
Governor's Council on Climate Change (GC3)

EQUITY & ENVIRONMENTAL JUSTICE

MEETING MINUTES

Meeting Date: August 19, 2020

Meeting Time: 8:30 a.m.-12 p.m.

Meeting Location: Zoom Link:

<https://ctdeep.zoom.us/j/91644082167>

ATTENDANCE

Working Group Member	Titl	Organization	Present
Sena Wazer	Codirector	Sunrise CT	X
James Albis	Senior Advisor to the Commissioner	CT DEEP	X
Marianne Engelman-Lado	Professor	Yale School of Public Health, Yale School of the Environment, Vermont Law School EJ Clinic	X
Lee Cruz	Community Outreach Director	Community Foundation for a Greater New Haven	X
Charles Rothenberger	Climate and Energy Attorney	CT Save the Sound	X
Dino Pascua	Test Bed Program Coordinator	CT DEEP, Bureau of Energy and	X
Lynne Bonnett		Greater New Haven Green Fund	X
Jeff Howard	Environmental Analyst	CT DEEP, Bureau of Energy and Technology Policy	X
Bob Maddox	Chief Sustainability Officer & NE Regional Manager	Sterling Planet	X
Mike Li	Bureau Chief	CT DEEP, Bureau of Energy and Technology Policy	X
Susan Miller		Windsor Climate Action	X
Gannon Long	Policy and Public Affairs Director	Operation Fuel	X
Kathleen Fay	Director of Community Sustainability	Neighborhood Housing Services of New Haven; City of New Haven Environmental Advisory Council	X
Mary-beth Hart		CT DEEP, Land and Water Resources Division	X
Latha Swamy	Director of Food Policy	City of New Haven	X
Michael Malmrose	Research Analyst	CT DEEP, Bureau of Energy and	X
Denise Savageau	Chair	CT Council on Soil and Water Conservation	X

Rebecca French	Director	Office of Climate Planning	X
John Humphries		CT Roundtable on Climate and Jobs	X
Paul Hearn			X
Lisa Hayden	Outreach Manager	New England Forestry Foundation	X
Caitlin Daddona	Sustainability Intern	UConn Office of Sustainability Institute	X
Stanley McMillen	Economist	UConn	X
Thomas Swarr		Yale Center for Industrial Ecology	X
Leticia Colon de Mejias	Executive Director	Energy Efficiency Solutions	X
Diane Lauricella	Principal	EIG	X
Taylor Mayes	Communications Coordinator, Field Organizer	CT Roundtable on Climate and Jobs	X
Bernard Pelletier	Board Member, Vice President	Real Estate Agents Recycle; People's Action for Climate Energy	X
Charlie Weedon	Builder	Pomfret Center	X
Conor Rockett		New England Forestry Foundation	X
Meghan Bard	Special Assistant to the Commissioner	CT DEEP	X
Sabrina Xie	Intern	CT DEEP, Bureau of Energy and Technology Policy	X
Anji Seth	Professor	UConn	X
Henry Auer	Scientist	Connecticut Energy Network	X
Tyler Anderson			X
Vicki Hackett	Deputy Commissioner of Energy	CT DEEP	X
Mark Mitchell	Professor	George Mason University	X
Jasmine Peele			X
Patrice Gillespie	Municipal Outreach Coordinator	Clean Water Fund's Connecticut Energy Network	X

Melinda Tuhus		Hamden Alliance for Trees	X
Aaron Goode		New England Grassroots Environmental Fund	

Associated Staff	Titl	Organization	Presen
Edith Pestana	Administrator	CT DEEP, EJ Program	X
Doris Johnson	Outreach & Education Coordinator	CT DEEP, EJ Program	X
Max Teirstein	Intern	CT DEEP, EJ Program	X

AGENDA & NOTES

Welcome and Announcements

Agenda Item(s)

