

IMPACT ON ISSUES 2017

NATURAL RESOURCES

ClimateChange/Energy.....	1
Land Use	5
Solid Waste	11
Transportation.....	13
Water Resources	18
<i>Currently Inactive</i>	
Air Quality	23

LWVUS NATURAL RESOURCES POSITIONS

The League supports measures to promote an environment beneficial to life through the protection and wise management of Natural Resources in the public interest by recognizing the interrelationships of Air Quality, Energy, Land Use, Waste Management and Water Resources.

CLIMATE CHANGE/ENERGY

ENVIRONMENTAL PROTECTION AND POLLUTION CONTROL AND ENERGY

[LWVUS Position]

Preserve the physical, chemical and biological integrity of the ecosystem, with maximum protection of public health and the environment. Support environmentally sound policies that reduce energy growth rates, emphasize energy conservation and encourage the use of renewable resources. Additionally, support measures to reduce greenhouse gas emissions, including cap and trade programs, carbon offsets, low-carbon fuels and green building standards.

Background and Action:

In 2005, the LWVCT joined the Sound Alliance in opposition to a Broadwater Energy proposal. Broadwater Energy, a subsidiary of foreign-owned oil companies, proposed permanently anchoring a Liquefied Natural Gas (LNG) processing facility in Long Island Sound. Long Island

Sound was designated as an Estuary of National Significance in 1987. The Long Island Sound Comprehensive Conservation and Management Plan (CCMP) indicates that the Sound provides an estimated \$5.5 billion per year to the regional economy from boating, commercial and sport fishing, swimming, and sight-seeing. As large as the Queen Mary II, the LNG factory operations would harm this estuary of national significance and begin the industrialization of Long Island Sound.

LWVCT actively opposed this proposal and submitted testimony urging denial of the application to the US Coast Guard, the Federal Energy Regulatory Commission (FERC) and the State of Connecticut's Long Island Sound Liquefied Natural Gas Task Force.

In March 2008, FERC gave conditional approval of the project, subject to the State of New York's determination that the terminal would be consistent with New York's coastal management policies. Connecticut's federal and state elected officials – including the entire congressional delegation, Governor Rell, Attorney General Blumenthal, Secretary of the State Bysiewicz, and the CT LIS Liquefied Natural Gas Task Force – strenuously opposed the facility. In April 2008, the New York State Secretary of the State determined that the Broadwater proposal was inconsistent with policies of the Long Island Sound Coastal Management Program and denied the project. Broadwater Energy appealed the decision to the US Secretary of Commerce. In April 2009, the US Commerce Secretary sustained New York's denial of the project. Given that the administrative process has been exhausted, the only option remaining for Broadwater Energy is court action. The Coalition views the chances of success via the courts to be slim at best.

Legislatively, 2008 was a good year for global warming legislation. HB 5600, *AAC Connecticut Global Warming Solutions*, was approved by the Connecticut Legislature and signed by the Governor. The bill caps emissions of global warming pollution and requires emissions cuts to 10% below 1990 levels by 2020 and 80% emissions reductions from 2001 levels by 2050. Connecticut is the fifth state after California, New Jersey, Hawaii and Washington to adopt mandatory limits for global warming pollution.

However, during the 2008 Legislative session, two bills of note did not pass. The first would have required a study of the creation of a new department of clean energy and the department's impact on energy shortages, price increases, opportunities for clean energy industries, reductions in carbon emissions, increases in renewable energy, and energy conservation. The study would have been funded from the renewable energy investment fund. The second, HB 5798, *AA Establishing a Tax Credit for Green Buildings*, that would have provided for a tax credit for eligible projects rather than a direct rebate, passed the House on the last day of the session but was never called by the Senate, probably due to lack of time.

2009 brought disappointment, success and uncertainty. The "Right to Dry" bill that was intended to lower use of electric energy consumption by allowing residents to use clotheslines was not voted on and the bill to promote use of solar power was not approved by the Senate. Green Building Standards were approved and the bill signed by the Governor. While the LWVCT had advocated for higher standards, the bill requires the State Building Inspector and Codes and Standards Committee to revise state building codes and include a model energy code and green building standards for certain new construction and renovation. During the session, the LWVCT opposed

legislation that would have transferred energy conservation funds to the General Fund to cover general operating expenses.

Of particular importance is the fact that SB 794 died in the Environment Committee. SB 794, *AAC RGGI and Ratepayer Relief*, was a proposal to legitimize the substitute language adopted by the Regulations Review Committee last August, allowing CO2 auction proceeds to be used for electric consumer rebates. The decision of the Regulations Review Committee to allow ratepayer rebates contradicted the Legislature's stated intention to use proceeds from the quarterly auctions for "energy conservation, load management, and Class I renewable energy programs."

The LWVCT supported the work of Council on Environmental Quality (CEQ) and did not support the elimination of funding for CEQ. CEQ serves as an independent watchdog agency that provides essential research, spotlights critical statewide environmental issues, recommends balanced public policy approaches, reviews the construction plans of state agencies and investigates citizen complaints. After much discussion and debate, CEQ was retained.

In 2011, the League submitted testimony in support of funding for the Department of Environmental Protection and the Council on Environmental Quality (CEQ). The budget, passed in May and put into effect after union concessions were ratified in August, allows the CEQ to continue within the new Department of Energy and Environmental Protection.

The League testified in support of an omnibus energy bill, SB 1, *AAC Connecticut's Energy Future*. The modified version of the bill, SB 1243, passed both houses of the legislature in the final days of the session. In addition to creating a consolidated Department of Energy and Environmental Protection, the act set out four broad energy goals for the agency: to reduce utility rates, to provide a safe, reliable energy supply for residential and commercial users, to increase the use of clean energy in the state and to create jobs and business opportunities in Connecticut in an energy-related economic sector.

It requires the Department to prepare a comprehensive energy plan for the state every three years that includes an assessment of our energy needs with a least-cost mix of energy sources that must consider public health and environmental goals. The act also requires DEEP to develop an annual Integrated Resources Plan (IRP) to determine how our energy needs will be met.

The act creates a new Clean Energy Finance Authority charged with promoting clean energy investments for residential, municipal, small business and larger commercial project. It provides new energy efficiency standards for certain home electronics. It provides a 3 year pilot program for combined heat and power projects and a substantial increase in financing incentives for residential solar.

We do not expect implementation to be seamless or accomplished overnight. However, the provisions of the act will reduce greenhouse gas emissions and strengthen the clean energy sector of the state's economy.

SB 1157 which would have restored the Energy Conservation Fund, passed the Senate, but died in the House. SB 1019 which would have allowed municipalities to create a "green fund" using a

percentage of the real estate conveyance tax was re-committed to the Commerce Committee where it died.

In 2012, the League supported several bills that died either on the House or Senate calendar: a bill that required utility companies to collect, measure and benchmark energy consumption and efficiency of certain buildings (HB 5385); a bill to remove the cap on subsidies for energy credits for people who heat with oil (SB 450); and an act requiring electric utilities to establish a loan program to help residential customers finance furnace or boiler replacements (SB 451).

In 2013, the League supported most, but not all, of the provisions of HB 6360, *AAC Implementation of Connecticut's Comprehensive Energy Strategy*. Included in the bill were many worthwhile provisions, including benchmarking and disclosure of energy usage, time-of-use pricing, sub-metering for renewable energy installations at multi-tenant commercial and residential buildings, and expansion of the state's natural gas infrastructure. The bill was passed by the House and Senate and became PA 12-298.

A controversial bill watched by the League was HB 1138, *AAC Connecticut's Clean Energy Goals*. The new law PA 13-303 made substantial changes to the state's renewable portfolio standard by allowing the Commissioner of DEEP to enter into 15 and 20 year contracts with Class I renewable energy providers, including large Canadian hydropower.

