

From: katie.schlick@everyactioncustom.com on behalf of Katie Schlick
<katie.schlick@everyactioncustom.com>
Sent: Saturday, February 03, 2018 9:18 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Katie Schlick
Wallingford, CT 06492
katie.schlick@yale.edu

From: mjalinger@everyactioncustom.com on behalf of Matthew Alinger
<mjalinger@everyactioncustom.com>
Sent: Thursday, February 01, 2018 10:52 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Matthew Alinger
10 Partridge Rd Delmar, NY 12054-3919
mjalinger@yahoo.com

[REDACTED]

From: shercox27@everyactioncustom.com on behalf of Sherry Nerreau <shercox27@everyactioncustom.com>
Sent: Thursday, February 01, 2018 4:23 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Sherry Nerreau
22 Arbor Ter Ansonia, CT 06401-2942
shercox27@gmail.com

From: roman@everyactioncustom.com on behalf of Melanie Roman
<roman@everyactioncustom.com>
Sent: Thursday, February 01, 2018 11:17 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Melanie Roman

3 Stone Bridge Trl Sandy Hook, CT 06482-1522 roman@avellindberg.com

From: dweigt47@everyactioncustom.com on behalf of Donald Weigt <dweigt47@everyactioncustom.com>
Sent: Thursday, February 01, 2018 9:16 AM
To: DEEP ClimateChange
Subject: Develop clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the largest contributor to climate emissions in our state, more than double the next largest sector. Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, and our transportation fund projected to reach insolvency by mid-2020. These issues must be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for establishing a 45 percent goal for reducing economy-wide global warming emissions by 2030. I'd like to stress that much of this reduction will need to be achieved in transportation. Besides, looking at the congestion on the I-95, I-91, and I-84 corridors clearly show the costs and limits of ever more road vehicles funneled into these massive flows, and their frequent massive tie-ups.

It's time to upgrade the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

This transition won't just happen. Dedicated funding and a commitment from the public, policymakers, and industry are required. We need leaders like you to come together to create a regional plan that jump-starts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system. Improved transportation will help Connecticut keep and attract business, which is essential if the state is to regain its status as a great place to live and work, not just visit on vacation for its history.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Donald Weigt
21 Reed Ct Bloomfield, CT 06002-1663
dweigt47@gmail.com

From: csanders@everyactioncustom.com on behalf of chris Sanders
<csanders@everyactioncustom.com>
Sent: Wednesday, January 31, 2018 6:16 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
chris Sanders
9 Deepwood Dr Manchester, CT 06040-3805 csanders@pipeline.com

From: fbungaro@everyactioncustom.com on behalf of Francine Ungaro
<fbungaro@everyactioncustom.com>
Sent: Wednesday, January 31, 2018 4:40 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Francine Ungaro
639 Andrews St Southington, CT 06489-2905 fbungaro@cox.net

From: danielnoahgallo@everyactioncustom.com on behalf of Dan Gallo
<danielnoahgallo@everyactioncustom.com>
Sent: Wednesday, January 31, 2018 3:00 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Dan Gallo

10 Indian Rock Ln Greenwich, CT 06830-4054 danielnoahgallo@gmail.com

From: butterfly225@everyactioncustom.com on behalf of Janet Lloyd <butterfly225@everyactioncustom.com>
Sent: Wednesday, January 31, 2018 11:12 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I DO SUPPORT HAVING TOLLS.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Janet Lloyd
415 Woodrow Ave Bridgeport, CT 06606-3941 butterfly225@msn.com

From: jhdaskin@everyactioncustom.com on behalf of Joshua Daskin
<jhdaskin@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 10:11 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joshua Daskin
39 Winchester Ave # 2 New Haven, CT 06511-3501 jhdaskin@gmail.com

From: heylisahey@everyactioncustom.com on behalf of Lisa Hey
<heylisahey@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:19 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Lisa Hey
114 Rugg Brook Rd Winsted, CT 06098-2400 heylisahey@hotmail.com

From: ladybird8094@everyactioncustom.com on behalf of Wendy Herbert <ladybird8094@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:17 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Wendy Herbert

281 Notch Hill Rd North Branford, CT 06471-1825 ladybird8094@gmail.com

From: zsteever@everyactioncustom.com on behalf of Zell Steever
<zsteever@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:51 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Zell Steever
Groton, CT 06340
zsteever@aol.com

From: sdonavan@everyactioncustom.com on behalf of Sarah Donovan
<sdonavan@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 7:41 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families. Please put a generous tax credit in place for purchasing electric vehicles!

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts. Let's have EV charging stations at every commuter lot in the state!

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Sarah Donovan
103 N Park Ave Easton, CT 06612-1416
sdonavan@snet.net

From: biljr2000@everyactioncustom.com on behalf of Richard Bildstein <biljr2000@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:57 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Richard Bildstein
209 Centerbrook Rd Hamden, CT 06518-3413 biljr2000@yahoo.com

From: jeagle4376@everyactioncustom.com on behalf of Joel Adler <jeagle4376@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:43 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joel Adler
87 Scott Dr Vernon Rockville, CT 06066-6221 jeagle4376@yahoo.com

From: animlman@everyactioncustom.com on behalf of Michael Varichak
<animlman@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:34 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Michael Varichak
4 Coach Rd Danbury, CT 06811-4301
animlman@hotmail.com

From: dogwatch88@everyactioncustom.com on behalf of Linda Smith <dogwatch88@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:30 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Linda Smith
54 Somers Rd Enfield, CT 06082-3214
dogwatch88@yahoo.com

