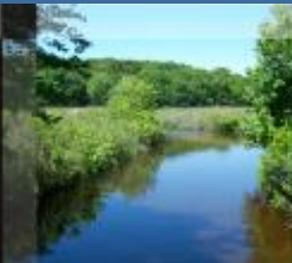




Connecticut Department of Energy and Environmental Protection



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

GC3 Meeting

March 7, 2017
3:00 — 5:00 p.m.



Connecticut Department of Energy and Environmental
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Agenda

3:00

Welcome & Announcements

3:05

Addressing equity concerns in climate planning efforts

3:10

REMI transportation analysis update

3:25

A Review of the Literature: Transportation Best Practices for Emissions Reductions

3:35

Plan of Conservation and Development (POCD), Transit Oriented Development (TOD) & VMT reduction opportunities

4:30

Public Comments

Addressing equity concerns in climate planning efforts



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REMI transportation analysis update



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Analysis Updates

- Zero emissions vehicles updates
 - Updated % of sales, # of ZEVs, % of fleet for 2020-2050
- Electrification of buses
- Let's Go CT BAU spend vs. additional investments

Vehicle Electrification

	2020	2030	2050
35% below 2001 by 2030			
# of ZEVs	35,000	450,000	2,600,000
% of Fleet	1%	18%	92%
% of Sales	3%	55%	99%
45% below 2001 by 2030			
# of ZEVs	70,000	750,000	2,600,000
% of Fleet	3%	32%	95%
% of Sales	5%	72%	99%
55% below 2001 by 2030			
# of ZEVs	113,000	1,000,000	2,700,000
% of Fleet	5%	43%	96%
% of Sales	9%	89%	99%

Includes battery-electric, hybrid electric, and fuel cell passenger vehicles and light-trucks

