

Testimony Before the Energy and Technology Committee

In support of **S.B. No. 10, AN ACT CONCERNING CERTAIN RECOMMENDATIONS REGARDING CLIMATE CHANGE**

Submitted by
Rachel H. Girshick
March 5, 2020

Dear Co-Chairs Norm Needleman and David Arconti and Members of the Energy and Technology Committee:

I am submitting this testimony in support of Proposed S.B. No. 10, An Act Concerning Certain Recommendations Regarding Climate Change.

This legislation seeks to address the climate crisis by setting Connecticut on a path to 100% clean and renewable electricity while authorizing the Commissioner of Energy and Environmental Protection to adopt California's emissions standards for medium and heavy duty vehicles.

By amending the Global Warming Solutions Act to require the elimination of greenhouse gas (GHG) emissions from electricity generation serving customers in Connecticut by the year 2040, this bill strengthens our state's commitment to providing leadership in climate action.

[INCLUDE A PERSONAL STATEMENT: WHY YOU'RE CONCERNED ABOUT CLIMATE CHANGE, OR SOMETHING ABOUT THE IMPACTS YOU'VE SEEN IN YOUR COMMUNITY]

I live in **Hampton, 06247**, and I support aggressive climate action because...

Connecticut has a long history of bipartisan leadership on climate, with Governor Rowland establishing a Governor's Steering Committee on Climate Change and Governor Rell signing the Global Warming Solutions Act in 2008, mandating economy-wide emissions reduction goals for 2020 and 2050.

In the past two years, the General Assembly has taken important further steps with bipartisan support for an interim emissions reduction target for 2030 and near-unanimous support for a commitment to 2000 MW of offshore wind energy. Governor Lamont's proposal for 100% carbon-free electricity by 2040 builds on these earlier commitments to envision the elimination of emissions from the electric sector.

This bill also addresses the need to reduce emissions from transportation, the largest source of GHG emissions in Connecticut. The state has long followed California's standards for cars and light-duty trucks, but this would extend more stringent regulations to larger vehicles.

These critical steps will help Connecticut respond to the serious consequences of climate change already facing our state. Our coastal communities anticipate sea level rise of up to 20 inches by 2050,

which will exacerbate the flooding from severe storms with greater frequency and intensity. We are already experiencing warmer and wetter winters and hotter summers, with widespread impacts – from public health to agriculture.

The good news about climate action is that we do not have to choose between protecting the climate and creating family-supporting local jobs -- or between economic development and environmental justice. The offshore wind projects coming to New London and Bridgeport will bring hundreds of union jobs and economic development to those struggling urban areas.

I strongly support S.B. No. 10, and I urge the Committee to pass the bill and help Connecticut continue to provide regional and national leadership in climate action.

Respectfully submitted,

Rachel H. Girshick, Hampton,

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