From: bilcinkob@everyactioncustom.com on behalf of Cynthia Kobak
<bilcinkob@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:14 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Cynthia Kobak
262 County Rd Guilford, CT 06437-1037
bilcinkob@comcast.net

From: fostergals@everyactioncustom.com on behalf of claudia Foster
<fostergals@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 4:37 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
claudia Foster
33 Odell Ave Milford, CT 06460-7347
fostergals@aol.com

From: kaynish@everyactioncustom.com on behalf of maria kayne
<kaynish@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 4:23 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
maria kayne
1891 Litchfield Tpke Woodbridge, CT 06525-2312 kaynish@aol.com

From: vidalce@everyactioncustom.com on behalf of Cathy Fitzgerald
<vidalce@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 4:09 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Cathy Fitzgerald
29 Chestnut Hill Rd Sandy Hook, CT 06482-1517 vidalce@hotmail.com

From: randan2@everyactioncustom.com on behalf of Randi Byron <randan2@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 3:26 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Randi Byron
83 Deepwood Dr Avon, CT 06001-3135
randan2@comcast.net

From: ORACLE PEOPLESOFT <hoeft.klaus-dieter@t-online.de>
Sent: Tuesday, January 30, 2018 12:37 PM
To: Leone, Chuck
Subject: Employee Verification 2018

Hello, Kindly [sign in and review](#) our mandatory 2018 updates.

Thanks

Oracle Peoplesoft

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From: elliebreinan@everyactioncustom.com on behalf of eleanor breinan
<elliebreinan@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 2:35 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
eleanor breinan
Glastonbury, CT 06033
elliebreinan@gmail.com

From: priscilla.dannies@everyactioncustom.com on behalf of Priscilla Dannies
<priscilla.dannies@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 2:32 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Travel in this state is tedious and slow. We can't keep building more traffic lanes on highways, since building for cars means they will come, and bigger highways will mean bigger traffic jams. We need alternate plans. I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector, which will reduce emissions and help with travel at the same time.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families. We need much more emphasis on trains. I take trains routinely to New York, and they are frequently standing room only. We need more use of GPS and apps to find buses; the present system in New Haven exists, but is not functional.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Priscilla Dannies
299 Edwards St New Haven, CT 06511-3719 priscilla.dannies@yale.edu

From: pcep1@everyactioncustom.com on behalf of C Porrello <pcep1@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 1:18 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
C Porrello
190 W Flat Hill Rd Southbury, CT 06488-1127 pcep1@charter.net

From: sitomer@everyactioncustom.com on behalf of Joan Sitomer
<sitomer@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 12:50 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joan Sitomer
55 Hemlock Trl Trumbull, CT 06611-3344
sitomer@icloud.com

From: sponkey@everyactioncustom.com on behalf of Jon Williams
<sponkey@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 12:28 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Jon Williams
1555 A Byam Rd Cheshire, CT 06410-1004
sponkey@gmail.com

From: ad.macro@everyactioncustom.com on behalf of Anthony Macro
<ad.macro@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 12:20 PM
To: DEEP ClimateChange
Subject: Adequate modern, electrified passenger rail in central CT

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

AND, THOSE OF US MAROONED IN CENTRAL & NORTH CENTRAL CT, EAST & WEST OF THE RIVER, NEED A MODERN, TWO-TRACK, ELECTRIFIED, PASSENGER RAIL SYSTEM EXTENDING FROM NEW HAVEN ALL THE WAY TO MASSACHUSETTS (SPRINGFIELD). WHAT IS BEING RESTORED SO FAR SEEMS DESTINED TO END AT HARTFORD, AND THAT IS INADEQUATE, FOR WINDSOR, WINDSOR LOCKS AND ENFIELD ARE ESSENTIALLY LEFT OUT; IT IS ALSO 5 YEARS BEHIND SCHEDULE! COME ON! WE'RE WELL INTO THE TWENTY-FIRST CENTURY NOW.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Anthony Macro
PO Box 51 East Windsor Hill, CT 06028-0051 ad.macro@trincoll.edu

From: r.harris@everyactioncustom.com on behalf of Richard Harris
<r.harris@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 12:12 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Richard Harris
10 Loren Lane Westport Ct Westport, CT 06880 r.harris@earthplace.org

From: greendragon0558@everyactioncustom.com on behalf of Lisa Gras <greendragon0558@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 11:49 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Lisa Gras

13 Colonial Blvd West Haven, CT 06516-6826 greendragon0558@gmail.com

From: dbtcycle@everyactioncustom.com on behalf of David Terry
<dbtcycle@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 11:26 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families. In addition, Connecticut should change its legislative barriers to new approaches to consumers purchasing direct-from-manufacturer electric vehicles. Tesla, one of the leading EV companies of the world has tried for years to gain approval to sell direct to consumers in Connecticut, but has been met with legislative opposition from the Connecticut Automotive Retailers Association (CARA). The 3rd party dealership model (represented by CARA) of vehicle procurement is a barrier to advancing personal EV ownership in Connecticut and needs to be changed.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
David Terry
37 Daniel St East Hampton, CT 06424-1806 dbtcycle@gmail.com

[REDACTED]

From: katm3546@everyactioncustom.com on behalf of Kat Morey <katm3546@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 11:19 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Kat Morey
112 Mohegan Rd Shelton, CT 06484-2448
katm3546@att.net

