



March 9, 2022

TESTIMONY **IN SUPPORT** OF

**HB 5039 AAC MEDIUM AND HEAVY-DUTY
VEHICLE EMISSIONS STANDARDS**

SB 4 AAC CONNECTICUT CLEAN AIR ACT

To: Environment Committee Co-Chairs Sen. Cohen and Rep. Gresko, and Transportation Committee Co-Chairs Sen. Haskell and Rep. Lemar, and all the distinguished Members of these committees

From: Lori Brown, Executive Director, Connecticut League of Conservation Voters

On behalf of CTLCV, thank you for the opportunity to submit testimony IN SUPPORT of HB 5039 and SB 4. Both these bills will have a significant and lasting impact on reducing pollution from transportation and help clean up our local air.

HB 5039 AAC MEDIUM AND HEAVY-DUTY VEHICLE EMISSIONS STANDARDS

House Bill 5039 would authorize the Department of Energy and Environmental Protection (DEEP) to pass regulations to adopt California medium and heavy-duty vehicle emission standards. No state can simply adopt their own emissions standards; however, a federal law passed in 1963 allows states like CT to follow what California has adopted for their vehicle regulations.

By adopting these standards, Connecticut can improve air quality and public health, and address environmental justice and the climate crisis.

The transportation sector is the largest contributor to our state's growing emissions. New regulations are needed. The most recent Greenhouse Gas Emissions Inventory issued by DEEP makes it clear that we are not on track to meet our 2030 emissions targets. As medium and heavy-duty vehicles, like buses and trucks, make up an increasing share of the transportation sector, it is important to enact these emission-reducing measures to ensure that this growing share of vehicles does not continue to degrade our air quality.

Connecticut's rising emissions and subsequent poor air quality have detrimental public health consequences. **Individuals who live near roadways are at a greater risk for health impacts from poor air quality including asthma, cardiovascular disease, and impaired lung development in children.** These negative health outcomes disproportionately impact residents of our densely populated urban areas, which are frequently low-income and communities of color.

Major state highways, the primary thoroughfares for medium and heavy-duty vehicles, intersect at and go through these densely populated urban areas. **Every step we take toward reducing our transportation emissions is a step toward environmental justice.**

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SB 4 will, among other things, require that all the state's light duty vehicles be zero-emission by 2030. It requires 100% zero-emission school buses in Environmental Justice communities by 2030 with the rest of state by 2035.

By January 1, 2024, the state will cease to procure, purchase, or lease any diesel fueled transit bus. SB 4 will also add e-bikes to the Electric Vehicle Rebate program (CHEAPR).

We agree with many transportation groups that the bill should contain goals to reduce Vehicle Miles Traveled (VMTs), which refer to the volume of traffic by roadway segment. As highlighted by the Governor's Executive Order 22-3 on climate, we need to dramatically reduce VMTs by 2030. It is an effective way to tackle air pollution from our transportation system while improving safety for vulnerable road users.

CTLCV asks that you set into the statute the language on VMTs from Executive Order 22-3 which mandates the CT Department of Transportation to produce a plan to reduce VMTs by 2030. For reference, [the Colorado DOT GHG Planning Standard](#) offers a roadmap on mitigation strategies on VMTs.

Transportation pollution in Connecticut is a severe problem for public health, environmental justice, and our climate. Recent projections show that emissions from diesel trucks and buses will soon be the largest contributor to dangerous ozone pollution. CTLCV urges the legislature to support HB 5039 and SB 4 as major steps toward addressing our climate crisis. Thank you for your consideration.

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