

MEMORANDUM

TO: Vermont Climate Council

FROM: Transportation Task Group

DATE: INSERT

RE: Proposed Process and Public Engagement Plan on Transportation in the CAP

The upending of the Transportation & Climate Initiative-Program days before the initial Climate Action Plan was adopted in December 2021 left a significant gap in the adopted plan. Without TCI-P, the CAP lacks a primary policy mechanism to ensure significant emissions reductions from the transportation sector, in line with GWSA requirements. Advancing rulemaking in this space for Advanced Clean Cars II and Advanced Clean Trucks, arguably the only sizeable recommendations in this space, is only modeled to realize 10-15% of the emissions reductions necessary in this sector. In the CAP, the Council set a self-imposed June 2022 deadline for a recommendation/set of recommendations to fill that gap.*

In late January 2022, a small subset of Climate Council members and ANR, including DEC staff, as well as VTRANS staff met to discuss a process to identify a policy recommendation to the Council that would significantly reduce emissions in the transportation sector. Below, this informal Transportation Task Group outlines a suggested process for exploring a commensurate policy or suite of policies or programs and a public engagement process to get early and ongoing input to inform this effort and an ultimate recommendation/set of recommendations.

For further context, please find the **attached, updated memo** on this topic, originally delivered to the Cross Sector Mitigation Subcommittee on January 20, 2022. Input on this memo, the options it identifies, as well as a suggested process moving forward – outlined below – is also welcome and appreciated.

Transportation in the CAP – Plan B:

There are fundamentally two concrete elements of work in the months ahead to inform and help the VCC identify the actions needed to achieve significant, required GHG reductions in the transportation sector. Those are:

- In-depth analyses of the primary policy and regulatory options.
- A robust – early, often, and multi-pronged – public engagement strategy.

The “Transportation Policy Next Steps” memo outlines the short list of strategies we propose for further analysis, as well as to be explored in ensuing public engagement sessions and processes to gather input. It remains unclear, however, what level of funding exists for contracting support to undertake needed technical analyses of the options, and the Task Group is exploring options for drawing from existing state and partner capacity and the experience and tools of other states and practitioners. A comprehensive analysis will likely require a targeted investment to procure or support the dedicated expertise to do this work as fully as possible. **If sufficient revenues for needed analysis are not identified, the Council could consider making a recommendation for appropriations or other support required to do so.**

Commented [MJ1]: Placeholder for further conversation about existing or potential additional capacity needed for TA and analysis.

To inform this work and next steps, we propose the following suggested public engagement process and timeline*:

2022 Timeline	Audience	Goal/Purpose
Mid February	Regional Planning Commissions	Explore potential RPC partnership in (initial) outreach and this work more broadly.
Early to Mid March	Vermont Climate Council members (strongly invited to attend), public	Webinar: Level set the conversation/work envisioned ahead and give people a sense of the options, with the opportunity for the public to engage in and help shape the ensuing conversation. Potential core components of the webinar: Outline the current gap in the CAP, overview the short list and key characteristics of policy/regulatory options on the table, highlight the principles we hope any policy will meet and gather input (small group sessions?) on people's priorities, concerns, considerations etc.
Mid-march to mid-April	Public: Engage with stakeholder and community groups aimed at securing strong, diverse participation	Host a series of public input webinars to go deep into the different policy/regulatory options on the table. Create opportunities for public input.
Late-April and May	Transportation Task Group, CSM subcommittee, ultimately VCC	Informed by public input, refine the focus on the primary transportation policy and regulatory approaches.
Ongoing, concurrently and throughout	Transportation Task Group, CSM subcommittee, ultimately VCC	Ideally lean on the broader CAP outreach and engagement process. Engage community-based organizations (public health, community action agencies, XX and XX) in this conversation.

* The adopted CAP set a June 2022 deadline for the Council to identify a proposed set of actions for the transportation sector. It is possible that the Council could push that deadline out further, into the fall (e.g. October), to allow for more time for important analysis and public engagement, with the recognition that most of the options are likely to require legislative action and the Legislature will not reconvene for a full session until January 2023. We would recommend such an option.