Two other bills monitored by the League were SB 203 and SB 564. SB 203, *AAC Property Tax Exemptions for Renewable Energy Sources*, allows a property tax exemption for Class I renewable energy installations that generate electricity for commercial and industrial use. The bill was passed by the Legislature and signed by the Governor as PA 13-61. SB 564, *AAC Mercury Emissions at Certain Power Plants*, allows for annual stack testing for mercury emissions after the operator has complied with mercury emissions standards for a period of eight consecutive calendar quarters. The bill was passed by the Legislature and signed by the Governor as PA 13-58.

On the national level, LWVCT joined with the LWVUS to oppose the Keystone XL pipeline. The proposed pipeline stretches 1,700 miles from Alberta, Canada to the Gulf Coast and will carry the dirtiest oil on the planet. It could threaten the safety of our drinking water, promote a bad energy policy and increase greenhouse gases in our atmosphere that contribute to climate change.

2014 saw the adoption of measures to encourage energy efficiency and conservation, and to require the state building code to incorporate the 2015 International Energy Conservation Code and to make other changes to energy and environmental statutes. (*SB 357*, as amended: *AAC Revisions to Energy Statutes*; PA 14-94.) LWVCT supported many of the bill's provisions. (See also, waste management provisions of SB 357 under Solid Waste; and fracking waste bills under Water Resources.) LWVCT also supported *SB 353: AAC the Development of Class 1 Renewable Energy Sources*, which would increase the megawatts of facilities that generate Class 1 Renewable Energy and allow long-term bundled price contracts with distribution companies. (Reported out of Energy and Technology Committee; died on the Senate Calendar.)

Under new leadership in 2015, the Environment Committee raised a bill that would have phased out single-use carryout plastic and paper bags (*SB 349*). LWVCT supported the bill, with

qualification; it was reported out of two committees but was recommitted to committee and died. The League also supported a bill to encourage the purchase of zero-emission vehicles through incentives (*HB 6030*), which died after a change in committee.

In 2016 the League submitted comments on two bills, SB-344 and SB-345, which would have directed the chairperson of the Public Utilities Regulatory Authority (PURA) to conduct one-year studies on energy in CT, the former regarding the adequacy of energy supplies; the latter on the diversity of energy sources. Neither bill passed, SB-345 moved to the Senate calendar but was recommitted back to the Energy & Technology Committee.

In 2017 the League presented testimony to support a carbon price for fossil fuels sold in Connecticut and testimony rejecting the investment and use of Regional Greenhouse Gas Account funds.

LAND USE

[LWVCT Position: Adopted 1975; affirmed 2005, 2015]

The League of Women Voters of Connecticut supports policies and procedures which promote comprehensive long-range planning for conservation and development of land and water resources.

These include measures to preserve and protect:

- **inland wetlands and water courses**
- **tidal wetlands**
- **flood hazard areas**
- **watershed lands**
- **agricultural lands, including pasture and forest lands**
- **open space, ridges**

The League believes that the state, with provision of technical assistance, should have a major role in land use planning in cooperation with other levels of government. We recommend a regional long-range approach to planning for land and water resources. Opportunities for citizen participation in decisions concerning land and water resources should be provided.

The LWVCT believes that land use planning at all levels of government should reflect the need to conserve energy by coordinating the planning for housing, employment and mass transportation, and by zoning to encourage multi-family housing where such facilities could be served by city water and sewers.

The League supports our present system of regulating wetlands, both inland and tidal, under state law with municipalities having the option of regulating their own inland wetlands. We feel that ridges should be regulated in a similar manner.

Transportation routes should be designed by a coordinated effort on all levels.

Strong state involvement in the siting of oil refineries, power facilities, and airports with attention paid to regional and local concerns should be provided.

Primary responsibility for other industrial facilities and regional shopping complexes should be at the local level with some regional input.

In general, local people should have control over land use decisions of purely local concern, and regional and state governments over those of regional and statewide impact: since most decisions have implications at all levels, a mechanism for input and decision-making by all levels is highly desirable. For those areas of the state still lacking local controls, the state should require the adoption of local zoning regulations.

The League believes that Connecticut's existing agricultural land, (tilled, pasture, forest lots, etc.) should be protected from development and supports more state technical, legal and financial aid to preserve farmland. We strongly endorse the state's purchase of development rights for agricultural land.

The LWVCT supports the Connecticut Plan of Conservation and Development, which provides a planning process to guide the future conservation and development of Connecticut and to insure efficient use of the state's financial and natural resources. It establishes a growth policy to balance economic, environmental and social needs.

The overall Plan strategy is to reinforce and conserve existing urban areas, to promote staged growth, and to preserve areas of significant environmental value.

Background and Action:

In 2004, the LWVCT worked to broaden the Endangered Land Coalition and contacted legislators to urge support for a change in statutes giving the Commissioner of Public Health the power to place reservoirs and protect the surrounding land from development and to change the DPUC rule to award water company shareholders the majority of the benefits for conservation land sales instead of for sales that allow development. The LWVCT and the Coalition also testified in support of Aquifer Protection regulations and for safeguards against water reservoir abandonment. After constant prodding, the Reservoir Land Protection bill passed the various committees of cognizance and the coalition worked hard to assure action before the end of the session. The bill passed the Senate but had to return for a House vote. It passed on the last day of the session after

an all-out Action Alert. Even more dramatic was the progress of the reservoir abandonment bill. An inconsistency was discovered in the language of the bill the House was ready to vote on in the last moments of the session; this required it to go back to the Senate and thus would kill the bill. After frantic negotiations, the leadership agreed to place the bill onto the “budget implementer bill.” It was passed and signed into law.

The LWVCT sent comments to the Planning and Development Committee’s meetings on “smart growth” initiatives and property tax burdens and expressed strong support for the strengthened State Plan of Conservation and Development 2004-2009. The legislature did not act on the Plan as it wanted additional time to consider public comment. Fall Conference 2004 dealt with “sustainable growth” and other related topics. The LWVCT re-submitted its comments on the Plan of Conservation and Development and reiterated its strong support for the document.

Before the start of the 2005 session, the LWVCT and coalition partners urged the Governor to place additional funds in her budget for various land preservation programs. A bill was drafted and eventually signed into law by the Governor providing funding for farm land preservation, land protection, affordable housing and historic preservation.

A Clean Water Investment bill that would establish a \$1 per month drinking water surcharge to pay for conserving the lands that surround water supplies died in the Energy and Technology Committee. The LWVCT testified in favor of a bill expanding previous legislation that would require notification of the Public Health Commissioner when development projects are proposed on land within water supply watersheds. Although the bill was sent to the Senate, it was not brought up and died.

The LWVCT also lobbied for the adoption of the re-submitted State Plan of Conservation and Development. It was passed and signed into law.

In 2006, the League, working in partnership with the Endangered Lands Coalition, supported legislation giving the Commissioner of Public Health notification of any development application in a public drinking water watershed. This passed and was signed into law.

In 2007, the League, in partnership with the Endangered Lands Coalition, advocated on two proposals. The League supported a provision in a bill to restore incentives for the conservation of surplus water company lands. Unfortunately, a law passed in 2005 created unintended consequences by jeopardizing our state’s proven incentives law for the preservation of water company lands. The 2005 law required utilities to sell assets, such as land holdings, at public auction. For nonprofit organizations and/or government agencies working to preserve land, conservation sales cannot be achieved at a public auction but require months of careful analysis, multiple approvals, and funding partnerships. This “technical fix” provision passed as part of a larger bill and was signed into law. Alternatively, the League vehemently opposed an amendment attached to a bill in the final 2 days of the session thwarting due process which would allow mining on New Britain Water Company Class I and Class II lands. Current law forbids such a use for water supply watershed lands. The League believes that allowing mining to occur on critical water supply lands sets a regulatory-busting precedent for the most critical of our resources. The legislature passed the bill and the Governor, despite much opposition, signed the bill into law. As a result of continued advocacy over the summer by Endangered Lands Coalition members and

others, key legislators ultimately agreed that it would be best to repeal the law and the repeal passed in special session.

