



CEEJAC

Air & Transportation Subcommittee Meeting
January 17, 2024

Welcome

Roll Call, Ground Rules, Agenda Overview

Please note that public comments will be accepted throughout this meeting. If you are a member of the public, please introduce yourself (Name, Organization/Affiliation, Town)

Roll Call

Chair, Alex Rodriguez	Environmental Justice Specialist, Save the Sound
Dr. Mark Mitchell	MD, MPH, Emeritus Professor
Terry Adams	Stamford Board of Representatives
Sharon Lewis	Executive Director, CT Coalition for Economic and Environmental Justice (CCEEJ)
Lori Mathieu	Public Health Branch Chief, CT Department of Public Health for Commissioner Manisha Juthani
Daphne Dixon	Live Green CT

Roll Call

Xochitl Garcia	New Haven
Ryan Boggio	Live Green CT
Jay Stange	Transport Hartford, Center for Latino Progress
Sharmin Akter	UCONN PhD Student
Robert Goodrich	RACCE, Waterbury
Karen Kitsis	Deputy Commissioner, CT Department of Transportation

Ground Rules

1. Listen respectfully, without interrupting
2. Listen actively and with an ear to understanding others' views
3. Only have one conversation at a time
4. Be mindful to give others and opportunity to speak
5. Focus on the task at hand rather than the position

6. Avoid off-topic conversations
7. Criticize ideas, not individuals
8. Commit to learning, not debating
9. Avoid blame, speculation, and inflammatory language
10. Avoid assumptions about any member of the workgroup

Agenda Overview

01.

History of Environmental Justice
Transportation Efforts in CT

02.

Advance Clean Cars II/Advance Clean Trucks
Regulations and Status Update

03.

Environmental Justice Support
for Proposed Regulations

04.

Addressing Environmental Justice Concerns

05.

Developing an Advocacy Plan and Key Messaging

The Problem

- High asthma rates
- Air Pollution
- State is out of compliance with Clean Air Act
- Historic policies have allowed for urban renewal to place highways in low wealth and BIPOC (Black, Indigenous, People of Color) communities to divide and expose them to disproportionate air pollution
- Transportation is the largest source of NOx emissions

Environmental Justice Transportation Efforts (2004 – 2011)



CCEJ educated members on asthma and transportation to help them testify at public hearings



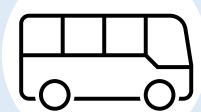
Capital Region Council of Governments (CRCOG) established an EJ position on their Transportation Committee

Engagement of the **Greater Hartford Transit District & Greater Bridgeport Transit District**



City of Hartford declared an Asthma Emergency in the city

A **Diesel Emissions Reduction Strategy** was developed – 3 minute idling law was passed and enforced



Older diesel-powered buses were replaced with **cleaner, fuel efficient school buses in Hartford**

Hybrid Transit Buses were deployed in Hartford and Bridgeport

Environmental Justice Transportation Efforts

Clean Buses for Healthy Niños

- Campaign was centered around educating communities about the benefits electric school buses could bring – specifically addressing asthma as the number 1 concern
- CT's first electric buses were deployed in 2021
- CT DOT estimates that 1 electric bus removes 1,474 tons of CO2 over its 12-year lifespan
- CT to buy 50 electric school buses for 2 districts with federal money





**Advanced Clean Cars II &
Advanced Clean Trucks**



NEW VEHICLE EMISSION STANDARDS UPDATE

Medium and Heavy Duty - Low NOx Omnibus and Advanced Clean Trucks
Light Duty - Low Emission Vehicles IV; Advanced Clean Cars II

REGULATIONS FOR PASSENGER VEHICLES

In November of 2022 California finalized new and more stringent light-duty vehicle emission standards applicable to vehicle manufacturers (OEMs).