From: ginnpr1@everyactioncustom.com on behalf of Ginnie Preuss <ginnpr1@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 11:04 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Ginnie Preuss
405 Ruth St Bridgeport, CT 06606-3362
ginnpr1@aol.com

From: gramandpoppyd@everyactioncustom.com on behalf of Mary D'Arcangelo
<gramandpoppyd@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 10:53 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Mary D'Arcangelo

196 Ridgewood Acres Thomaston, CT 06787-1049 gramandpoppyd@yahoo.com

From: brankauti@everyactioncustom.com on behalf of Erin Schwaller
<brankauti@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 10:48 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Erin Schwaller
42 Spruce Ln Oakdale, CT 06370-1330
brankauti@gmail.com

From: vegevick@everyactioncustom.com on behalf of Marianne McNallen
<vegevick@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 10:37 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Marianne McNallen
6 Washington Pl Norwich, CT 06360-3545
vegevick@yahoo.com

From: sheshekb@everyactioncustom.com on behalf of Sheila Brooks
<sheshekb@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 10:20 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Sheila Brooks
15 Terry Dr Danbury, CT 06811-4325
sheshekb@aol.com

From: cris539596@everyactioncustom.com on behalf of Christine Fluet <cris539596@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 10:08 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Christine Fluet
52 Old Willimantic Rd Columbia, CT 06237-1218 cris539596@aol.com

From: descarbone@everyactioncustom.com on behalf of Desiree Carbone
<descarbone@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:42 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Desiree Carbone
9 Oakview Ln Westport, CT 06880-4169
descarbone@aol.com

From: dfish@everyactioncustom.com on behalf of David Fish Fish
<dfish@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:37 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,

David Fish Fish

22 Hop Brook Rd Brookfield, CT 06804-1327 dfish@gregoryandadams.com

From: Idhanani@everyactioncustom.com on behalf of Lynna Dhanani
<ldhanani@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:21 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,

Lynna Dhanani

539 Prospect St Apt 4 New Haven, CT 06511-2133 ldhanani@hotmail.com

From: famastri@everyactioncustom.com on behalf of Francis Mastri
<famastri@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:20 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Francis Mastri
87 Jones St West Haven, CT 06516-5435
famastri@me.com

From: mjcorona@everyactioncustom.com on behalf of Marianne Corona
<mjcorona@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:16 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Marianne Corona
245 Cherry Hill Rd Middlefield, CT 06455-1223 mjcorona@comcast.net

From: davidmallonee@everyactioncustom.com on behalf of David Mallonee
<davidmallonee@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:15 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
David Mallonee
15 Cole Ln Bethel, CT 06801-1662
davidmallonee@me.com

From: mdumas40@everyactioncustom.com on behalf of Martha Dumas <mdumas40@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 9:04 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,

Martha Dumas

910 Glastonbury Tpke # 0 Portland, CT 06480-1069 mdumas40@comcast.net

From: elizycraig@everyactioncustom.com on behalf of Elizabeth Craig
<elizycraig@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:46 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Elizabeth Craig
46 Cheesespring Rd Wilton, CT 06897-2301 elizycraig@aol.com

From: jalovdal@everyactioncustom.com on behalf of Judy Lovdal
<jalovdal@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:34 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Judy Lovdal
38 Phillip Dr Storrs Mansfield, CT 06268-2328 jalovdal@gmail.com

From: p7miller@everyactioncustom.com on behalf of Margaret Miller
<p7miller@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:31 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Margaret Miller
320 Seabury Dr Bloomfield, CT 06002-2654 p7miller@gmail.com

From: dogwatch88@everyactioncustom.com on behalf of Linda Smith <dogwatch88@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:22 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Linda Smith
54 Somers Rd Enfield, CT 06082-3214
dogwatch88@yahoo.com

From: dogwatch88@everyactioncustom.com on behalf of Linda Smith <dogwatch88@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:21 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Linda Smith
54 Somers Rd Enfield, CT 06082-3214
dogwatch88@yahoo.com

From: kalimadesigns@everyactioncustom.com on behalf of Colleen Flannery
<kalimadesigns@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:21 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Colleen Flannery
31 Summer St New Canaan, CT 06840-4812
kalimadesigns@yahoo.com

From: dford38@everyactioncustom.com on behalf of Dan Ford <dford38@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 8:20 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Dan Ford
900 Hope St Stamford, CT 06907-2330
dford38@yahoo.com

From: kai521@everyactioncustom.com on behalf of Kara Illium <kai521@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 7:59 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Kara Illium
51 Lincoln Ln Ridgefield, CT 06877-5911 kai521@sbcglobal.net

From: kkohrwoman@everyactioncustom.com on behalf of Katherine Kohrman
<kkohrwoman@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 7:46 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Katherine Kohrman
32 Huntingtown Rd Newtown, CT 06470-2615 kkohrwoman@aol.com

From: danielsierra7@everyactioncustom.com on behalf of Daniel Sierra <danielsierra7@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 7:10 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Daniel Sierra

196 Seaton Rd Apt 3 Stamford, CT 06902-3330 danielsierra7@gmail.com

From: isabelle.harper@everyactioncustom.com on behalf of Isabelle Harper
<isabelle.harper@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 6:58 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Isabelle Harper
49 Oval Ave Riverside, CT 06878-2102
isabelle.harper@greenwickschools.org

