



Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.



2800 Berlin Turnpike • Newington, CT 06111-4113
ctbikepedboard@gmail.com

REGULAR MEETING NOTES

Friday March 26, 2021 9 AM

This meeting will be held over TEAMS:

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 860-840-2075,513712836#](tel:+18608402075513712836) United States, Hartford

Phone Conference ID: 513 712 836#

1.1 Call to Order/Roll Call

Sandy Fry (Chair), Brian Kent (Vice Chair), Francis Pickering, Sue Smith, Al Sylvestre, Joe Balskus, Neil Pade, Rod Parlee, Tom Branchaud

Guests

Aaron Budris, NVCOG

Amy Watkins, Watch for Me CT

Kim Bradley, CT Trail Census Coordinator

Bruce Donald, Greenways Council

Melanie Zimyeski, CTDOT

Bill Veronesi, Hartford

Marlon Pena, CTDOT

William Champagne, CTDOT

Dave Elder, CTDOT

Kate Rattan, SCCOG

Laura Baum, Interested citizen, Middletown Pedestrian committee

Bob Dickinson, South Windsor

Garrett Eucalitto, CTDOT

Sam Gold, RiverCOG

1.2 Minutes

Approved by the Board

2.0 Reports/Presentations

2.1 DOT Projects and News

Deputy Commissioner Garrett Eucalitto provided a presentation on Transportation Climate Initiative (TCI) and requested support of Board. Presentation is attached to these Minutes.

Board to consider letter of support to Governor for pending legislation
Powerpoint to be provided

NOTE TO PERSONS WITH SPECIAL NEEDS:

Anyone who requires an auxiliary aid or service for effective communication or other accommodation at a meeting must notify the Connecticut Department of Transportation in advance of the meeting as soon as they are able.



Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.



2800 Berlin Turnpike • Newington, CT 06111-4113
ctbikepedboard@gmail.com

Update items requested by Board in previous meetings

Chip Seal – COG data for bike routes and put into map form and compared to linear road system and bike map, meeting with pavement management group in April

Trail mapping initiative with UCONN, kickoff meeting on April 1st to ensure on same page

Working internally to add trails to linear roadway system and collecting maintenance agreements to be added

CCGP

90 grants awarded to date, 10 just awarded this year
10 towns finished construction
13 towns in construction
3 towns in preconstruction

Francis - Congressional delegation soliciting earmarks, DOT has a list of earmarks they are sharing with congress, but not shared with COGs?
DOT in attendance not aware of said list
Of note, earmark projects must be on TIP/STIP Dec 20 2020 in order to be considered for earmark

Bruce – Rosa DeLauro staff looking for list of projects in her District and looking for bike ped projects

\$3 trillion infrastructure package – 5 year capital plan revised every year for legislature? Will be ARRA? Not sure, engineering services included?

Next round of solicitations for planning studies sent out from CTDOT to COG's
Maximum of two per COG to be awarded expected, Federal oversight and dollars

Gold Star Bridge update – no report.

Sandy noted that the Board is extremely annoyed in no actual update being provided, David Elder to report back next month

Annual report dissemination via CTDOT on March 8 2021 (confirmed)

Other

NOTE TO PERSONS WITH SPECIAL NEEDS:

Anyone who requires an auxiliary aid or service for effective communication or other accommodation at a meeting must notify the Connecticut Department of Transportation in advance of the meeting as soon as they are able.



Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.



2800 Berlin Turnpike • Newington, CT 06111-4113
ctbikepedboard@gmail.com

3.0 Old Business

- 3.1 Annual Report distribution update – CTDOT confirmed

- 3.2 Board initiatives for 2021 – further discussion of Board’s role with TCI

WestCOG submitted testimony opposed to legislation due to authority transfer to executive branch, unacceptable without details

Development of board powerpoint underway being developed by Tom and Sandy

DOT is still reviewing the language of the TCI legislation

Board voted to consider sending letter of support for TCI dependent on the board review of the legislation, all in favor, Secretary abstained
- 3.3 Bollards – reflectivity issues

T2 Center notification to Towns

Reflective tape should be installed on bollards, request for CTDOT to administer the process to send out request to LTA or Board
- 3.4 HB 5429 – update – nothing to report
- 3.5 Progress with limited access highway input -
Chair working with CTDOT

4.0 New Business

- 4.1 Bulkeley Bridge crosswalks to pedestrian path
Tabled to next month

5.0 Input

- 5.1 Input from Visitors (5 minutes)
Bob Dickinson – Bloomfield passed Complete Streets policy

- 5.2 CT Greenways Council/ECGA
CRCOG has requested CTDOT for funding for closing Metro Hartford gaps of ECG, design study to be pursued (very large project)

NOTE TO PERSONS WITH SPECIAL NEEDS:

Anyone who requires an auxiliary aid or service for effective communication or other accommodation at a meeting must notify the Connecticut Department of Transportation in advance of the meeting as soon as they are able.



Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.



