

Development of CT's Climate Change Action Plan

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Presentation Overview

- Structure, organizational drivers
- Interagency collaboration
- Steering/ direction
- “sharing a common language to reduce greenhouse gases”



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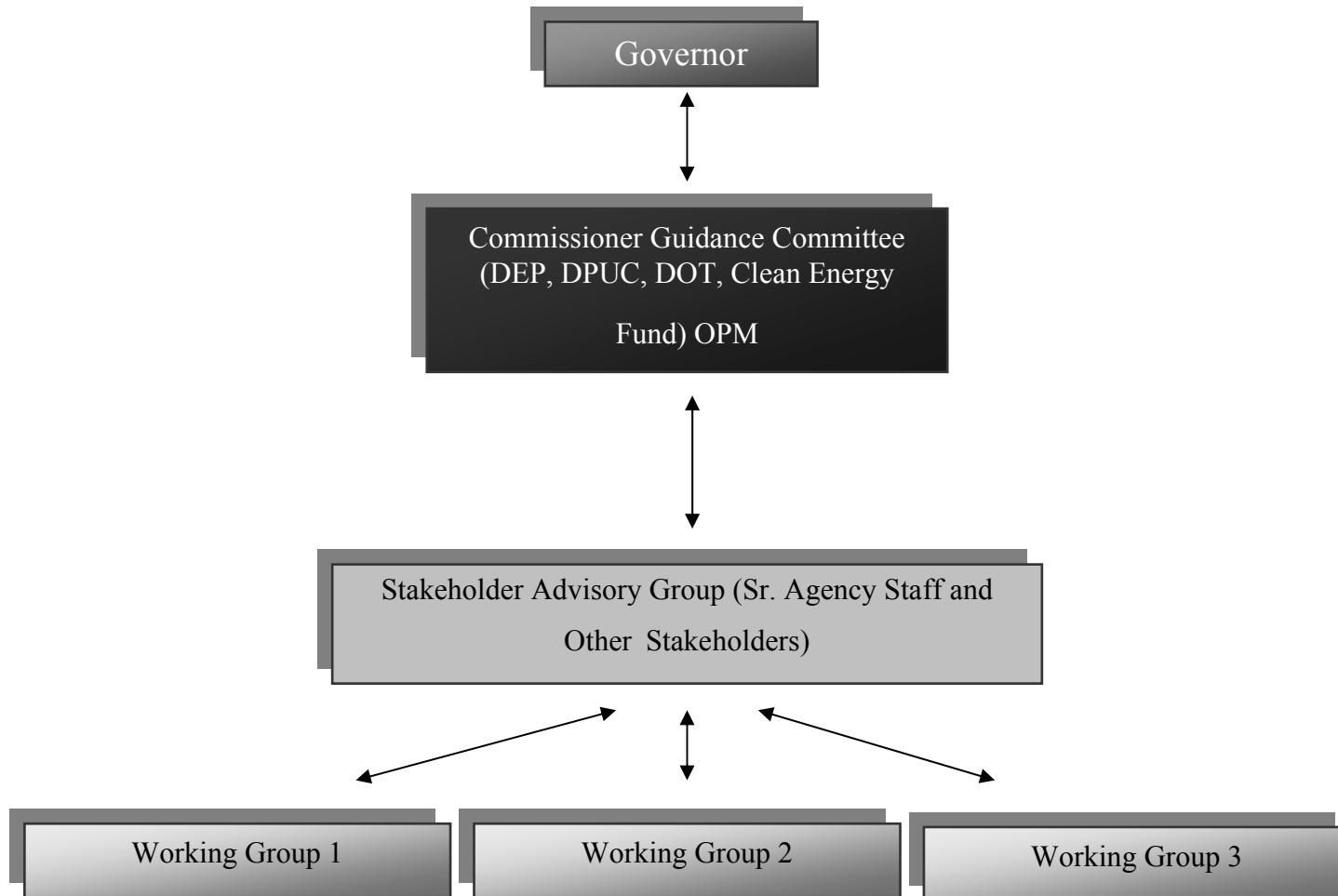
Structure I: Driving Concepts for CT

- Capitalize on the current remarkable level of **interagency cooperation** - steering committee.
- The process needs **a vigorous proponent**, such as the governor or a lead commissioner.
- **Stakeholder input** is necessary, in tandem with Gov't Agencies
- Constructive **engagement of the Legislature**, at least at the Stakeholder and Working Group levels.



