

DATE: February 27, 2020

TO: Transportation and Climate Initiative
Governor Ned Lamont
Commissioner Katie Dykes
Commissioner Joseph Giulietti

RE: Transportation and Climate Initiative (TCI) Draft Memorandum of Understanding (MOU)

Transportation currently accounts for 38% of Connecticut's greenhouse gas emissions. Reducing transportation pollution is critical for Connecticut to meet our state's mandated greenhouse gas reduction targets and to address the climate crisis. Our organizations strongly support the Transportation and Climate Initiative (TCI) as a regional approach to reducing pollution from the transportation sector.

This regional program to curb emissions from motor fuels is an important tool to address transportation pollution so Connecticut can succeed in moving forward on climate progress. It will also deliver the clean transportation that people in our state want and need, especially communities that have suffered the most from transportation pollution and are often underserved with accessible, clean, and affordable options.

Multiple polls in Connecticut and across the region show broad, bipartisan support for the policy approach taken by TCI.¹ Residents want a cleaner, safer, healthier, more equitable and modern transportation system, and they also want to reduce pollution, create jobs and save consumers time and money.

We urge Governor Lamont and fellow governors working on the Transportation and Climate Initiative to finalize a strong and just regional policy this spring. Our organizations support a strong cap on emissions and a price floor to ensure polluters pay their fair share.

Connecticut already has robust economy-wide greenhouse gas emission reduction goals mandated in Public Act 18-82.² We must reduce greenhouse gas emissions 45% below 2001 levels by 2030. The current economic modeling evaluating options to cap emissions was limited to only a 25% reduction from 2022 levels over 10 years. In comments submitted on November 5,³ Connecticut stakeholders urged that the regional policy set emission limits consistent with economy-wide climate goals that have been established by Connecticut and other participating

¹ [CT's Transportation Future State Wide Survey Results](#), [MASSinc Multi-State Survey Results](#), [Rural Voter Survey Results](#)

² <https://cga.ct.gov/2018/ACT/pa/pdf/2018PA-00082-R00SB-00007-PA.pdf>

³

https://www.transportationandclimate.org/sites/default/files/webform/tci_2019_input_form/CT%20Stakeholder%20Response%20-%20TCI%20Draft%20Regional%20Policy%20Proposal.pdf

states. The economic modeling of 25% is inconsistent with the mandate in Connecticut Public Act 18-82, and also does not achieve the more modest goal of a 29% emissions reduction from the transportation sector that was incorporated in the recommendations from the Governor's Council on Climate Change in its report⁴ published in December 2018. We urge you to set a reduction level of at least 25%, but preferably higher to be consistent with our state policy goals.

A stronger reduction target will also result in greater investment. Our organizations are committed to promoting equity and environmental justice in transportation, and this low cap range will hinder those efforts. According to the statewide TCI survey that Transport Hartford and other organizations conducted, there was overwhelming support (82%) for dedicating “a percentage of investments to address environmental justice, equity, and disproportionate vehicle pollution exposure.”⁵ A more ambitious emissions cap will help to ensure that these communities are getting the sustainable transportation upgrades and resources they need.

A just and equitable transition to a green economy and investment in local, quality jobs is critical to the success of TCI in Connecticut. As we wrote in our previous comments, investment decisions should include policies that prioritize the creation of high quality jobs, protect wages and benefits, encourage project labor agreements, protect and strengthen worker safety and equitable hiring practices. A low emissions cap also limits the opportunity to deliver on these job priorities.

We look forward to working with you to strengthen and finalize TCI for Connecticut and the region, and creating a cleaner, more equitable transportation system for all.

Acadia Center
Ashford Clean Energy Task Force
Bradley Street Bicycle Co-op
Citizens' Climate Lobby – Connecticut
Clean Water Action
Connecticut Citizen Action Group
Connecticut League of Conservation Voters
Connecticut Roundtable on Climate and Jobs
Conservation Law Foundation
CT Fund for the Environment/Save the Sound
CT Southwestern Area Clean Cities Coalition
CT Sustainable Building Council
East Coast Greenway Alliance
Eastern Connecticut Green Action

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https://www.ct.gov/deep/lib/deep/climatechange/gc3/gc3_12_13_2018/draft_gc3_ghg_reduction_recommendations.pdf

⁵ CT's Transportation Future, Oct 2019, Statewide Survey Results - www.tinyurl.com/19surveysummary, page 13

Energy Resources

EV Club of CT

Green Eco Warriors

Live Green

Middletown Clean Energy Task Force

Milford Energy Advisory Board

New Haven Climate Movement

New Haven Leon Sister City Project

Portland Clean Energy Task Force

Safe Streets / Complete Street New Haven

Sierra Club Connecticut

Transport Hartford Academy at the Center for Latino Progress

Tri-State Transportation Campaign

Union of Concerned Scientists