Mitigation Working Group, cross sector and non-energy team

Facilitated by Charles Rothenberger

- Slides for this presentation will be made available on the GC3 web page at
www.ct.gov/deep/gc3

Question & Answer/Discussion

Facilitated by Charles Rothenberger

- **Denise Savageau**
 - [via chat] Cross sector comment on education - Sustainable CT is a great outreach. DEEP Education division also understand the EJ community and is underutilized in this area but has done a great job using curricula like PLT to educate on climate change
 - [via chat] Expand distributed generation in cities to not only reduce GHG but also reduce heat island effect.
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5338272/>
 - [via chat] Want to make sure that the electricity sector focus on distributed generation. LMI community has been left out of solar. We need to use the roof real estate in our cities for solar and GHG.
 - **Gannon Long:** [via chat] Denise - indeed!
<http://www.dpuc.state.ct.us/dockcurr.nsf/8e6fc37a54110e3e852576190052b64d/e03a2bc3766a1472852585c4006981eb?OpenDocument>
- **Marianne Engelman-Lado**
 - [via chat] The focus on equity is truly appreciated. For one of many critiques of carbon trading from an EJ perspective, see <https://www.ienearth.org/wp-content/uploads/2017/11/Carbon-Pricing-Final-Print-Final-HiRez.pdf> (Indigenous Environmental Network).
 - [via chat] How will equity play into the long-term waste management plans — that is, how to avoid concentration of disposal in already overburdened communities? Have you considered this as a first principle in any long-term waste management plan?
 - [via chat] Charles may have alluded to how equity will play into the long-term waste management plans, but it'd be helpful to return to this and explain. (This may have been on the last slide, which flew by).
 - [via chat] Connecticut is not, fortunately, the epicenter of industrial animal agriculture and sustainable agriculture is fast growing in the country right now. Care should be given to ensure that any methane recapture program does not inadvertently incentivize the concentration of animal agriculture into larger and larger industrial facilities. Not the right direction for resources, climate, health, animal welfare, etc.
- **Leticia Colon de Mejias**

- [via chat] Excellent points Charles! I agree that ensuring the state counts the co-benefits of reducing energy pollution and energy generation and emissions in central to the work being properly funded and properly planned. I agree that carbon trading does not protect those who are most at risk. Capping emissions is critical. Demand reduction must be ramped up to ensure we have enough affordable energy without relying on natural gas expansion.
- [via chat] Opinion only here – Carbon trading does not look at the impacts on LMI folks. It is a way to allow the rich to pollute and pay, those funds are not enough to help at risk people handle the pollution. It is time to stop polluting and take steps to mitigate and change the way we live to allow for our earth to live.
- [via chat] The Health Impacts of Avoiding Power Plant Pollution with Energy Efficiency
 - . A study by the American Council for an Energy Efficiency Economy (ACEEE) and Physicians for Social Responsibility found that reducing energy consumption in the United States by just 15% could have enormous annual impacts on our public health.

Efficiency for All www.efficiencyforall.org

30,000 Fewer Asthma Attacks

\$20 BILLION Avoided Health Harms and would save six lives a day.

- [via chat] If we do not all keep our eye on the true tasks of doing the physical work and to change the way we use energy and transportation we won't be doing anything. I worry that we will focus on taxing people over using the resources we have at hand to allocate them to things that will make direct impacts and draw down waste and demand. We have to educate the larger population on the issues and ways to reduce the strain on our systems including waste and recycling, energy. Thank you again for all of your good work. Great points on looking at long term waste reduction plans.

- **Susan Miller**

- [via chat] I want to see the GHG impact in local decision making also. Towns have a role to play here.

- **Diane Lauricella**

- [via chat] Waste Management: should pivot to reduction BEFORE recycling ...but must include local education in many languages with laymen's terms, graphics and make it fun! I am on Recycle CT Board and we are looking for better marketing messaging approaches but need true local buy-in!