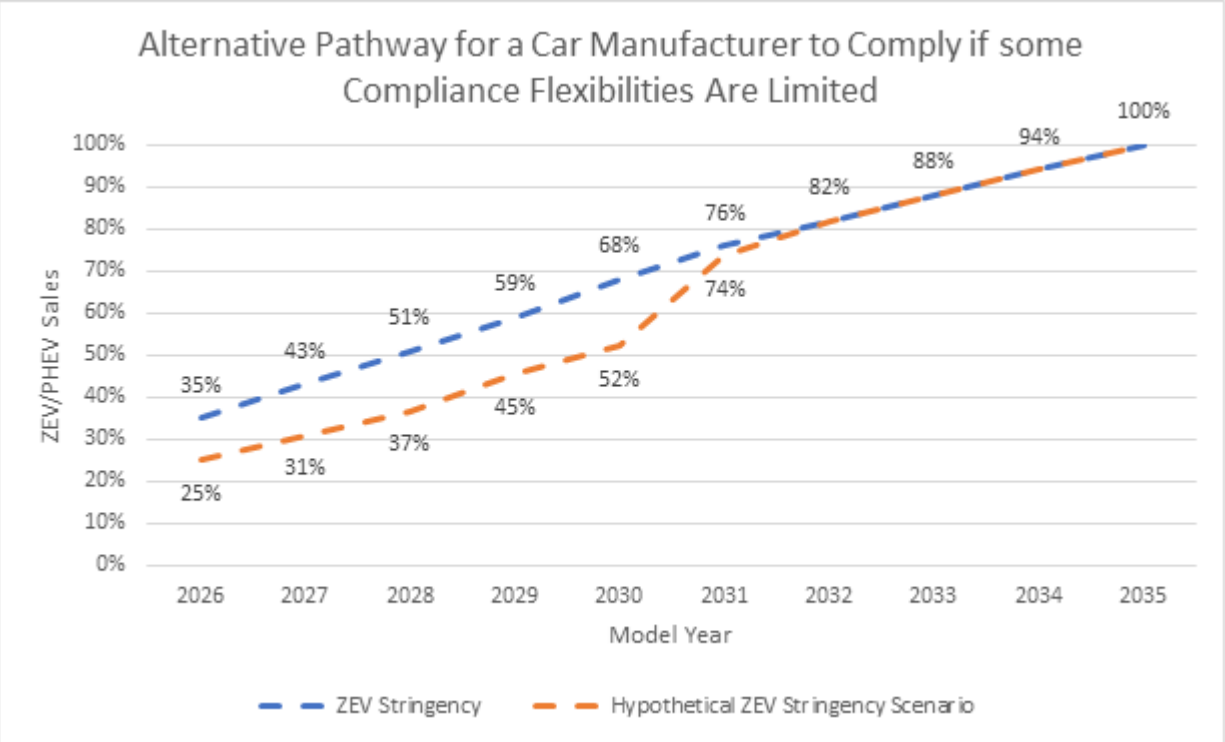
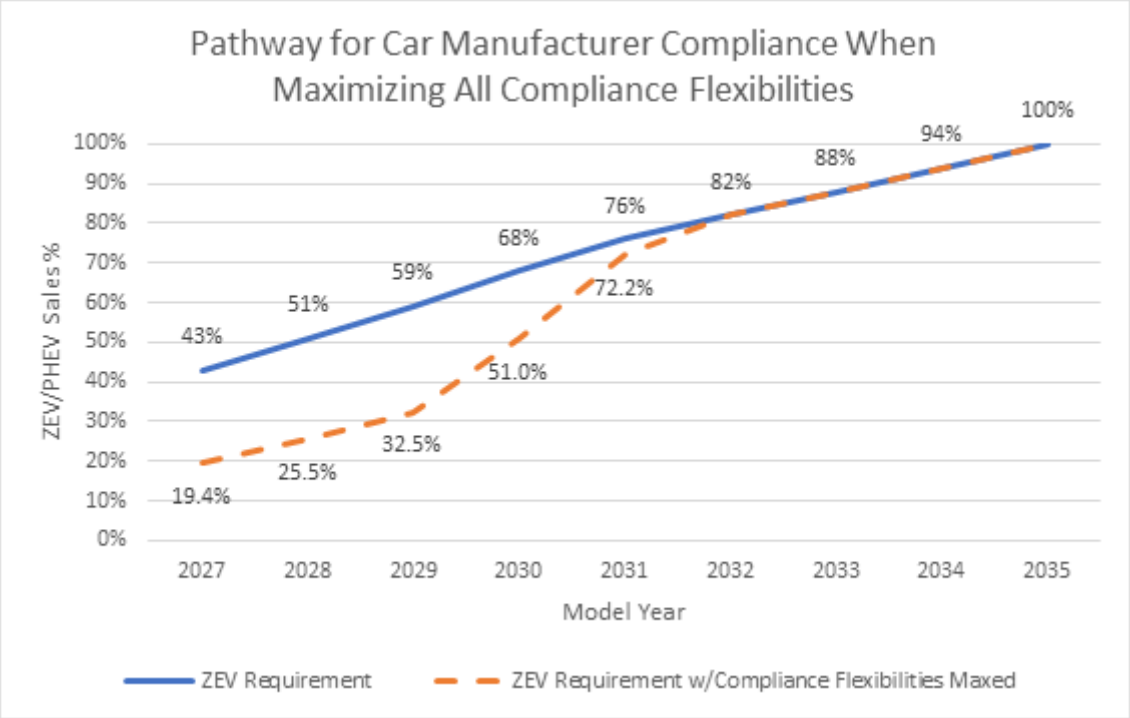
- The new standards build on the previously adopted Advanced Clean Car (ACC I) Standards (Model Year (MY) 2015 through 2025) that Connecticut and several other states adopted previously.

