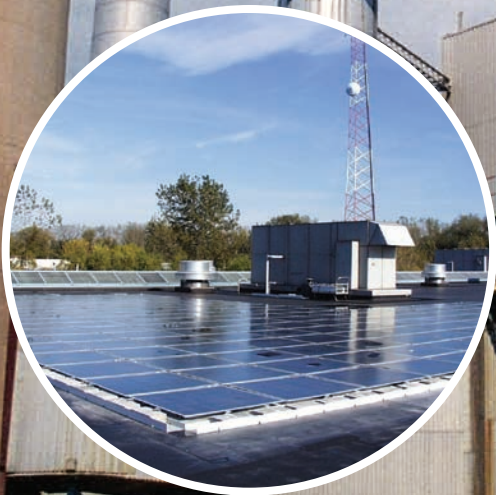


A CLIMATE FOR ACTION

ASSESSING CONNECTICUT'S
GLOBAL WARMING PROGRESS

Connecticut Climate Coalition
Clean Water Fund

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Executive Summary



In 2004, Public Act 04-252 committed Connecticut to a timeline for reducing greenhouse gas (GHG) emissions in the state: reduce emissions to 1990 levels by 2010, to 10% below that level by 2020, and by 75-85% in the long term, consistent with regional goals set out by the New England Governors and Eastern Canadian Premiers in 2001. On Feb. 15, 2005, Connecticut released its Climate Change Action Plan (CCAP), detailing how it would reach these goals. This review is intended to help judge the degree to which Connecticut is on track to meet its goals.

The CCAP contains 55 separate policies. This report limits detailed scrutiny to the most critical 14 policies, which account for 91% of the total forecasted reductions in 2010 and 93% of the total in 2020.

Were all these policies to be implemented fully, along with the numerically less significant policies in the CCAP, Connecticut would meet its reduction targets. But there are two problems. First, some of the electricity-sector policies duplicate each other, so their reduction estimates cannot be fully counted. Second, out of the 14 most important policies, only six are in current law or have been identified by the governor for immediate implementation. The other eight policies may or may not be implemented in the near future, depending on legal issues, on whether the governor and/or the legislature take further action, and on their success in carrying them out. We have thus assigned probabilities to the likelihood that each of the eight

policies will be implemented in time to have their expected impacts in reaching the 2010 goal.

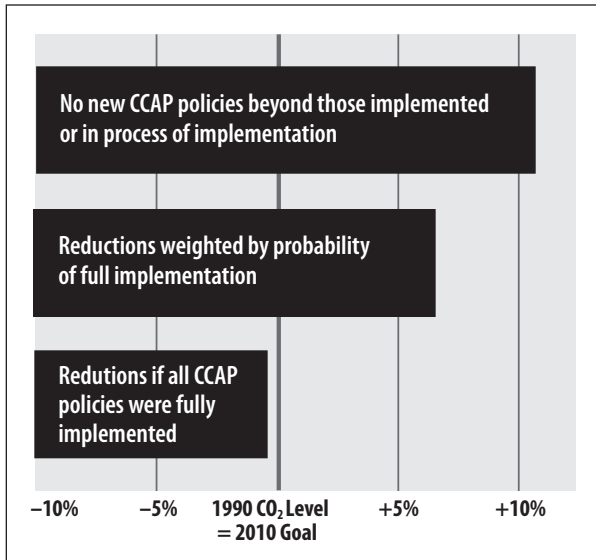
Based on these probabilities, and on the duplication in the electricity sector, we conclude that, absent additional efforts, by 2010 Connecticut is only likely to achieve 55% of the emissions reductions forecasted in the CCAP for that year. As a result, without further action by the executive branch or legislature, the state's emissions will be 6.4% above 1990 levels, failing to achieve the target set by law.¹

A simple three-step strategy can reverse this trend and put Connecticut on track.

1. Prioritize the 14 most important policies for near-term implementation—First, spending on energy efficiency should be greatly expanded, by creating a systems benefit fund for fuel oil; either creating a systems benefit fund or mandating “least cost planning” for natural gas; and for electricity both restoring previous funding levels and instituting least cost planning. In addition, critical policies include restoring the Clean Energy Fund to previous spending levels; fully funding mass transit and implementing other “smart growth” policies; slicing “black carbon” emissions by retrofitting priority diesel fleets, starting with public vehicles; and taking the steps necessary to achieve the solid waste recycling goal in the CCAP.

2. Implement promising policies that were not included in the CCAP—this includes auctioning emissions allowances under the Regional Greenhouse Gas Initiative and using the money for energy

Global Warming Emissions 2010 vs 1990



Note: State's mandate is to return to 1990 levels by 2010. The middle bar shows our guess as to what will be achieved in 2010, based on the current likelihood that the legislature will pass, and the governor will sign, policies that are not in the administration's plans to date. All bars adjust for duplication between RGGI and other electric-sector policies.

efficiency programs; instituting “pay as you drive” auto insurance; and analyzing some of the items in the CCAP for which numerical forecasts were not made, or which had small numerical values, to see if they deserve to be prioritized. In addition, the governor’s 2006 “Energy Vision” contains a number of promising policies for which greenhouse gas reduction estimates have not been made. Such estimates should be calculated, particularly for transportation-related items such as tax incentives for purchase of fuel-efficient vehicles, and the most valuable policies implemented.

3. Reinvigorate state climate planning—there must be an ongoing planning process through which new policies can be added to the plan and existing policies improved, including re-engagement of stakeholders and the general public.