Also in 2007, the Governor's initiative for "Responsible Growth" was supported by the League. Coordination between the LWVCT Land Use and Affordable Housing portfolios took place in this session. The League supported a bill which passed in special session providing a Massachusetts-style proposal for overlay zones in areas with infrastructure suitable for transit-oriented development that included affordably priced housing at specified densities.

In 2008, the League opposed a bill that would have set *state* standards for conservation development overlays and conservation subdivisions and the League supported a bill that defined "responsible growth," stressed comprehensive long-range planning for conservation and development and stated that not less than 2 per cent of the cost of development would be used to develop pedestrian and other non-motorized transportation improvements. Neither bill passed.

In 2009, numerous "smart growth" bills were considered by the Legislature. The economic downturn encouraged regional planning and cooperation all by itself. The lack of planning and/or funds to do planning in FY 2010 and beyond are the significant problems facing the state.

Over the years, the Connecticut Department of Energy and Environmental Protection (DEEP) has been decimated by years of budget neglect. The lack of adequate funding has harmed our environment and the quality of life for Connecticut residents.

In 2008, a large group of environmental organizations lobbied for a restoration of funds for DEEP in the amount of \$5 million for staffing. Thanks to strong leadership and public support, the Appropriations Committee restored \$4.5 million to the DEP's operating budget. Three million dollars would be used for additional staff to put the DEEP on the path to provide consistent enforcement of environmental laws that protect our health, air, water and lands; reduce polluted runoff; help local wetlands commissions respond to growing development pressure; and maintain and protect our public parks, wildlife and forests. With the economic situation worsening as the session progressed, the Governor and legislative leaders agreed not to "open up" the approved FY09 budget. Therefore, any legislation having a fiscal note was not approved by the Legislature. The group of concerned environmental organizations met prior to the 2009 legislative session, but it was felt that the large state budget deficit precluded an increase in DEEP operating funds at this point in time. However, discussions were held on other revenue sources available to the DEEP and how they could best be used to improve DEEP service to the public.

The 2010 legislative session convened with a large budget deficit projected and a new governor to be elected in the Fall. The legislature enacted a two-year extension on the update of the State's Plan of Conservation & Development. The legislature also introduced SB 543, a bill to streamline the state's regulatory system. The League strongly opposed the bill because it would not streamline the system but weaken regulations and the Connecticut Department of Environmental Protection's (DEP) oversight. The bill died in the Appropriations Committee. During 2010, the DEP, using the LEAN system, identified and eliminated waste in its processes. Improvements were seen in the water enforcement program, wastewater discharge permits, storage tank inspections and inland wetland permitting programs.

In 2011, with a \$1.4 billion deficit projected over the next two fiscal years, the legislature introduced a bill to require DEEP to establish adequate staffing levels for enforcement and permitting. The League supported the bill. Unfortunately it died in the Appropriations Committee. In addition, the League submitted testimony to the Appropriations Committee in support of funding for the DEEP and the Council on Environmental Quality (CEQ). The budget process, that included union concessions as a major part of overcoming the budget deficit, was finally completed in August of 2011. CEQ was funded and is now a part of the new Department of Energy and Environmental Protection.

Other legislation discussed included coordinating transportation and economic development and the consolidation of regional planning organizations. SB 1199 authorized the "Haddam Land Swap." The land was originally purchased by the State, with a commitment to the seller that it remain open space in perpetuity. The League opposed the bill, but it was passed and signed by the Governor. The League's concern is that the public have confidence in the integrity of its government and the processes followed. The League urged that legislative changes be adopted that clarify the process to be followed by the state when it disposes of land and fix any loopholes that undermine the intent of the seller. Transparency is key!

In 2012, our land use efforts consisted mainly of monitoring the progress of the draft of Connecticut's Plan of Conservation & Development. "Smart Growth" was the watchword. The League supported the principles contained in the Plan that was approved in 2013.

2012 saw the passage of SB 347, AAC *the State's Open Space Plan*. The new law, PA 12-152, requires the Commissioner of DEEP, in consultation with the Council on Environmental Quality, municipalities, regional planning agencies and nonprofit land conservation organizations, to update the strategy for achieving the state's open space goals no less than once every five years. In addition, the strategy must now include priorities for acquisition based on the need for immediate preservation and an evaluation of all state owned lands that would be valuable for conservation. Finally, the bill requires the Commissioner to report to the Environment Committee with recommendations for establishing a system to accurately keep track of lands, both public and private, currently preserved as open space throughout the state.

In addition, in February of 2012, the League emailed the Public Utilities Regulatory Authority re: the NU/North Star merger, requesting that the nearly 10,000 acres of conservation land across the state owned by Northeast Utilities remain protected under any new agreement. In the resulting merger approval, the conservation of those lands continued.

In 2013, the League followed the proceedings and recommendations of the Municipal Opportunities & Regional Efficiencies (M.O.R.E.) Commission. The recommendations were fully contained in HB 6629 and most became part of the implementer bill, HB 6706, which was passed by the Legislature and signed into law by the Governor as PA 13-247. The League encourages all levels of government to work together in a voluntary way. Nothing in 6629 or 6706 prevents that from happening. The bills "collect" various good ideas in disparate bills over the last years and put them in one place. Regionalism has always been a strong component of the League's position as long as it is voluntary. The bills' recommendations may move away from the voluntary concept.

Good news in 2013 was the continued funding of the Council on Environmental Quality (CEQ) as an independent watchdog group and the repeal of the Haddam Land Swap bill approved in 2011. The League submitted testimony in support of the CEQ and is very pleased funding was included in the final budget.

In 2014, the League advocated for both conservation values and government transparency in connection with public lands, by supporting *SB 70*, which provides for the preservation of state land of high conservation value. LWVCT articulated the League position that a public hearing on a proposed conveyance or exchange of state land is vital for furthering both the interests of open government and conservation of public lands. (Passed both houses: PA 14-169.) Following claims that utilities engaged in excessive tree trimming post-Superstorm Sandy, LWVCT monitored the introduction and amendment of *HB 5408*, which imposed restrictions and requirements for utility tree trimming, including an online process for objections and questions regarding the vegetative management process. (Passed; PA 14-151.)

The League monitored two 2015 legislative reform proposals with significant municipal impact. *SB1: AAC Tax Fairness and Economic Development* included provisions that would adjust the PILOT grants (Payment in Lieu of Taxes) by setting minimum annual payments for lost property taxes tied to nonprofit colleges and hospitals and to state-owned property, and would provide a method for addressing shortfalls in payments. The bill also would have provided for regional sharing of property tax revenue and sales and use tax revenue. SB1 was reported out of two committees but died on the Senate Calendar.

The second proposal would have established a state authority with a role in promoting transit-oriented projects within a half-mile radius of CT transit stations. *HB 6851* was reported out of two committees but was tabled for the House Calendar. Finally, LWVCT again supported retention of the Council on Environmental Quality as an independent watchdog agency.

And in 2015, LWVCT submitted comments on *SB 880*, which would require the Office of Policy and Management to study conservation and development in the state. (Reported out of Planning & Development and GAE Committees; removed from foot of Senate Calendar.)