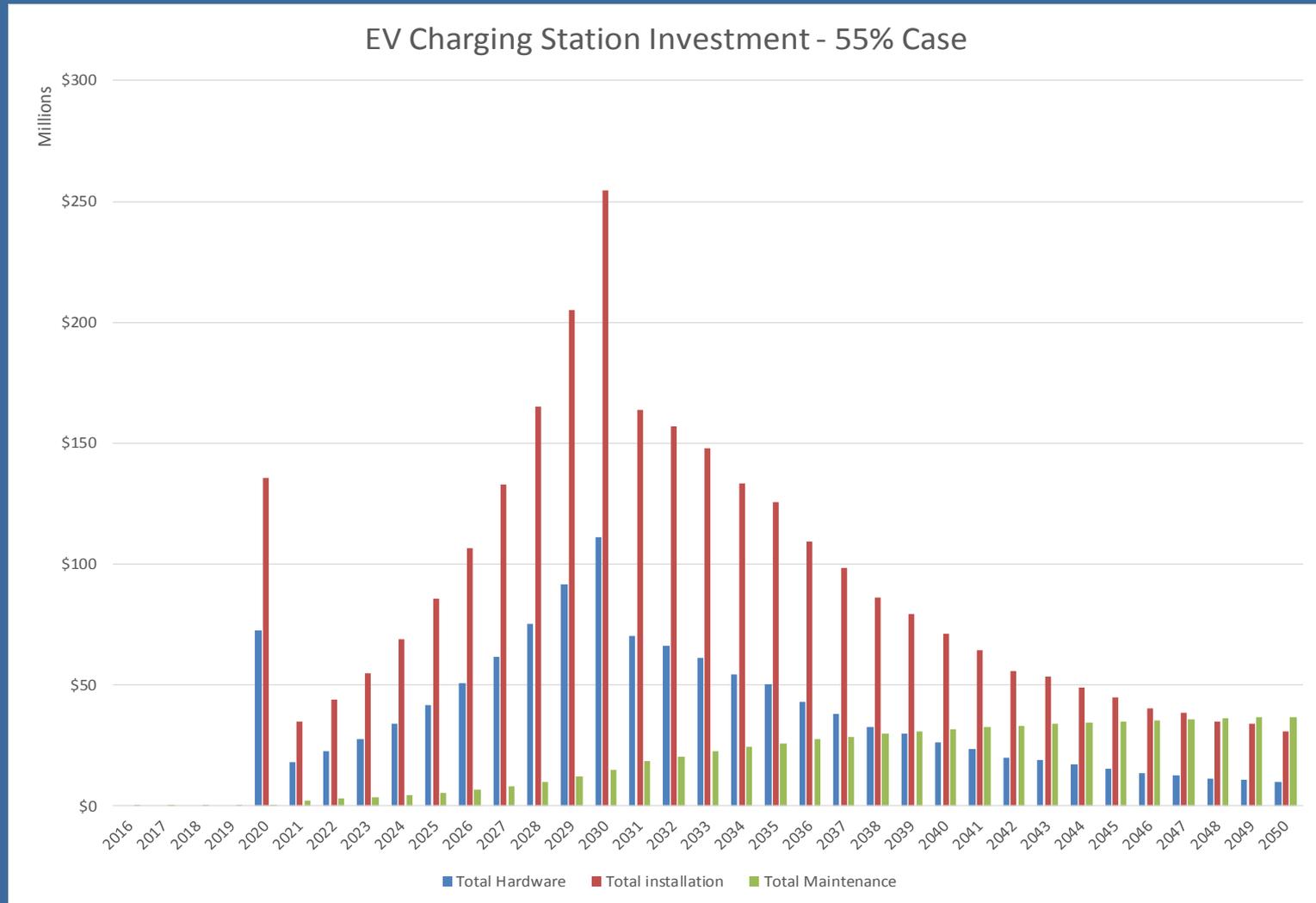
REMI Inputs Transportation Sector

- Included:
 - Fiscal deficit due to declining fuel consumption relative to DOT revenue requirements as EVs deploy
 - Increased EV charging & H2 filling station deployment
 - Reduced # of gas stations and increased remediation cost
 - Increased demand for electricity

REMI Inputs Transportation Sector

- Not Included:
 - Increased emissions due to increased electricity consumption
 - Decreased emissions due to deployment of ZEVs
 - Let's Go CT! transportation network improvements

REMI Input: EV Charging Station Investment 55% Case



A Review of the Literature: Transportation Best Practices for Emissions Reductions



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Example strategies to reduce GHG emissions

VMT Reductions	Fuel Economy	Fuel Switching to reduce carbon content
<p>Travel Pricing</p> <ul style="list-style-type: none"> • Road/congestion pricing • VMT fees • Fuel pricing <p>Provision for Alternative Modes:</p> <ul style="list-style-type: none"> • Transit investment • Bicycle support strategies • HOV lanes • Park-and-ride facilities <p>Parking Management:</p> <ul style="list-style-type: none"> • Parking pricing • Mandatory parking cash-out • Parking supply limits <p>Land Use Planning</p> <ul style="list-style-type: none"> • Increasing density, mix of uses, and transit-oriented development • Pedestrian environment improvements <p>Other VMT-reduction Measures:</p> <ul style="list-style-type: none"> • Telecommuting • Compressed work weeks • Restrictions on vehicle use 	<p>Improving Traffic Operations</p> <ul style="list-style-type: none"> • Traffic flow improvements • Speed limits • Driver education <p>Vehicle Technology Improvements:</p> <ul style="list-style-type: none"> • Mandates on new vehicle fuel economy (CAFÉ) • Research and development on fuel economy <p>Changing Vehicle Purchase/Retirement Decisions:</p> <ul style="list-style-type: none"> • Disseminate fuel economy information • Vehicle efficiency tax or feebates • Emission-based vehicle registration fees • Vehicle retirement/buyback programs 	<p>Alternative fuel vehicle (AFV) mandates</p> <p>Research and development on fuels and AFVs</p> <p>Carbon taxes or differential taxes for fuels</p>

POCD, TOD & VMT Reduction Opportunities



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Public Comments



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