



Connecticut Climate Change

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Meeting Notes

CT Climate Change Public Stakeholder Meeting

June 19, 2007, 1:00 – 3:00 p.m., DEP Headquarters

Agenda

- 1:00 **Welcome, Overview, and Objectives of Public Stakeholder Meetings**
Presented by Gina McCarthy, Commissioner of DEP and Chair of the Governor's Steering Committee on Climate Change
- 1:30 **Meeting Ground Rules**
Presented by Claire Nolin, Facilitator
- 1:35 **CT Climate Change Action Plan – Overview, Successes, Next Steps** Presented by the Climate Change Coordinating Committee (C4)
[Click here for C4 powerpoint presentation](#)
- Transportation and Vehicle Efficiency** – Presented by Ned Hurlle (DOT), Paul Farrell (DEP)
Clarifying Questions and New Ideas from Stakeholders – See Notes Below
- Land Use, Recycling, Environmental Preferable Purchasing** – Presented by Bob Kaliszewski (DEP), Don Casella (DAS)
Clarifying Questions and New Ideas from Stakeholders – See Notes Below
- Adaptation to Climate Change Impacts and Education** – Presented by Lynn Stoddard (DEP)
Clarifying Questions and New Ideas from Stakeholders – See Notes Below
- 2:45 Break
- 2:55 **Non-Electric Energy Use and Efficiency** – Presented by John Ruckes (OPM)
Clarifying Questions and New Ideas from Stakeholders – See Notes Below
- Electricity Generation and Efficiency** – Presented by Bob Wall (CCEF), John Ruckes (OPM), Chris Nelson (DEP)
Clarifying Questions and New Ideas from Stakeholders – See Notes Below

3:30 **Additional Input** from Stakeholders on New Ideas to Address Climate Change
(in any category) – See Notes Below

4:00 **Adjourn**

Notes on Clarifying Questions and New Ideas from Stakeholders

Transportation and Vehicle Efficiency:

1. VMT (Vehicle Miles Traveled) Reduction Program – Has the pilot program on value pricing worked?
 - Not successful with pilot program as of yet, but new application and new legislation is in the works, need funding.
2. Is the targeted 3% reduction of VMT by 2020 in rate of growth or overall growth?
 - Right now, there is a projected 22% increase in VMT, but want below 19% by 2020.
 - 22% projected increase may be high now since fuel price increase.
3. Congestion pricing – important to look at why failed weeks ago. The federal government is not funding studies right now; they are only funding implementation programs. We need not fall behind if wait another year.
4. Can we get an update on DOT program to retrofit buses? What about emissions concerns regarding construction projects around the state?
 - We want to make PM (particulate matter) reduction more institutional.
 - Continue to look at DPM (diesel particulate matter) reduction as long as makes sense. The DOT considers environmental concerns when awarding construction projects.
 - First question was not addressed, but DOT has provided the following subsequent information:
 - Following a formal bid process a contract was awarded on April 26th to purchase 145 Diesel Particulate Filters to be installed on buses in the CTTRANSIT Hartford and Stamford divisions over the next two years.
 - The 145 filters will cost a total of \$1,298,740.00.
 - The vendor made a site visit on May 16th to measure the buses for the DPF's which will be custom made for each bus model.
 - A prototype DPF for each bus model is currently in production and will be installed in early July.
 - About thirty DPF's will be installed each quarter over the next 24 months.
 - This Summer and Fall the CTTRANSIT Hartford division will take delivery and put into service 65 new buses already equipped with active diesel particulate filters.

5. Will DEP reinstitute grant on stationary electrification of truck stops?
 - Not sure, but have Diesel Initiative. Still considering electrification opportunities.
6. Has the DOT considered reducing emissions by instituting programs to remove freight trucking completely? Are you looking at rail possibilities and local distribution initiatives?
 - The problems and solutions are comprehensive. Solutions will be a collaborative effort.
7. Stakeholder encourages following EPA Smartway Program and Truck Stop programs, update, and renewal of those programs.

Land Use, Recycling, Environmental Preferable Purchasing:

1. Does DEP or other organization monitor year-to-year changes on land cover? If so, is there any modeling on how land cover changes are fixing GHG emissions?
 - The UCONN C.L.E.A.R. program does some modeling.
 - Review them, done models to show the change and to educate.
2. Windsor Conservation/Preservation Plan 2004 – State Plan has section on Windsor, wetlands, Nat. Diversity Database – Everyone wants it to be, but not working...
 - Controversial matter on land use.
 - Different laws and acts address some issues, but not all.

