Transportation Climate Initiative Workshop

Workshop Agenda, Tuesday, October 29th

- 4:00 – 5:30 pm – Networking Dinner and Partner Tables / Activities
- 5:30 pm - Introductions and Welcome – Taylor Mayes, CT Roundtable for Climate and Jobs
- 5:40 pm - Re-intro to Transportation Climate Initiative, TCI Framework, & Timeline – Amy McLean Salls, Acadia Center
- 5:55 pm - Review Transportation Survey Results – Tony Cherolis, Transport Hartford Academy
- 6:05 pm - Review the Response Letter – Sam Dynowski, Sierra Club Connecticut
- 6:20 pm - Small Group Facilitated Discussions - 10 people per group, multiple facilitators
- 7:20 pm - Closing and Final Comments – Tony Cherolis, Transport Hartford Academy
Greenhouse gas contribution from transportation

Greenhouse Gas 2016 Sector Emissions (consumption-based accounting) for Connecticut

The biggest contributor

Transportation 38%

Residential 15.5%

Electric Power 23%

Commercial 9.5%

Industrial 9.5%

Waste 4.5%

Agriculture 0.6%

Connecticut must reduce transportation generated greenhouse gas emissions to meet our state’s important emissions reduction goals

2017 U.S. Transportation Sector GHG Emissions by Source

Light-Duty Vehicles - 59%

Medium- and Heavy-Duty Trucks - 23%

Aircraft - 9%

Other - 4%

Rail - 2%

Ships and Boats - 3%

Source, US EPA

Source, CT DEEP
What is the Transportation Climate Initiative?

The coalition of states, known as the Transportation and Climate Initiative, extends from Virginia to Maine, and has been working for two years to develop a regional policy to provide better, cleaner transportation options for residents of urban, suburban, and rural areas.

Such a policy would improve public transit, ensure streets are walkable and bikeable, and deploy clean electric vehicles to make our communities healthier and more livable.

Source, NRDC
How would the Transportation Climate Initiative work?

Under the proposed policy, suppliers of fossil fuels will be required to both cut and pay for their pollution. States will invest these payments in clean transportation solutions that benefit communities.

Source, NRDC
From Commitment to Implementation

- **October 1, 2019** – Release of framework for a draft regional policy proposal
- **October/November 2019** – Gather and consider public input on framework
- **December 2019** – Release of a regional policy proposal in the form of a draft Memorandum of Understanding (MOU)
- **January/February 2020** – Gather and consider public input on draft MOU
- **Spring 2020** – Jurisdictions release final MOU, governors decide whether to participate
- **Spring – Fall 2020** – Participating jurisdictions develop a “model rule” and take any legislative steps that could be needed to implement the regional program.
- **2021** – Jurisdictions conduct rulemaking process to adopt regulations.
- **As early as 2022** – Program implementation begins.

TCI Framework

- Leading with Equity
  - Investing in overburdened and underserved communities
  - Developing complementary policies
  - Seeking and listening to community input
- Regulated Sources and Fuels Covered
  - Upstream point of regulation
  - Gasoline and on-road diesel
- Emissions Cap and Allowance Auctions
  - Cap trajectory, 2022-2032
  - Auctioning all (or nearly all) allowances
  - Flexibility and cost containment
- Investment and Complementary Policies
  - Key state-level decisions

[Link to TCI Framework document]

Setting the Cap

- Modeling results to be shared in December
- TCI jurisdictions conducting analysis to understand:
  - Opportunity to reduce GHG emissions
  - Allowance price at different cap levels
  - Public health impacts
  - Economic impacts
  - Distribution of costs and benefits
  - Impacts of clean transportation investment

Does the cap ensure that we achieve necessary GHG reduction (~45% from 1990) from the transportation sector?
Building on the RGGI Model

• Since 2008:

  • CO2 emissions from RGGI power plants have fallen by 47%, outpacing the rest of the country by 90%;

  • GDP of the RGGI states has grown by 47%, outpacing growth in rest of the country by 31%;

  • Electricity prices in RGGI states have fallen by 5.7%, while prices have increased in the rest of the country by 8.6%.