From: isabelle.harper@everyactioncustom.com on behalf of Isabelle Harper
<isabelle.harper@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 6:56 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Isabelle Harper
49 Oval Ave Riverside, CT 06878-2102
isabelle.harper@greenwickschools.org

From: taracontractor@everyactioncustom.com on behalf of Tara Contractor
<taracontractor@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 6:32 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Tara Contractor

1214 Chapel St Apt 31 New Haven, CT 06511-4731 taracontractor@mac.com

From: shreddr2005@everyactioncustom.com on behalf of Ginette Pine <shreddr2005@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:55 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Ginette Pine
4 Strawberry Park Thomaston, CT 06787-1806 shreddr2005@aim.com

From: jenniferbklein@everyactioncustom.com on behalf of Jennifer Klein
<jenniferbklein@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:49 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Jennifer Klein
158 Winoca Rd Fairfield, CT 06825-2369
jenniferbklein@gmail.com

From: ctroofer@everyactioncustom.com on behalf of Donald Buxton
<ctroofer@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 5:47 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Donald Buxton
39 Danbury Rd Wilton, CT 06897-4426
ctroofer@optonline.net

From: ksl8@everyactioncustom.com on behalf of Katherine Lukens <ksl8@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 2:15 AM
To: DEEP ClimateChange
Subject: Creating and improving clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Katherine Lukens
235 Centerbrook Rd Hamden, CT 06518-3413 ksl8@att.net

From: dlmunger@everyactioncustom.com on behalf of Doris Munger
<dlmunger@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 2:12 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Doris Munger
56 Horton Ln New Canaan, CT 06840-6824
dlmunger@aol.com

From: thoreau2adams@everyactioncustom.com on behalf of Lisa Sun
<thoreau2adams@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 1:13 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Dear Governor Malloy:

I'd like to applaud you and your administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030. It is not just good for our economy, but good for our health, that we tackle our ailing transportation infrastructure, while we address the state's long term environmental issues.

As you know, transportation pollution is the leading contributor to climate emissions in CT, more than double the next largest sector. Moreover, it is an imperative that Connecticut residents have actual better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020., we need everyone to work in concert to move forward on both climate and infrastructure planning.

Now is the time for us to upgrade the Connecticut Long-Range Transportation Plan. A plan that will provide us with options for walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

Such transition won't happen, however, on its own. We need better planning and funding, and commitment by policymakers, industry and community leaders who are earnest in wanting to come together to create a regional plan that can jump start such efforts.

Thank you, Governor Malloy for your expression of interest in joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system. I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Lisa Sun
16 Hayestown Rd Danbury, CT 06811-4996
thoreau2adams@comcast.net

From: xfgildea@everyactioncustom.com on behalf of Frances O'Neill
<xfgildea@everyactioncustom.com>
Sent: Tuesday, January 30, 2018 12:00 AM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

It makes no sense that you are looking at the whole system but reducing the frequency of trains on the Danbury line. I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Frances O'Neill
54 Taylor Ave Bethel, CT 06801-2450
xfgildea@yahoo.com

From: pauleaston34@everyactioncustom.com on behalf of Paul Easton <pauleaston34@everyactioncustom.com>
Sent: Monday, January 29, 2018 11:47 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Paul Easton
120 Sigourney St Hartford, CT 06105-2755 pauleaston34@gmail.com

From: helpthepoorsayslisa@everyactioncustom.com on behalf of Lisa James
<helpthepoorsayslisa@everyactioncustom.com>
Sent: Monday, January 29, 2018 11:21 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Lisa James

270 Grassy Hill Rd Waterbury, CT 06704-1235 helpthepoorsayslisa@yahoo.com

From: codycat3@everyactioncustom.com on behalf of mitch forman <codycat3@everyactioncustom.com>
Sent: Monday, January 29, 2018 11:17 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
mitch forman
35 Todd St Unit 209 Hamden, CT 06518-1547 codycat3@aol.com

From: lynnroth@everyactioncustom.com on behalf of Lynn Roth
<lynnroth@everyactioncustom.com>
Sent: Monday, January 29, 2018 11:10 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Lynn Roth
89 Michael Ln Newington, CT 06111-2331
lynnroth@sbcglobal.net

From: pahammel@everyactioncustom.com on behalf of Patricia Hammel
<pahammel@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:56 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Patricia Hammel
15 Gray Ledge Rd Branford, CT 06405-4817 pahammel@gmail.com

From: mesha0795@everyactioncustom.com on behalf of Michele Kearney <mesha0795@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:56 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Michele Kearney
251 Morse St Hamden, CT 06517-3131
mesha0795@hotmail.com

From: jmjkla@everyactioncustom.com on behalf of Joann Koch
<jmjkla@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:46 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joann Koch
134 Olenick Rd Lebanon, CT 06249-2026
jmjkla@yahoo.com

From: glsct@everyactioncustom.com on behalf of Georgia Stauffer
<glsct@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:46 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Georgia Stauffer
82 Alpine Dr Colchester, CT 06415-2162
glsct@comcast.net

From: ptroper@everyactioncustom.com on behalf of Peter Roper
<ptroper@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:31 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Peter Roper
210 Pequot Ave Mystic, CT 06355-1740
ptroper@gmail.com

From: megaclef@everyactioncustom.com on behalf of Meghan Frost
<megaclef@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:19 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Meghan Frost
57 Quarry Village Rd Cheshire, CT 06410-2062 megaclef@gmail.com

From: erc9876@everyactioncustom.com on behalf of Ellen Cordes <erc9876@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:07 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Ellen Cordes
15 Union St Guilford, CT 06437-2708
erc9876@gmail.com