- **Leticia Colon de Mejias:** [via chat] Diane - great comments on the importance of an educational campaign statewide on waste reduction and recycling. We also only have two bottle recycling places in state at this time

<https://efficiencyforall.org/wordpress/2020/08/15/health-and-safety-barriers-to-weatherization-study/>

- **Caitlin Daddona**

- [via chat] Wondering if you or the team have any recommendations for independent third party study groups for analyzing a no-waste strategy in CT?

- **Kathy Fay**

- [via chat] Carbon Pricing- have you considered using revenues not just to ameliorate pollution in EJ communities - which in many cases can be pursued by vigorous legal pursuit of offenders - but to remedy inequitable historical

investment in home energy efficiency and distributed renewable access in EJ communities?

- **Bob Maddox**
 - [via chat] Any reports on the RGGI impacts in regards to equity impact?
- **Lynne Bonnett**
 - [via chat] Sewage sludge handling needs better recommendations-more precise and time dependent. Let's get moving on planning for transitioning to better disposal than incineration.
- **Charles Rothenberger**
 - Need to close the Hartford incinerator. Need to focus on reducing use and we can't rely on shipping waste out of state to make it somebody else's problem.
- **Thomas Swarr**
 - Connecticut throws away 20% more than the US on average and 100% more than the average European country.
- **Marianne Engelman-Lado**
 - Take cumulative impacts into account when issuing permits (New Jersey had pending legislation to do this.)
- **Kathy Fay**
 - We shouldn't incentivize existing polluters to stop polluting. We should require it. Use the funds raised to help the communities impacted.

Mitigation Working Group, electricity team

Facilitated by Mike Li

- Slides for this presentation will be made available on the GC3 web page at www.ct.gov/deep/gc3

Question & Answer/Discussion

Facilitated by Mike Li

- **Leticia Colon de Mejias**
 - [via chat] Clean energy resources cost less when we draw down demand and size things properly. We also have a disconnect for LMI solar energy for renters for example who have no access. We need shared solar placement where LMI can have access to that energy; this requires utilities to build solar facilities in LMI communities. https://youtu.be/1_7MUIDb2E0
 - [via chat] Is it possible for DEEP create an Office of Clean Energy Equity to define and assess how to provide access to clean energy to EJ communities and to assess the burdens and barriers that exist? This process should be done with stakeholder input. The input would save the state money and give real time feedback on how things are working and what areas have been missed. I have read many reports stating LMI have access to solar; this is not accurate where I work in CT (LMI communities statewide).
 - [via chat] We also will have trouble reducing energy use in buildings without addressing the indoor health barriers in LMI housing, which stop us from fully serving these populations.
 - [via chat] The puzzle requires us to draw down demand, and ramp up renewables with equal access. Equal access is the nut to crack, as LMI have

had little access to clean energy, and deep efficiency. This is due to a lack of focus on the LMI needs, and the lack of education and outreach to these populations. LMI aren't driving any cars, they need help with housing, food, jobs, and affordable energy.

- [via chat] Our goals say we will weatherize 80% of housing. 30% of housing has barriers to that goal.
<https://efficiencyforall.org/wordpress/2020/08/15/health-and-safety-barriers-to-weatherization-study/>. It is critical to move the power lines underground, to ensure safety and resilience in our energy grid. This could include micro-grid development by sector to further increase resilience.
- [via chat] It is very true that people feel disconnected from this topic, and the meetings were not clearly noted, electricity is a biggest draw and the largest polluter. It is the central part of this GC3 plan. We get the info late and have no little time to comment, this is why LMI is always left behind. If we leave the most important issues under manned, and to last, they will never be resolved. Then we sit through pages on parks, and lands, which are not as impactful on people or the process for planning.
- [via chat] Over 32 percent CT's energy usage is residential demand for energy. We can address these issues by addressing housing and buildings and by using the funds collected for that are intended. There are answers which we can implement now, if we remove barriers to these upgrades, such as lack of renter support, lack of access to EE for 1- 4 units. Addressing the housing use will help LMI, and lower energy burdens.
- [via chat] Thank you Deputy Hackett, One great way to address this would be to assess and document the known barriers to the processes for LMI communities. I see some of the barriers are being looked at PURA in some affordability dockets. Then we need set time goals on addressing these barriers to EE and solar in LMI.

