

A Coalition of Organizations in CT



**Join
the
Coalition**

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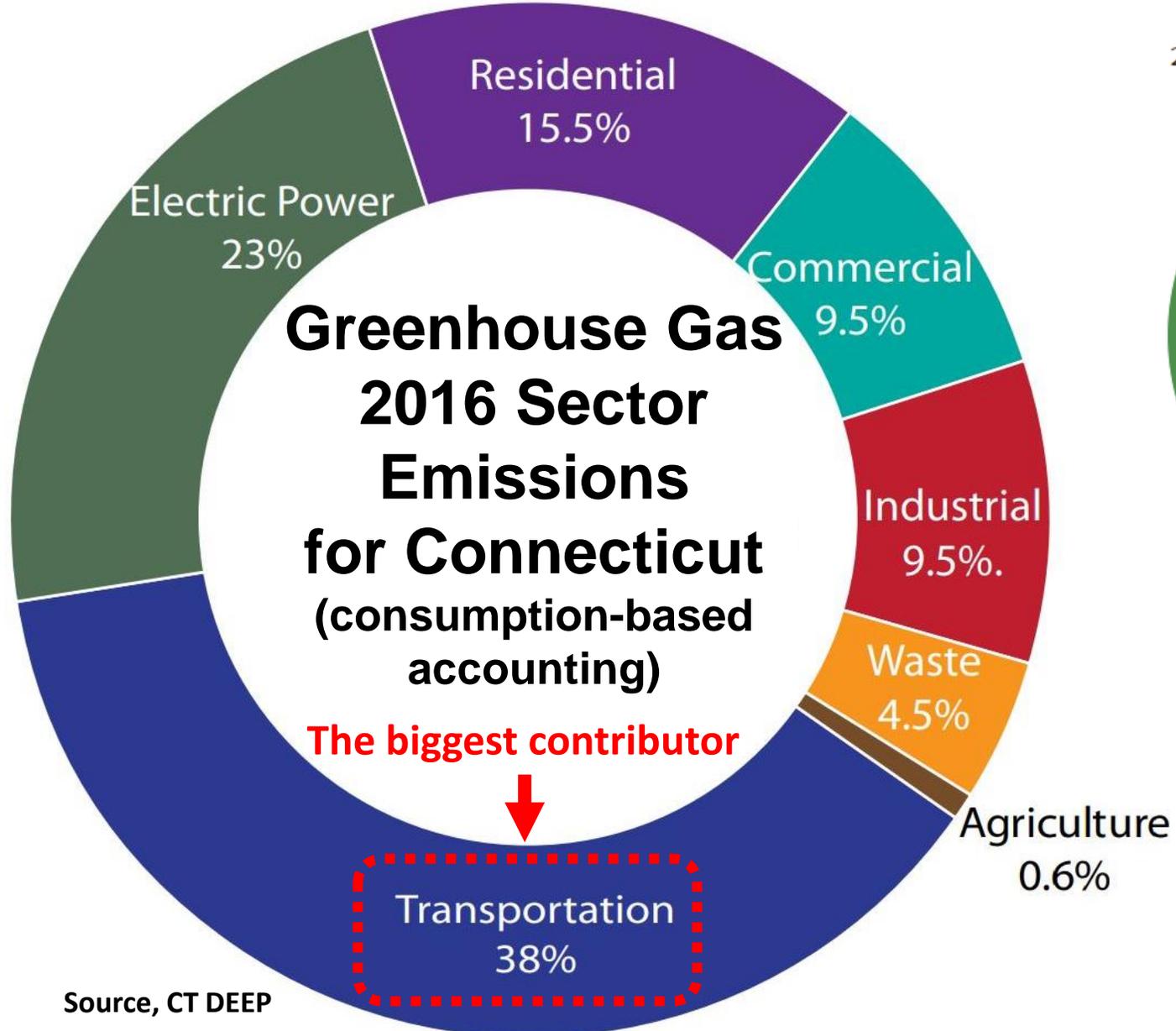
Anthony Cherolis

