Greenhouse gas contribution from transportation

- **Transportation (38%)**
- **Electric Power (23%)**
- **Residential (15.5%)**
- **Commercial (9.5%)**
- **Industrial (9.5%)**
- **Waste (4.5%)**
- **Agriculture (0.6%)**

**Connecticut’s Transportation Sector** is our biggest contributor to climate changing emissions.

Source: US EPA, CT DEEP

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

- **Light-Duty Vehicles** (59%)
- **Medium- and Heavy-Duty Trucks** (23%)
- **Aircraft** (9%)
- **Other** (4%)
- **Rail** (2%)
- **Ships and Boats** (3%)

Source: US EPA
Statewide Survey in CT

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

Survey distributed throughout October 2019

Survey Results ➔ tinyurl.com/TCIresultsCT
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 Priorities

Each participant distributed 10 voting stickers and 123 people voted at 4 events

<table>
<thead>
<tr>
<th>Investment to Reduce Greenhouse Gas Emissions</th>
<th>Votes</th>
<th>Percent</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>179</td>
<td>17.0%</td>
<td>1</td>
</tr>
<tr>
<td>Improving existing public transportation including buses, trains, and dial-a-ride</td>
<td>178</td>
<td>16.9%</td>
<td>2</td>
</tr>
<tr>
<td>Expanding public transportation and rail to people and places not yet served</td>
<td>171</td>
<td>16.3%</td>
<td>3</td>
</tr>
<tr>
<td>Fund projects that would increase walkable development in cities, town centers, and near transit stations.</td>
<td>133</td>
<td>12.7%</td>
<td>4</td>
</tr>
<tr>
<td>Convert transit and school buses more quickly to electric power</td>
<td>124</td>
<td>11.8%</td>
<td>5</td>
</tr>
<tr>
<td>Direct funds to communities disproportionately affected by air pollution and climate change</td>
<td>92</td>
<td>8.8%</td>
<td>6*</td>
</tr>
<tr>
<td>Rebates for hybrid and electric vehicles</td>
<td>87</td>
<td>8.3%</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>81</td>
<td>7.7%</td>
<td>8</td>
</tr>
<tr>
<td>Expand networks of charging stations for electric vehicles.</td>
<td>73</td>
<td>6.9%</td>
<td>9</td>
</tr>
<tr>
<td>Give a portion of the funds back to consumers directly to offset higher transportation costs.</td>
<td>57</td>
<td>5.4%</td>
<td>10</td>
</tr>
<tr>
<td>Incentivize the purchase of electric bicycles and e-scooters to increase low-emission trips.</td>
<td>55</td>
<td>5.2%</td>
<td>11</td>
</tr>
</tbody>
</table>

For “in-person” voting:

- “Direct funds to disproportionately affected…” joined the top seven rankings.
- “Protect … against the effects of climate change…” fell out of the top seven.
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.
What are we doing next in Connecticut?

• Call-to-Action Campaign Contacting Governor Lamont – [LINK HERE]
• Join Support Sign-On Letter by the Feb 28th Deadline – [LINK HERE]
• Series of articles and op-eds on the Transportation and Climate Initiative
• March 23rd – Meeting and info session at the State Capitol – DETAILS SOON
• Regular coalition meetings with TCI advocates (web meeting & dial-in)
• Transport Hartford 2020 Legislative Priorities – [tinyurl.com/2020CTtransport]
• Keeping an eye on 2020 Connecticut proposed bills and submitting testimony

Contact:
Email – transporthartford@ctprf.org