In 2016 the League followed SB-19, An Act Establishing the Transit Corridor Development Assistance Authority (TCDA). This bill was similar to a hugely controversial bill proposed last year which gave rise to heated discussions about eminent domain and overriding local zoning regulations. The focus of this year's bill continued to center on the establishment of a quasi-public agency – the TCDA – that would provide technical assistance for various types of development near transit stations, including housing, parking, cultural and commercial. No town or city would be required to work with the agency, and a relationship with the TCDA would be contingent upon a properly executed Memorandum of Agreement (MOA) by a town's legislative body. The League appreciates the importance of transit-oriented development as a development tool, but raised concerns during the public hearing regarding transparency of the TCDA and the scope of its authority, especially in defining the "development district." SB-19 was approved by the Senate, as amended, but never made it onto the House calendar.

SOLID WASTE

[WASTE MANAGEMENT]

[LWVUS Position]

The League supports:

- **policies to reduce the generation and promote the reuse and recycling of solid and hazardous waste;**
- **policies to ensure safe treatment, transportation, storage and disposal of solid and hazardous waste in order to protect public health and air, water and land resources;**
- **planning and decision-making processes that recognize suitable solid and hazardous wastes as potential resources;**
- **policies for the management of civilian and military high- and low- level radioactive wastes to protect public health, and air, water and land resources;**
- **the establishment of processes for effective involvement of state and local governments and citizens in proposals for siting of treatment, storage, disposal, and transportation of radioactive wastes;**
- **full environmental review of treatment, storage and disposal facilities for radioactive wastes;**
- **safe transport, storage and disposal of radioactive wastes.**

Background and Action:

The LWVCT has consistently supported statewide recycling and environmentally sound waste disposal.

In 2004, a bill was introduced by the Planning and Development Committee to repeal the successful “bottle bill” deposit-redemption program. The initiative was defeated by a coalition of organizations including the Audubon Society, ConnPIRG, and the LWVCT. Despite efforts, no expansion bill made it past the committees in that session.

In 2005, a bill was introduced to broaden the 1978 Connecticut deposit legislation to include bottled water containers. Although the proposal included only bottled water containers and not all non-carbonated beverages, the proposal was significant. The coalition, which now also included the League of Conservation Voters and the Connecticut Fund for the Environment, lobbied intensely to push passage through the various committees and to defeat a “poison pill” amendment, and organized a media advisory event to assure passage. A Call to Action was issued by the LWVCT. Unfortunately, despite all efforts, the effort to expand the deposit-redemption program did not pass in the 2005 session. In 2006, a bill was again introduced to include the now ubiquitous water bottle to the beverage container redemption-recycling program. The bill passed the Senate,

only to languish and die on the House calendar. A different bill that added all non-carbonated beverages and increased the deposit to ten cents died in committee.

In 2007, a bill failed to pass again due to intense industry lobbying. In 2008, the LWVCT and many other environmental organizations supported a bill to expand the beverage container redemption provision to include water bottles, and as amended by the Senate, other non-carbonated beverages. The bill passed in the Senate but was not brought up for a vote in the House.

In 2009, as part of the Governor's deficit mitigation plan for FY09, a 5 cent deposit-redemption program to include water bottles, with unclaimed deposits going to the state, was approved by the Legislature and signed into law by the Governor.

During the 2011 legislation session, SB 57, AA *Expanding the Beverage Contained System*, was introduced. The bill would have expanded the bottle bill to include teas, fruit juices and sport drinks. The League supported the bill. Unfortunately, it died in the Environment Committee. A paint stewardship program was approved by both houses and became Public Act 11-24.

In 2012, SB 89, AA *Creating a mattress stewardship program for managing discarded mattresses and requiring mattress producers to establish and manage the program*, passed in the House but died on the Senate calendar. The good news is that in 2013, HB 6437, AA *Establishing a Mattress Stewardship Program*, was passed by the House and Senate and signed by the Governor PA 13-42. The bill establishes a statewide mattress recycling program for the disposal of discarded mattresses. The League supported both the bill introduced in 2012 and the bill passed in 2013. This new law follows on the heels of SB 350, which was passed and signed into law in 2012. The law, PA 12-54, requires mercury thermostat manufacturers to establish a collection and recycling program for mercury thermostats. The League also supported passage of that law.

The 2014 legislative revisions to energy statutes (*SB 357* discussed above under Climate Change/Energy) also included provisions impacting recycling and materials management. The League provided testimony supporting *SB 27*, which was incorporated into *SB 357*, and raised the state goal for recycling to 60% of the waste stream, created a substitute authority to contract for solid waste management services, expanded the DEEP purchasing pool for electricity to include municipalities, and created a Recycle CT Foundation and Advisory Board.

In both 2014 and 2015, bills were introduced to expand the bottle deposit program to include juices, teas and sports drinks; but they failed. (In 2014, *SB 67* and in 2015, *HB 6033*.) LWVCT submitted comments in both years regarding the potential impact of expanding the beverage redemption program.

In 2016 the League followed several solid waste issues. *SB-226, An Act Concerning Single-Use Carryout Bags*, had far less reach than similar bills proposed in 2009, 2011 and 2015. With a much lower bar, this year's objective was a 50 percent reduction in the distribution of single-use plastic bags by 2021 and requirements pertaining to their content and recyclability. The League was among many who submitted testimony calling for a shift in focus from the content and recyclability of bags to the creation of incentives for their reuse and for transitioning consumers into fully reusable bags. Vast quantities of resources go into the manufacture, transport and

recycling of single-use paper bags, and the League supports efforts to reduce their use but has not yet taken a position on a complete phase-out.

A bill to address the growing problem of consumer packaging in Connecticut's waste stream was far more successful. SB-233, *An Act Concerning a Reduction of Consumer-Based Packaging Materials*, called for the DEEP to amend its solid waste plan by mid-2017 and set a goal of eliminating half of all consumer packaging by 2024. Consumer packaging, defined as any material used for commercial, wholesale or retail purposes, is the single largest component in the waste stream, representing one-quarter to one-third by weight and an amount greater than that by volume. Passed as a strike-all amendment, Special Act 16-6 will involve industry in designing the program.

In 2017 the League supported modernization of the Bottle Bill, joining with environmental coalition partners in advocacy initiatives and press conferences.

TRANSPORTATION

[LWVCT Position1975; affirmed 2007]

The League of Women Voters of Connecticut supports the planning and development of a balanced transportation system for Connecticut. The goals of such a system are to maintain air quality standards, conserve energy and land, and give all citizens freedom to move about regardless of age, income, or physical capacity. Connecticut's transportation system must be coordinated, interlocking, and multi-modal, able to respond to changing needs. Citizens must be included at all levels of planning.

Background and Action:

In 2004, the LWVCT joined the Citizens Transportation Lobby, a group of Fairfield County residents dedicated to improving the safety of I-95 and other transportation improvements. A letter was sent to the leadership urging priority for transportation issues. A request for a progress report regarding the implementation of projects approved under the 2003 special session bill was sent to the Department of Transportation (DOT). In April, the DOT held regional meetings to publicize its 2005 Statewide Transportation Improvement Program (STIP). The LWVCT responded to the plan by urging more emphasis on reducing the traffic congestion on the state's highways and on development of a coordinated, interlocking and multi-modal transportation system.

A new DOT Commissioner was appointed in late April 2004 and the LWVCT re-sent its comments on the STIP plan. This was followed by a Transportation Initiatives paper, sent to the Bureau of Policy and Planning of the DOT.