Adaptation to Climate Change Impacts and Education:

1. Has DEP or other organization considered offering environmental educational grants to involve students in CT Climate Change activities?
 - No, but good idea.
2. Bulbs and backlash with Mercury, not enough waste aids/ no information on recycling programs – need to educate people about this because is a huge oversight.
3. How can everyone get the message? People need to be reached. We need help from the DEP to do this.
4. A group of retired Admirals and Generals issued a report about Climate Change considerations balanced against National Security. Climate Change is an environmental threat, and National Security programs need to recognize this on all fronts (economical etc.).
5. Do not see consistent messages and tools for encouraged environmental action. Awards and memberships might be good, but there needs to be dissemination of emblematic themes such as Energy Star.

6. Project has been created for carbon sequestration within forests to help institutions such as schools to erase their environmental footprint. Some schools have been working on this. DEP needs to work with schools to develop carbon emission inventories. Models are needed.
7. Adaptation – need an interagency/task force and to think on all fronts.

Non-Electric Energy Use and Efficiency:

1. Benchmarking and energy efficiency – Is there a baseline of emissions? Does DEP require municipalities to do this?
 - (2) Yes.
 - (1) Some municipalities do this but it is a voluntary process right now. Do not know. Gentleman says yes, does convert to tons of GHG emissions.
2. Two different boards run Oil and Gas funds. Respondent encourages both boards to work together to ensure that companies that run off both do not get double benefits.
3. It seems when we ask about GHG emissions of buildings, companies etc. either don't know or don't want to know.
4. Is GHG from buildings greater than from transportation sector?
 - Yes – all buildings include residential and is based on fuels and heat etc.

Additional Input:

1. Hedge Product for Clean Energy is a good idea and makes option for all products. What happens to credits; can they be sold in open market or confined to CT Clean Energy? Respondent also encourages giving credits for people using Clean Energy Option across all parts of the energy bill.
 - Credits are retired if they are not gained from clean energy. Not official yet though.
2. Electric Bill – do we know kW? Suggests this information gets put out (X GHG emissions and X NOT GHG emissions).
3. Transportation – what is the relationship between GHG tailpipe emissions and fuel efficiency? Is there a correlation?
 - This is a national issue. The Supreme Court just handed down a ruling (Mass. v. EPA) stating that regulations on both overlap; and further, that there is no reason why regulations on GHG tailpipe emissions will not help fuel efficiency.
4. Education and Recycling – Need depository flexibility of recycling computers and electronic hardware. Does the State have funds available so that residents can do this? Would like to see local education outreach.

- Some towns do this/have this outreach, but don't know about funding. Work is being done.
 - Bill #7249 concerning electronics recycling was passed by the legislature and is sitting on the Governors desk right now.
 - The companies themselves handle most electronics recycling.
5. CO2 Footprint and Gasoline – efficiency in fuel economy is very measurable and quantifiable. How can we go forward when we're not considering the past? Are reductions based on payback/ROI or some other criteria?
 - (2) Not on an individual basis, but a program basis. This is not necessarily a good thing for carbon emissions because it is like cherry picking.
 - Depends on legislation.
 6. Are we double counting Renewable Portfolio Standards and the Clean Energy option?
 - No. If a person chooses the Clean Energy Option, then the RPS benefits are added on. For example, if someone chooses the CEO at 90% and the RPS requires 3% of generated electricity come from renewable sources, then that person is provided by 93% clean energy.
 7. RGGI “cap and trade” – graph totals and leakage – why are we using the model numbers that assume we are not fixing the leakage problem? Is there an expectation not to fulfill or fix the problem? There is more than a 2:1 benefit if we do.
 - There is a plan for leakage.
 8. We are so fortunate to have the CT Clean Energy Fund. Solar energy is awesome! We need to continue giving rebates for solar energy.
 9. Solar Energy/ Renewable Energy – We need to think more long term than 2020. We need to think more about potential pitfalls and problems with implementing renewable energies when they become more viable. We need incremental policies to insure that the infrastructure is in place when we can use wide scale clean energy options.
 10. There are professors who have developed “Princeton Wedges” with rollover time and stabilization of CO2 emissions by 2020. Connecticut should look into the wedge option and encourage growing the energy sectors within the wedge model. Need incentives but not loss of consumer confidence. We are approaching choke points for solar energy such as lack of qualified installers and inspectors. We need to consider what potential choke points are down the road and expand the infrastructure to accommodate solar energy. We can learn from the past.