CT’s Transportation Future
Survey Results*

October 29th Dinner and Workshop
Capital Community College, Hartford

Anthony Cherolis,
Transport Hartford Coordinator

* Results updated after the survey closed on Oct 30th
Statewide Survey

This survey closed on October 30th

957 Responses from CT Residents and/or those working in Connecticut

Survey distributed throughout October

Survey Link → tinyurl.com/tci19survey
Who took the survey?

- **Own**: 27.84%
- **Rent**: 27.09%
- **30 to 45 minutes**: 15.74%
- **I don’t commute to work or school**: 9.42%
- **45 minutes to an hour**: 8.57%
- **More than 60 minutes**: 6.32%
- **I telecommute or work from home**: 5.03%
Who took the survey?

<table>
<thead>
<tr>
<th>Choices</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>75.18%</td>
</tr>
<tr>
<td>Hispanic or Latinx</td>
<td>5.61%</td>
</tr>
<tr>
<td>Do not wish to answer</td>
<td>5.11%</td>
</tr>
<tr>
<td>Black or African American</td>
<td>4.80%</td>
</tr>
<tr>
<td>Asian or Pacific Islander</td>
<td>3.60%</td>
</tr>
<tr>
<td>Mixed Race</td>
<td>2.20%</td>
</tr>
<tr>
<td>Other</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

Under representation of people of color in survey demographics was a concern during 10/29 table discussions, something to focus on in a follow-on survey.

<table>
<thead>
<tr>
<th>Age Ranges</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>45 to 64</td>
<td>36.42%</td>
</tr>
<tr>
<td>26 to 44</td>
<td>31.84%</td>
</tr>
<tr>
<td>65 and over</td>
<td>16.40%</td>
</tr>
<tr>
<td>18 to 25</td>
<td>14.27%</td>
</tr>
<tr>
<td>17 and under</td>
<td>1.06%</td>
</tr>
</tbody>
</table>
What do CT residents think?

If nothing is done to reduce climate change in the future, how serious of a problem do you think it will be?

87% feel that unchecked climate change will be ‘Very Serious’ or ‘Catastrophic’

Would you support or oppose Connecticut taking part in the multi-state Transportation Climate Initiative?

82% either ‘Somewhat support’ or ‘Strongly Support’ the Initiative*

*51% of respondents knew “Nothing at All” about the Transportation Climate Initiative before taking this survey

In the fight to combat and prepare for climate change...

88% ➔ Federal government is doing too little

76% ➔ Connecticut and the municipalities are doing too little
Top Seven Transportation Climate Initiative Investments

92% - Improving existing public transportation including buses, trains, and dial-a-ride

91% - Expanding / improving sidewalks and bike lanes to provide safe alternatives to driving

88% - Expanding public transportation and rail to people and places not yet served

85% - Convert transit and school bus fleets to electric power

79% - Gap financing for transit-oriented development to decrease driving trips

77% - Protecting existing infrastructure from the effects of climate change and catastrophic weather

77% - Rebates for hybrid and electric vehicles

(Combined percentage for ‘Strongly Support’ and ‘Support’)
In-Person, Community Voting on Investment Priorities

Each participant distributed 10 voting stickers and 74 people voted

<table>
<thead>
<tr>
<th>Investment to Reduce Greenhouse Gas Emissions</th>
<th>Votes</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve sidewalks, bike lanes, and multiuse paths to give residents safe alternatives to driving, especially in cities and town centers.</td>
<td>115</td>
<td>1</td>
</tr>
<tr>
<td>Expanding public transportation and rail to people and places not yet served</td>
<td>107</td>
<td>2</td>
</tr>
<tr>
<td>Fund projects that would increase walkable development in cities, town centers, and near transit stations.</td>
<td>91</td>
<td>3</td>
</tr>
<tr>
<td>Improving existing public transportation including buses, trains, and dial-a-ride</td>
<td>89</td>
<td>4</td>
</tr>
<tr>
<td>Convert transit and school buses more quickly to electric power</td>
<td>88</td>
<td>5</td>
</tr>
<tr>
<td>Direct funds to communities disproportionately effected by air pollution and climate change</td>
<td>61</td>
<td>6*</td>
</tr>
<tr>
<td>Rebates for hybrid and electric vehicles</td>
<td>54</td>
<td>7</td>
</tr>
<tr>
<td>Protect roads, bridges, tunnels, and rail against the effects of climate change, like sea level rise, storm surges, and flooding.</td>
<td>46</td>
<td>8</td>
</tr>
<tr>
<td>Expand networks of charging stations for electric vehicles.</td>
<td>40</td>
<td>9</td>
</tr>
<tr>
<td>Give a portion of the funds back to consumers directly to offset higher transportation costs.</td>
<td>30</td>
<td>10</td>
</tr>
<tr>
<td>Incentivize the purchase of electric bicycles and e-scooters to increase low-emission trips.</td>
<td>23</td>
<td>11</td>
</tr>
</tbody>
</table>