An expanded Transportation Initiatives paper was written and sent to the DOT and the Governor before the 2005 session. A broad coalition of statewide organizations held a very successful transportation rally at the Capitol to lobby for a variety of transportation initiatives, including

approval of and funding for replacement railroad cars for the Metro-North line, an increase in barge and freight rail service to reduce traffic on highways, improved station parking, feeder bus service to rail stations, faster replacement of overhead wires and adequate state police to ensure safer conditions on the state's highways.

The Governor included many of these initiatives in her budget. The LWVCT supported the transportation part of the budget by attending a variety of public hearings, writing letters to the editor and op-ed pieces, attending rallies, issuing calls to action. The LWVCT is on record as supporting the Governor's proposal for a gradual increase in the gasoline tax and user fees (high speed tolls) and using traffic fines to pay for some of the mass transit projects. Towards the end of the 2005 session, the Governor modified the gasoline increase proposal to increase the tax at the wholesale level. Despite all the pressure, the bill did not pass in the regular session.

The Governor immediately called for a special session to include debate on the transportation package. The bonding was approved and the transportation package was enacted into law.

In January 2006, the LWVCT transmitted a list of its legislative priorities to the General Assembly's Transportation Committee: reducing all vehicular traffic on the state's roads by funding new railroad equipment and facilities, increasing barge transportation of goods and passengers, improving bus service between and within communities, and providing government subsidies for users of mass transit and incentives for employees/employers for usage of mass transit. An additional concern related to safety on the highways. The LWVCT proposed to fund these improvements by increasing fines for safety, speed and other violations, introduction of gateway user fees on all interstates and aggressive pursuit of federal funds. Several bills were debated and the LWVCT provided testimony on all; eventually, a comprehensive bill was passed by the legislature and signed by the Governor that included restoring commuter rail service between New Haven and New London as well as numerous improvements to the state's transportation system including rail station improvements on three lines, implementing New Britain-Hartford busway (subject to the availability of federal funds), a new commuter rail station between New Haven and Milford, dredging of New Haven port and establishing a railroad link to this port as well as planning for numerous highway improvements to be financed by the sale of bonds. The Transportation Strategy Board (TSB) was placed under the administrative aegis of the Office of Policy and Management. Transportation fared extremely well in 2006; thank-you letters were sent to the leadership and the Governor for their support of the initiatives.

The TSB, charged with developing, revising and implementing a Transportation Strategy for the state, held a series of public hearings in July and August 2006. The League presented testimony urging further expansion of the railroad branch system to allow freight access to port facilities and planning for a new rail freight connection across the Hudson River in New York City; increased bus service within and between communities and incentives for the use of mass transit. We urged the DOT to adopt a "Fix-it-First" policy in order to improve the infrastructure maintenance.

In coalition with the Citizens Transportation Lobby and other organizations, the LWVCT once again planned a Transportation Lobby Day in Hartford in January 2007. Many legislators attended and promised support for various initiatives to improve mass transit and reduce congestion on Connecticut's highways.

During the 2007 legislative session, the LWVCT testified on numerous bills proposing a study of user fees on Connecticut's highways, a bill to increase the hours of operation of the weigh stations,

expansion of rail and bus service, new railroad cars for the various commuter rail lines, incentives for mass transit use and senior transportation. All the bills were eventually combined into an omnibus bill that passed all committees but was never brought up for a vote in the House.

The legislature approved a bonding package that included \$20 million for bus transit which included, among other appropriations, \$5 million to buy and install clean diesel bus retrofits and \$1 million for elderly and disabled transportation programs.

Following the resignation of the Commissioner of Transportation in December 2007, the LWVCT urged the governor to appoint a new Commissioner open to a departmental change from road-building to longer-term solutions to traffic congestion and increased emphasis on mass transit. Also, in the preliminary budget discussions, the LWVCT urged the Transit Administrator in the Bureau of Public Transportation to increase the operating and capital budgets for bus service in the state.

At the start of the 2008 legislative session, the LWVCT submitted to the legislature its 2008 Transportation Priorities, calling for the reduction of vehicular traffic on Connecticut highways, expanded schedules, capacity and incentives for intra-state mass transit users, expanded traffic on existing rail and barge lines, better coordinated transportation planning, priority of infrastructure maintenance over new construction, improved highway safety and increases in the dedicated funding for mass transit.

Transportation bills fared poorly during the 2008 session. During the 2008 regular session, HB 5734 was raised and, if approved, would have added \$7 million in operating funds in FY09 and \$15 million in capital funds in FY09 to increase bus service across the state. However, due to the economic downturn in Connecticut, the Governor and Democratic legislative leaders agreed not to “open” the approved FY09 budget and no new funding was approved. While no “new” funding was achieved, \$5 million in capital funds from the 2007 bonding bill was reallocated to allow for the purchase of buses and equipment needed to increase transit in the state.

Regretfully, budget deficits caused the Governor to convene a special deficit-mitigating session on November 24, 2008. The LWVCT strongly opposed the proposed \$5 million reduction in bus operating expenses that had been approved in 2007 to increase and expand bus service in the state. This reduction was approved by the legislature. Budget negotiations to fund the 2009 budget deficit are still not resolved.

The LWVCT also contacted federal and state officials and successfully urged the inclusion of mass transit funding in the federal Stimulus package and specifically the inclusion of “shovel-ready” bus transit projects in the request for Stimulus funding.

The 2009 legislative session was dominated by the budget shortfalls. No initiative requiring new funds fared well. The LWVCT once again submitted its 2009 Transportation Priorities to the legislators and the Governor, based on the 2008 version but urged careful priority-setting among programs due to the fiscal crisis.

The LWVCT submitted an early testimony to the Transportation Committee urging consideration of various concepts to improve the flow of traffic and to fund improvements to mass transit. These

included congestion pricing, electronic tolling, expanded rail freight, light rail expansion, easier access to mass transit venues and increased parking at rail stations. We supported mass transit funding at the Appropriations hearings, wrote to the Governor and the Transportation Strategy Board in support of congestion pricing, advocated in favor funding the specialized transportation for the elderly (the Dial-a-Ride bill), and sent a message to the Connecticut Economic Recovery Working Group and Commissioner Marie to thank them for giving priority to infrastructure maintenance projects over new construction.

Our success was quite limited: the light rail, rail freight, increased parking at railroad station bills all died in committee. The electronic tolls/congestion pricing legislation only authorized the DOT to conduct another analysis of the project and report to the legislature on June 30, 2010.

In May, the LWVCT testified at a public hearing in front of the Transportation Strategy Board in support of electronic tolling and congestion pricing.

In late May, as part of a budget deficit mitigation strategy, the governor proposed a 40% increase in bus fares and 10% increase in rail fares. The LWVCT strongly advocated against such increases, lobbying the governor, the legislative leadership and the rank and file. No budget exists as of this writing but the Governor's latest budget proposal indicates a reduction in bus operating expenses that may necessitate a 20% increase in bus fares.

The only bill passed and signed into law is the Improved Pedestrian and Bicycle Access bill to enhance non-motorized transportation alternatives, promote healthy lifestyles, encourage smart growth and reduce congestion by adopting a complete streets policy, establishing a permanent bicycle and pedestrian advisory committee, devoting a minimum percentage of funds to programs that improve bicycle and pedestrian access and authorizing the issuance of "Share the Road" number plates.

Budget problems continued to dominate the legislative agenda into 2010. Preceding the short session, the LWVCT sent its Transportation Priorities 2010 to the Transportation Committee and the DOT chairs. The principal points included action to promote careful priority setting among programs, increased dedicated funding sources for mass transit, highway congestion relief, continued funding for existing bus service, expanded freight traffic on existing rail lines, a Fix-It-First Policy giving priority to maintenance of highways and bridges over new construction and expanding efforts to promote safety on Connecticut's highways. Based on these priorities, we have advocated for electronic tolls and an increase in fines for traffic infractions, to be placed into a dedicated transit improvement fund, supported bus safety bills and opposed border tolling. In March 2010, the League organized a Transportation Forum at Norwalk Community College.