- California's Advanced Clean Cars II (ACC II) standards focus on increasing the requirement for Zero Emission Vehicles (ZEVs) while providing flexibility for manufacturers to meet the program requirements.

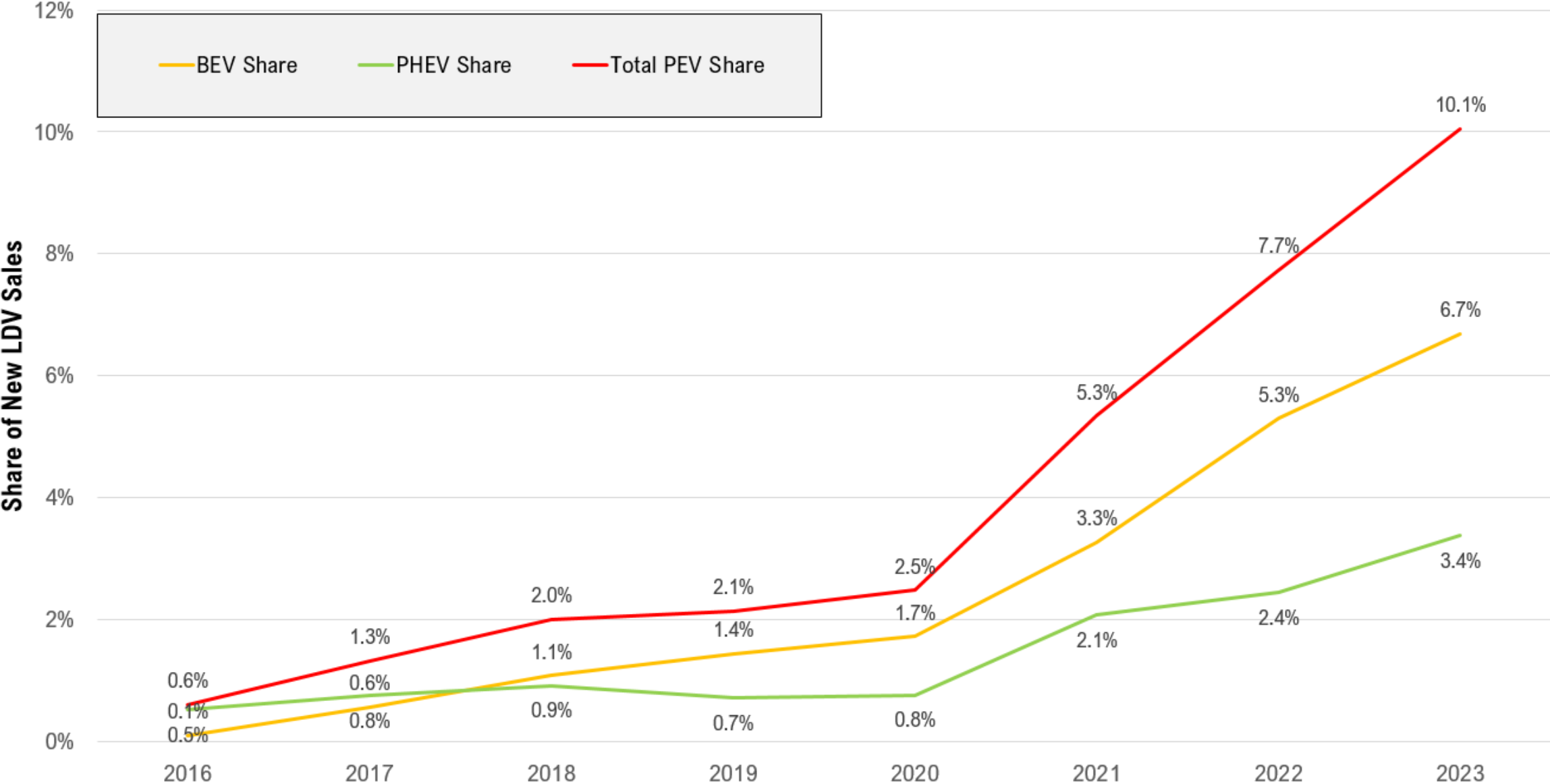
PROGRAM OVERVIEW: PASSENGER VEHICLES

- CA made several changes to streamline the regulatory approach to make it **easier** for manufacturers to comply with the more stringent requirements.
- ZEVs (Battery Electrics and Fuel Cells) and Plug-in Hybrid Electrics, with at least 50 miles of range, will earn ZEV credits.
- Manufacturers can take advantage of early action and historical credits, as well as a pooling mechanism to allow credits from one state to meet requirements in another.
- Banking and trading of credits is still allowed to provide more **flexibility**.
- No manufacturer has been fined for failing to meet the ZEV program credit requirement in any ZEV state. Many manufactures currently have a **surplus** of credits available in the ZEV Credit Accounts



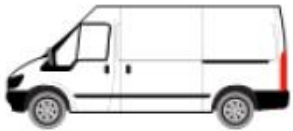













ACCII ELECTRIC VEHICLE DEPLOYMENT TARGETS AND COMPLIANCE PATHS



PEV Sales in CT - Calendar Years 2016-2023



Medium- and Heavy-Duty Vehicles

Weight Class	Class 2b	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8
Example Vehicles	  	 	  	 	 	 	 