2800 Berlin Turnpike • Newington, CT 06111-4113
ctbikepedboard@gmail.com

SB887 Governors bill has \$3 million year for rec trails, never put on agenda for bonding for funding last two years, and no federal program so important monies are in budget, funds put into TAP the last two years

Negotiating to join the federal program in September 21 (very important)

5.3 CT Trail census

Meeting with CTDOT next week, diligently working on CT Trailfinder project thru rec trails grant, design development of website thru April, coordination with trail managers

Riverwalk in Hartford and East Hartford will be added next week, in coordination with CTDEEP

2020 trail count report posted on the website for CT Trails Census

Funding wrapping up in June 2021, need to find more funds for program and better diversification of funding support

Projects and grants that have referenced the CT Trails Census data are being researched to understand how it is used

5.4 Watch for Me CT Update Impaired driving campaign being developed

Older pedestrian focus group held last week

Worked on Hartford scooter share education, that this is coming

Regular scheduled information

5.5 Bike Walk CT Update – no report

Next Meeting – April 23, 2021, 9 AM

NOTE TO PERSONS WITH SPECIAL NEEDS:

Anyone who requires an auxiliary aid or service for effective communication or other accommodation at a meeting must notify the Connecticut Department of Transportation in advance of the meeting as soon as they are able.

Transportation and Climate Initiative Program

Reducing Transportation Emissions and Investing in Communities

Cap and reduce greenhouse gas (GHG) emissions and other harmful pollutants from transportation

Generate revenue to decarbonize and modernize transportation and create new economic opportunity

Invest in overburdened and underserved communities and create healthier places to live



81% of voters say it's important for the state to reduce climate pollution, and to increase clean public transportation options

2 out of 3 voters support the Transportation & Climate Initiative

Motor vehicles are the largest source of GHG emissions in Connecticut (38%) and the region

Governor's Council on Climate Change found transportation emissions must be reduced 29% below 2014 levels by 2030 to meet state climate goals

Connecticut records some of the highest levels of air pollution in the region, especially along corridors

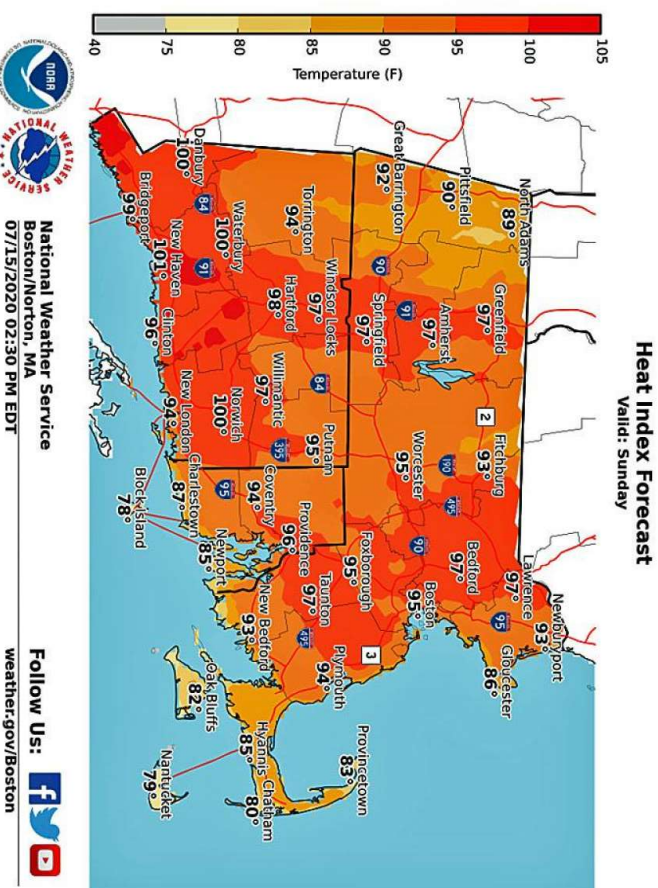
Transportation and Climate Initiative Program (TCI-P) is a multistate initiative to cap and reduce carbon emissions from transportation and invest in an equitable, cleaner, and more resilient transportation system. TCI would work by placing a declining "cap" on carbon pollution from gasoline and on-road diesel and require fuel suppliers to purchase "allowances" to cover the carbon content of their fuel. Allowance auctions would generate revenue to reinvest in clean transportation options and infrastructure, with a focus on communities overburdened by air pollution and underserved by the existing transportation system.



