



Connecticut Department of Energy and Environmental Protection



Public Act 22-25

Connecticut Clean Air Act

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SIPRAC

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Bureau of Air Management



Connecticut Department of Energy and Environmental Protection

Public Act 22-25

- **State Fleet Electrification** - Requires DAS ensure the LD State Fleet switches to EV by:
 - 2026: 50% | 2028: 75% | 2030: 100%
- **“Right to Charge”** for:
 - Renters: requires landlords to approve a tenant’s written request to install EVSE
 - Condo Owners: voids any prohibitions that unreasonably restrict EVSE installation
- **New Construction EVSE Req’s**
 - By 2023, certain new state/municipal/school construction projects must have 20% of parking equipped with Level 2 EVSE
- **Property Tax Exemptions** - Exempts EVSE and H2 as well as EV School buses from property tax
- **Zero-emission School Buses**
 - Increase school transportation contracts to 10-year (at least 1 EV bus)
 - 2030: 100% EV in EJ | 2040: 100% EV *all* school districts
 - A new matching grant program for the EPA Clean School Bus Program up to \$20 million
- **Medium-Heavy-duty Vehicles**
 - New MHD Voucher Program with \$10 million in funding
 - DEEP authorized to adopt California MHD emission standards
- **Fees** - Eliminates the reduced registration fee for EVs
- **Traffic Signal Modernization** - Requires DOT to establish a matching grant program to help municipalities modernize existing traffic signal equipment



Connecticut Department of Energy and Environmental Protection



Substitute Senate Bill No. 4

Public Act No. 22-25

AN ACT CONCERNING THE CONNECTICUT CLEAN AIR ACT.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. Section 4a-67d of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2022):

(a) As used in this section, (1) "emergency vehicle" means a vehicle used by the Department of Motor Vehicles, Department of Emergency Services and Public Protection, Department of Energy and Environmental Protection, Department of Correction, Office of State Capitol Police, Department of Mental Health and Addiction Services, Department of Developmental Services, Department of Social Services, Department of Children and Families, Department of Transportation, Judicial Department, Board of Pardons and Paroles, Board of Regents for Higher Education, The University of Connecticut or The University of Connecticut Health Center for law enforcement or emergency response purposes, (2) "hybrid" means a passenger car that draws acceleration energy from two on-board sources of stored energy that consists of either an internal combustion or heat engine which uses combustible fuel and a rechargeable energy storage system and, for any passenger car or light duty truck with a model year of 2004 or newer, that is certified to meet or exceed the California Air Resources Board's

State Fleet Purchasing Requirements

- Establishes requirements for fleet purchases across the State fleet:
 - By 2026, 50% of cars and LD trucks must be BEV
 - By 2028, 75% of cars and LD trucks must be BEV
 - By 2030, 100% of cars and LD trucks must be BEV
- Requires installation of Level 2 charger in 20% of the parking spaces by 2023 and new construction of a municipal facility with 30 + parking spaces must install charging for 10% of parking spaces.
- Prohibits procurement of diesel transit buses after 2024
- Requires DOT to create a plan for the transition



Sections 2 through 4 - Right to Charge

"Right to charge" Prevents unreasonable restrictions on the installation or use of an electric vehicle charging station in a unit parking space or limited common element parking space. Applies to: Renters , HOA residents, Condominium unit owners

Right to Charge legislation is a critical step towards ensuring all residents can benefit from participating in Connecticut's clean transportation transition.

All costs associated with the installation, maintenance, usage, insurance, and removal of the station are covered by the station owner.

Right to Charge provisions do not apply to properties with EVSE installed at a ratio that is equal to or greater than 15% of the total number of units on the property.

Legislation incorporated extensive feedback from property managers.



Section 5 - EVSE Installation Requirements at State Facilities

Summary:

- After Jan 1, 2023, any new construction at state facilities in excess of \$100,000 must install level 2 charging stations in at least 20% of parking spaces
- After Jan 1, 2023, any new construction of a municipal facility with 30 or more parking spaces that is capable of installing level 2 EVSE must install charging for 10% of parking spaces



Section 6 – Property Tax Exemptions

Summary:

- Exempts level 2 EVSE, H2 refueling equipment, and Zero Emission Vehicles from property tax



Section 7 and 10: CHEAPR is Evolving?

- **Increased funding!** increasing the programs funding to approximately \$8-10 million/year from greenhouse gas (GHG) motor vehicle fees and Regional Greenhouse Gas Initiative (RGGI) fees.
- **Increased MSRP cap!** establishes a new maximum for vehicle eligibility at \$50,000.
- **CHEAPR Board**
 - Increasing Board's membership with addition of 5 new board seats (1 PURA chairperson + 4 appointed).
 - CHEAPR board becomes an *advisory* board.

Lesson learned - enables DEEP to administer a more flexible, and responsive program depending on market conditions, funding and feedback.
- **New Program Goals - giving priority to:**
 - low-income individuals (household income at or below 300% of federal poverty level).
 - residents of environmental justice (EJ) communities.
 - residents who participate in certain state or federal assistance programs.

Additional EJ incentives **up to %100** standard rebate amounts!
- **Rebate+ Vouchers:**
 - Rebate+ programs will be allowed to use either a rebate or a voucher system going forward.

Lesson learned - having *cash on the hood* has been a successful system for new cars, but vouchers allow for LMI residents to walk into the dealership with cash off the vehicle.