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Connecticut Climate Change Framework



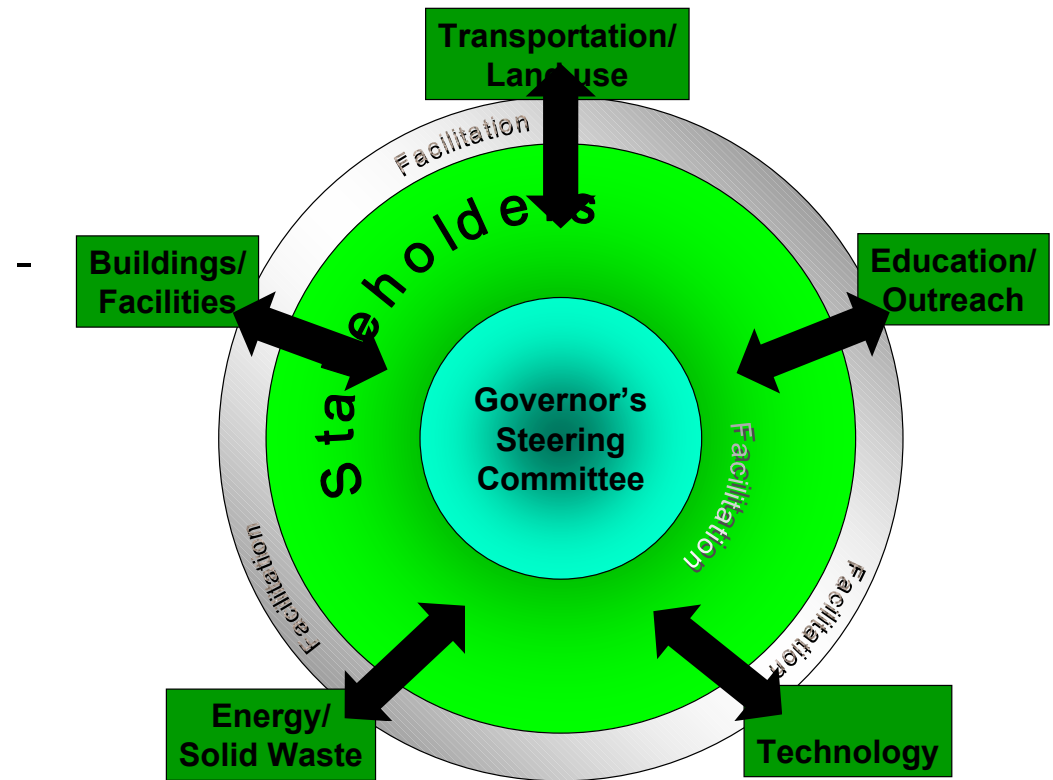


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Stakeholders in the Planning Process

- By Invitation Only
- Size and Make-Up
 - Agencies - Institutions
 - Businesses - Non-Profits
 - Federal Agencies
- Role - bring forth recommendations to Steering Committee
- Meetings - Once a month for 1 year
- Leader(s)