Transport Hartford Coordinator

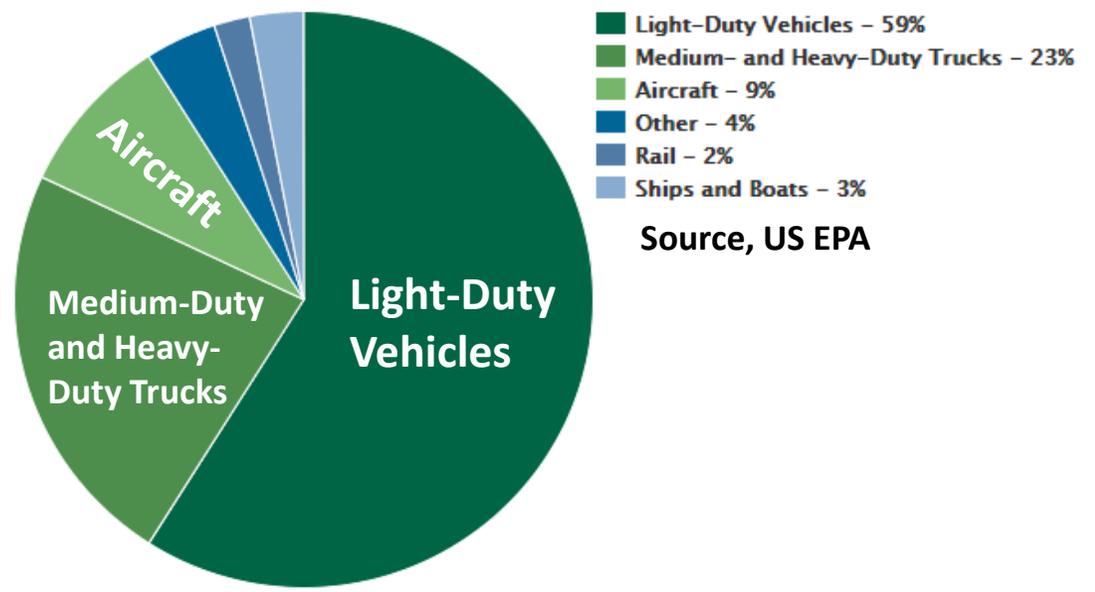
860-247-3227 ext 20

tony_cherolis@ctprf.org

Greenhouse gas contribution from transportation



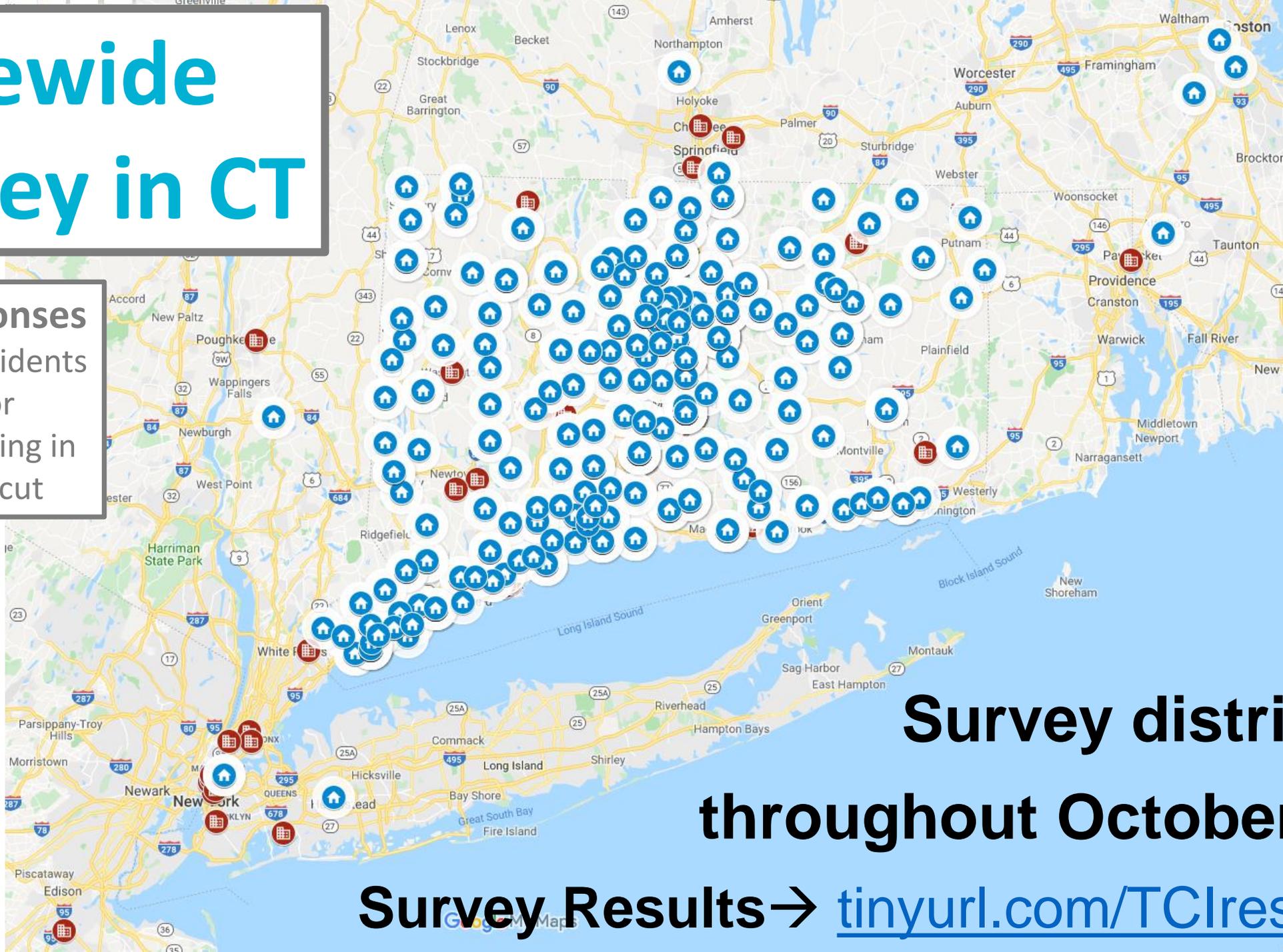
2017 U.S. Transportation Sector GHG Emissions by Source



