are also essential for Connecticut to achieve the State's clean air and climate change goals and protect the health and safety of its residents. A repeal of the Endangerment Finding and related federal regulations would undermine clean air and public health in Connecticut and around the country making achieving the goal of clean air impossible in Connecticut.

Conclusion

DEEP urges EPA to retain the 2009 Endangerment Finding and accompanying transportation emission standards. The Endangerment Finding is supported by science which demonstrates that GHG's are harmful to human health and properly regulated under the Clean Air Act by EPA. Moreover, the long-standing motor vehicle standards are foundational to protecting public health and the environment. Continuation of GHG emission standards is necessary to combat climate change and continue technological advancement towards carbon free technologies. The proposed regulatory roll backs, in contrast, will undermine public health and environmental quality while weakening consumer protections on motor vehicles.

Connecticut and other states are committed to continuing to lead by taking actions to advance clean air and climate change goals and proactively protect our citizens. However, a patchwork of state

²⁵Tracy J. Wholf. "Repealing Rule to Curb Greenhouse Gas Emissions Will Increase Gas Prices, Trump Administration's Own Analysis Finds." *CBS News*, August 1, 2025. <https://www.cbsnews.com/news/epa-rule-greenhouse-gas-emissions-gas-prices/>.

²⁶ U.S. Environmental Protection Agency. *Reducing Greenhouse Gas Emissions from the Transportation Sector through Climate Planning – Technical Highlights*. EPA-420-F-24-042, December 2024. <https://www.epa.gov/system/files/documents/2024-12/420f24042.pdf>.

actions, without corresponding federal action and leadership, is inherently less efficient and will fall short of what is needed from the federal government to solve a global problem. EPA must act to pursue its statutory obligations and stated commitment to achieve clean air for all Americans. To fulfill these commitments, EPA must abandon its harmful Proposal and act instead to reduce transportation related GHG emissions. Connecticut urges EPA to reverse course, uphold the Endangerment Finding, and leave the current GHG vehicle emission standards in place to continue to advance efforts to achieve clean air, address climate change, and protect public health. Thank you for the opportunity to provide these comments.

Sincerely,

A handwritten signature in blue ink, reading "Katherine S. Dykes". The signature is fluid and cursive, with the first name "Katherine" being more prominent and the last name "Dykes" following in a similar style.

Katherine S. Dykes
Commissioner
Connecticut Department of
Energy and Environmental Protection