

## Transportation Task Group Meeting – 6.27.22

**Present:** Andrea Wright, Gina Campoli, Philip Picotte, Chris Company, Megan O’Toole, Karen Blakelock, Sebbi Wu, Robb Kidd, Emma Cotton, Orion Breen, Greta Hasler

### Agenda:

- Circle up on public engagement, rule filing of ACCII and ACT
- Update on release of scope of work for carbon reduction strategy & timeline

Update on public engagement, rule filing with ICAR →

- [Link to rule filing with ICAR](#) – very lengthy
- Hearing is 7/11, will be presenting rules at that hearing and then filing proposed rule by 7/15
- Public engagement was discussed in Just Transitions subcommittee a few weeks ago
  - Southern VT, Burlington North End, Newport, Bellows Falls/Brattleboro, Bennington
    - Still need to nail down dates/times for each, want to also provide virtual option
    - Proposed dates for hearings: September 7, 8, 14, 15, and 21
  - VTTrans is planning separate public engagement this summer/fall in Rutland around transportation/equity framework, 4-5 communities more broadly
- [Draft of ANR rulemaking engagement & timeline](#)
  - ANR taking the lead on agenda/framing questions, then structured conversation with this task group & Just Transitions Subcommittee for input
- TBD on public engagement strategies, leadership on communication with RPCs
  - Chris is going to communicate with RPC leaders on what this is, but would be helpful to have streamlined messaging
  - Helpful if RPCs could do administrative assistance, i.e. securing a venue, outreach, etc.
- Remain open to expansion of purpose of meetings to be broader public engagement on transportation beyond just legal obligation needed to be met
  - Engagement around framing of this as a larger issue, asking people what they’d need to meet the transportation emissions requirements
  - Frame up an agenda and review, dial in again in 2-3 weeks
- Regulation is wonky, need to develop material to effectively communicate the work, prompt responses and feedback
  - Chris suggests looking to other states, i.e. CA, who have done this work for best practices
- Reactions/comments on the dates/locations of public engagement:
  - North End/Winooski should be on a weekend
  - Gina is concerned that rural, low-income residents aren’t going to have a voice. Newport is urban, Barton may be a better choice. May be worth consulting NVDA, which Megan will do.
- Next step: timeline for bringing forward agenda, robust conversation about the meetings will look like at forthcoming task group meeting
  - Just Transitions subcommittee will also be reviewing and providing input on agenda

Update on release of scope of work for carbon reduction strategy & timeline →

- IJA provided VT \$32M over the next 5 years, some will go to projects to reduce emissions
- AOT Scope of work out to retainer consultants in 2 phases – proposals due 7/15 and selected by 7/22
  - Phase 1: Develop and apply a methodology to quantify the effects on GHG emissions for the investments in the Agency’s Annual Capital Program

- Phase 2: Develop a Carbon Reduction Strategy that supports the reduction of transportation sector emissions of the State, i.e. looking at the most cost-effective programs and policies to close the gap.
- There will be a Technical Committee and Advisory Committee to guide this work

Public Comment:

- Robb Kidd – how do we ensure that public engagement is meaningful given little or no leeway on the rulemaking itself?
  - Megan: there is some discretion re: auto manufacturers gaining compliance credits, want the public engagement to be as meaningful as possible
- Orion Breen – stopgap to ensure that Vermont is able to attain stock/match rebates and be in a battle for a limited supply for a big state like CA? Release valves to offer VTers relief, delay implementation if market factors make it impossible to fulfill?
  - Megan: much more detail in link to rulemaking record, regulation includes flexibility build into the rule. Compliance flexibility for auto manufacturers based on incentives available, etc.
  - VT has had overcompliance for current zero-emission rule. Pool of compliance will now include CA, which isn't the case in current program implementation (just with eastern states)
  - Need to focus on complementary policies to support this rule and ensure success, meet demand and provide enough/more vehicles to the state of VT