



Senate

General Assembly

File No. 338

January Session, 2003

Substitute Senate Bill No. 1006

Senate, April 14, 2003

The Committee on Environment reported through SEN. WILLIAMS of the 29th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING AUTO EMISSIONS STANDARDS.

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

1 Section 1. Section 22a-174g of the general statutes is repealed and
2 the following is substituted in lieu thereof (*Effective from passage*):

3 (a) As part of the state's implementation plan under the federal
4 Clean Air Act, the Commissioner of Environmental Protection may
5 establish a program to allow the sale, purchase and use of motor
6 vehicles which comply with any regulations adopted by the
7 commissioner which implement the California motor vehicles
8 emissions standards for purposes of generating any emission
9 reduction credits under said act. Nothing in this section shall prohibit
10 the Commissioner of Environmental Protection from establishing a
11 program to require the sale, purchase and use of motor vehicles which
12 comply with any regulations adopted by the commissioner which
13 implement the California motor vehicle emissions standards.

14 (b) The Commissioner of Environmental Protection shall adopt
15 regulations, in accordance with the provisions of chapter 54, to
16 implement the low emission vehicle II program being implemented by
17 California pursuant to the federal Clean Air Act. Such regulations shall
18 take effect January 1, 2006.

This act shall take effect as follows:	
Section 1	<i>from passage</i>

ENV *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Type	FY 04 \$	FY 05 \$
Department of Environmental Protection	Clean Air Account, SF - Cost	See Below	See Below
Admin. Services Dept.	GF - Cost	Indeterminate	Indeterminate

Note: SF=Special Fund (Non-appropriated); GF=General Fund

Municipal Impact:

Municipalities	Effect
Various Municipalities	Indeterminate

Explanation

Requiring the Commissioner of the Department of Environmental Protection to adopt regulations implementing California's Low Emission Vehicles II (LEV II) program will require an additional employee and associated expenses at a cost of approximately \$75,000 per year or divert current staff away from their present responsibilities. The development and adoption of the regulations entails air quality modeling, SIP (State Implementation Plan) filings with the federal government, and other related attainment planning work.

The fiscal impact of implementing the LEV II program on the Department of Administrative Services' (DAS) fleet of vehicles is indeterminate at this time. The DEP regulations to implement the program would not go into effect until January 1, 2006. DAS is currently undertaking a comprehensive study of the state fleet and is unable to determine, at this time, what type of vehicles, the number of vehicles, and the estimated cost of vehicles it will require in 2006.

Any future impact on municipal fleets is unknown at this time.

OLR Bill Analysis

sSB 1006

AN ACT CONCERNING AUTO EMISSIONS STANDARDS**SUMMARY:**

This bill requires the environmental protection commissioner to adopt regulations implementing California's low emission vehicle II (LEV II) program. The Connecticut regulations must take effect January 1, 2006.

EFFECTIVE DATE: Upon passage

LEV II STANDARDS

Under federal law, vehicles sold in the U.S. must meet either U.S. Environmental Protection Agency (EPA) emissions standards or stricter standards California sets. In 1990, the California Air Resources Board (CARB) approved the LEV I program, setting standards for low and zero emission vehicles (ZEV) that would apply from 1994 to 2005. In 1998, CARB approved the second phase of its program, LEV II (13 CCR 1961 and 1976(b)(1)(F)), whose exhaust emission standards are to be phased in starting in 2004. LEV II requires most light trucks, sport utility vehicles (SUVs), pick-ups, and small vans to meet the same emission standards as passenger cars, and diesel-powered vehicles to meet the same standards as gasoline powered vehicles. LEV II also requires that vehicle makers reduce their fleet average emission level each year through 2010 and reduce the nitrogen oxide standard for low and ultra-low emission vehicles by 75% from LEV I levels.

Zero Emission Vehicles

LEV I initially required that zero-emission vehicles comprise an increasing proportion of new car sales. CARB has since changed ZEV requirements three times. Under LEV II, some vehicles with very low, but not zero, emissions can count towards the ZEV requirement. CARB has proposed modifying the ZEV requirements. The bill apparently requires Connecticut to adopt the version of LEV II regulations in effect in California when the commissioner proposes the Connecticut regulations

COMMITTEE ACTION

Environment Committee

Joint Favorable Substitute

Yea 25 Nay 0