The Costs of Inaction

Climate Change = Big Risks

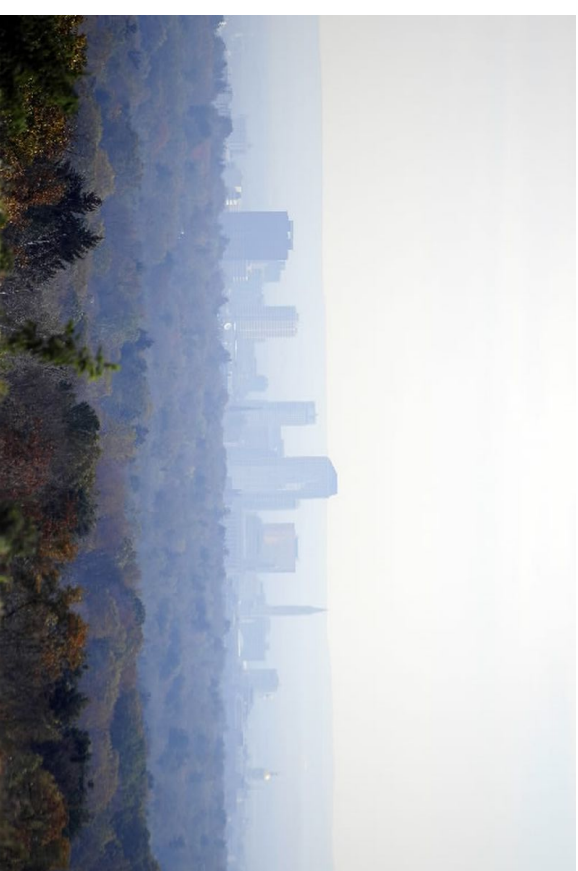
- Stronger storms and more frequent and longer droughts
- Up to **20 inches of sea level rise** along CT coast by **2050**
- Increased frequency of **flooding** with levels like those seen in Superstorm Sandy every 5-10 years
- Increased frequency of **90°F days**, from average of 5 per year from 1970-1999, to 25 per year from 2040-2069



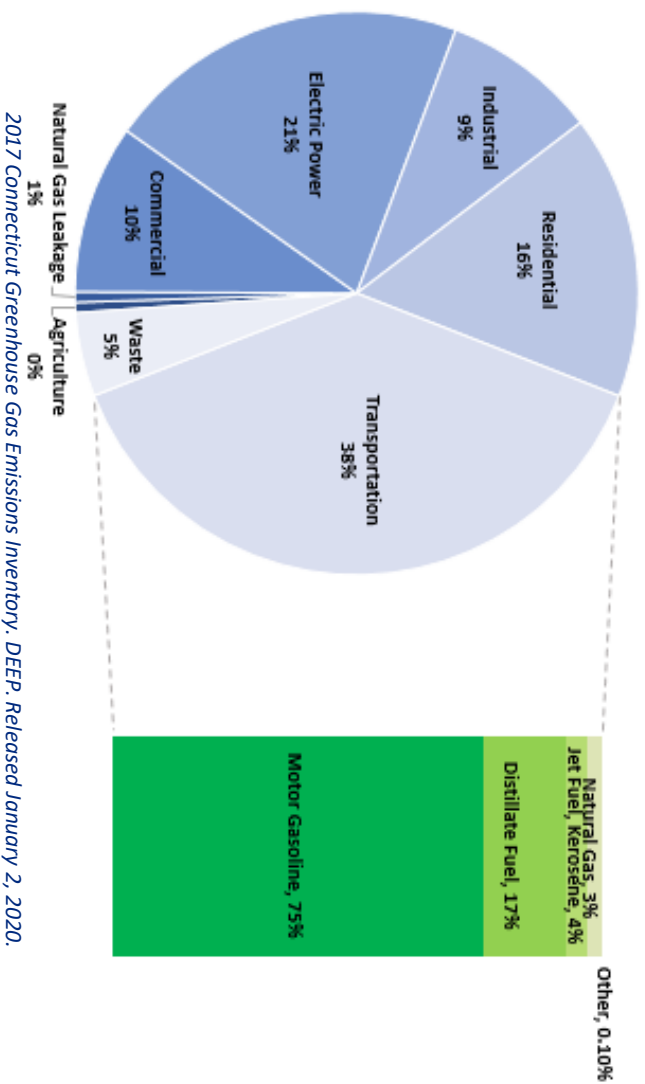
The Costs of Inaction

Air Pollution Harms Public Health

- Transportation emissions can increase risk of **premature death** and other serious health effects such as **asthma attacks, cardiovascular damage, and developmental and reproductive harm**
- The transportation sector emits air **toxics** such as **benzene, formaldehyde, and diesel particulate matter**, known or suspected to cause cancer or other serious health effects
- Harmful emissions **disproportionately impact disadvantaged communities** located along transportation corridors