GVWR	8,500 – 10,000 lb 3,856 – 4,536 kg	10,001 – 14,000 lb 4,536 – 6,350 kg	14,001 – 16,000 lb 6,351 – 7,257 kg	16,001 – 19,500 lb 7,258 – 8,845 kg	19,501 – 26,000 lb 8,846 – 11,793 kg	26,001 – 33,000 lb 11,794 – 14,969 kg	> 33,000 lb > 14,969 kg

Medium- and heavy-duty (MHD) refers to vehicles with a gross vehicle weight rating (GVWR) greater than or equal to 8,500 pounds (3,860 kilograms)

MEDIUM AND HEAVY-DUTY (MHD) RULES

- MHDs are:
 - 6% of CT's on-road fleet
 - 25% of CT's transportation related GHG
 - 53% of CT's on-road NOx
- Adopted in 2021, CA's MHD requires manufacturers to sell certain percentages of vehicles in adopting states beginning in 2024.
- These percentages are broken up by vehicle class.
- School bus and public transit electrification targets addressed separately in PA 22-25.

California Final Regulation Order			
Model Year	Class 2b-3 Group	Class 4-8 Group	Class 7-8 Tractors Group
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035 and beyond	55%	75%	40%

Table 4: California Initial Statement of Reasons for the Advanced Clean Trucks Regulation

PROGRESS IN OTHER STATES

Who's with CT on light duty standards:

- 14 states have adopted: CA, MA, NY, MD, OR, VT, WA, VA, CO, RI, NJ, DE, DC, and NM
- 2 states are in process of adopting: ME, CT

Who's with CT on medium and heavy-duty standards:

- 11 states have adopted: CA, CO, MA, NY, NJ, OR, VT, WA; NM, RI and MD
- 2 states are in process of adopting: ME and, CT