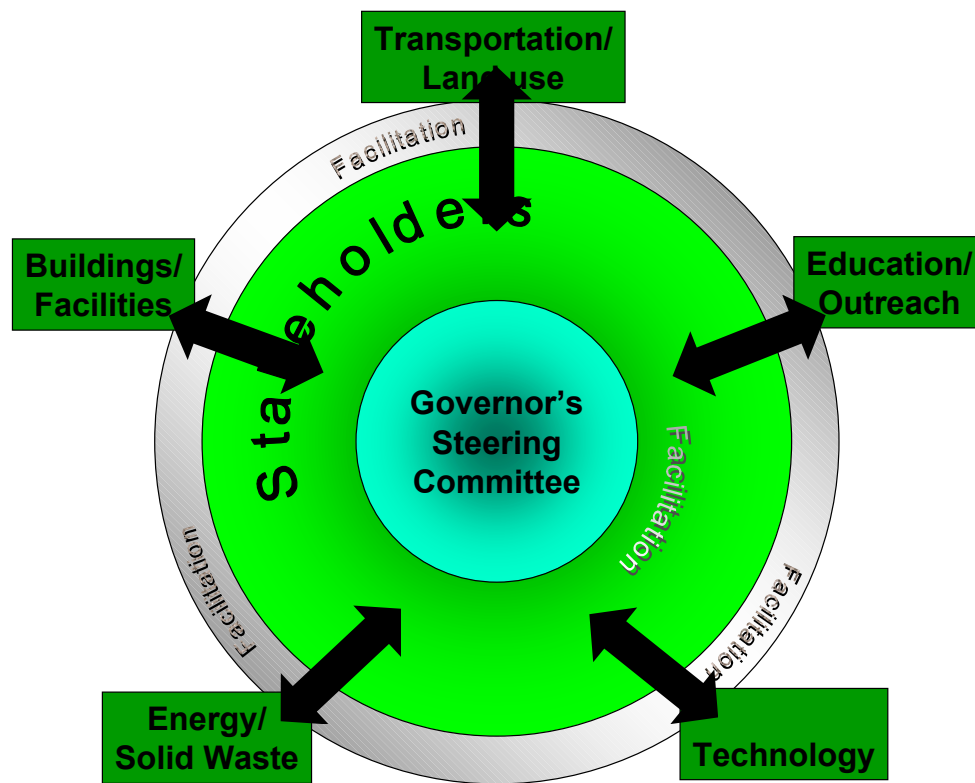


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Working Groups in the Planning Process



- Breakdown
 - Transportation/Land Use
 - Buildings/Facilities
 - Energy/Solid Waste
 - Education/Outreach
 - Technology
- Open participation
- Size and Make-Up
- Role - bring forth and analyze options
- Meetings - 4 meetings / group / month for 6 months (minimum)





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C4 structure: Inform Agencies

GSC Agency Letter in Support of Climate Change Actions



- Assist intra-and inter-agency projects
- Recommendation
 - Issue a letter to respective agencies from Commissioner (see draft letter)
 - Appoint an agency contact person:
 - DPUC – Mike Chowaniec
 - DEP – Chris James
 - DAS – Barbara Moser
 - OPM – John Ruckes
 - DRS – David Lepri
 - DOT – Michael Sanders
 - CEF – Adam Mengacci



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Goals for 2003



- **Develop a Connecticut GHG Emissions Reduction Plan**
 - Publish and distribute RBF report **(1)**
 - Update GHG emissions inventory **(2)**
 - Publish and distribute a Connecticut GHG emissions reduction plan **(3)**
 - Establish baselines and targets
 - Achieve collaboration and cooperative solutions within the process
 - Specify range of costs vs. benefits of each mitigation strategy
 - Prioritize a listing of mitigation strategies
 - Identify implementing agencies / organizations and resource needs
- **Identify, Analyze, and Recommend Opportunities**
 - Identify public policy opportunities and barriers
 - Identify and implement “lead by example” opportunities for the state
 - Identify opportunities for stage agency and/or Governor leadership on climate change



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LED Traffic Lights



- DOT owns 3,027 signals
 - Since '97 - Reds only
 - 167 towns completed
 - Since '99 - All lamps
 - 99 towns completed
- 66% savings on “all lamps” installation
- Routine lamp failure down 70-80%
- Most signals not metered - Savings = ?

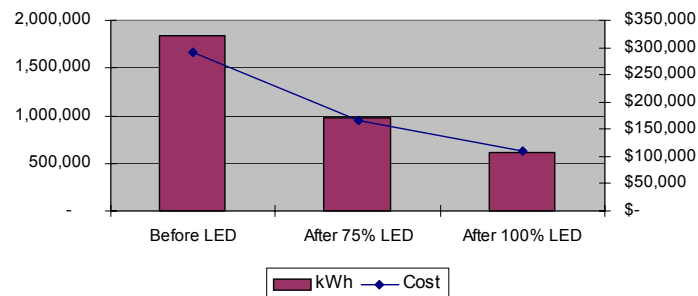
CASE IN POINT

City: New Haven

Pre-LED: 1999

Post-LED: 2001

Traffic Signal LED Conversion



Cost Savings Electricity: \$180,000/year
Cost Savings Maintenance: \$120,000/year
Energy Savings: 1,230,000 kWh
Avoided CO₂: 950 tons



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University Action Plans and Renewable Energy



- Greenhouse Gas Emissions Inventory Tools
 - Clean Air Cool Planet - University of Vermont and Tufts
 - Develop campus-wide inventory
 - Set baselines and targets
 - Develop and implement strategic plan, and monitor progress
 - Connecticut multi-university workshop
 - New Haven - Yale University
 - Partnership with Clean Air Cool Planet
 - GHG inventorying, renewable energy, energy efficiency, and green buildings



Energy Efficient Procurement

- Current Practices in State Procurement
 - CGS § 4a-67c
 - Energy Policy and Conservation Act, 42 USC 6295
 - DAS & DOIT require Energy Star certification for electronics
- Estimation of Resulting Savings from 2002 purchase of 3000 CPUs and Monitors with Energy Star features*
 - \$235,779 over lifetime of the products
 - Carbon Emissions equivalent of removing 504 cars for 1 year