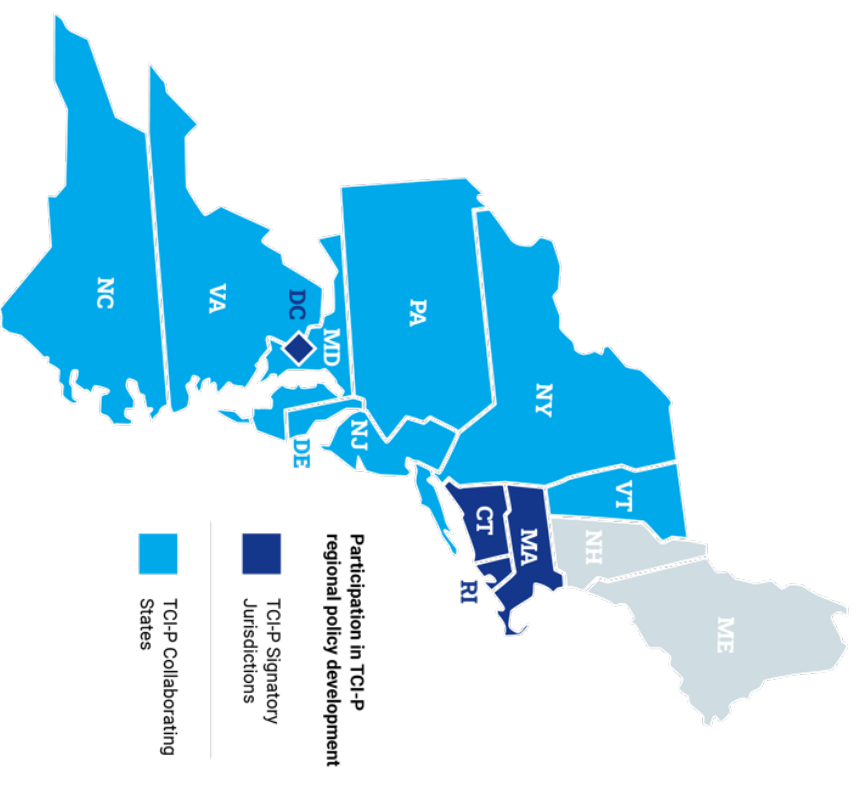


Transportation is the Largest Source of GHGs



- **Transportation is the largest source of GHGs in CT (38%) and the TCI-P jurisdictions (42%)**
- **Gasoline and diesel are largest components (92%) of transportation emissions**
- **Motor vehicles account for 67% of nitrogen oxides, key component of harmful smog**

- **CT, MA, and RI account for 73% of transportation GHGs, 76% of motor vehicles, and 80% of GDP of New England**



Transportation and Climate Initiative Program

TRANSPORTATION AND CLIMATE INITIATIVE PROGRAM

Memorandum of Understanding

WHEREAS, there is scientific consensus that Earth's climate is now changing faster than at any point in the history of modern civilization, primarily as a result of greenhouse gas (GHG) emissions from human activities; climate change has resulted in the increased frequency and severity of extreme weather events that have adversely impacted each Signatory Jurisdiction; and climate change poses a clear, present, and increasingly dangerous and costly threat to the health, safety, and welfare of the residents of every Signatory Jurisdiction; and

* * *

NOW, THEREFORE BE IT RESOLVED, that the undersigned Signatory Jurisdictions, through this Memorandum of Understanding (MOU), express our mutual understanding and commitment to establish a multijurisdictional program consistent with this MOU, to be known as the Transportation and Climate Initiative Program (TCI-P), to achieve the goals described in this MOU; and

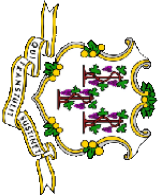
BE IT FURTHER RESOLVED, that the goals of TCI-P include:

- reducing carbon dioxide (CO₂) emissions from the transportation sector;
- improving air quality and public health, increasing resilience to the impacts of climate change, and providing more affordable access to clean transportation choices;
- promoting local economic opportunity and creating high quality jobs;
- maximizing the efficiency of the multijurisdictional program to ensure greater benefits; and
- advancing equity for communities overburdened by pollution and underserved by the transportation system; and

* * *



THE COMMONWEALTH OF MASSACHUSETTS
By: *Charles D. Baker*
Charles D. Baker
Governor



By: *Ned Lamont*
Ned Lamont
Governor



THE STATE OF RHODE ISLAND
By: *Gina M. Raimondo*
Gina M. Raimondo
Governor



THE DISTRICT OF COLUMBIA
By: *Muriel Bowser*
Muriel Bowser
Mayor



NEXT STEPS FOR THE TRANSPORTATION AND CLIMATE INITIATIVE

Climate change poses a clear and increasing threat to our communities, and as the transportation sector accounts for nearly 40 percent of greenhouse gas emissions across the region, bold action to reduce emissions is necessary. As signatories to the Memorandum of Understanding (MOU), we prepare to launch the Transportation and Climate Initiative Program (TCI-P), our Transportation and Climate Initiative (TCI) jurisdictions commit to continued collaboration and individual actions to equitably reduce air pollution, create healthier communities, and invest in cleaner transportation.

- All jurisdictions will continue to collaborate through TCI, including working with the TCI-P Signatory Jurisdictions to help develop a model rule and other clean transportation and emission reduction program elements that could be implemented within each jurisdiction.