People have a lot of information on barriers in their communities where they serve or live. Electricity is the crux of this.

- **Kathy Fay**

- [via chat] Why is shared solar being addressed at the utility scale but not at the community scale?
- [via chat] California New Hampshire Illinois Ohio and at least four other states have CCA.
- [via chat] The Electricity sector has a high barrier to entry for public participation. Other workgroups are meeting weekly, and integrating EJ issues into the work as they go.
 - Rebecca French, Phase 2 will hopefully have a more robust public participation process.

- **Marianne Engelman-Lado**

- Leticia, how does COVID and new concerns about air flow and HVAC systems affect ideas about air sealing and insulation? Or does it?
- What is the timeline for this year's work versus what is being pushed to next year?

- **Mike Li:** Timing and outcomes of the IRP is driving this.

- **Lynne Bonnett**

- [via chat] How can we revise or change policies that disadvantage LMI communities accessing solar to give renters in multifamily homes the same opportunities to net meter as others; LMI don't just suffer from lack of outreach

but from policy structures that make solar on these properties unfeasible. Can you suggest ways to revise policy to incentivize solar and stop the barriers that prevent change and provide immediate access to these technologies?

- **Gannon Long:** Yes, New Haven ratepayers have been subsidizing since the establishment of the efficiency program in 1998.
- **Mike Li**
 - How do we do electrification when electricity in Connecticut is already so expensive?
 - As rates increase, how can we increase efficiency so that people's bills don't become unaffordable?
 - Implementing a way to look closer at these issues. The Equitable Distribution Report is being retooled to focus on issues other than income.
- **Susan Miller**
 - [via chat] Community choice aggregation can give more options at the local level.
- **Gannon Long**
 - [via chat] Reduced use can still lead to increased cost for ratepayers. How can we mitigate that incentive to not reduce consumption?
 - [via chat] Service rates on user side went down. The delivery costs, however, drove the large increases. Lower income payers are subsidizing benefits that are going to wealthier people.
 - [via chat] For those interested in PURA's Shared Clean Energy Facilities docket: [http://www.dpuc.state.ct.us/dockcurr.nsf/\(Web%20Main%20View%5CALL%20Dockets\)?OpenView&Start=519](http://www.dpuc.state.ct.us/dockcurr.nsf/(Web%20Main%20View%5CALL%20Dockets)?OpenView&Start=519)
 - [via chat] 19-07-01. UI & ES were just fined by PURA for failing to plan & market SCEFs to LMI consumers.^[P] PURA is studying Community Choice Aggregation (Docket 20-05-13) [http://www.dpuc.state.ct.us/dockcurr.nsf/\(Web+Main+View/All+Dockets\)?OpenView&StartKey=20-05-13](http://www.dpuc.state.ct.us/dockcurr.nsf/(Web+Main+View/All+Dockets)?OpenView&StartKey=20-05-13)
- **Bob Maddox**
 - [via chat] Has there been consideration of escalating block pricing for LWI customers. both for delivery and supply
- **John Humphries**
 - What resilience strategies should be implemented given the recent storm?
- **Caitlin Daddona**
 - [via chat] I think there is something to be said as to the lack of EEJ concerns at the forefront of the drafting of this report. "Far behind" as a reason for not considering EEJ concerns shows a gap in systematic thought, a lack of urgency that is not absent for individuals in LMI communities. The later release of the IRP does not prevent consideration in home efficiency improvements as mentioned by Leticia.
- **Rebecca French**
 - [via chat] Utilities subgroup of the Infrastructure and Land Use includes drafting recommendations for the electric utilities (as well as drinking water, wastewater, and communications utilities). Brian Thompson is the DEEP liaison to the Infrastructure and Land Use group (brian.thompson@ct.gov) and Matt Fulda is the co-chair (mfulda@ctmetro.org).
- **Diane Lauricella**

