

Climate Action Plan - Transportation Pathways									
Strategies	Lead Agency	Program	Prior Investments	FY2022 T-Bill Investments	Funds Remaining*	Past Outputs	Projected Outputs	Notes/Units/Assumptions	
Pathway I: Light-Duty Electrification	2. Electric Vehicle Purchase Incentives	AOT	Incentives for New PEVs	\$5,050,000	\$12,000,000	\$12,000,000	1500	3030	Based on average of \$2973/incentive, excluding admin; 45% Low-income/62% AEVs Current vehicle type breakdown: 19% AEV, 22% PHEV Flat \$3000 clean transportation voucher for scrapped vehicle Based on average of \$347/incentive; 56% Low-income # of locations decreases because NEVI minimum standards greatly exceed prior rounds of VW and state EVSE funding --> roughly 38 locations of 4 X 150kW charging ports with total NEVI funding (\$21.2 mil); 15 locations to reach "buildout" of AFC. Assumes \$600k per location and private sector match
			MileageSmart	\$2,200,000	\$3,000,000	\$3,478,964	328	486	
			Replace Your Ride	\$1,495,000	\$3,000,000	\$4,492,788	0	1273	
			Electric Bicycles	\$55,000	\$50,000	\$18,192	214	267	
	3. Public Investment in EVSE	AOT	Alt Fuel Corridor DC Fast Charging	\$2,440,360	\$6,250,000	\$6,531,000	17	10	6230 affordable housing units served with 84 Level 2s; 23% of households do not live in single-family homes
4. TCI-P	Interagency workgroup (including AOT, ACCD, ANR, PSD)	Community Charging (MUDS, workplace, downtowns, public amenities, lodging etc)	\$1,000,000	\$10,000,000	\$10,000,000	84	714		
			ANR						
5. Driver Education on Benefits of Electrification and VMT reduction	AOE, ANR (and AOT)**	MUVES agreement	\$290,000	\$2,000,000	\$2,041,082			EVSE plan support, PEV admin support, public and legislative engagement, technical assistance, grant support, school bus electrification recommendations, etc	
Subtotals			\$12,530,360	\$36,300,000	\$38,562,026				
Pathway II: (Medium- and Heavy-Duty Electrification	ANR (and AOT)** Public Transit Electrification		\$10,031,750	\$847,554	\$16,178,534	16 battery electric buses (BEBs) and related charging infrastructure	25 BEB on the road, staff has begun training, and utilities have contributed to all apps and BEB projects.	6 consecutive Low and No Emissions Bus and Bus Facilities awards and one VW settlement award. Zero-Emissions Transition Plan is completed and planning to scale up to larger grant requests. Won \$16,178,534 from FTA for 9 BEBs for this latest FFY 22 Low and No Emissions grant	
	Subtotal			\$10,031,750	\$847,554	\$16,178,534			
Pathway III: Reduction in Vehicle Miles Traveled	1. Implement sustainable transportation strategies	AOT	Research/Technical Assistance						Study on effects of smart growth on VMT; cost-effectiveness of GHG reduction strategies; Carbon Reduction Strategy (by year 2, every 4 years thereafter); TPI guidance updated to include smart growth, TDM strategies, EVSE planning, and the CAP itself; Outputs include microtransit studies, e-bike assistance, commuter programs, and WFH policies Matching funds for microtransit pilots, continuation of TDM analysis and projects to provide multi-modal mobility options Funds used to create a TDM competitive grant program. The "Mobility and Transportation Innovation" grant program includes an annual application process and this program will now allow for state funds to be used as match for microtransit pilots.
			Public Transit	\$ 44,539,278.00	\$ 44,539,278.00				
			Mobility and Transportation Innovations	\$ 500,000.00	\$ 1,500,000.00	\$ 1,523,854.00			
			Zero-fare transit	\$ 1,433,000.00	\$ 1,433,000.00				
			Bike/ped planning/projects	\$ 19,793,776.00	\$ 19,793,776.00			29 construction projects; 18 project designs	
			Transportation Alternatives	\$ 5,665,880.00	\$ 5,665,880.00			23/42 Projects involve bike/pedestrian design	
Subtotals			\$ 500,000.00	\$ 72,931,934.00	\$ 72,955,788.00				

additional funding possible through competitive IJA grants, CRP funds, etc

Totals	\$23,062,110	\$110,079,488	\$127,696,348
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**AOT not identified in CAP as lead implementer

*As of 9/10/2022

Plan/Study	Description	Lead	Date of completion	Frequency	Amount	Funding Source	Notes
EV Incentive Optimization	CSE will review program guidelines, income levels, vehicle caps, incentive amounts, and funding levels to estimate GHG reduction impacts and adjustments necessary to meet EV adoption targets (Programs to be evaluated: PEV Incentives, MileageSmart, Replace Your Ride)	AOT/Center for Sustainable Energy	Dec-22	Annually x 3	\$85,000	FY2023 General funds	Years 2 and 3 cost 20% less because of upfront design
National Electric Vehicle Infrastructure (NEVI) Plan	Required state plan to access NEVI funds and ensure equitable deployment of \$21.2 million according to program guidelines	AOT/Drive Electric Vermont	Jul-22	Annually x 5	\$40,000	FFY2022 SPR funds (2021 MUVES agreement)	Public Engagement plan to be coordinated with CRP
Carbon Reduction Strategy	Required by IJIA. Assessment of AOT capital programs and review of eligible investments under CRP to guide prioritization of projects and estimate GHG reduction potential	AOT/Cambridge Systematics	Nov-23	Every four years	\$225,000	FFY2022 Carbon Reduction Formula Funds	Phase I by January 2023; Phase II by early fall 2023
Resilience Improvement Plan	Not required by IJIA, but increases match from 80/20 up to 90/10. Plan will identify and prioritize eligible projects	AOT in-house	Q1-23	-	\$150,000	FFY2022 PROTECT Formula Funds	
Vehicle Miles Traveled Study	RSG will estimate VMT and GHG reduction potential of smart growth strategies, as well as quantify potential co-benefits (health, safety and economic)	AOT/RSG	Q1-23	-	\$150,000		
Public Transit Zero-Emission Transition Plan	Required by VT legislature. Analysis of long-term fleet electrification costs, maintenance, infrastructure, and route viability.	AOT/AECOM	Complete (Jan-22)	-	\$48,000		
Transportation Resiliency Planning Tool	Web-based tool to identify vulnerable infrastructure, estimate risks and potential mitigation measures based on underlying factors	AOT/Milone and MacBroom	Complete		\$998,867	FEMA Hazard Mitigation Grant Program	Phase 1: Developed application and applied to 3 pilot watersheds; Phase 2: Expanded to additional 6 watersheds; Phase 3: expanded to all watersheds