* * *

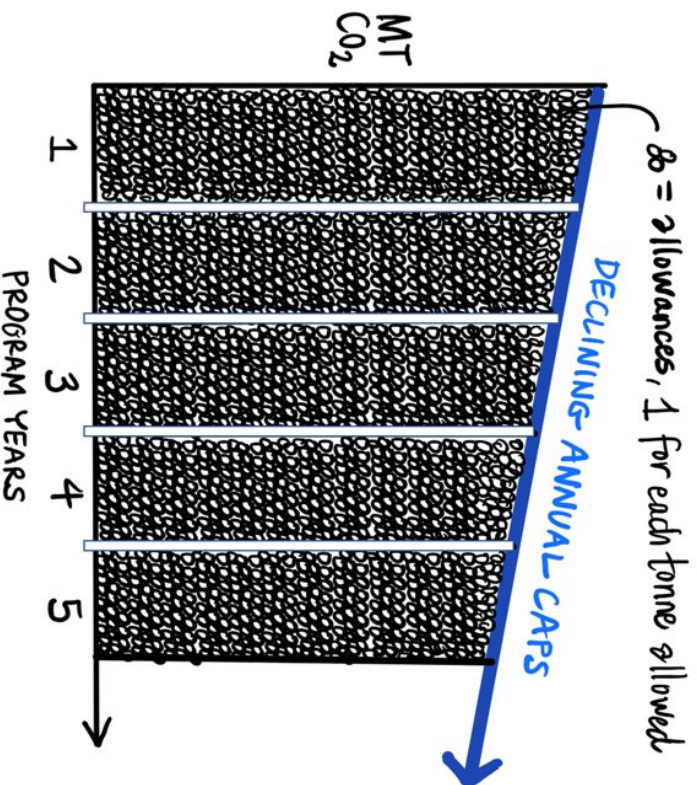
Recognizing that addressing our significant climate and transportation challenges will require dedication and regional and national collaboration, the TCI jurisdictions look forward to continuing this productive partnership to combat climate change and protect public health while building a cleaner, more equitable, and resilient transportation system.

Participating Jurisdictions:

- Connecticut
- Delaware
- District of Columbia
- Maryland
- Massachusetts
- New Jersey
- New York
- North Carolina
- Pennsylvania
- Rhode Island
- Vermont
- Virginia



TCI-P “Cap-and-Invest” 101

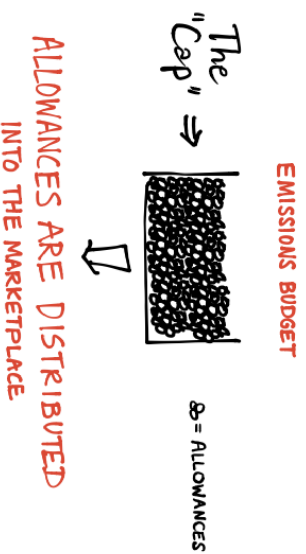


- **Regional market-based program** to reduce CO₂ emissions from **gasoline** and **on-road diesel**
- Participating jurisdictions establish regional emissions “cap” and auction emissions “allowances”
- **Declining cap** guarantees **26% reduction** in CO₂ from on-road transportation **from 2022 to 2032**
- **Auctions generate annual proceeds** totaling over **\$1 billion** by 2032 for CT to invest in **clean transportation**
- **Successful examples** include **RGGI** (regional electric) and **CA cap-and-trade** (economy-wide) programs



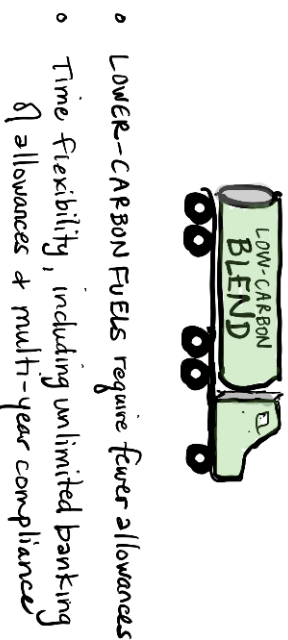
TCI-P "Cap-and-Invest" 101

HOW CAP AND INVEST WORKS



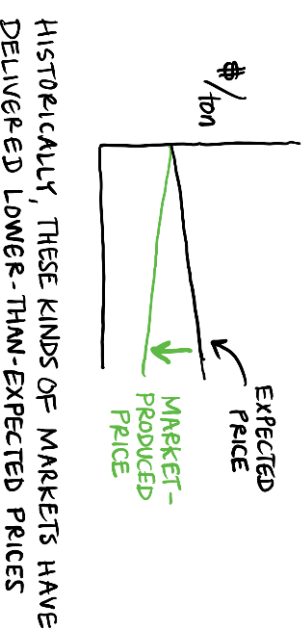
- **1 allowance = 1 tonne of CO₂** from fossil fuel components of **gasoline** and **on-road diesel**
- Fuel suppliers report **CO₂ emissions** and **surrender allowances** to "cover" emissions

CAP AND INVEST OFFERS FLEXIBLE COMPLIANCE



- Fuel suppliers purchase allowances at **quarterly regional auctions** or on **secondary market**
- Program includes **flexible compliance options**
- **Uniform carbon price** in all participating states

