

Transportation Committee JOINT FAVORABLE REPORT

Bill No.: HB-5419

AN ACT CONCERNING THE FEDERAL CLEAN AIR ACT FEE ON MOTOR

Title: VEHICLE REGISTRATIONS.

Vote Date: 3/24/2021

Vote Action: Joint Favorable

PH Date: 2/19/2021

File No.:

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SPONSORS OF BILL:

Rep. Devin R. Carney, 23rd Dist.; Sen. Derek Slap, 5th Dist.;
Rep. David Michel, 146th Dist.

REASONS FOR BILL:

To ensure that the revenue collected from the "federal Clean Air Act fee" is used to fund green transportation initiatives as known under with the Federal Clean Air Act.

RESPONSE FROM ADMINISTRATION/AGENCY:

[Katie S. Dykes, The Department of Energy and Environmental Protection \(DEEP\)](#)

Katie S. Dykes presented and submitted testimony in opposition to this bill. The testimony states that the bill "would divert unspecified levels of revenue from the federal Clean Air Act fee," and proceeds to summarize the purpose and justification for this fee. The text notes DEEP's support for SB-884, which would provide revenue for "new investments in green transportation," then concludes with the following: "DEEP cannot support diverting existing revenue from critical clean air and mobile source control programs which are designed in part to also address the inequities caused by exposure to poor air quality for our most vulnerable populations."

NATURE AND SOURCES OF SUPPORT:

[Lori Brown, Executive Director of The Connecticut League of Conservation Voters \(CTLCV\)](#)

Lori Brown presented and submitted written testimony in support of this bill on behalf of the Connecticut League of Conservation Voters (CTLCV). The testimony notes their support as being "to ensure that revenues collected for clean air, greenhouse gas reduction and other environmental purposes are used as intended on clean transportation initiatives." The council notes that "transportation pollution accounts for 38% of total greenhouse gas emissions in our state," and that "HB-5419 aims to clean and improve our transportation system," and "is a logical and much needed step in the right direction for Connecticut's fight against climate change." The testimony also proposes that "the revenue generated from the Clean Air Act Fee can be invested in bus system improvements, vehicle electrification, biking and walking paths and more."

[Charles J. Rothenberger, Climate & Energy Attorney for Save the Sound](#)

Charles J. Rothenberger presented and submitted written testimony in support of this bill on behalf of Save the Sound—which, in addition, proposes an amendment for "improvement". The testimony notes, "[HB-5419] ensures that the funding mechanism that Connecticut voters supported for clean air programs goes to its intended purpose," which, according to the text, prevents the frequent issue of funds being "diverted to the state's General Fund to fill budget shortfalls or other areas of state spending." Next, the following is proposed: "the bill should be amended to ensure that the Greenhouse Gas Fees established in section 22a-201c of the General Statutes are also required to be the fully dedicated to the state's CHEAPR electric vehicle incentive rebate program." The testimony concludes with an analysis of Connecticut's positioning in relation to its "critical climate goals," an analysis of CHEAPR's funding and budgeting issues, and finally, an explanation as to how the proposed amendment would help restore both previously successful and newly enhanced CHEAPR incentives.

[Samantha Dynowski, State Director for the Sierra Club](#)

Samantha Dynowski presented and submitted written testimony in support of this bill on behalf of the Sierra Club. The testimony notes that "revenues collected for clean air, greenhouse gas reduction and other environmental purposes should be used as intended on clean transportation initiatives." The following is a summary of detailed investment possibilities proposed in the text: bus improvements, vehicle electrification investments, and bicycle and pedestrian investments.

[Rahul Shah; MD, Resident of New Haven](#)

Rahul Shah submitted written testimony in support of this bill, which begins with an anecdote of Dr. Shah's experience evaluating an asthmatic child, then states as follows: "I can personally attest to the significant role socioeconomic status has for children afflicted with this disease. Poor air quality is a known link between urban centers and lung diseases, such as asthma." The testimony references a study which documented the improvement in air quality during the COVID pandemic, clarifying that "imposing current restrictions may not be socially or economically practical for years into the future, but this study gives as an opportunity to learn how improved air quality can dramatically improve childhood health." The text concludes by noting that this bill would aid efforts for clean transportation, which would in turn improve air quality.

[Larry Thompson, Resident of Fairfield](#)

Larry Thompson presented and submitted written testimony in support of this bill, which included the following proposed amendment: "100% of the GHG fee to Connecticut's EV incentive program including incentives for EJ communities and LMI families." The text concludes by noting that the diversion of these funds does nothing to help Connecticut's climate issues.

[26 Residents of Various Municipalities](#)

26 residents of various municipalities submitted identical written testimony in support of this bill. The text is identical to the testimony of Charles J. Rothenberger (seen above), save a brief summary of the bill itself and a concluding note, which states that HB-5419, HB-5423, and SB-127 are "necessary to make meaningful and impactful change to our transportation system while ensuring a safe and healthy climate."

NATURE AND SOURCES OF OPPOSITION:

[Katie S. Dykes, The Department of Energy and Environmental Protection \(DEEP\)](#)

Reported by: Ian Bond

Date: 3/30/2021