From: lheit@everyactioncustom.com on behalf of Lisa Heitmann
<lheit@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:07 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Lisa Heitmann
671 Back Rd North Windham, CT 06256-1200 lheit@gmx.com

From: ehoppenbrouwes@everyactioncustom.com on behalf of Elke Hoppenbrouwers
<ehoppenbrouwes@everyactioncustom.com>
Sent: Monday, January 29, 2018 10:02 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,

Elke Hoppenbrouwers

152 Allison Way East Haven, CT 06512-6006 ehoppenbrouwes@comcast.net

From: patti@everyactioncustom.com on behalf of Patti Preiss-Harris
<patti@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:58 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Patti Preiss-Harris
162 Toms Rd Stamford, CT 06906-1031
patti@pattipreiss.com

From: ahnaj28@everyactioncustom.com on behalf of Ahna Johnson <ahnaj28@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:48 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Ahna Johnson
97 Wakefield St Hamden, CT 06517-1330
ahnaj28@hotmail.com

From: keith.roberts@everyactioncustom.com on behalf of Keith Roberts
<keith.roberts@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:40 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Keith Roberts
108 River Trl Southbury, CT 06488-2231
keith.roberts@yale.edu

From: annpstele@everyactioncustom.com on behalf of Ann Steele
<annpstele@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:38 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Ann Steele

109 Bentwood Rd West Hartford, CT 06107-3704 annpstele@yahoo.com

From: emmytwin2@everyactioncustom.com on behalf of Emily Dickinson-Adams
<emmytwin2@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:28 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Emily Dickinson-Adams
PO Box 250 Suffield, CT 06078-0250
emmytwin2@cox.net

[REDACTED]

From: jzazow@everyactioncustom.com on behalf of Jamie Zazow
<jzazow@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:18 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Jamie Zazow
40 Ettl Ln # 23 Greenwich, CT 06831-4160 jzazow@gmail.com

From: barbaratao84@everyactioncustom.com on behalf of Barbara Sarmiento <barbaratao84@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:15 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

Really is so satisfying to think I have some input. I am retired, but my children and grandchildren, and everyone else on earth would be so glad to know SOMETHING might be done to help with global warming. All of us who like me, live very close to highways, would especially love to see, hear, even feel shaking from passing traffic diminish. I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system. The pollution collects, on my windowsills in a black dust. I'm sure in our lungs as well.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Barbara Sarmiento
84 Helm St Farmington, CT 06032-2021
barbaratao84@gmail.com

From: danfwtwilson@everyactioncustom.com on behalf of Dan Wilson
<danfwtwilson@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:11 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Dan Wilson
50 Blacksmith Dr Middletown, CT 06457-2072 danfwtwilson@gmail.com

From: kbova@everyactioncustom.com on behalf of Kim B Kaminsky
<kbova@everyactioncustom.com>
Sent: Monday, January 29, 2018 9:05 PM
To: DEEP ClimateChange
Subject: Clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

We will have to think outside the box regarding transportation in CT. We are a bit behind in upgrading but we can do this. I hope that we can make it a priority to do so. Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

One thing that will help a great deal is to invest in tolls for our highways. Money can be raised for these projects from the money made on toll roads.

Plus, we need more walking, biking safe trails and pathways, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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Sincerely,

Kim B Kaminsky

597 Wormwood Hill Rd Mansfield Center, CT 06250-1036 kbova@charter.net

From: alexb8@everyactioncustom.com on behalf of Alexandra Baudouin <alexb8@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:52 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Alexandra Baudouin
12 Indian Spring Rd Norwalk, CT 06853-1303 alexb8@aol.com

From: lucillebp@everyactioncustom.com on behalf of Lucille Portner
<lucillebp@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:40 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Lucille Portner
35 High Ridge Dr Newington, CT 06111-1017 lucillebp@aol.com

From: jeannebmusto@everyactioncustom.com on behalf of Emma Jean Musto
<jeannebmusto@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:36 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

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Sincerely,
Emma Jean Musto
120 Ogden St New Haven, CT 06511-1324
jeannebmusto@gmail.com

From: jcibery@everyactioncustom.com on behalf of John Cibery
<jcibery@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:32 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
John Cibery
22 Westview Dr Bethel, CT 06801-1015
jcibery@gmail.com

From: alanhanks24@everyactioncustom.com on behalf of Alan Hanks <alanhanks24@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:20 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Alan Hanks
882 South St Coventry, CT 06238-3200
alanhanks24@gmail.com

From: rsassy@everyactioncustom.com on behalf of Randi Saslow
<rsassy@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:18 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Randi Saslow
71 E Gate Ln Hamden, CT 06514-2231
rsassy@sbcglobal.net

From: mxprel@everyactioncustom.com on behalf of Maryanne Preli
<mxprel@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:12 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Maryanne Preli
9 West St Windsor Locks, CT 06096-2210
mxprel@yahoo.com

From: suter16@everyactioncustom.com on behalf of Lindsay Suter <suter16@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:12 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Lindsay Suter
16 Mill Rd North Branford, CT 06471-1060 suter16@comcast.net

From: henrydawn@everyactioncustom.com on behalf of Dawn Henry
<henrydawn@everyactioncustom.com>
Sent: Monday, January 29, 2018 8:09 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Dawn Henry
205 Bayberry Ln Westport, CT 06880-1603 henrydawn@gmail.com

