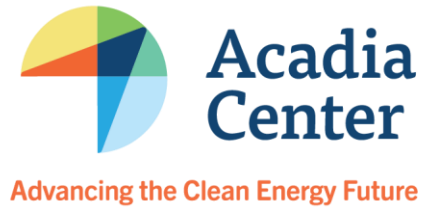


Testimony by Acadia Center in Support of Connecticut's Adoption of the Advanced Clean Cars II Regulations



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Connecticut Department of Energy and Environmental Protection

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Good morning,

My name is Jayson Velazquez, and I am the Climate and Energy Justice Policy Associate at Acadia Center. First, I would like to thank the Connecticut Department of Energy and Environmental Protection for the opportunity to share our public support for the adoption of the [Advanced Clean Cars \(ACC II\)](#) regulations.

In Connecticut, [38% of the state's overall greenhouse gas \(GHG\) emissions](#) are attributed to the transportation sector, more than any other sector in the state. Major highways and dense transportation corridors run through our most vulnerable communities, contributing to environmental injustices through poor air quality, resulting in significant illness and health disparities. Tailpipe pollution is responsible for 67% of nitrogen oxide (NOx) emissions, a key component of smog that causes an increased risk of [asthma, lung disease, and cancer](#). Data from the American Lung Association reports that in Connecticut, [4 out of 8 counties received F-grades](#) due to high O-zone days. ACC II is a step to address the direct emissions harming our communities from vehicle miles traveled.

Connecticut is joining eight states – including Massachusetts, New Jersey, New York, Rhode Island in the adoption of ACC II. The ACC II standards will enhance consumer vehicle choice by providing new electrified options for purchase and will push the automotive industry towards innovation and cost-effectiveness. ACC II will further support the development of an affordable and abundant used battery electric vehicle (BEV) and plug-in hybrid electric vehicle (PHEV) market. Most major automakers have invested heavily in BEV technologies. By 2025, [over 400 BEV and PHEV models are expected globally](#). Additionally, as battery costs are reduced for BEVs, PHEVs can help electrify a vast majority of vehicle trips in the near term.

Decarbonizing the transportation sector is critical for achieving economy-wide emissions reductions in alignment with the Global Warming Solutions Act. A near-full transformation of the light-duty vehicle stock away from petroleum-derived fuels is needed to achieve statewide emissions reductions by 2050. Starting with the 2027 model year, ACC II is a valuable emissions-reduction tool that Connecticut should not hesitate to implement. Any delay in adopting ACC II will risk losing a model year of the program, further delaying necessary emissions reductions.

Emissions from the transportation sector are significant barriers to meeting the state's greenhouse gas emissions targets. Policy and financial investments to advance electric vehicle adoption must ease anxiety around grid load management. Supporting overlapping priorities such as distributed energy resources, energy efficiency, and clean energy infrastructure are avenues to ensure the grid can advance and keep pace with the necessary increase in electric vehicle adoption.

The most cost-effective way to reduce statewide GHG emissions is through aggressive EV adoption, expanded charging infrastructure, and vehicle miles traveled reduction strategies. Connecticut has the opportunity to realign with its emissions reduction targets through ACC II. In Connecticut, we must not think of transportation as a silo but

as the paths, roads, and tracks that guide us toward statewide emissions reductions, and the momentum ignited by ACC II allows us to do that. Connecticut must be engaged in this transportation evolution.

Thank you for the opportunity to express public support, and Acadia Center commends the Lamont administration for adopting the ACC II emissions standards.

Sincerely,

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