



Senate

General Assembly

File No. 215

February Session, 2004

Substitute Senate Bill No. 119

Senate, March 24, 2004

The Committee on Transportation reported through SEN. CIOTTO of the 9th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING CLEAN CARS.

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

1 Section 1. Section 22a-174g of the general statutes, as amended by
2 section 10 of public act 03-218, is repealed and the following is
3 substituted in lieu thereof (*Effective October 1, 2004*):

4 As part of the state's implementation plan under the federal Clean
5 Air Act, on or before January 1, 2005, the Commissioner of
6 Environmental Protection [may establish a program to allow the sale,
7 purchase and use of motor vehicles which comply with any
8 regulations adopted by the commissioner which implement the
9 California motor vehicles emissions standards for purposes of
10 generating any emission reduction credits under said act. Nothing in
11 this section shall prohibit the Commissioner of Environmental
12 Protection from establishing a program to require the sale, purchase
13 and use of motor vehicles which comply with any regulations adopted
14 by the commissioner which implement the California motor vehicle

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-Effect	FY 05 \$	FY 06 \$
Department of Environmental Protection	Clean Air Act Account - Cost	See Below	See Below
Motor Vehicle Dept.	Clean Air Act Account - Cost	See Below	See Below
Admin. Serv., Dept	GF - Cost	Indeterminate	Indeterminate

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 05 \$	FY 06 \$
All Municipalities	STATE MANDATE - Cost	Indeterminate	Indeterminate

Explanation

Requiring the Department of Environmental Protection (DEP) to adopt regulations instead of making their adoption discretionary, will have no fiscal impact on the Department of Environmental Protection (DEP). DEP has already drafted the regulations to implement the low emission vehicle II (LEV II) program that this legislation requires to be adopted by January 1, 2005.

Implementing LEV II can be handled by the current air program personnel of DEP and the existing staff of the Department of Motor Vehicles. The same agency personnel will administer and enforce LEV II instead of Tier 2 (the second phase of the EPA program).

The fiscal impact of implementing the LEV II program on the Department of Administrative Services' (DAS) fleet of vehicles is indeterminate. At this time, DAS does not know what type of vehicles, the number of vehicles, and the estimated cost of vehicles it will purchase in 2007. It should be noted that DAS purchased 706 vehicles

at a cost of \$12.9 million in 2002, and 1,105 vehicles for \$20.4 million in 2001.

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

OLR Bill Analysis

sSB 119

AN ACT CONCERNING CLEAN CARS**SUMMARY:**

This bill requires the Department of Environmental Protection (DEP) commissioner to adopt, by January 1, 2005, regulations implementing California's Low Emission Vehicle (LEV) II program for motor vehicles beginning with the 2007 model year. It eliminates a provision making adoption of such standards discretionary.

EFFECTIVE DATE: October 1, 2004

BACKGROUND***California's LEV II Program***

Under the federal Clean Air Act, all new cars sold in the U.S. must comply with emission standards set either by the U.S. Environmental Protection Agency (EPA) or California (42 USC 7507). Connecticut has the option of adopting the second phase of the California program, known as LEV II, beginning in the 2007 model year. If Connecticut chooses not to adopt the California program, it must comply with the second phase of the EPA program, known as Tier 2.

LEV II and Tier 2 are similar in that they each require a manufacturer's vehicle fleet to meet stricter average emissions standards for both gasoline and diesel vehicles, apply passenger car standards to most sport utility vehicles (SUVs) and light trucks, and place tighter controls on evaporative emissions from vehicles' fuel tanks and fuel systems, as well as their exhaust systems.

The most significant difference between the California and federal standards is California's requirement that 10% of a motor vehicle fleet comprise zero-emission vehicles or their equivalent. Other differences include the pollutants on which the programs focus, and different evaporative emission standards.

By law, the DEP commissioner may incorporate California motor vehicle emission standards by reference.

COMMITTEE ACTION

Environment Committee

Joint Favorable Substitute Change of Reference

Yea 24 Nay 1

Transportation Committee

Joint Favorable Report

Yea 26 Nay 1