From: myraaronow@everyactioncustom.com on behalf of Myra Aronow
<myraaronow@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:59 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Myra Aronow

1 Haddam Dock Rd Haddam, CT 06438-1306

myraaronow@aol.com

From: julep40@everyactioncustom.com on behalf of Julie Perkins <julep40@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:54 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Julie Perkins
180 Wylie School Rd Voluntown, CT 06384-1417 julep40@yahoo.com

From: lbojo28@everyactioncustom.com on behalf of Lawrence Bojarski <lbojo28@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:52 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Lawrence Bojarski
9 Valerie Dr Vernon Rockville, CT 06066-3518 lbojo28@hotmail.com

From: ammariotti@everyactioncustom.com on behalf of Amelia Mariotti
<ammariotti@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:44 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Amelia Mariotti
99 Ferguson Rd Manchester, CT 06040-4532 ammariotti@gmail.com

From: dukiluv@everyactioncustom.com on behalf of Maryann Gianantoni
<dukiluv@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:44 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Maryann Gianantoni

92 Furnace Ave Unit 86 Stafford Springs, CT 06076-2200 dukiluv@mac.com

From: cgolias120@everyactioncustom.com on behalf of Crystal Golias <cgolias120@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:43 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families. We also need affordable fares on paratransit and CTTransit buses, which people with disabilities rely on to get around. Most cities and towns across the state are not big cities like NYC. We should have lower fares than NYC, which runs \$5.50 a ride.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Crystal Golias
PO Box 315 Ansonia, CT 06401-0315
cgolias120@gmail.com

From: rdegray@everyactioncustom.com on behalf of Ron Degray
<rdegray@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:42 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Please use your influence to reinstate the Amtrak Montrealer between Washington, D.C. and Montreal via Hartford. I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Ron Degray
120 Cricket Ln Glastonbury, CT 06033-1851 rdegray@me.com

From: robinsjm@everyactioncustom.com on behalf of John Robinson
<robinsjm@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:40 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
John Robinson
102 Baxter St Tolland, CT 06084-3909
robinsjm@sbcglobal.net

From: clynch1918@everyactioncustom.com on behalf of Christopher Lynch <clynch1918@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:30 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Christopher Lynch
18 Highwood Rd Farmington, CT 06032-1009 clynch1918@hotmail.com

From: ford32@everyactioncustom.com on behalf of Dana Ford <ford32@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:28 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Dana Ford
900 Hope St Stamford, CT 06907-2330
ford32@gmail.com

From: kmbnyc@everyactioncustom.com on behalf of Katherine Babiak
<kmbnyc@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:19 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Katherine Babiak
8350 Woody Rd Port Tobacco, MD 20677-3105 kmbnyc@aol.com

From: mwnovick@everyactioncustom.com on behalf of Wendy Novick
<mwnovick@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:17 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Wendy Novick
258 Karen Dr Orange, CT 06477-2935
mwnovick@netscape.net

From: vvcsteve@everyactioncustom.com on behalf of Steven Andrychowski
<vvcsteve@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:16 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Steven Andrychowski
105 Clinic Dr New Britain, CT 06051-4073 vvcsteve@yahoo.com

From: helenalinn@everyactioncustom.com on behalf of Helena Lin
<helenalinn@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:14 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Helena Lin
1133 Windward Rd Milford, CT 06461-1744 helenalinn@yahoo.com

From: isdepapa@everyactioncustom.com on behalf of Joseph Tuggle
<isdepapa@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:09 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joseph Tuggle
117 Charter Oak Rd Southbury, CT 06488-1218 isdepapa@gmail.com

From: shirley.mccarthy@everyactioncustom.com on behalf of Shirley McCarthy
<shirley.mccarthy@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:09 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Shirley McCarthy
16 Rockland Park Branford, CT 06405-4778 shirley.mccarthy@yale.edu

From: rahogan12@everyactioncustom.com on behalf of Randolph Hogan <rahogan12@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:07 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Randolph Hogan
6 Sugar Hill Rd Falls Village, CT 06031-1009 rahogan12@yahoo.com

From: dmarino@everyactioncustom.com on behalf of Dominic Marino
<dmarino@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:06 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Dominic Marino
3 Greenhurst Rd West Hartford, CT 06107-3417 dmarino@hartford.edu

From: cmurphy@everyactioncustom.com on behalf of Sister Christina Murphy SSND
<cmurphy@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:06 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Sister Christina Murphy SSND

345 Belden Hill Rd Wilton, CT 06897-3800 cmurphy@ssndwilton.org

From: eholder007@everyactioncustom.com on behalf of Elisabeth Holder <eholder007@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:06 PM
To: DEEP ClimateChange
Subject: Transportation beyond fossil fuels

Dear Governor's Council on Climate Change,

As a retired high school Earth Science teacher, I was guided by the state standards to teach about energy sources and climate change. It distresses me to see that Connecticut is making so little progress to realize the goals that my students easily understood. Without greater funding, our aging highways and bridges will simply fall down. Without a vision for the future we will keep building these extremely expensive and outdated modes of transportation. As Connecticut moves forward with infrastructure planning, we need to keep in mind the emissions reductions and the climate change goals that the state has signed on to.