AFFORDABILITY

1. Lower vehicle costs

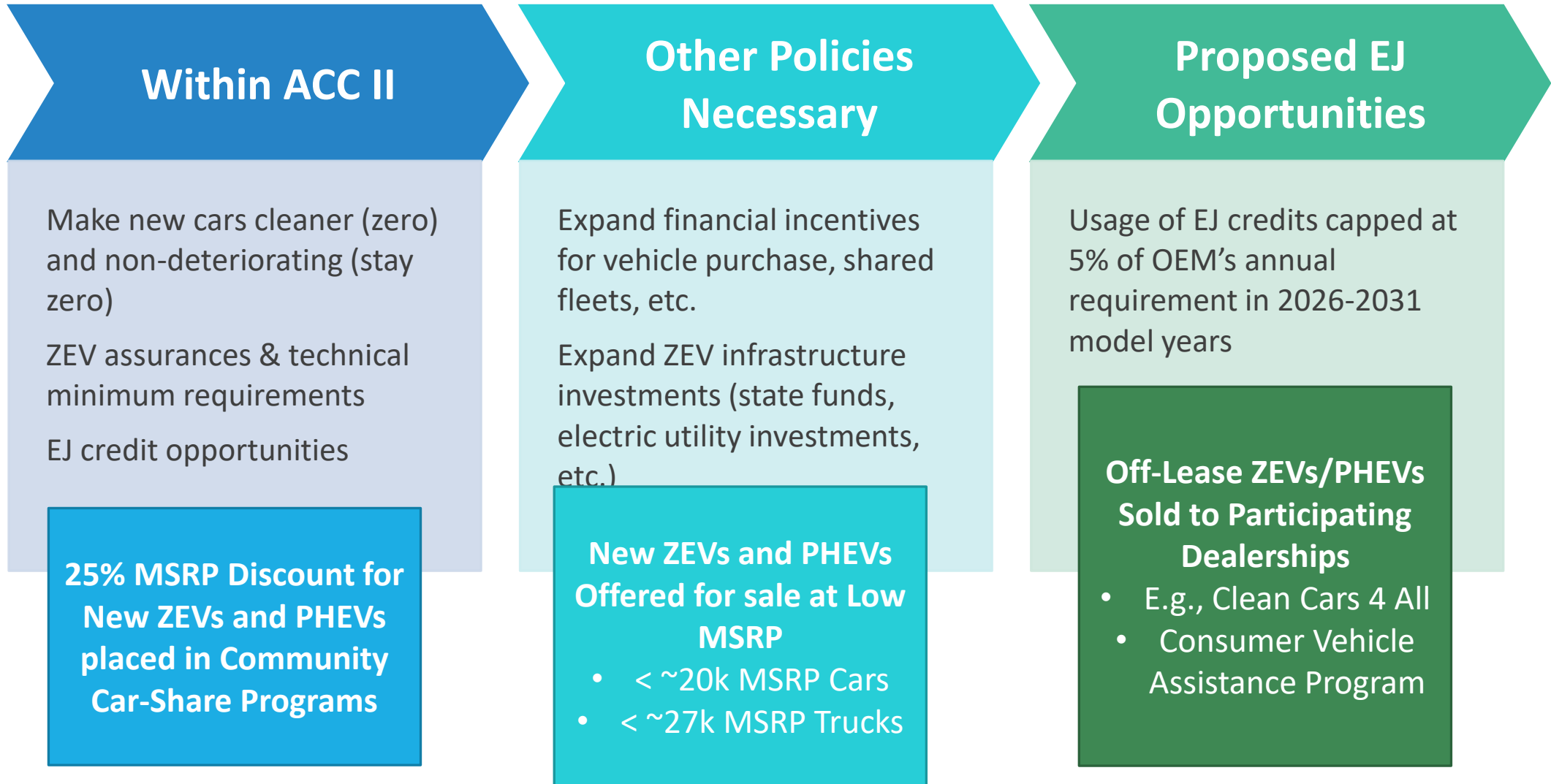
- As battery costs decrease, the cost of vehicles decreases; battery costs are decreasing quickly.
- The price "parity" of EVs with gas vehicles is near. (E.g., a 300-mile cross-over EV by 2030.)
- "Total Cost of Ownership" analysis shows EV owners start saving in first year of ownership.
- Credits to manufacturers for selling to LMI consumers will incentivize affordability.
- Additional CHEAPR incentives are available for LMI consumers.
- Federal tax credits and other financial supports help LMI consumers.