No significant transportation bills made it through the session although the League was successful (with a coalition of advocates) to maintain the operating and capital budget cuts to transit at a minimum.

In December 2010, upon the resignation of the Commissioner of Transportation, the League submitted testimony to Governor Malloy's transition team, urging the appointment of a new leader

for DOT, focused on mass transit rather than road building projects. League transportation priorities for 2011 were again sent to the Transportation Committee and the transition team.

Governor Malloy's budget for 2011-12 included funding for transit service supported by the League. The League again supported electronic tolling, level funding for bus transportation, coordinated planning for all transportation projects and opposed border tolling and dedicated tolls to expand Route 11. During the budget discussions, the League and coalition partners lobbied against an unrealistic increase in bus fares and other severe cuts to transit projects. We also supported the New Britain/Hartford Busway.

Ultimately, no major new initiatives passed this session. The League continues to partner with Citizen Transportation Lobby, Transit for Connecticut and several other like-minded organizations. As the difficult budget negotiations continued, we opposed any reductions in bus service and its funding. A letter of congratulations and League's 2011 priorities were sent to the newly-appointed DOT Commissioner.

In 2012 and 2013, the League continued to support congestion pricing tolling and oppose border tolls and tolls dedicated to expanding Rt. 11. No tolling bills were approved in either year. We also supported maintaining funding for existing bus and rail service and using revenue from any increase in bus and rail fares for improving and expanding service.

In 2012, the League joined the "Growing Connecticut Around Transit" (GCAT) Coalition, a subgroup of Transit for Connecticut. GCAT advocates for increased planning for and establishment of transit oriented development (TOD) in Connecticut.

In 2013, the League supported placing a "lock box" on the money in the Special Transportation Fund so that that money would be used only for transportation projects. In the difficult fiscal climate, with the state facing a deficit of more than \$1 billion, the biennium budget approved in 2013 essentially maintained funding for existing bus service. Funding was also based on an increase in bus fares to \$1.50. Capital funding for all necessary transportation projects was approved in SB 975. SB 975, now PA 13-277, contained a section requiring resources of the Special Transportation Fund to be used only for transportation purposes effective in 2015.

Throughout the 2012 and 2013 Legislative session, the League continued to work with its many coalition partners.

After his 2014 re-election, Governor Malloy proposed a 30-year initiative to overhaul Connecticut's transportation infrastructure the centerpiece of his second term in office. The Governor's plan envisions a \$10 billion five-year "ramp-up" period in which some specific highway and rail projects are started and in which planning for the remaining 25-year span of the program is fleshed out, vetted and approved.

The initial five-year ramp up phase focuses on commuter rail and highway improvements, including replacing antiquated rail and highway bridges and widening certain portions of I-95 and I-84. Also included were studies to improve the efficiency and integration of commuter bus and rail lines. The overall focus is to reduce transportation chokepoints, with the most attention going

to projects that will help quickly revitalize Connecticut's economy by making it easier to move people and goods throughout the State.

The Governor obtained \$2.8 billion in bonding needed to launch the transportation initiative, but it remains to be seen whether the funds will be made available for the full scope of the plan in view of projected state budget deficits.

The League again provided testimony supporting legislation imposing a “lockbox” over transportation funds (*SB 937*). Because the process to amend the State Constitution takes several years and will require a ballot measure that cannot appear before the 2016 general election, the League has not yet taken a position on proposals to amend the State Constitution to bar future legislation transferring funds from the Special Transportation Fund to General Fund uses for non-transportation purposes.

Finally, the League has also submitted public testimony in support of a measure requiring the creation of an integrated transportation plan for the State (*SB 938*). The purpose of the bill is to have the Department of Transportation develop and oversee comprehensive planning to ensure that infrastructure projects are focused on integrating the available modes of transportation in the State (i.e., highway, bus, rail, air and sea) to foster the efficient movement of passengers and freight in Connecticut. (Reported out of Transportation Committee, but recommitted to committee.)

In 2016 the League continued to advocate for a “lockbox” for transportation funds. The League has long supported measures ensuring that tax and other revenue raised for transportation purposes be used solely for such purposes and submitted testimony in support of the proposed constitutional amendment to ensure that revenue raised for transportation purposes cannot be used for other state needs. Lawmakers who voted against it expressed concern that the resolution failed to define the source of revenue coming into the lockbox, which could allow for diversions before the money gets to the fund. Although language was added to address this concern, and was approved by the Transportation Committee in March, the legislation was not addressed by the General Assembly before it ended its session.

In 2017 the legislature passed transportation lock box legislation. The lockbox measure will let voters decide in November 2018 whether to create a constitutional amendment to keep future governors or lawmakers from raiding the Special Transportation Fund.

WATER RESOURCES

[LWVCT Position 1967; affirmed 2005; update authorized at 2015 Convention]

The League of Women Voters of Connecticut supports state policies and programs which promote comprehensive long-range planning for conservation and development of land and water resources. Such planning should consider the interaction of our natural resources with each other as well as their relation

to the needs of our growing population. Specific measures which the League supports include:

- **enforcement of regulations to improve water quality;**
- **provision for an adequate staff to implement programs;**
- **acquisition and preservation of open space land, including inland wetlands and tidal marshes;**
- **a regional approach to planning;**
- **adequate and equitable financing of state programs;**
- **establishment of clear lines of authority and coordination of policy among state agencies.**

Background and Action:

During the 2004 and 2005 sessions, several clean water initiatives were proposed and debated. These included various Long Island Sound initiatives, extension of the Clean Water Fund grants to local municipalities (the bill passed), the Water Diversions Act, and Marine Sanctuaries. In 2005, a bill to mandate a Minimum Stream Flow Regulation and a bill authorizing the formation of a Bi-State Long Island Sound Committee passed. Much of the LWVCT action was concentrated in the area of drinking water and drinking watershed preservation, as described under Land Use.

In December 2005, the LWVCT co-sponsored the conference *Water Law in Connecticut: Balancing Needs for Fish and Faucet*.

In the 2006 session, the LWVCT opposed proposed changes to the state's organizational structure of water planning and recommended further discussion among stakeholders to refine proposals. This bill died. The LWVCT also urged support for authorizing seventy million dollars in bonding to fund the Clean Water Fund, but the bonding package was not approved. In 2003 and 2004, the Connecticut General Assembly rescinded Clean Water funding and in 2005 voted *not* to fund the Clean Water Fund. In recent years, it appears clear that Connecticut has turned its back on its commitment to clean water, despite the outstanding results we have achieved based upon Clean Water Fund investments in reducing sewer line overflows and upgrading sewerage treatment plants.

At the 2007 LWVCT Convention, delegates voted to form a committee to update the Water Resources position in light of current knowledge of impacts of non-point-source pollution. However, no volunteers stepped forward to form a committee by the December 1, 2007 deadline, so the position is retained as is.

During the 2008 legislative session, LWVCT and coalition partners actively lobbied against an amendment to a bill pertaining to protecting small public water supply wells that could have been interpreted as weakening the Class I and II statutory protections on the lease and sale of water company land. Due to alarm raised by opponents, the co-chair of the Public Health Committee read a clear legislative intent statement into the record that this bill, which passed, does not affect in any way the laws pertaining to the protections of Class I and II water company lands.

LWVCT also worked in coalition to enhance wetlands protections by supporting a bill that would have aided our local volunteer boards by 1) clarifying that protecting wetlands is the primary purpose of the Inland Wetlands & Watercourses Act and 2) allowing local boards to rely on comments provided by state agencies, expert environmental review team reports, and local water companies in reaching decisions about wetlands. The bill died on the House calendar on the last night of the legislative session, largely because of a major backlog of bills.