THE MARKET SETS THE CARBON PRICE IN A CAP-AND-INVEST SYSTEM



- Allowance market incentivizes innovation and **cost-effective** emissions reductions
- TCI-P furthers **multiple policy goals** at least **cost to consumers** and **businesses**



Detailed Proceeds and Fuel Price Projections

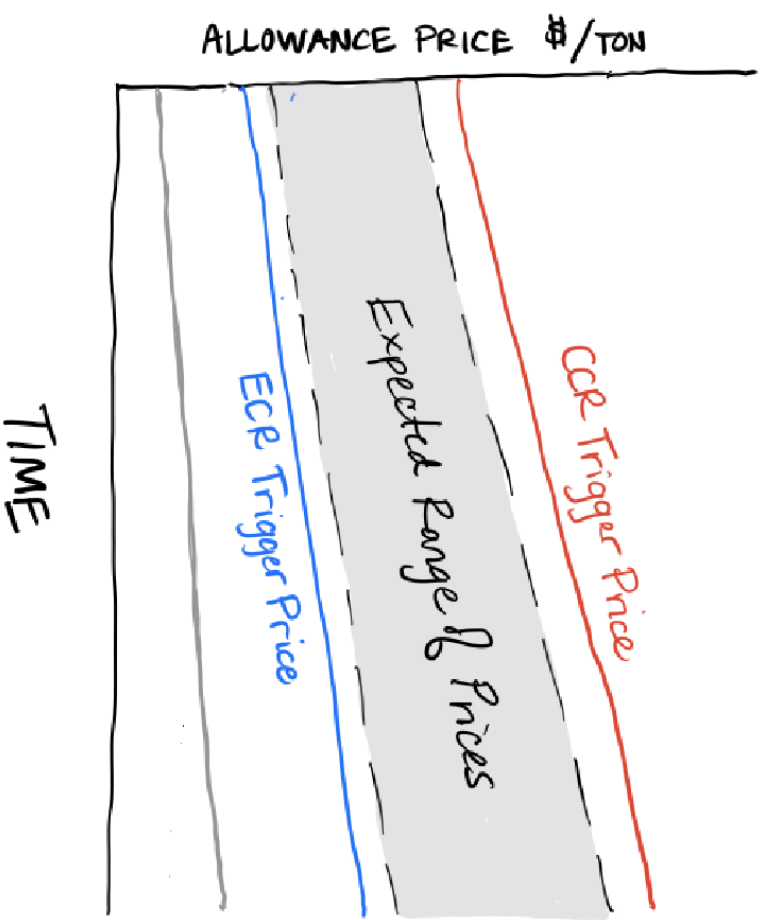
Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Emissions budget (CO ₂ tonnes million)	13.50	13.05	12.60	12.15	11.61	11.70	10.80	10.35	9.90	9.45
Projected allowance price (\$)	6.56	7.05	7.58	8.15	8.74	9.38	10.05	10.79	11.57	12.42
Projected proceeds (\$million)	88.55	91.99	95.49	99.00	102.24	105.51	108.52	111.66	114.53	117.35
Projected gas increase (\$/gallon)	0.05	0.06	0.06	0.07	0.07	0.08	0.08	0.09	0.09	0.10
Projected diesel increase (\$/gallon)	0.06	0.07	0.07	0.08	0.08	0.09	0.10	0.10	0.11	0.12

- Dollars adjusted for inflation. Budget trajectory **guarantees at least a 26% reduction in CO₂ emissions from on-road transportation from 2022 to 2032.**
- TCI-P allowance auctions are projected raise annual proceeds of **\$89 million in 2023, increasing to \$117 million in 2032.**
- Assuming regulated fuel suppliers pass through 100% of allowance costs to consumers, TCI-P is projected to increase retail gasoline prices **\$0.05 per gallon in 2023 and \$0.10 per gallon in 2032.**