Connecticut's Transportation Sector is our biggest contributor to climate changing emissions

Statewide Survey in CT

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



HOME ZIP 
WORK ZIP 

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

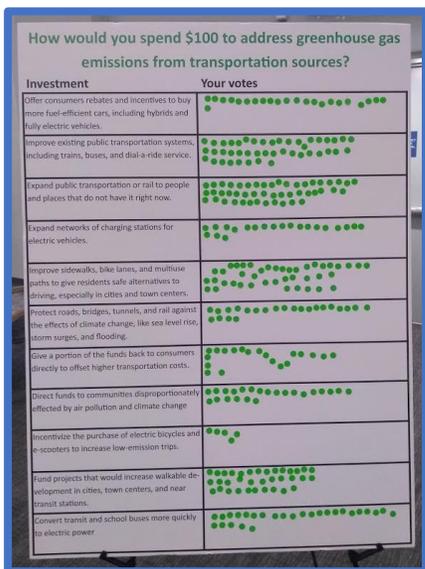
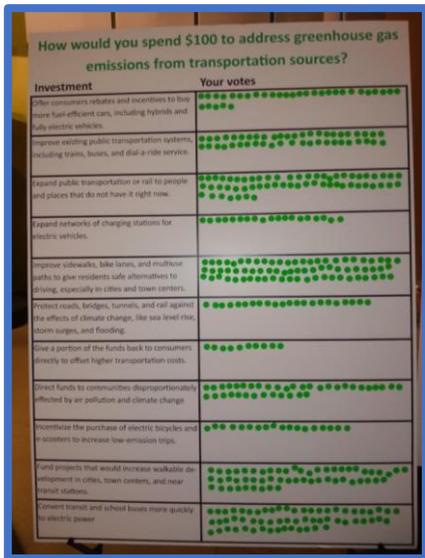
79% - Gap financing for transit-oriented development to decrease driving trips

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

77% - Rebates for hybrid and electric vehicles

In-Person, Community Voting on Priorities

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



Investment to Reduce Greenhouse Gas Emissions	Votes	Percent	Ranking
Improve sidewalks, bike lanes, and multiuse paths to give residents safe alternatives to driving, especially in cities and town centers.	179	17.0%	1
Improving existing public transportation including buses, trains, and dial-a-ride	178	16.9%	2
Expanding public transportation and rail to people and places not yet served	171	16.3%	3
Fund projects that would increase walkable development in cities, town centers, and near transit stations.	133	12.7%	4
Convert transit and school buses more quickly to electric power	124	11.8%	5
Direct funds to communities disproportionately effected by air pollution and climate change	92	8.8%	6*
Rebates for hybrid and electric vehicles	87	8.3%	7
Protect roads, bridges, tunnels, and rail against the effects of climate change, like sea level rise, storm surges, and flooding.	81	7.7%	8
Expand networks of charging stations for electric vehicles.	73	6.9%	9
Give a portion of the funds back to consumers directly to offset higher transportation costs.	57	5.4%	10
Incentivize the purchase of electric bicycles and e-scooters to increase low-emission trips.	55	5.2%	11

For “in-person” voting:

- “Direct funds to disproportionately effected...” joined the top seven rankings
- “Protect ... against the effects of climate change...” fell out of the top seven.

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.

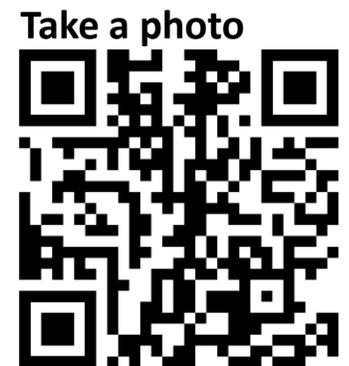
When evaluating how revenues will be best invested to reduce emissions, should life-cycle greenhouse gas emissions associated with a transportation mode, such as the raw material extraction and manufacturing and production, be considered along with the on-road emissions?



75% feel that life-cycle emissions should be included when evaluating investments. Only **7%** thought that on-road emissions should be used alone.

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



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