- [via chat] Agree with Kathy Fay, Caitlin and Leticia...there is a need to pivot right now to incorporate the considerations. Please utilize all of these wonderful experts to help craft the messaging and policy.
- **Jeff Howard**
 - [via chat] Anyone interested in being on the Electricity-sector team distribution list, please contact me: jeff.l.howard@ct.gov
- **Edith Pestana**
 - [via chat] There needs to be an Energy Equity definition assessing the EJ communities' needs.
- **Henry Auer**
 - [via chat] I am a Johnny-come-lately to the EEJ issue; approaching it through the Buildings subgroup. There is a proposal I entered into its draft on emphasizing energy remediation in LMI communities.

Mitigation Working Group, buildings team

Facilitated by Bernard Pelletier

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Question & Answer/Discussion

Facilitated by Bernard Pelletier, People's Action for Climate Energy (PACE)

- **Leticia Colon de Mejias**
 - [via chat] Those concerned for LMI are tired of being sidelined, while the state pumps money into GREEN Bonds, and EV' systems, these LMI people live in housing that is in less than ok, and live with pollution. Many of these dollars are there dollars that are not accessible to LMI.
 - [via chat] Forward THINKING Energy efficiency remains the most cost-effective way to reduce energy use - Non Energy Impacts (NEI) such as reduced asthma, fewer sick days, and higher air quality must part of the energy efficiency equation.
End subsidies for coal and nuclear and focus investment into energy efficiency and renewable energy such as solar. Massachusetts for example, counts health benefits.
 - [via chat] Demand reduction which includes thermal boundary upgrades that lower peak demand and lower pollution and wasted energy, while lowering energy cost, should count the benefits fully,
 - [via chat] That process is a hidden complex process. DEEP is complete control of that process, and we had to fight like the devil to even get it applied to LMI.
 - [via chat] This was also the recommendation from the national building performance association to fully count the benefits through the NSPM
 - [via chat] What are the next steps to ensure that DEEP counts the benefits fully, as I have heard that being said since 2016? This is part of the EEB process.
Why ask people when it is outlined by experts and we had started that process in 2017. I participated in the CT NSMP presentation at DEEP, and following meetings which have gone silent since Jan 2019. There is also missing follow up on the funds that were given to IPC and the Green Bank to address barrier homes and that process.
- **Gannon Long**

- [via chat] Are folks from DEEP or the buildings group following the QAP process
- [via chat] Regarding efficient buildings: from Alicia Dolce. 2020 Qualified Allocation Plan that the CHFA Board approved waters-down the financial incentives for high-performance, energy-efficient affordable housing. Note: This plan was passed despite a strong majority of responses in the public comment period that implored CHFA not to make these changes. The plan now awaits the Governor's approval and we suspect that he may be urged to sign it sooner rather than later, based on the application cycle for funding.
- [via chat] I like the idea of a central place to store information and reach folks. Can also facilitate folks' access to energy and housing assistance more efficiently than current processes. This could be a division within DEEP... IMHO DEEP is one of the state agencies that seems best at reaching and engaging the public