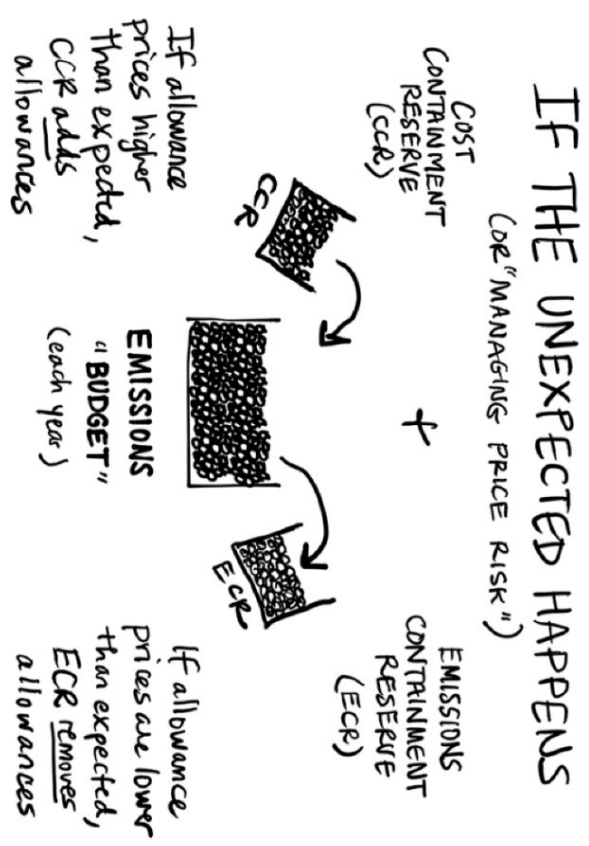


Protecting Consumers and the Environment

- **Future emissions reduction costs** depend on global factors such as oil prices, technology, and other policies
- **Market stability mechanisms** keep program costs within acceptable range



- **Cost containment reserve (CCR)** automatically adds allowances if prices rise to CCR trigger price
- **Emissions containment reserve (ECR)** automatically removes allowances if allowance prices fall to ECR trigger price
- Periodic program review allows for adjustments and public engagement



Transportation and Climate Initiative Program

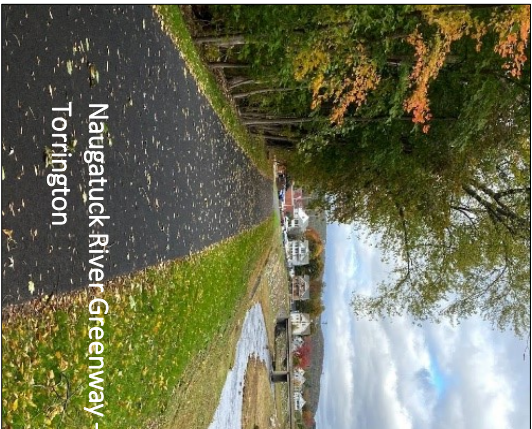
How could proceeds from TCI-P be invested to benefit Connecticut?

TCI-P proceeds can be used to support a broad range of transportation GHG emission reduction opportunities.

Although TCI-P includes a multijurisdictional component, Connecticut will have sole discretion to decide how to invest its TCI-P auction proceeds to meet its unique needs and circumstances. The other participating jurisdictions, and the administrative organization that facilitates the program, will have no role in how Connecticut invests its proceeds.



TCI-P Investment Opportunities



Trail Investments



Roundabout Conversions



Roundabouts: designed to reduce traffic speeds and include sidewalks, pedestrian crossings, islands with pedestrian refuge area, street lighting, and signage.

TCI-P Investment Opportunities

Traffic Signal Modernization



Meet Your New Battery Electric Bus

- Noise Level Reduction**
Half the noise pollution generated by conventional diesel bus.
- Clean**
The only output from the tailpipe is water vapor.
- Wi-Fi & Smooth Ride**
Plug-in and enjoy a quiet, low-vibration ride.
- Regenerative Braking Technology**
Batteries are recharged when the bus brakes which increases the range the bus can travel between charges.
- Quick Acceleration**
Can easily accelerate from low speeds to pull in and out of traffic
- Travels at least 180 miles on a single charge**
- Noxious Smell/Gases Eliminated**
Noxious gases and particulate pollution that is detrimental to our health are eliminated.
- Fully ADA Accessible**
Low-entry ramp design offers unprecedented ease of entry & exit