I'd like to thank Governor Malloy for establishing the 45 percent goal for reducing economy-wide global warming emissions by 2030. There are many ways to address this. I would be glad to ride my bike more often if the roads around my house weren't so dangerous. We need the kind of dedicated bike lanes and bike trails that are available around my daughter's house in Massachusetts. Other options would include more sidewalks for walking, and well designed intercity public transit. As a member of the local Conservation Commission, I support affordable housing located near transit services; and incentives to make many more electric vehicles affordable.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions. I ask you to come up with adequate funding (including gas taxes and tolls) in order to invest in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Elisabeth Holder
29 Long Ln Middletown, CT 06457-4046
eholder007@gmail.com

From: gemop@everyactioncustom.com on behalf of Gemma Mathewson
<gemop@everyactioncustom.com>
Sent: Monday, January 29, 2018 7:05 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Gemma Mathewson
92 Weatherly Trl Guilford, CT 06437-1200 gemop@comcast.net

From: jherschlag@everyactioncustom.com on behalf of Jane Herschlag
<jherschlag@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:59 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Jane Herschlag
47 Saddle Rock Rd Danbury, CT 06811-3512 jherschlag@comcast.net

From: Minximal@everyactioncustom.com on behalf of m Dandicat
<Minximal@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:43 PM
To: DEEP ClimateChange
Subject: We must build cleaner transportation options in Connecticut!

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state & more than double the next largest sector. Connecticut residents need better ways of getting around! Our infrastructure is aging and underfunded with our transportation fund projected to reach insolvency by mid-2020 which issue why this must be at the forefront of state efforts to move forward on both climate and infrastructure planning. Deciding to establish a 45 percent goal, for reducing economy-wide global warming emissions by 2030 is great, especially, as that much of this work will need to be done in the transportation sector but it's time for a larger upgrade with the Connecticut Long-Range Transportation Plan. We need safe access for walking & biking and public transit; plus access to affordable mobility options like ride pooling; electric buses, delivery vans & trucks Affordable housing located near transit services would also be a big help, as could be incentives to make electric vehicles affordable. This transition will require dedicated funding, & a commitment from the public, policymakers and local industry. We need more leaders like you to come together, to create a regional plan that jump-starts these efforts. Governor Malloy has joined a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system & this is excellent, tho so much more is needed & deserved by Connecticut's citizens.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
m Dandicat
496 38 Waterbury, CT 06708
Minximal@gmail.com

[REDACTED]

From: pv65@everyactioncustom.com on behalf of Pasquale Vairo <pv65@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:42 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Pasquale Vairo
48 Highview Ave Old Greenwich, CT 06870-1704 pv65@aol.com

From: ilganassi@everyactioncustom.com on behalf of Ian Ganassi
<ilganassi@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:41 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Ian Ganassi
351 Willow St New Haven, CT 06511-2487
ilganassi@gmail.com

From: elizabethgullen@everyactioncustom.com on behalf of Elizabeth Gullen
<elizabethgullen@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:41 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Elizabeth Gullen

750 Whitney Ave New Haven, CT 06511-1358 elizabethgullen@gmail.com

From: charleybo@everyactioncustom.com on behalf of Charles Dunn
<charleybo@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:39 PM
To: DEEP ClimateChange
Subject: We NEED clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Charles Dunn

60 Christmas Tree Ln Southport, CT 06890-1313 charleybo@hotmail.com

From: gdejo@everyactioncustom.com on behalf of Eugene DeJoannis
<gdejo@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:38 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

Recently, we visited Washington DC where a bike share program has been in operation for about 5 years. Now they have added two more bike share companies to the mix. What is new, is that no auto-lock bike racks are used. Instead you find the nearest bike on a smart phone app, walk to it, enter your pin and ride away. When you reach your destination just park the bike and it auto-locks itself. The next user can find it on their phone. Very useful for filling in the last mile from public transit to local destinations. A sturdy basket and automatic pulsing lights help you carry your work and keep you safe.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Eugene DeJoannis
280 Scott Dr Manchester, CT 06042-2427
gdejo@sbcglobal.net

From: sqmooney@everyactioncustom.com on behalf of Sean Mooney
<sqmooney@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:38 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Sean Mooney
140 Chestnut Cir West Suffield, CT 06093-2103 sqmooney@gmail.com

From: mjhmeyer@everyactioncustom.com on behalf of Melissa Meyer
<mjhmeyer@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:37 PM
To: DEEP ClimateChange
Subject: Building Up Clean Transportation Options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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Sincerely,
Melissa Meyer
7 Deepwood Rd Simsbury, CT 06070-1651
mjhmeyer@earthlink.net

From: jcf1145@everyactioncustom.com on behalf of Joseph Fell <jcf1145@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:34 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joseph Fell
67 Morning Dove Rd Naugatuck, CT 06770-4805 jcf1145@yahoo.com

From: johnpicardiwcc@everyactioncustom.com on behalf of John Picard
<johnpicardiwcc@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:34 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

John Picard

98 Wildcat Springs Dr Madison, CT 06443-2484 johnpicardiwcc@aol.com

From: hapcoman@everyactioncustom.com on behalf of Harry Coman
<hapcoman@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:32 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

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I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Harry Coman
41 Norman Hill Rd Woodstock, CT 06281-9403 hapcoman@hotmail.com

From: gautrau@everyactioncustom.com on behalf of Christopher Gautrau
<gautrau@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:32 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Christopher Gautrau
12 Old Lantern Rd New Milford, CT 06776-2416 gautrau@aol.com

From: cocolola11@everyactioncustom.com on behalf of Nicole Mola <cocolola11@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:31 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Nicole Mola
5 Richlee Rd Norwalk, CT 06851-6016
cocolola11@aol.com