- **Marianne Engelman Lado**
 - [via chat] Taking into account the real costs in the cost/benefit analysis that has EEJ components. There is much struggle with what can be quantified and therefore health and EEJ considerations are dropped.
 - [via chat] Can you say a little more about why the Cost Effectiveness Test is so critical to EEJ? Thanks.
 - **Kathy Fay:** [via chat] For example, to make energy improvements to a residence, other issues must be addressed - mold, moisture, gas leaks, improperly exhausted combustion appliances and other air quality/asthma triggers. The public health costs to CT to leave these those issues unaddressed should be factored in to the cost analysis of making energy efficiency improvements. Public Health is only ONE example.
 - [via chat] Thanks. My question is driven by a certain skepticism of how cost/benefit analyses have been applied in policy, often undervaluing costs and benefits that may be harder to quantify, including health benefits, which is why I am interested in how the group sees the analysis playing out in the EEJ context. Thanks again!
- **Mike Li**
 - What is a cost and benefit restriction by statute. Is the historical interpretation of the statue accurate, or can our considerations expand? How can the health benefits be quantified? Non-energy impacts are being considered for Income Eligible customers.
 - What are the costs and benefits that we should be considering?
- **Bernard Pelletier**
 - This is really the battleground. If we do not those considerations in here, were prescribed in how we administer our benefits, so this (National Standard Practice Manual) is really the starting point. Not unique to CT by any stretch. It is a very fruitful way for the EEJ community to weigh in on a very productive debate. We have to get on this cost effectiveness bus with our EEJ considerations.
- **Mark Mitchell**
 - [via chat] I thought that one of the things we were to do is to recommend changes to the statutes. Should we change the requirement for Cost Benefit/Cost Effectiveness test? Should it be based on need? Percentage of income spent on energy?

- **John Humphries**

- Renewable thermal contains not only winter heat but also summer cooling. When would it be cost effective to install renewable thermal in order to reduce electricity use during the summer. RTT functions as a dehumidifier. Will RTT help remove some of the barriers (mold) to upgrading LMI buildings?
 - **Henry Auer**, [via chat] Human comfort in summer responds both to temperature and to relative humidity. Frequently lowering the humidity in the conditioned space goes a long way to achieving human comfort, and promotes the inhibition of mold growth as John Humphries pointed out.

Break

Mitigation Working Group, transportation team

Facilitated by John Humphries, CT Roundtable on Climate and Jobs

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Question & Answer/Discussion

Facilitated by John Humphries

- **Marianne Engelman-Lado**

- [via chat] Just a quick note to comment the idea of statewide emission standards to address PM 2.5 emissions as part of these recommendations.
- [via chat] A reminder of the climate justice critique of TCI (from 2019): <https://climatejusticealliance.org/climate-justice-equity-principles-transportation-climate-initiative/>
- [via chat] Climate Justice Alliance (again) reinforces that allocating money from a market program does not justify the approach. Their recommendations include the following: Any proposals for polluter penalty fees or climate-based taxes must be coupled with a 100% emissions reduction target – along with generated revenues committed to adequately funding “just transition” initiatives from low-income, environmental justice and frontline communities of color that seek to finance relief from the disproportionate burdens of transportation emissions while providing support to workers displaced by the shift to a renewable energy economy. Investment of new revenues must be prioritized to Low-income, frontline, environmental justice communities and communities of color that have been historically overburdened by the impact of the fossil fuel economy; Electrification of public transportation infrastructure including school buses; Public sector and public jobs keeping public dollars public (some of which was discussed today):
 - “Any proposals for polluter penalty fees or climate-based taxes must be coupled with a 100% emissions reduction target – along with generated revenues committed to adequately funding “just transition” initiatives from low-income, environmental justice and frontline communities of color that seek to finance relief from the disproportionate burdens of transportation emissions while providing support to workers displaced

by the shift to a renewable energy economy. Investment of new revenues must be prioritized to ~~SE~~ Low-income, frontline, environmental justice communities and communities of color that have been historically overburdened by the impact of the fossil fuel economy; Electrification of public transportation infrastructure including school buses; Public sector and public jobs keeping public dollars public....

