



# Connecticut Department of Energy and Environmental Protection



# California Clean Cars Update

SIPRAC  
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Paul Kritzler  
Air Mobile Sources



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# Current LEV Standards

Current standards are successful:

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

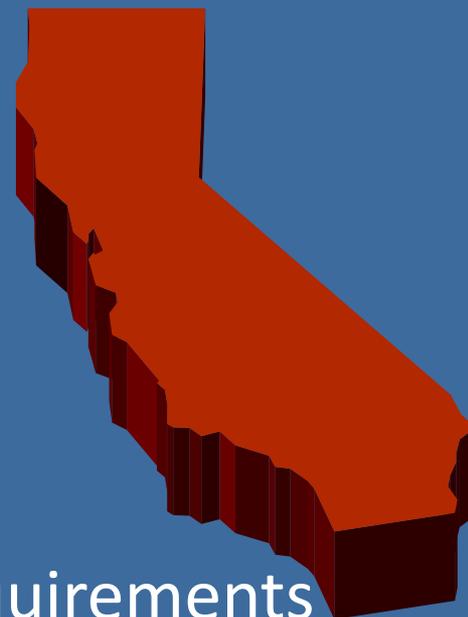
but needed revisions:

- 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 “identity” 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



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- Given impossibly short window to adopt revised rule, DEEP recommended adoption of emergency regulations to protect the public welfare



# Emergency Regulations

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

