

Preliminary GHG Savings Cost Estimates for Priority Measures

	Measure (Transportation Sector)	2010	2020	Cost Effectiveness \$/MTCO2
		thousand MTCO2 (Total)	thousand MTCO2 (Total)	
TLU 1.0	Passenger Vehicle GHG Emission Rates	33.8	698.8	
TLU 1.1	Vehicle Technology			
a	Implement Tailpipe GHG Emissions Standards	30.0	680.0	
c	Fund R&D on Low-GHG Vehicle Technology	-	-	
TLU 1.3	Incentives and Disincentives			
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	-	-	
TLU 2.0	Slowing VMT Growth	177.6	935.3	
TLU 2.1	Develop Policy Packages to Slow VMT Growth (includes savings from TLU 2.2, TLU 2.3, and unquantified measures in TLU 2.4)			
TLU 2.2	Land Use & Location Efficiency: 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	Increase Low GHG Travel Options 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	Incentives and Disincentives			
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)	-	-	
TLU 3.0	Fuel Measures	0.28	0.57	
TLU 3.2	Low-GHG Fuel for State Fleets	0.3	0.6	
TLU 3.3	Low-GHG Fuel Infrastructure (e.g., hydrogen)	-	-	
TLU 4.0	Freight (subtotal excludes Black Carbon)*	35.1	166.3	
TLU 4.1	Vehicle Tehnology (Freight)			
c	Clean Diesel/Black Carbon*	598.3	1795.0	\$ 6 -14
TLU 4.2	Vehicle Operation (Freight)			
d	Encourage Anti-Idling Measures	10.1	27.2	
e	Maintenance & Driver Training (freight)	14.2	16.1	
TLU 4.3	Intermodal Freight Initiatives			
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	Incentives and Disincentives (Freight)			
a	Procurement of low-GHG fleet vehicles (freight)	-	-	
b	Incentives to retire older vehicles (freight)	-	-	
TLU 5.0	Intercity Travel	0.1	1.7	
TLU 5.1	Develop & Fund HSR	0.1	1.7	
TLU 5.2	Integrated Aviation, Rail and Bus Networks	-	-	
TLU 6.0	Off-Road Vehicles	0.0	0.0	
TLU 7.0	Cross-cutting Issues	0.0	0.0	
TLU 7.1	Public Education	-	-	
Total Savings (thousand MTCO2e)		247	1,803	
	Baseline Emissions	9,910	10,925	
	Baseline minus Reductions	9,663	9,122	
	% above/below 1990	14.0%	7.6%	
	NEG/ECP Goal (1990 in 2010, 10% below in 2020)**	8,477	7,629	
	Additional reductions needed to reach NEG/ECP	1,186	1,493	
	*Total Savings with Black Carbon (thousand MTCO2e)	845	3,598	
	Baseline Emissions with Black Carbon	12,303	13,318	
	Baseline minus Reductions	11,458	9,720	
	% above/below 1990	4.0%	-11.8%	
	NEG/ECP Goal (1990 in 2010, 10% below in 2020)**	11,019	9,917	
	Additional reductions needed to reach NEG/ECP	440	-196	

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