- “Ensure no disproportionate impacts on vulnerable populations/protected classes;”

- **Gannon Long**

- [via chat] VMT growth ties into Charles' presentation, non-energy sector recommendations - currently, COGS (Hartford area's at least) and various Plans for Conservation & development plan for MORE VMT in the future, not less. Aligning these plans with climate goals & transportation investments is essential.
- [via chat] Does the group have any thoughts about recommending fare-free transit?
- [via chat] Another reason for the new gas-guzzler fee is safety. These larger trucks are much more deadly when they hit pedestrians than smaller vehicles. This is an equity concern as traffic violence is more likely to occur in Black & brown neighborhoods. Road design and low levels of traffic enforcement contribute to this.
- [via chat] Regarding school bus electrification, Daphne Dixon and others have done great work on that issue. However currently, the towns each navigate this on their own. Would be cost effective and a great market signal to see the state helping consolidate some of these efforts so we don't need 169 separate campaigns, and would build buying power.
 - **John Humphries:** Daphne's work has been included and we will have some documentation in the appendix.
- [Via chat] 17-12-03RE04 is the docket on EVs and energy affordability, which John just mentioned.

- **Henry Auer**

- [via chat] Electric school buses cost about 2-x diesel. The big companies are reluctant to make such investments. I have heard presentations recently for alternative funding mechanisms that include leasing rather than purchasing. Such arrangements may need to renegotiate bus contracts away from the big school busing operations.
- [via chat] Question to John: Did the Transportation WG consider hydrogen-fueled vehicles in its deliberations?
 - **John Humphries:** We did specifically call out green hydrogen as a technology that would be worth pursuing and paying attention to, recognizing that today most of the hydrogen fuel cell vehicles today are based on fossil fuels or natural gas. Daphne Dixon has been leading the charge for school bus electrification and is a great resource.

- **Lynne Bonnett**

- [via chat] Murphy Road Recycling just invested heavily in a natural gas filling station and purchase of new garbage trucks running on natural gas. Many school buses and municipal garbage trucks in New Haven had particulate matter filtration to reduce emissions; how does your proposal give those that have invested in these changes not then receive increased taxation for still being fossil fuel? “Any proposals for polluter penalty fees or climate-based taxes must be coupled with a 100% emissions reduction target – along with

generated revenues committed to adequately funding “just transition” initiatives from low-income, environmental justice and frontline communities of color that seek to finance relief from the disproportionate burdens of transportation emissions while providing support to workers displaced by the shift to a renewable energy economy. Investment of new revenues must be prioritized to: Low-income, frontline, environmental justice communities and communities of color that have been historically overburdened by the impact of the fossil fuel economy; Electrification of public transportation infrastructure including school buses; Public sector and public jobs keeping public dollars public.

- [via chat] Will these proposals make entities that have been making good-faith efforts at reducing emissions feel penalized?
 - **John Humphries:** I do not understand how they would be penalized. The state is committing to 30% of sales by 2030 will be zero-emission vehicles. That recognizes that 70% of the vehicles purchased in 2030 would still be fossil fuel or alternative fuel based. There are stronger higher emissions standards for those non zero-emission vehicles to support and enhance the steps that cities have already taken in terms of reducing emissions from those vehicles. The other thing to recognize is that I don't know off the top of my head what the life of those vehicles are. For a garbage truck, I'm guessing 12 to 15 years, so by 2030 many of those vehicles you're talking about would be ready for replacement, so considering a zero-emission alternative would be appropriate.

- **Diane Lauricella**

- [via chat] Would be terrific to see how to incentivize reducing diesel pollution from this type of vehicle way before 2030. Also, many municipalities who privatized their trash hauling can require via amendment to the contracts sooner rather than later, especially when renewal comes due. Can this be incorporated into this report?
- [via chat] Also, can we tie in DEEP Permit renewals of Transfer Stations, etc. to upgrading the fleets? Could legislature help us?

- **Charles Rothenberger**

- [via chat] 100% of state fleet purchases should be EV's. Totally doable.

