

Cross Sector Mitigation: Transportation Task Group Recommendations			Status	Impact (High/Moderate/Low)	Cost - Effectiveness (High/Medium/Low)	Co-Benefits (High/Medium/Low)	Technical Feasibility (yes/no)	Overall Prioritization
<b>Pathway 1: Adopt a cap and invest policy to reduce emissions, including but not limited to transportation, focused on achieving GWSA requirements and creating a sustainable revenue source to fund necessary carbon-reducing transportation programs.</b>	Strategy 1: Adopt a cap and invest policy including but not necessarily limited to transportation fuels.	ACTION: Establish the authority for ANR to set a cap and collect proceeds for revenue generation.		High	High*	High*	High*	High
<b>Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles</b>	Strategy 1: Market-Driving Technology Forcing Regulatory Programs (Vehicle Emissions Standards)	1. ACTION: Continue to monitor and maintain Vermont's adoption of the California Advanced Clean Cars II (ACC II) regulation, amending Vermont's existing Low and Zero Emission Vehicle Regulations as needed to maintain identity.		High	High	High	Yes	High
		2. ACTION: Require the Agency of Natural Resources to fully evaluate California's Advanced Clean Fleets regulation and explore and advise on Vermont adopting Advanced Clean Fleets as a complementary program to other ZEV programs.		TBD	TBD	TBD	Yes	High
		3. ACTION: If California's waiver is revoked by EPA or if a judicial outcome otherwise voids CA authority, the Vermont Department of Environmental Conservation (DEC) shall continue to collaborate with proponents of California's authority and associated stringent motor vehicle emissions standards of ACC II, Advanced Clean Trucks (ACT), Heavy Duty Omnibus (HDO), and Greenhouse Gas Phase 2 rules. DEC shall continue engagement of multi-state discussions as well as provide input on potential agreements that accomplish significant reductions in GHG emissions from motor vehicles, impactful health benefits, acceleration of the EV market, support a just and equitable transition to EVs, and moves the State toward meeting required GHG emissions reduction targets.		TBD	TBD	TBD	TBD	TBD
		4. ACTION: In the event that EPA revokes California's waiver to enforce the aforementioned rules, urge the Vermont Attorney General to join and participate in any litigation defending California's authority under the Clean Air Act.		TBD	TBD	TBD	TBD	TBD
		5. ACTION: If California's motor vehicle emissions standards are no longer enforceable in Vermont due to waiver revocation by the US EPA, the DEC shall explore Indirect Source Rules.		TBD	TBD	TBD	TBD	TBD
<b>Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles</b>	Strategy 2: Light and Heavy Duty Electric Vehicle Purchase Incentives and Programs	1. ACTION: Expand Point of Sale Purchase Incentives for new and used Electric Vehicles and E-bikes and design them to maximize GHG emissions reductions and energy cost burden reductions for low- and moderate-income Vermonters. Require VTRANS to design and create a statewide high-mileage user vehicle incentive program to maximize cost- and carbon-savings benefits via more targeted incentives.		High	High	High	Yes	High
		2. ACTION : Ensure long-term, consistent and sufficient funding for core programs in line with GWSA targets for electric vehicle adoption, including core programs such as point of sale purchase incentives, Mileage Smart, transit and micro-transit, heavy-duty vehicles etc in future state budgets and T-Bills. Amend program eligibility and parameters as informed by ongoing data tracking and analysis.		High	High	High	Yes	High
		3. ACTION: Require the Public Utility Commission to consider and advance solutions that make electric vehicle charging rates and incentives as consistent as possible across utilities to ensure equitable access and benefits.		TBD	TBD	TBD	Yes	High
		4. ACTION: Design and implement a vehicle efficiency price adjustment that's linked to the "purchase and use" tax for new vehicles within a vehicle class. The program will help incentivize the purchase of more efficient new vehicles (electric vehicles in particular) and disincentivize purchase of less efficient vehicles.		High	High	High	Yes	High
<b>Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles</b>	Strategy 3: Electrify medium and heavy-duty vehicle auxiliary systems	1. Action: Fund programs that incentivize electric auxiliary systems, such as (but not limited to) hybrid-electric bucket trucks and electric transport refrigeration units and programs that incentivize installation of electrified parking spaces in truck loading/unloading zones.		High	Medium	High	Yes	High
		1. ACTION: Continue coordinated efforts within Vermont and across the region to support sufficient investment for the equitable deployment of DCFC and Level 2 EVSE .		TBD	High	High	Yes	High