How is CHEAPR Evolving?

- **CHEAPR is also being extended to:**
 - Businesses, Municipalities, Nonprofits (10 EVs/yr | 20 Total)
- **E-Bike Voucher Program**
 - Requires the establishment of *maximum* income eligibility
 - Minimum \$500 rebate w/ \$3,000 MSRP cap on E-bikes
 - LMI/EJ component
- **Outreach & Marketing**
 - Requires DEEP to conduct outreach and implement a marketing campaign to further promote CHEAPR
 - DEEP is in the process of scoping out an SOW for marketing CHEAPR
- **CHEAPR work plan under development:**
 - Some new requirements fall within DEEP's existing SOW with CSE
 - Some requirements will necessitate new program costs and will require an amended SOW
 - Some requirements are outside the scope of the SOW and will require a new SOW



Section 8 - Eliminates the EV Exemption in the Registration Fee



Section 9 – OPM and DEEP Report on CAA Fee

- Requires a report by Jan 1, 2023, to the legislature to report on monies gained through the clean air act fee.
- Amount of money collected
- How this money helps to reduce GHG

Section 11 – Traffic Signal Modernization



Section 12 – Ten Year School Bus Contracts

Summary:

- Allows school bus contracts to be 10 years instead of 5 years
- Allows for better amortization of more expensive EV Bus projects



Section 13 – School Buses

- New School Bus Electrification Targets
 - Requires 100% of school buses to be zero emission or alternatively fueled vehicles by 2035
 - Requires 100% of school buses to be zero emission vehicles by 2040
 - Requires 100% of school buses that serve environmental justice communities to be ZEV by 2030
- Establishes a matching grant program for school districts to supplement the Clean School Bus program
 - Funded through bonding \$20 million
- Requires DEEP to provide administrative and technical assistance to school districts to transition to ZEV buses



Section 13 – School Bus Efforts

- EPA Launched CSB Program in May with an August 21, 2022 application deadline
 - EPA established 24 priority school districts in Connecticut
- Work on Information Gathering and Dissemination
 - Utilize every opportunity to get out the word on the EPA CSB program
 - Draft RFI in progress
- Work to secure bond funding
 - Develop annual funding ask procedure
- Develop program for matching grants
- Coordinate with EPA to determine how/ when matching funds are best granted
- Scope out administrative and technical assistance program



Section 14 – MHD Voucher Program

Summary:

- Requires DEEP to establish a MHD voucher program for class 3-13 heavy duty truck, class 3-8 school bus for Zero Emission Vehicles
- \$10 million dollar earmark funding
 - (H.B. 5506, Sec. 12, clause 71)(pg. 65)
- Expected Launch in 2023



Section 15 – MHD Authority to Adopt

Summary:

- Amends 22a-174g to allow DEEP to adopt California's Medium and Heavy-Duty rules.
- DEEP is developing regulation and anticipates starting reviews shortly



Section 16, 17, and 18 – School EVSE, Solar and RGGI

- Section 16: Disallows funding for school projects that do not allocate parking to EVSE
- Section 17: Prohibits common interest communities from adopting rules that restrict the right to install solar
- Section 18: Expands RGGI funding to GHG reduction program
 - Caps funding from RGGI to Connecticut Green Bank at \$5.2 million from RGGI and puts any excess in CHEAPR starting in 2024



Other Bills of Note

- P.A. 22-143 DEEP Streamlining Bill
 - Removes the need for the Department to approve municipal noise ordinances
 - Adds 40 CFR 62 to Title V incorporations. Sewage sludge incinerator permits.
 - Radiation
- P.A. 22-10 Climate Change
 - Requires elimination of GHG emissions in electricity generation by 2040
- P.A. 22-10
 - Establishes a taskforce to study hydrogen power
- P.A. 22-76
 - Lifts the nuclear power generation moratorium

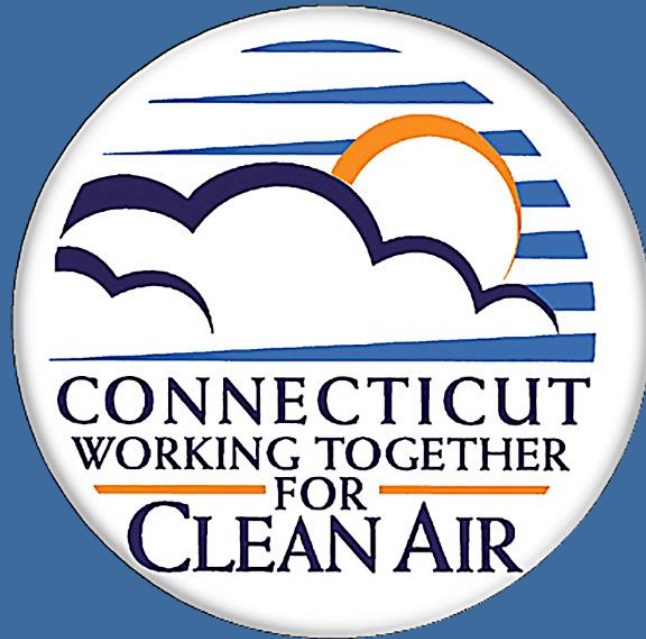


Other Bills of Note

- P.A. 22-55
 - Energy storage pilot program
- P.A. 22-43
 - Increases protections against catalytic converter theft



Questions?



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Sources Group

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