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Purchase and Use of Clean and Efficient Vehicles



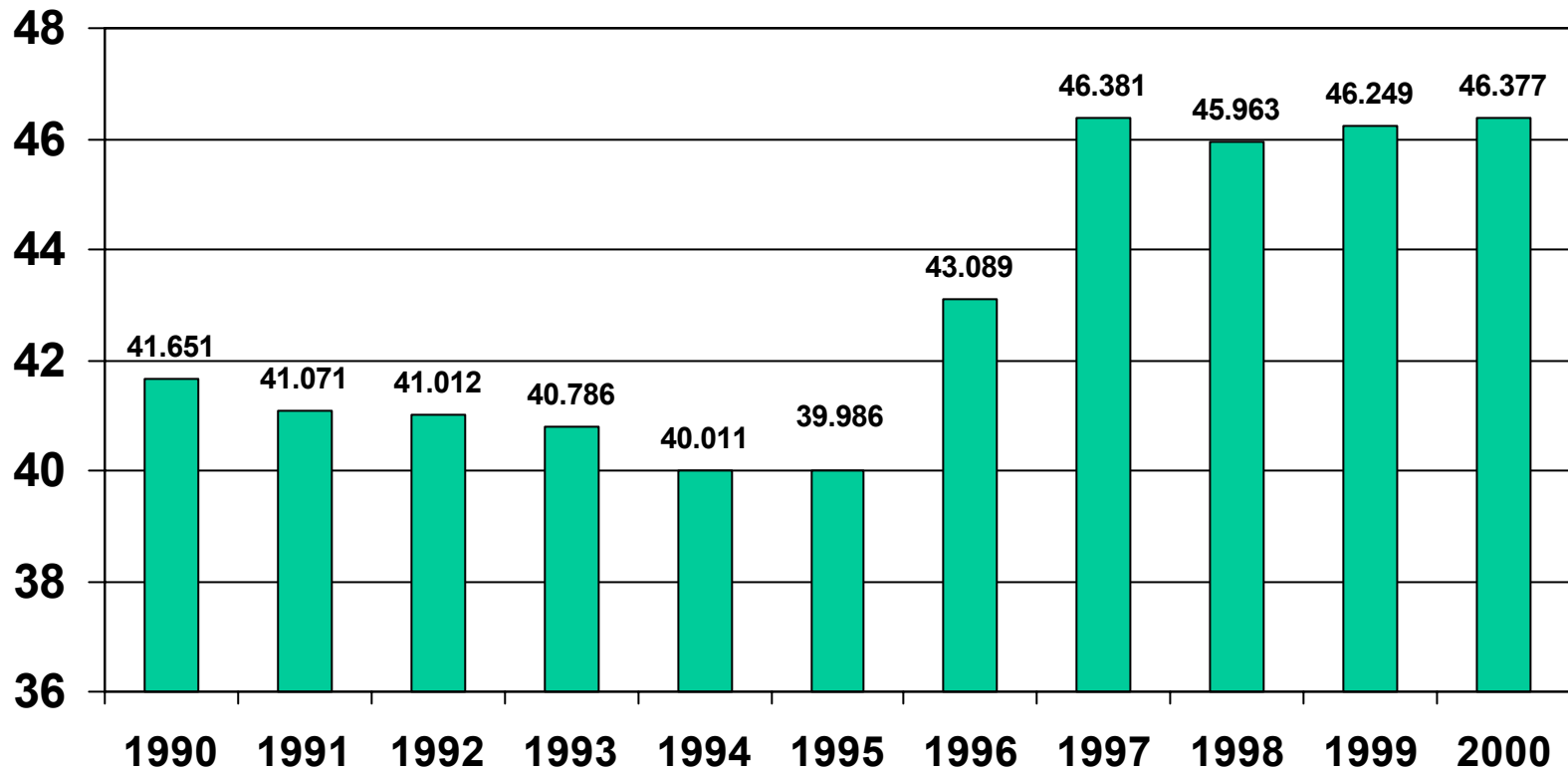
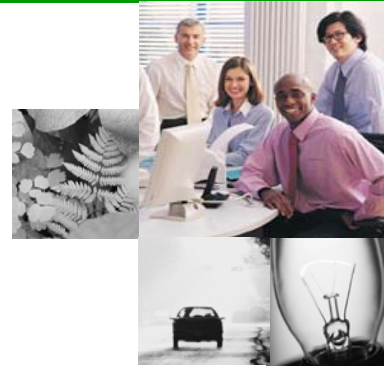
Public Transit Vehicles