For “in-person” voting method:
- “Direct funds to disproportionately effected...” joined the top seven rankings
- “Protect ... against the effects of climate change...” fell out of the top seven.

Note - This slide was added after the 10/29 meeting
<table>
<thead>
<tr>
<th>Policy</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater contamination reduction projects evaluated for green infrastructure component</td>
<td>87%</td>
</tr>
<tr>
<td>Emissions reduction goals in municipal 10-yr plans of Conservation &amp; Development</td>
<td>86%</td>
</tr>
<tr>
<td>Bus Transit and School Bus Electrification</td>
<td>85%</td>
</tr>
<tr>
<td>All regional planning agencies (COGs) include emissions reduction targets in long-range plans</td>
<td>83%</td>
</tr>
<tr>
<td>Expanding U-Pass to private colleges, universities, and large private employers</td>
<td>79%</td>
</tr>
<tr>
<td>Policies at public agencies that require emissions reductions goals and reports on progress</td>
<td>78%</td>
</tr>
</tbody>
</table>
Should investments prioritize effectiveness of emissions reduction only, or consider other factors?

67% want to “Dedicate a percentage of investments to address environmental justice, equity, and disproportionate vehicle pollution exposure.” Another 15% went further and felt that the investments should only consider environmental justice and equity.

When evaluating how revenues will be best invested to reduce emissions, should life-cycle greenhouse gas emissions associated with a transportation mode, such as the raw material extraction and manufacturing and production, be considered along with the on-road emissions?

75% feel that life-cycle emissions should be included when evaluating investments. Only 7% thought that on-road emissions should be used alone.
Goal of Stakeholder Comments / Letter

Shape the multi-state regional policy
• Affirm parts we agree with. Improve and strengthen other parts.

Shape Connecticut’s policy
• Make Connecticut-specific recommendations to shape the CT investments

Show Stakeholder Interest
• Sign-on by organizations, companies, and individuals
Affirming Equity, Regulated Entities

Strong Reduction Targets, Recognition of other fuels

Guidelines for CT Investment
- Equity focused: 50% of proceeds
- Quality jobs
- Accountability

Identify Complimentary Policies

Connecticut’s Letter ➔ Sign-ons due by Nov 4th

Email Samantha Dynowski to sign-on: samantha.dynowski@sierraclub.org
Get Involved

- **CT Organizations and Individuals** - Sign the Transportation Climate Initiative letter

- **Provide Input for** → City and Town ‘Plans of Conservation and Development’

- **Attend the** → **Nov 25th Multimodal and Transit Summit** in New Haven

- **Contact your State Legislators** - [LINK](#)

- **Share the Survey Results** - [LINK](#)

- **Participate in discussion groups**
  - Transport Hartford - Talking Transportation
  - New Haven Complete Streets
  - Nutmeg Flavored Memes for Northeast Corridor Teens
Connecticut’s TCI Letter  ➔ Sign-ons due by Nov 4th

Organizations, Individuals, and Companies can add their support

The comments in this letter helps frame the multi-state regional and Connecticut Transportation Climate Initiative to reduce emissions

Email Samantha Dynowski to sign-on: samantha.dynowski@sierraclub.org
Planning Partner Organizations

CT Roundtable for Climate and Jobs

TRANSPORT HARTFORD CENTER FOR LATINO PROGRESS

SIERRA CLUB CONNECTICUT

Tri-state Transportation Campaign

Mobilizing the Region

Acadia Center

CONNECTICUT LEAGUE OF CONSERVATION VOTERS

CLEAN WATER ACTION

Join the Coalition

Social media tags: #ctTransportationFuture @TransportHartford

Email – transporthartford@ctprf.org

Take a photo

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