LWVCT also supported a bill to protect a 100-foot wide strip of naturally vegetated riverfront area. This is critically important for rivers and streams that flow into our drinking water reservoirs, because, on average, only one mile out of five of these rivers and streams is owned by a water company and protected by statute. The bill passed Environment and Appropriations Committees, but failed narrowly in the Planning and Development Committee.

During the 2009 session, with the failing economy as a backdrop, advocates were required to spend precious time and energy to stop bills that would undermine basic environmental laws. LWVCT and coalition partners lobbied to defend the Connecticut Environmental Policy Act (CEPA) from bills exempting an airport expansion and federally funded construction projects from standard environmental review; Clean Water Act against a bill exempting wastewater washed off boat hulls from regulation and from bills overriding the authority of the Department of Environmental Protection (DEP) to regulate construction in a floodplain. Bills introduced to address the issues raised during 2008 session regarding enhancing wetland protections and establishing a uniform vegetative buffer again died.

During the 2010 legislation session, SB 174, *AAC The Standards of Water Quality*, was introduced. The bill sought to change procedures and requirements for adopting water quality standards. The League supported the underlying bill but opposed an amendment that would undermine DEP's water standards adoption process currently underway. The bill was voted out of the Commerce, Environment and Public Health Committees, but died in the Senate. The League also submitted testimony to the DEP in support of proposed stream flow standards and regulations to provide for the protection of Connecticut's rivers and streams amid the many competing uses, such as drinking water, public safety, irrigation and wildlife. The League included specific changes to the proposed standards in its testimony.

In 2011, the League supported SB 832, *AAC The Protection of Certain Natural Vegetation Near Rivers*. This bill prohibited municipal zoning regulations from allowing disturbances to areas of natural vegetation within 100 feet of a river but would allow such regulations to provide a special permit procedure for site-specific relief under certain circumstances. The bill was voted out of the Environment Committee but died in the Planning & Development Committee.

The League opposed SB 1020 and SB 6400. SB 1020, *AAC Water Resources and Economic Development*, would have circumvented the established Regulation Review Process and block reforms to protect Stream flows. The bill was voted out of the Commerce Committee but recommitted to the Commerce by the Senate and died. SB 6400, *AAC Licensure of Stormwater Professionals*, was proposed to create a licensing program for stormwater professionals but would have confused the stormwater management permitting at DEP with municipal land use oversight.

It was voted out of the Commerce and Planning & Development Committees, but died in the House.

The state bonding bill, SB 1242, was passed by the House and the Senate and signed by the Governor. SB 1242 included bond authorization for the Clean Water Fund that was supported by the League.

In 2012, a bill was passed that dealt with the application of fertilizers that contain phosphate. The bill, SB 440, signed into law by the Governor PA 12-155, establishes some restrictions on the use and sale of phosphate-containing fertilizers. It also expands the eligibility for Clean Water Fund monies for projects that include phosphorus removal from wastewater. In addition, it requires that DEEP work with municipalities statewide to reduce the amount of phosphorus that gets into water bodies and courses. In 2012, many bills were introduced including incentives for water conservation, municipal water rates, streamlining the sale and abandonment of water supply sources and training for inland wetlands agency members and agents. None of these passed.

In 2013, the League supported several positions contained in SB 807, particularly in regards to water infrastructure and conservation. This bill contained strategies that would allow water companies to sustain revenues in ways other than increased water sales, thus encouraging conservation. The bill passed in the House and Senate and was signed into law by the Governor as PA13-78. We also supported HB 6533, *AAC Hydraulic Fracturing Waste*. The bill defined hydraulic fracturing and hydraulic fracturing waste and prohibited the treatment, discharge, disposal or storage of hydraulic fracturing waste in the state. The bill died on the House calendar. In addition, the LWVCT supported the LWVUS's recommendations to study the potential impacts of "fracking" on drinking water resources and co-signed a letter to EPA leaders.

In 2013, the League followed several bills that were introduced but not passed. These included bills affecting public water supplies (requirement for a back-up generator, fluoride elimination, swimming, reduction of phosphorous); water companies (change of regulatory authority, periodic pressure vacuum breaker testing, liability for damages caused by leaks/breaks in water mains); and water supply planning (moratorium on water diversions and establishment of a statewide water use plan, and classification of UConn as a water company).

Information note: Over the next biennium, \$997.4 million was allocated by the Legislature to the Clean Water Fund.

Legislative attention to the issue of hydraulic fracturing (fracking) waste grew in 2014. LWVCT supported three bills, with additional comments, including two before the Environment Committee (*SB 237* and *HB 5308*) and one before the Energy and Technology Committee (*HB 5409*). *HB 5308* would authorize DEEP to regulate as hazardous waste certain materials produced from fracking activities (reported out of committee, died on the House Calendar). *HR 5409* would define fracking waste, treat it as hazardous waste and require DEEP to conduct a comprehensive assessment of fracking waste (died in committee).

The League submitted testimony on *SB 237: AA Prohibiting the Storage or Disposal of Fracking Waste in Connecticut*, noting the importance of the hydraulic fracturing waste issue for CT, given

the proximity of the enormous Marcellus Shale Deposit and the need for drillers to dispose of contaminated wastewater from drilling activities, outside as well as within the Marcellus states. Most conventional water treatment facilities are not designed to handle wastewater with high concentrations of salts or radioactivity far in excess of the federal limit for drinking water. As a result, radioactivity and chemicals that are known or possible human carcinogens would not be properly removed and could seep into and contaminate drinking water sources.

In 2017 the League presented testimony to support a ban on hydraulic fracking waste in CT. An amended *SB 237* passed, which allowed for a three-year moratorium on the storage or disposal of fracking waste within the state while DEEP adopts regulations including fracking waste as hazardous waste. (PA 14-200)

Other 2014 bills monitored by LWVCT included *HB 5424: AAC the Responsibilities of the Water Planning Council*, facilitating the development of a state water plan (PA 14-163), and *HB 5081: AAC Phosphorous Reduction Reimbursements to Municipalities*, which establishes a level playing field among municipalities seeking moneys from the Clean Water Fund for phosphorous-reduction water pollution control projects. (PA 13-13)

A big environmental success for the 2015 legislative session was the passage of the “Blue Plan” (*HB 6839: AAC A Long Island Sound Blue Plan and Resource and Use Inventory*). After a decade of effort, adoption of this bill creates a bi-state (with New York), multi-stakeholder mechanism to assess Long Island Sound’s natural resources and plan for their protection. It is anticipated that the Blue Plan also will enable DEEP to better address use conflicts over water resources and provide greater clarity for private sector users as well as the public.

Microbeads, the tiny components in personal cosmetic and other products that pass through wastewater treatment plants, to harm fish and other wildlife, came into legislative focus in 2015 (*HB 5286: AA Prohibiting the Import and Sale of Cosmetics that Contain Microbeads*). LWVCT monitored this bill, which passed the House in amended form, died on the Senate Calendar, but was revived and included in the budget implementer *SB 1502*. The ban on microbeads will be phased in between 12/31/17 and 12/31/19.

In 2016 the League took a position against *SB-300*, which would have allowed New Britain to permit a long-term lease of 131 acres of water company-owned lands in Plainville to a private mining company in exchange for open space located elsewhere and the promise of a reservoir at some time in the future. Such important Class I and II lands are typically protected and preserved (as open space) in order to safeguard public water supplies. Many argued that the operations of a stone and gravel quarry in such a sensitive area would have negative effects on runoff and surface supplies and that allowing it would set a dangerous precedent for the more than 120,000 acres of water utility lands throughout the state. Opposition resulted in an amended bill which allows only for the commissioning of an environmental study of the project by an independent third party, with a public hearing required on the report. It consequently passed the General Assembly (Public Act 16-61).

