**Transportation CAP Actions**

**DRAFT1**

**Near Term Actions: The 2022 legislative session and/or rule making:**

1. Maximize existing revenues, American Rescue Plan Act (ARPA), and potential federal infrastructure dollars to accelerate the transportation transformation (prioritize EV charging and other critical investments to reduce transportation emissions); prioritize low income, rural, underserved and overburdened Vermonters.
2. Target federal infrastructure investment to downtowns and village centers (wastewater, water, multi-modal transportation infrastructure, etc).
3. Join the TCI Program (TCI-P). Also, enact a complementary policy that goes further to ensure equity outcomes (consider firewall fund, expanded equity board, minimum/significant investment in LI, rural, overburdened and underserved communities).
4. Expand EV charging programs; determine the dollar amounts and makeup of purchase incentive and charging programs needed to achieve EV deployment and equity goals with multi-family needs, workplace charging and the incoming federal $ in mind.
5. Adopt California’s more stringent motor vehicle emission standards (in lieu of defaulting to the federal motor vehicle emissions standards), including future amendments for the Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) regulations for light-duty (and medium-duty, as applicable) vehicles to reduce criteria pollutants (smog-forming pollution), reduce GHG emissions, and require automakers produce and deliver ZEVs for sale in Vermont to aggressively increase the ZEV market share.
6. Adopt California emissions standards including the Advanced Clean Trucks and Low-NOx Omnibus regulations and future amendments to promote and accelerate large-scale production of zero-emission trucks, require manufacturers to deliver zero-emission trucks for sale in Vermont, and ensure internal combustion-powered vehicles are as clean as possible.
7. Prioritize funding to expand Mileage Smart, Replace Your Ride and other programs to get over burdened families into more efficient vehicles and alternative transportation options; explore and enable other, new and potentially needed programs to fill potential gaps in services.
8. Design and implement a vehicle efficiency price adjustment (aka “true cost pricing” or “feebate” program) linked to new vehicle purchase and use tax within vehicle classes. Consider income sensitivity and relief for vehicles purchased for business purposes.
9. Require a multi-year (10 year?) plan to increase availability and use of transit/micro transit. (Set an ambitious but achievable goal, e.g. a goal of 10X the current per person investment to achieve a system that's comparable to an area of similar size and scale to VT in Western Europe - per VTrans research.)
10. Require VTrans in coordination with the Climate Council and legislative committees of jurisdiction to develop a state *sustainable transportation implementation plan* to include:
	* Identifying the VMT benefits of smart growth at a VT scale.
	* Setting VMT targets linked to the state climate goals and requirements.
	* Planning and investment strategies across modes necessary to achieve emissions goals in the near and long term.
	* Determining the funds and other resources necessary for all VT communities to be empowered to create AND implement sustainable transportation plans (through the state Transportation Planning Initiative program?) including - local public charging priorities, bike ped infrastructure, transit networks and innovative ride share programs with the program commencing in 202X.
11. Invest in governmental and community partner capacity (RPCs, CAAs etc). Create a climate director position in the executive branch that leads an interagency entity charged with collecting and analyzing data, planning and overseeing program implementation to assist the Climate Council planning and achievement of the mandated goals over time.
12. Assess the role, costs, benefits of a potential Low Carbon Fuel Standard (LCFS); its feasibility and a potential program for Vermont.

 **In ensuing years/by the next CAP:**

1. More clearly ID strategic, priority land use and smart growth policy, planning, regulatory reforms and investments needed to reduce GHG/VMT and realize other co-benefits.
2. Other -- TBD, informed by ensuing modeling, economic and GHG modeling analyses.