

**Preliminary GHG Savings Cost Estimates for Priority Measures**

	Measure (Transportation Sector)	2010	2020	Cost Effectiveness
		thousand MTCO2 (Total)	thousand MTCO2 (Total)	\$/MTCO2
<b>TLU 1.0</b>	<b>Passenger Vehicle GHG Emission Rates</b>	<b>33.8</b>	<b>698.8</b>	
TLU 1.1	<b>Vehicle Technology</b>			
a	Implement Tailpipe GHG Emissions Standards	30.0	680.0	
c	Fund R&D on Low-GHG Vehicle Technology	-	-	
TLU 1.3	<b>Incentives and Disincentives</b>			
b	GHG Feebates (state or regional)	3.8	18.8	Can be revenue-neutral -\$77 to \$143 (based on NY)
d	Provide Tax Credits for Low-GHG Vehicles	-	-	
<b>TLU 2.0</b>	<b>Slowing VMT Growth</b>	<b>177.6</b>	<b>935.3</b>	
TLU 2.1	<b>Develop Policy Packages to Slow VMT Growth</b> (includes savings from TLU 2.2, TLU 2.3, and unquantified measures in TLU 2.4)			
TLU 2.2	<b>Land Use &amp; Location Efficiency:</b> a) Review and amend state/local policies that encourage sprawl b) Target Infrastructure Funding and development incentives to efficient locations c) Infill, Brownfield Re-development d) Transit-Oriented Development e) Support Smart Growth Planning & Modeling f) Target Open Space Protection to complement smart growth and infill.	138.9	492.7	Connecticut cost estimates: \$602 (capital & operating outlays) \$280 (with infrastructure, health & consumer savings)
TLU 2.3	<b>Increase Low GHG Travel Options</b> a) Increase/Redirect Transportation Funding for Efficient Modes b) Improve Transit Service (coverage, frequency, convenience, quality) c) Expand Transit Infrastructure (rail, bus, BRT) d) Bike and Pedestrian Infrastructure g) Initiate a Fix-it-First policy			
TLU 2.4	<b>Incentives and Disincentives</b>			
a	Commuter Choice	31.8	63.5	
b	VMT Tax w/Targeted Revenues	-	-	Revenue?
c	Increased Fuel Tax w/ Targeted Revenue	-	-	Revenue?
d	Pay as You Drive Insurance (assumes 50% penetration in 2020, 10% savings)	6.9	379.0	
f	Location Efficient Mortgage (LEM)	-	-	
j	VMT Offset Requirements	-	-	
k	Benefits for Low-GHG Vehicles (parking, HOV, etc)	-	-	
<b>TLU 3.0</b>	<b>Fuel Measures</b>	<b>0.28</b>	<b>0.57</b>	
TLU 3.2	Low-GHG Fuel for State Fleets	0.3	0.6	
TLU 3.3	Low-GHG Fuel Infrastructure (e.g., hydrogen)	-	-	
<b>TLU 4.0</b>	<b>Freight (subtotal excludes Black Carbon)*</b>	<b>35.1</b>	<b>166.3</b>	
TLU 4.1	<b>Vehicle Tehnology (Freight)</b>			
c	Clean Diesel/Black Carbon*	598.3	1795.0	\$ 6 -14
TLU 4.2	<b>Vehicle Operation (Freight)</b>			
d	Encourage Anti-Idling Measures	10.1	27.2	
e	Maintenance & Driver Training (freight)	14.2	16.1	
TLU 4.3	<b>Intermodal Freight Initiatives</b>			
a	Develop & fund a long-term regional infrastructure plan for rail & marine			
b	Remove obstacles to freight	10.8	123.0	
c	Develop intermodal transfer facilities			
TLU 4.4	<b>Incentives and Disincentives (Freight)</b>			
a	Procurement of low-GHG fleet vehicles (freight)	-	-	
b	Incentives to retire older vehicles (freight)	-	-	
<b>TLU 5.0</b>	<b>Intercity Travel</b>	<b>0.1</b>	<b>1.7</b>	
TLU 5.1	Develop & Fund HSR	0.1	1.7	
TLU 5.2	Integrated Aviation, Rail and Bus Networks	-	-	
<b>TLU 6.0</b>	<b>Off-Road Vehicles</b>	<b>0.0</b>	<b>0.0</b>	
<b>TLU 7.0</b>	<b>Cross-cutting Issues</b>	<b>0.0</b>	<b>0.0</b>	
TLU 7.1	Public Education	-	-	
<b>Total Savings (thousand MTCO2e)</b>		<b>247</b>	<b>1,803</b>	
	Baseline Emissions	9,910	10,925	
	Baseline minus Reductions	9,663	9,122	
	% above/below 1990	14.0%	7.6%	
	<b>NEG/ECP Goal (1990 in 2010, 10% below in 2020)**</b>	<b>8,477</b>	<b>7,629</b>	
	Additional reductions needed to reach NEG/ECP	1,186	1,493	
	<b>*Total Savings with Black Carbon (thousand MTCO2e)</b>	<b>845</b>	<b>3,598</b>	
	Baseline Emissions with Black Carbon	12,303	13,318	
	Baseline minus Reductions	11,458	9,720	
	% above/below 1990	4.0%	-11.8%	
	<b>NEG/ECP Goal (1990 in 2010, 10% below in 2020)**</b>	<b>11,019</b>	<b>9,917</b>	
	Additional reductions needed to reach NEG/ECP	440	-196	

\*\* NEG/ECP does not necessarily assume proportional goals for specific states or sectors