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Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles	Strategy 4: Public Investment in and Maintenance of Electric Vehicle Supply Equipment (EVSE)	2. ACTION: Direct the PUC to consider and develop beneficial EV charging rates to incentivize EV adoption through lower fuel costs. Additional investigation and coordination with utilities is needed to inform the rate design and to ensure that the rate promotes and enables managed charging and the benefits a flexible EV load can bring to the grid.		TBD	TBD	TBD	Yes	High
		3. ACTION: Explore and advance Right to Charge policies for multi-family, condominium and rental units.		TBD	TBD	TBD	TBD	High
		4. ACTION: Continue to support distribution utility innovation to foster increasing customer participation in managed charging programs to maximize cost and carbon benefits. This should be informed by the Vermont System Planning Committee's Flexible Load Management Working Group and VELCO's Long-Range Transmission Plan to ensure grid stability and resilience.		TBD	TBD	TBD	TBD	TBD
		5. ACTION: Maintain and/or establish requirements on EVSE installers to ensure timely and continued maintenance of EV charging equipment and up-time standards.		TBD	TBD	TBD	Yes	TBD
		6. ACTION: Work to ensure consistent and equitable treatment of EVSE infrastructure buildout (for public, private, residential, commercial, rural). To identify the most effective/cost-effective solutions, task the state's Interagency Working Group and Drive Electric Vermont to explore and recommend strategies and solutions for EVSE deployment to serve renters, multi-family units and rural communities in particular.		TBD	TBD	TBD	TBD	TBD
		Engage and support key stakeholders such as the Clean Cities Coalition, Efficiency Vermont, Drive Electric Vermont, Vermont Energy Education Program, fleet owners and others to raise public awareness about electric vehicles, electric bikes and new or needed programs to elevate awareness and interest in cleaner vehicles.		TBD	TBD	TBD	Yes	TBD
Pathway 3: Lower the carbon intensity of fuels	Strategy 1: Consider establishing a Clean Fuels Standard	ANR should use the results of the Vermont Greenhouse Gas Policy Analysis (Climate Policy Study) to further consider the effects of developing a program to lower the carbon intensity of fuels for transportation as a standalone policy.		TBD	TBD	TBD	Yes	TBD
Pathway 4: Reduction in Vehicle Miles Traveled (VMT)	Strategy 1: Promote smart growth concentrated, mixed use development patterns.	1. ACTION: Expand Downtown and Village Center tax credits and sales tax reallocations to make development and redevelopment in existing compact locations more financially feasible and in line with the.		TBD	TBD	TBD	TBD	TBD
		2. ACTION: Provide additional incentives and/or state and federal funding prioritization for "smart growth" zoning to allow more compact, mixed-use development and reduce barriers for affordable housing. For example, Massachusetts' Chapter 40R program provides fiscal incentives for municipalities that rezone areas meeting specific density and location criteria. AND/OR		TBD	TBD	Medium	TBD	TBD
		3. ACTION: Require towns that benefit from or receive public transit service to update zoning bylaws to promote housing options.		TBD	TBD	High	TBD	TBD
		4. ACTION: Increase technical support for municipalities to update zoning and subdivision regulations.		TBD	TBD	TBD	TBD	TBD
		5. ACTION: VTrans, other agencies and the RPCs should undertake research and evaluate the VMT implications of state policies and mandates such as regional dispersion of job centers and consolidation of education and health care.		TBD	TBD	High	TBD	TBD
Pathway 4: Reduction in Vehicle Miles Traveled (VMT)	Strategy 2: Develop state, regional and local capacity to undertake transportation planning and investment in alternative modes.	1. ACTION: Support of RPCs and municipalities to develop local and regional multi-modal transportation planning and investment priorities.		Low	Low	High	Yes	Low
		2. ACTION : Develop a VTrans Sustainable Transportation Implementation Strategy that addresses relevant actions, available funding, and investments to meet the CAP VMT reduction targets. This includes use of VMT performance measures and the CRS tool to guide spending at the state regional and local levels aimed at meeting the CAP goals.		Low	Low	High	Yes	Low
		3. ACTION: Identify sustainable funding sources in order to prioritize investments across transportation modes to address transportation access for all, quality of life, health, economic development and other factors.		TBD	TBD	High	TBD	TBD
		4. ACTION: Plan for and invest in the interconnection of modes to promote a seamless, efficient transportation system.		TBD	TBD	TBD	TBD	TBD
Pathway 4: Reduction in Vehicle Miles Traveled (VMT)	Strategy 3: Increase the availability and knowledge of transportation options that increase transit and passenger rail use to decrease single occupancy vehicle trips	1. ACTION: Support communities in implementing context appropriate micro-transit and other appropriate mode options according to the VTrans Mobility Services Guide.		TBD	TBD	High	TBD	TBD
		2. ACTION: Continue to support Go-Vermont and other travel options programs by growing active user by 10% each year.						
		3. ACTION: Continue the state's commitment to Amtrak and inter-city bus service.		Low	Low	Low	Yes	Low
		1. ACTION: Collect pedestrian and bike use and other data to better inform state and federal investment.		TBD	TBD	TBD	TBD	TBD

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<b>Pathway 4: Reduction in Vehicle Miles Traveled (VMT)</b>	Strategy 4: Increase walking and biking to most effectively reduce emissions and replace vehicle trips.	2. ACTION: Annually track and report compliance with Vermont's Complete Streets Policy.		Low	Low	High	Yes	Low
		3. ACTION: Assess and revise as needed... Vermont State Highway design standards and policies...to encourage active transportation safety in a locational context.		TBD	TBD	TBD	TBD	TBD
		4. ACTION: Prioritize funding in designated development areas.		TBD	TBD	High	TBD	TBD
<b>Pathway 4: Reduction in Vehicle Miles Traveled (VMT)</b>	Strategy 5: Increase access to broadband to support telework, telemedicine and other functions that avoid vehicle trips.	1. ACTION: Complete the Vermont rural broadband expansion by 2030 to serve all Vermonters.		TBD	TBD	High	TBD	TBD
		2. ACTION: VTrans and the RPCs should undertake research and evaluate the VMT impacts/emissions reductions of remote work/school/tele health.		Low	Low	High	Yes	Low