EV Fleet Conversion



Expand & Improve Transit

TCI-P Investment Opportunities

EV Charging Infrastructure

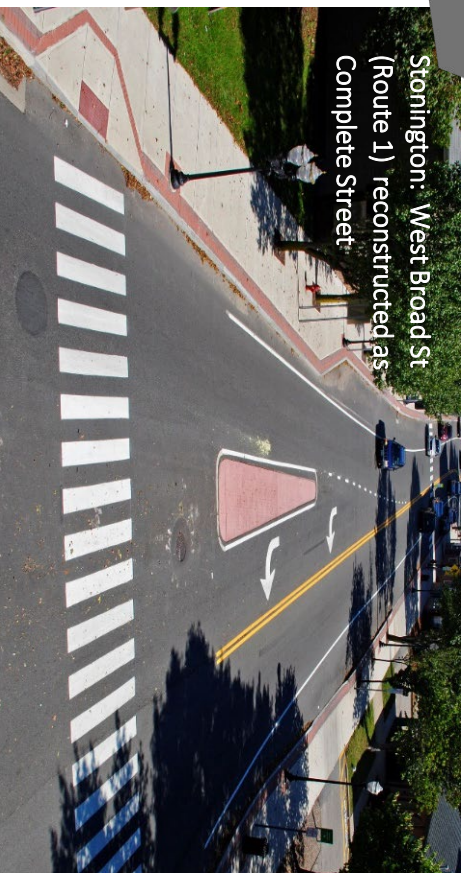


Bike & Ped Safety Improvements

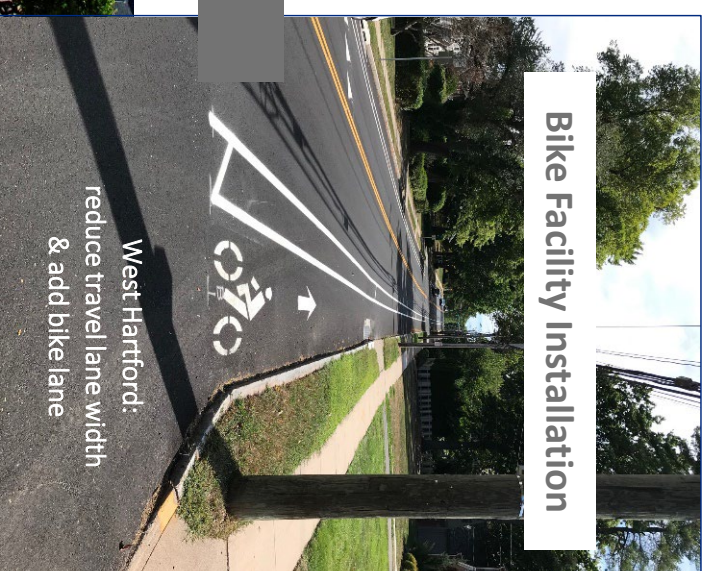


Ellington:
Historic-District
sidewalks

Sidewalk Improvements



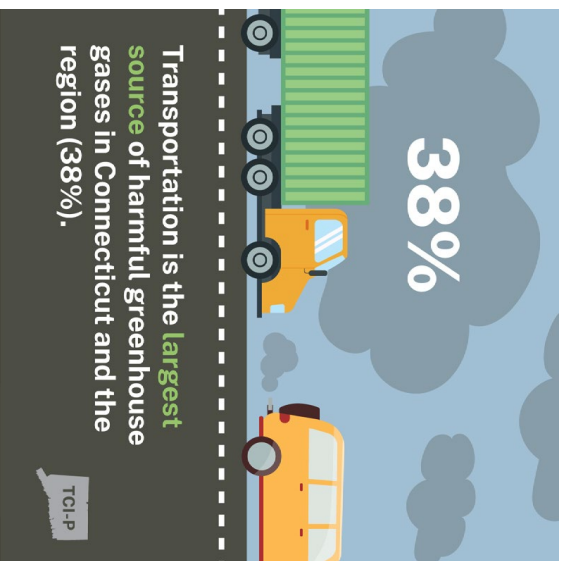
Stonington: West Broad St
(Route 1) reconstructed as
Complete Street



Bike Facility Installation

West Hartford:
reduce travel lane width
& add bike lane

TCI-P Projected Benefits



Environmental and Clean Transportation Benefits

- Guarantees **26% reduction in CO₂ emissions** from on-road transportation from **2022 to 2032**
- Annual proceeds up to **\$89 million in 2023**, increasing to **\$117 million in 2032**

Health and Safety Benefits

- Avoided **premature deaths and asthma cases**, avoided **injuries and fatalities** from traffic crashes
- **All communities and counties benefit**, especially **overburdened and underserved**

Macroeconomic Benefits

- **Net positive economic impact in GDP, income, employment**; substantially net positive 2023-2040
- * Projected benefits exceed program costs **



TCI-P Equity Commitments

- **Dedicated investments** – At least **35 percent** to ensure that **communities overburdened by air pollution or underserved by transportation** benefit from policies that reduce emissions
- **Equitable processes** – **Equity Advisory Board** including residents of overburdened and underserved communities to **gather input and advise on decision-making and outcomes**
- **Transparency** – **Annual report** of investments, including with respect to equity, and **annual public review and comment**
- **Complementary policies** – Pursue **additional policies** that advance the goals of **equity and environmental justice**



Implementation and Engagement

- **December 2020** – CT, MA, RI, and DC sign TCI-P MOU
- **March 2021** – TCI-P jurisdictions release [draft Model Rule](#) for public comment
- **June 2021** – CT legislature considers [SB 884](#), TCI-P authorizing legislation
- **June 2021** – TCI-P rulemaking process begins in CT
- **Early 2022** – CT TCI-P regulation is finalized, and CT implements TCI-P
- **Early 2022** – Early reporting period begins
- **January 2023** – First three-year compliance period begins

* * *

A transparent and inclusive process is critical for the success of TCI-P. The TCI jurisdictions are seeking public comment on the [draft Model Rule](#). The public can also engage in the ongoing development of TCI-P through Connecticut's **2021 legislative process** and **rulemaking process**.

TCI-P is designed to ensure the public has regular opportunities to engage on the implementation of the program for as long as it exists, through **program reviews**, resulting **rulemakings**, **annual reporting**, and the **Equity Advisory Board**.



Thank You!

Please visit the Connecticut Department of Energy and Environmental Protection's Transportation and Climate Initiative Program [webpage](#) for program updates and announcements of upcoming events, and to sign up for email updates.