2. Equitable and easy access to EV charging

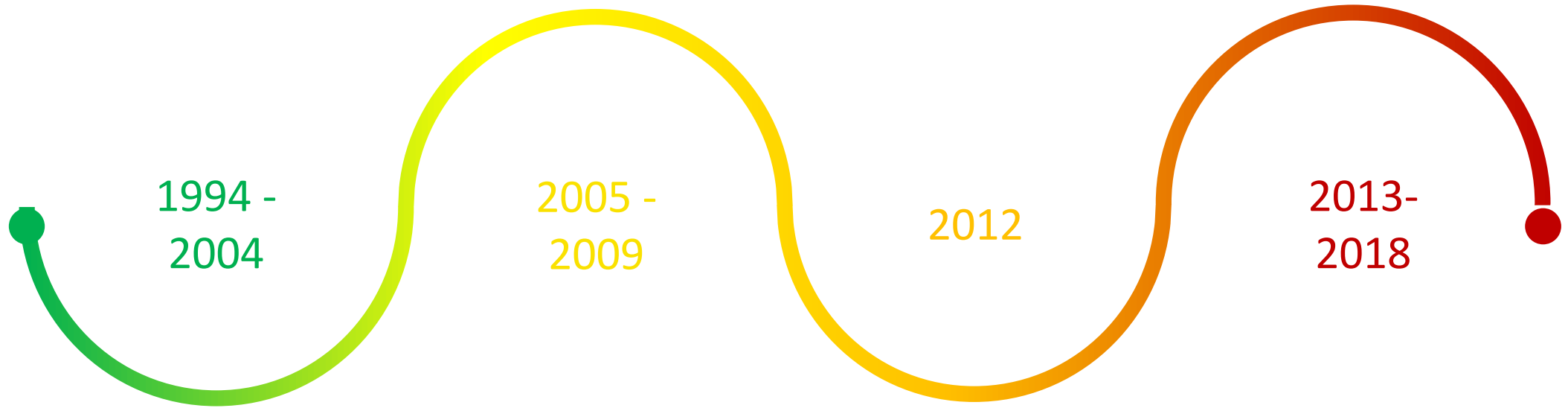
- PURA has allocated millions for Multi-Use Development (MUD) and at home charging. Additionally, planning efforts are ongoing to increase funding for MUD charging.
- PA 22-25 (CT Clean Air Act) removed barriers for renters to install EV charging infrastructure.
- Technologies are rapidly advancing: by 2035, major innovations in on-street charging and more.

Underscoring health impacts for EJ communities: Adopting the standards reduces pollution for already overburdened communities near highways, lowering asthma and other health harms.

ENVIRONMENTAL JUSTICE ASPECT OF CLEAN CAR REGULATIONS



HISTORY OF CT LEV/ZEV RULE AMENDMENTS THROUGH LRRC



Adoption of Clean Cars in 2004

- First adopted CA LEV in 1994, effective with 1998 MY
- Amended 1998 for “National LEV”

2004 legislation

1. Amended 2004 to adopt CA LEV II

Amendments in 2005 and 2009

2. Amended 2005 to adopt LEV II and GHG standards for 2009 model year
3. Amended 2009 to ensure consistency with warranty and recall provisions- Environmental Performance labeling

Amended in 2012

4. Amended in 2012 to incorporate compliance flexibility provisions adopted by CARB for large volume manufacturers

Amended in 2013 and 2018

5. Adopted LEV III in 2013 to add the 2015-25 model years
- Adopted ZEV amendments from 2012 and extended ZEV program to 2022, added compliance flexibilities for OEMs
6. Amended in 2018 for “deemed to comply” as backstop to federal backsliding

CURRENT STATUS AND NEXT STEPS

DEEP withdrew clean vehicle regs from LRRC consideration

Legislative effort underway.

If vehicle regs are not adopted, Connecticut's ozone "non-attainment" status will require additional emission reductions from other sources of air pollution

Reasons to Support the Proposed Regulations

public health

- Cleaner Air
- Reduced rates of asthma, lung cancer, premature birth, autism, ADHD, Alzheimer's

rural & urban infrastructure

Transformation of clean transportation infrastructure should not leave BIPOC communities behind

affordability

Incentives in regulations encourage manufacturers to produce lower cost electric vehicles (EVs)

Others?

EJ Concerns with Proposed Regulations

- Regulations require that all **NEW** cars starting in 2035 be EVs
 - There is no mandate to buy an EV
- Strain on the electric grid
 - Public Utilities Regulatory Authority (PURA) is addressing grid
- New EVs are unaffordable
 - Used EVs are affordable
 - State programs (CHEAPR, CHEAPR+) provide incentives for new and used EV purchase
- Charging Station Infrastructure
- Multi-unit dwellings accessing EV Charging
- Others?



How can we support this work? Advocacy

□ What can you do?

- Share your clean air story with the media
- Sign on letter from CEEJAC
- Meeting with Black & Puerto Rican Caucus
- Other ideas?



How can we support this work? Messaging!

✓ What are the key points?



Questions & Answers

✓ Action Items



THANKS

Contact us at: DEEP.CEEJAC@ct.gov

Join the DEEP Equity & EJ Office Hours every third Wednesday
from 12-1pm on Zoom: <https://ctdeep.zoom.us/j/88627382456>