- Hybrid Buses
 - Two Diesel-electric hybrids due for delivery in April
 - Estimated Cost Increment - \$150K/bus at current low production levels
 - Estimated Fuel Savings - 25 to 30% = 35,000 to 42,000 gallons over 12 year life span = \$28,000 to \$35,000 at today's price of Diesel Fuel (also have brake savings due to ReGen)
 - Emissions Reductions: CO = **97%**; PM = 50%; NO_x = 33%; CO₂ = 25%



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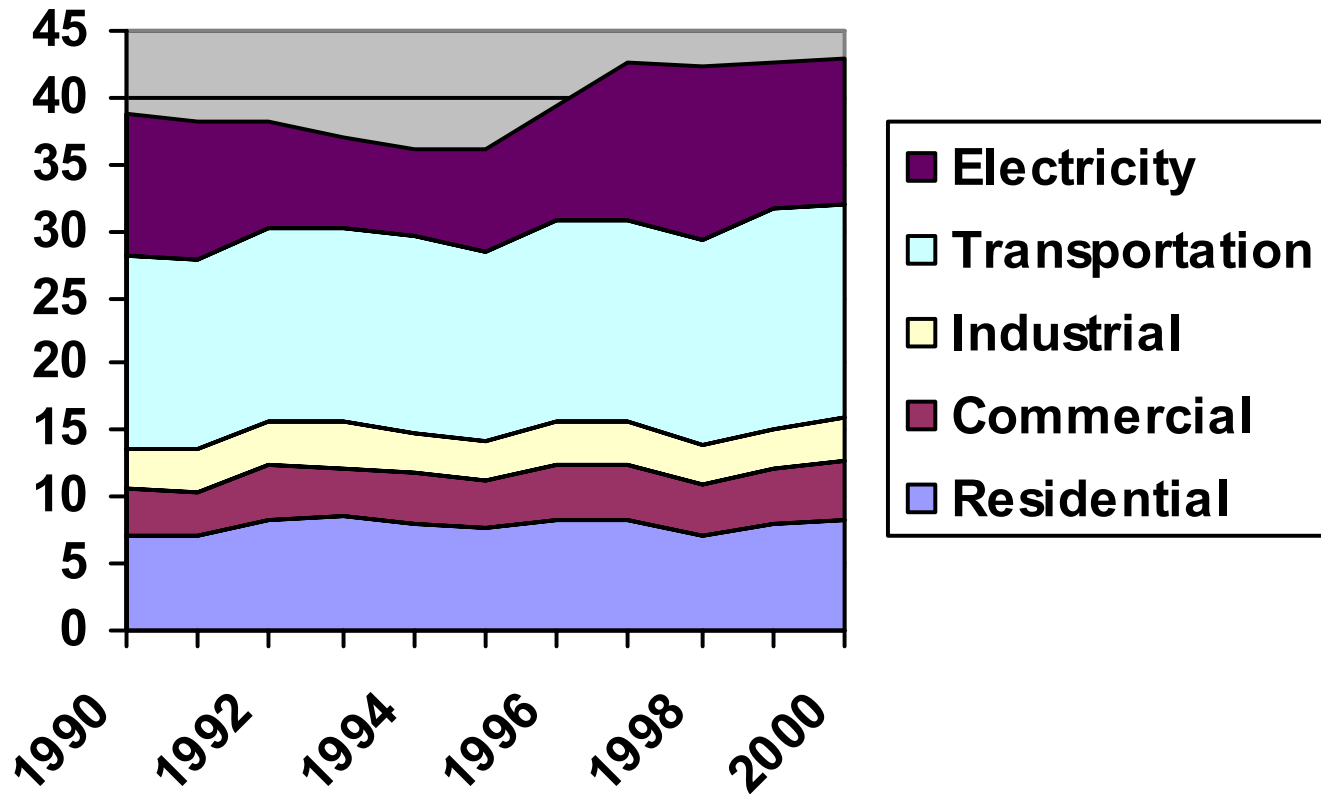
Greenhouse Gas Emissions Inventory *1990 – 2000 Actual Emissions for Connecticut*





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Greenhouse Gas Emissions Inventory *1990 – 2000 Actual Emissions by Sector*





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Town/City Efforts

- ICLEI: Cities for Climate Protection
- CT has several, including 1st MPO to join [central CT- Meriden based]
- Inventories completed
- New Haven announcement: 20% RE by 2010
- ESCU: valuable assistance: benchmarking
- NEG/ECP Sept 2003 resolution