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# **Governor's Council on Climate Change (GC3)**

## **TRANSPORTATION Sector Break Out Session**

### **MEETING MINUTES**

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**Meeting Date:** 9/23/20  
**Meeting Time:** 4:00-6:30  
**Meeting Location:** Zoom

## ATTENDANCE

Working Group Member	Title	Organization	Present
Anthony Cherolis	Transport Hartford Coordinator	Center for Latino Progress	x
Arielle King	Student	Vermont Law School	x
Robert Bell	Director (Strategic and Environmental Planning)	DOT	x
Aziz Dehkan	Roundtable Executive Director/Lead Organizer	CT Roundtable on Climate and Jobs	x
Denise Savageau	Environmental Consultant		x
Patricia Taylor	Director	Plastics Project	x
Allen Kratz	Consultant	Resilience Works, LLC	x
Stan McMillen	Economist	UConn	x
Susan Masino	Associate Professor	Trinity College	x

Associated Staff	Title	Organization	Present
Rebecca French	Director of the Office of Climate Planning	DEEP	x
Kaitlyn Cyr	Research Analyst	DEEP	x
Jamie Flynn	Staff Attorney	DEEP	x

## NOTES

- Anthony Cherolis - shared slides for discussion
  - 2017 CT GHG Emissions Inventory - Large contribution of transportation to GHG emissions (38.1%), chart shows emissions within CT (does not include life cycle emissions of materials consumed)
  - Economic and environmental justice
    - A car-centric transportation system and land use sprawl is inequitable; lower income households generally track with lower car ownership
    - Which investments are egalitarian – households without cars typically not by choice, but by economic restrictions
    - Prioritize investments in active transportation (walking and biking) and transit – low-income individuals are not ‘choice users’ where they can avoid options that feel unsafe or otherwise
    - CT pedestrian fatalities have increased steadily from 2003-2019, adding approximately 2 fatalities per year
- Patricia Taylor – neighborhoods with lowest car ownership are also suffering from poorest air quality (from incinerators and industrial sites but also from vehicle exhaust from wealthier communities with higher car ownership/use)
- What are the impacts of commuters from West Hartford coming in and out of Hartford?
  - Accidents and other impacts on commuter-heavy routes
- Robert Bell – what is the gap between ICE and ZEVs and how does the rebate close the gap?
  - Anthony Cherolis – Doesn't completely close the gap, additional LMI rebate amount considered for future to increase accessibility; not enough funding to provide rebates for number of vehicles in ZEV goal.
- Patricia Taylor – how is it possible to get funding out of general fund and

- Anthony Cherolis – must be legislated
- Allen Kratz – EJ advocates are against carbon trading (because it perpetuates carbon emissions) so difficult to identify areas for funding that are not continuing existing emitting systems
- Robert Bell – whether it's LMI or not, if people are living in multi-unit buildings, charging infrastructure is important and cost is high for implementation
- Increase ZEV penetration rate – equity considerations
  - New incentives proposed: private fleets, e-motorcycles, e-bikes, e-scooters
  - For urban residents, smaller e-motorized vehicles are easier to charge
  - Denise Savageau – issues in providing individuals who aren't using a vehicle at all with a vehicle, even if electric – should funding be used to fund transit, etc. instead of providing rebates for individual vehicles
    - Recently moved to have easier access to Hartford, adding solar to new home but cannot include enough panels to be able to plug in EV – consider coupling issues with EV charging infrastructure required with growth of EVs in communities
- Robert Bell – update on statewide target for medium- and heavy-duty trucks and for school transportation
  - Cost of EV bus is about twice of a diesel
  - Bigger issue for acquisition is less the purchase of the vehicle, more the infrastructure existing in the garages
  - Rebecca French – resilience and adaptation – include necessary EV charging infrastructure when doing upgrades to existing infrastructure or new builds
  - When infrastructure is retired, additional funds come in for investing in new development and could increase a relatively small amount to provide EV charging
- Jamie Flynn – PURA proceedings are exploring other benefits of

expanding EV fleet adoption, such as using vehicles as storage

- Patricia Taylor – emphasize the benefits of electric busses to communities that are impacted by pollution
- Anthony Cherolis – goal to eliminate VMT growth by 2030 - should have reduction in VMT be a stated goal in the report (currently at 5% reduction, should be higher)
- Anthony Cherolis – funding for Electrification, Transit, and Active Transportation Infrastructure ... ‘gas guzzler’ fee could be a possible revenue generator
  - Stan McMillen – should join Eastern States I-95 coalition to participate with other NE states to look at commercial traffic and design a mileage-based fee, would fund maintenance and improvement of 95
    - Improvements to NE corridor and not just roads in CT
- Consider longer-term benefits of remote meeting and telework
  - Access to internet is an equity/access concern

### Chat comments:

*From Anthony Cherolis to Everyone: (3:51 PM)*

[P]SEP[https://www.facebook.com/groups/TransportHartfordGroup]

*From Patricia Taylor to Everyone: (3:49 PM)*

[P]SEP[Just as you consider lifecycle assessments for the true costs of fuel consumption, consider the true costs of fuel consumption to also include the long-term costs in terms of public health, quality of life, and infrastructure damage from greenhouse gas emissions and poor air-quality, and what benefits might derive from their reduction over time.]

*From Rebecca French to Everyone: (3:46 PM)*

[P]SEP[As a former DOH employee, I have learned housing issues in Connecticut are critical to the transportation issues here. We need to be able to have higher density housing in the state to allow for people to live closer to work and make all of our communities safe and healthy places to live.]

*From Denise Savageau to Everyone: (3:43 PM)*

GC3 NAME OF WORKING GROUP

Meeting Date

~~P~~ VMT - complicated. If we travel locally, increases VMT but may reduce carbon footprint of getting on a plane.