The League also supported HB-5429, which would have established a voluntary program for the collection and disposal of unused pharmaceuticals by pharmacies. Though such “take back” programs are highly successful, the bill gained no traction in this session.

CURRENTLY INACTIVE UNDER FOLLOWING POSITIONS

AIR QUALITY

[LWVUS Position; affirmed by the 1986 Convention]

The League supports:

- **measures to reduce vehicular pollution, including inspection and maintenance of emission controls, changes in engine design and fuel types and development of more efficient transportation systems;**
- **regulation and reduction of pollution from stationary sources;**
- **regulation and reduction of ambient toxic air pollutants;**
- **measures to reduce transboundary air pollutants, such as ozone and those that cause acid deposition.**

Background and Action:

In 2004, the LWVCT and the Connecticut Climate Coalition lobbied for legislation to mandate California-type emissions standards for cars by 2007. The bill passed. The LWVCT also testified on behalf of a bill to preserve the physical, chemical and biological integrity of our ecosystem by reducing of CO₂ pollution. The Coalition, including the LWVCT, sent over 4,000 letters to the Governor to demand action on global warming. A Climate Change Dialogue was convened by the Governor to recommend policies; 38 of the 55 recommendations were accepted, including a plan for the state to purchase 20% of electricity from clean sources by 2010. A bill requiring a plan to reduce greenhouse gas pollution to the 1990 levels by 2010 passed and was signed into law.

During the 2005 session, the Clean Cars Alliance focused on cleaning up diesel fuel emissions, clean energy and energy conservation, and clean cars incentive programs. Bills to establish a plan to reduce particulates from diesel fuels and to provide incentives to purchasers of clean and energy efficient cars passed and were signed into law. Bills to further reduce the sulfur content of home heating oils and fuel for off-road vehicles, warning of mercury contents of fish, green building standards and others did not pass.

During the 2006 and 2007 legislative sessions the LWVCT’s major goals were to improve emissions standards, reduce greenhouse gases, combat air pollution and reduce the threat of global warming. The Air Quality Specialist worked closely with the Connecticut Fund for the Environment, the Connecticut Climate Coalition, and Clean Water Action.

In the 2006 session, the LWVCT advocated for the Regional Greenhouse Gas Initiative (RGGI) to reduce global warming in the northeast region by cutting power plant carbon dioxide pollution.

This regional agreement was signed by Governor Rell. We opposed changes to the Toxic Release Inventory and urged the retention of current reporting requirements; our letter countered proposals to limit public access to critical information about toxic chemicals released by companies into local communities and raise the reporting thresholds of toxic chemicals released into the environment. We testified in favor of the Clean Car Incentive Program. This bill passed. It required the DEP commissioner to establish a greenhouse gas (GHG) labeling program for new motor vehicles sold or leased for the 2009 model year or later and established a mechanism for public education that would include information about the environmental impact of emissions from motor vehicles and the impact of vehicle choice on vehicle GHG emissions. It established a \$5 greenhouse registration fee that must be deposited into the federal Clean Air Act account. Passenger cars using hybrid technology and with an EPA-estimated gasoline mileage rating of at least 40 mpg were exempted from the sales tax. We advocated for immediately reducing diesel emission from school buses, transit buses and state construction equipment. (Federal regulations require a reduction in pollution from new diesel trucks and buses sold after 2007. Unfortunately, older engines are not affected by these rules and they will be on the road for a long time.) Retrofit emission control systems can be installed on older engines, reducing diesel pollution by up to 90%. This bill was not voted on by the General Assembly during 2006.

In 2007, the LWVCT and our coalition partners were pleased that a number of our goals were achieved. Measures to reduce global warming, to extend sales tax exemptions to efficient motor vehicles and to support green building construction were included in a comprehensive energy bill that was passed by the General Assembly. We advocated for a comprehensive energy plan with our coalition partners and were one of the signers of the *Environmental and Consumer Statement on CT Energy Bills*. The comprehensive energy bill requires that the State to sell permits to emit global warming pollution to power-generating companies and that the proceeds from these permits be invested in energy efficiency and new clean energy generation. Two other measures that we strongly supported were included in this bill: 1) The sales tax exemption on hybrid vehicles was extended to all motor vehicles that achieve forty miles per gallon in either highway or city driving; and 2) The state's "green building" requirements were increased and financial incentives were adopted to encourage the use of energy-efficient technology in state facilities, school construction and school renovation. The LWVCT believes that green buildings are not only more energy efficient, they are more likely to incorporate renewable energy sources and use grid power generated from renewable sources. We supported legislation that adopted Leadership in Energy and Environmental Design (LEED) certification standards and provided for financial incentives for school construction projects so that students could learn in a more conducive and healthier environment. We continue to support regional measures to reduce global warming: We signed, as part of the New England Climate Coalition, a letter sent to New England governors urging them to take action on global warming.

Our continued effort to reduce diesel pollution in school buses was successful in 2007. We provided testimony and wrote numerous e-mails to legislators that supported the installation of equipment to reduce diesel emissions in school bus cabins by keeping harmful fumes out of the passenger compartment as well as tailpipe emission control retrofits. Provisions of this bill were incorporated into "An Act Implementing the Provisions of the Budget Concerning General Government." This Act provides grants for equipping all school buses with closed crankcase filtration systems and other devices that will reduce emissions and pollution in school buses by September 1, 2010. A bill that did not pass that we supported was an enforcement mechanism for the prohibition of idling of motor vehicles. This bill died in the Public Safety Committee.

In 2008, the LWVCT supported a bill to provide an enforcement mechanism for existing anti-idling laws. Costly amendments were added to the bill and the bill was not voted on.

In 2009, bills were introduced that sought to prohibit motor vehicle idling for more than three minutes, with certain exceptions, to increase the authority of the Department of Environmental Protection and to allow for hybrid vehicles and alternative fuel vehicles to use the state's High Occupancy Vehicle lanes if only one person was in the vehicle. None of the bills passed.

In 2010, on a national level, the LWVCT lobbied its Congressional Delegation to oppose any proposal that would delay the clean-up of global warming pollution from coal-fired power plants, oil refineries and other stationary sources. The League supported the Environmental Protection Agency and its ability to hold polluters accountable by enforcing the Clean Air Act.

On a state level, the League supported HB 5124, AA Prohibiting the Idling of Motor Vehicles. The bill sought to prohibit motor vehicle idling for more than three consecutive minutes, except for certain exempted purposes. The bill received a "joint unfavorable" vote in the Environment Committee.

In March of 2010, to further our support for strong climate change legislation, the LWVCT joined Oxfam America as part of the 100 "Sisters on the Planet" Ambassadors to Washington, DC, to advocate for climate legislation.

The 2011 state legislative session brought discussion to the topic of outdoor wood-burning furnaces. Many environmental organizations supported a bill that banned outdoor wood-burning furnaces, except for agricultural use and heating of homes of persons involved in farming or agriculture. Substitute language changed the bill considerably. Environmental groups were not united on the substitute language. The substitute bill died in the Senate.

On the national level, the LWVCT asked its Congressional delegation to oppose legislation that would block or prevent action to clean up our air. The League supported allowing the EPA to enforce pollution standards. The LWVCT participated in a LWVUS conference call to discuss the national Clean Air Promise Campaign.

In 2012 and 2013, on the national level, the LWVCT contacted Connecticut's Congressional Delegation and urged them to support the provisions of the Clean Air Act and not diminish the regulatory authority of EPA.