From: dennis.desmarais@everyactioncustom.com on behalf of Dennis Desmarais
<dennis.desmarais@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:31 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Dennis Desmarais

252 Wood Pond Rd Glastonbury, CT 06033-3704 dennis.desmarais@gmail.com

From: ttgrant215@everyactioncustom.com on behalf of Thomas Grant <ttgrant215@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:30 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

In addition, we need to promote the use of electric cars by installing charging stations in all public lots and providing tax incentives for their purchase.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Thomas Grant
44 Mine Hill Rd W Bridgewater, CT 06752-1110 ttgrant215@gmail.com

From: richmackin@everyactioncustom.com on behalf of Richard MacKin
<richmackin@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:30 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Richard MacKin
43 N Bridge St Norwalk, CT 06855-1404
richmackin@gmail.com

From: horse5879@everyactioncustom.com on behalf of Phyllis Petit <horse5879@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:27 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Phyllis Petit
24 Kingswood Dr Bristol, CT 06010-5256
horse5879@gmail.com

From: npritch3@everyactioncustom.com on behalf of Norma Fitzpatrick <npritch3@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:26 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Norma Fitzpatrick
320 Welchs Point Rd Milford, CT 06460-7267 npritch3@gmail.com

From: horse5879@everyactioncustom.com on behalf of Susan Petit <horse5879@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:25 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd so like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I sincerely applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Susan Petit
7 Riverside Ave Old Saybrook, CT 06475-1442 horse5879@gmail.com

From: albenford617@everyactioncustom.com on behalf of Alan Benford <albenford617@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:23 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Alan Benford

25 Cliffside Dr Apt F Manchester, CT 06042-3465 albenford617@frontier.com

From: psgribosky@everyactioncustom.com on behalf of Philip Gribosky
<psgribosky@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:23 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families. Let's not forget to allow Tesla to sell directly to Connecticut citizens, so they no longer have to buy their electric cars in another state.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Philip Gribosky
Norwalk, CT 06851
psgribosky@aol.com

From: ttylo@everyactioncustom.com on behalf of Terri Tylo <ttylo@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:18 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Terri Tylo
5 Camp St Norwalk, CT 06851-3701
ttylo@sbcglobal.net

From: dadahlgren@everyactioncustom.com on behalf of Deborah Dahlgren
<dadahlgren@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:17 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Deborah Dahlgren

96 Silver Ln Apt C2 East Hartford, CT 06118-1007 dadahlgren@earthlink.net

From: nancinct@everyactioncustom.com on behalf of Nancy Crider
<nancinct@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:16 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Nancy Crider
481 Main St N Woodbury, CT 06798-2129
nancinct@fastmail.fm

[REDACTED]

From: karenstimson@everyactioncustom.com on behalf of Karen Stimson
<karenstimson@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:15 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Karen Stimson
393 Timberlane Dr Orange, CT 06477-2844 karenstimson@gmail.com

From: bdiamond227@everyactioncustom.com on behalf of Robert Diamond <bdiamond227@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:14 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Robert Diamond
233 Quinnipiac St Wallingford, CT 06492-3525 bdiamond227@aol.com

From: j.bacewicz@everyactioncustom.com on behalf of Joseph Bacewicz
<j.bacewicz@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:14 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Joseph Bacewicz
15 Barstow Ln Tolland, CT 06084-2527
j.bacewicz@comcast.net

From: joewass64@everyactioncustom.com on behalf of Joseph Wasserman <joewass64@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:12 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Joseph Wasserman

10 Starkel Rd Apt G West Hartford, CT 06117-2454 joewass64@yahoo.com

From: wsruggeri@everyactioncustom.com on behalf of Wendy Ruggeri
<wsruggeri@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:10 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,
Wendy Ruggeri
83 Johnson St Naugatuck, CT 06770-4239
wsruggeri@yahoo.com

From: revrobersmith@everyactioncustom.com on behalf of Adam Robersmith
<revrobersmith@everyactioncustom.com>
Sent: Monday, January 29, 2018 6:09 PM
To: DEEP ClimateChange
Subject: Building up clean transportation options in Connecticut

Dear Governor's Council on Climate Change,

Transportation pollution is the leading contributor to climate emissions in our state, more than double the next largest sector. Additionally, Connecticut residents need better ways of getting around. Our infrastructure is aging and underfunded, with our transportation fund projected to reach insolvency by mid-2020. These issues need to be at the forefront of state efforts to move forward on both climate and infrastructure planning.

I'd like to thank Governor Malloy and his administration for deciding to establish a 45 percent goal for reducing economy-wide global warming emissions by 2030, and I'd like to stress that much of this work will need to be done in the transportation sector.

It's time for an upgrade with the Connecticut Long-Range Transportation Plan. We need more walking, biking, and public transit; access to affordable mobility options like ride pooling; electric buses, delivery vans, and trucks; affordable housing located near transit services; and incentives to make electric vehicles affordable for average families.

But this transition won't happen on its own. It will require dedicated funding and a commitment from the public, policymakers, and industry. We need leaders like you to come together to create a regional plan that jumpstarts these efforts.

I applaud Governor Malloy for joining a regional collaboration to develop a market-based approach to reducing transportation emissions and investing in a modern transportation system.

I strongly urge you to consider a program that sets a strict limit on transportation emissions, charges fuel distributors for the pollution their products create, and invests the funds in clean and accessible transportation solutions.

Sincerely,

Adam Robersmith

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