- **Mark Mitchell**

- Is there a plan to electrify city fleets (garbage trucks etc.) in addition to school busses?
 - **John Humphries:** The MOU signed in July would encompass municipal fleets, including garbage trucks. CT has made a commitment to pursuing 20% of sales by 2030 of medium and heavy duty trucks would be zero-emission. At the same time, that MOU envisions emissions standards for that class of vehicles so that the trucks that continue to use fossil fuels would be required to upgrade and use the most efficient technology or alternative fuels.
- So city fleets would be required to change over? Or are there incentives?
 - **John Humphries:** I'm not entirely sure what the mechanism is for implementation. One of our recommendations is to implement a statewide emission standard for medium and heavy duty trucks and buses to get at that question. We see them as link and complimentary policies. One is pursuing zero-emissions for those fleets and the other is implementing a statewide emission standard so that in the state of

transition, vehicles still using fossil fuels would need to meet higher standards

- Will recharging stations for EVs be incentivized for multi-family units and apartments?
 - **John Humphries:** One of the strategies in the 2018 report is to expand EV charging infrastructure and we are trying to address this. Want to make sure charging infrastructure is expanded into and made available in LMI communities, but the concern is that even if the infrastructure is available, the economics for LMI households, even purchasing EVs with today's levels of rebates, the economics aren't viable. The rebate level would have to be significantly increased. I don't know that we've explicitly called out multifamily units for that. PURA has an open docket right now receiving proposals and reviewing proposals for comprehensive statewide buildout of charging infrastructure, which we reference in our report.
 - **Gannon Long:** [via chat] 17-12-03RE04 is the docket on EVs and energy affordability which John just mentioned.

Public comment

Facilitated by Sena Wazer, Sunrise CT

Melinda Tuhus, 350 CT

- [via chat] I was sorry I could not get off mute from your end while I was listening on the phone earlier, but I am back at my computer and wanted to mention two things: give a link to a story about a program that greatly reduced clearcutting in Borneo while successfully addressing the local people's priorities, thus addressing climate and EJ concerns. It's an interview with the founder of Health in Harmony on this week's Living on Earth.. There might be some lessons here for how CT can be more successful in this regard. Thanks. <https://loe.org/shows/segments.html?programID=20-P13-00033&segmentID=2>
- [via chat] Sorry, that was the second thing. The first thing is that during the discussion on electricity I wanted to raise the issue of the approved but very controversial fracked gas power plant in Killingly. If it is built, I do not think there is any way to meet the goals in the Governor's executive order # or the state's mandated goals. I don't think I heard this mentioned. It seems important to discuss this
 - **Charles Rothenberger:** [via chat] Melinda, that highlights the importance of aligning state decision-making with our GHG reduction targets across the board. That's in the Cross-Sector recommendations as well.
 - **Melinda Tuhus:** [via chat] This alignment is fundamental and necessary.

Diane Lauricella, EIG

- [via chat] Municipalities that privatize their sanitation/trash truck hauling have contracts of 5 years, which they can often amend to ask the private contractor to only have trucks that don't have diesel fueling. I wanted to ask John if this could be a way to go beyond the 30% by 2030 etc. My second comment I would love to know how the DEEP permit renewal process for transfer stations, often with companies that own their own vehicles, could be asked or made to, in the permits, convert or retrofit those vehicles.
- [via chat] Would be terrific to see how to incentivize reducing diesel pollution from this type of vehicle way before 2030. In addition, many municipalities who privatized their trash hauling can require via amendment to the contracts sooner rather than later, especially when renewal comes due. Can this be incorporated into this report?

- [via chat] In addition, can we tie in DEEP Permit renewals of Transfer Stations, etc. to upgrading the fleets? Could legislature help us?

Bernard Pelletier, PACE

- [via chat] In the short term, I would recommend exploring biodiesel as a resource for diesel vehicles. It is overall cleaner and can be done immediately... NYC is using this (I believe) <http://biodieselmagazine.com/articles/2516876/nyc-is-heating-up-with-americaundefineds-advanced-biofuel>

Next steps

- The subcommittee will highlight the most important recommendations relating to EEJ in the report that we are pulling together. If you have thoughts on something important to reinforce or a gap or concern, let Sena know to help inform that report.