

Cross Sector Mitigation: Transportation Task Group Recommendations		Status	Impact (High/Medium/Low)	Cost Effectiveness (High/Medium/Low)	Co-Benefits (High/Medium/Low)	Technical Feasibility (Yes/No)	Overall Prioritization	
Pathway 1: Adopt a cap and invest policy to reduce emissions, including but not limited to transportation, focused on achieving GHGA requirements and creating a sustainable revenue source to fund necessary urban-reducing transportation programs.	Strategy 1: Adopt a cap and invest policy including but not necessarily limited to transportation funds.	No Action Taken						
	1. ACTION: Establish the authority for ARF to set a cap and collect proceeds for revenue generation.	High	High	High	High	High		
Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles	Strategy 1: Market-Driven Technology Funding Regulators Programs (Vehicle Emissions Standards)	1. ACTION: Continue to monitor and maintain Vermont's adoption of the California Advanced Clean Cars 3 (ACC3) and Advanced Clean Trucks and Heavy Duty Onroad regulations, including Vermont's existing Low and Zero Emission Vehicle Regulations as needed to maintain parity.	Advancing	High	High	High	High	
		2. ACTION: Review the Agency of Professional Regulation to fully enforce California's Advanced Clean Fleets regulation and explore and advise on Vermont adopting Advanced Clean Fleets as a complementary program to other 20V components.	No Action Taken	High	High	High	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) will continue to collaborate with proponents of California's authority and associated stringent motor vehicle emissions standards as ACC 3, Advanced Clean Trucks (ACT), Heavy Duty Onroad (HDO), and Greenhouse Gas Phase 2 rules. DEC shall continue engagement of multi-state discussions as well as provide input on potential agreements that encompass significant reductions in GHG emissions from motor vehicles, improve health benefits, acceleration of the EV market, support a just and equitable transition to EV, and meet the state's long-term required GHG emissions reduction targets.	No Action Taken					
		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 intended to challenge the Clean Air Act.	No Action Taken	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 enforce its own standards.	No Action Taken	TBD	TBD	TBD	TBD	TBD
		1. ACTION: Expand Point of Sale Purchase Incentives for new and used electric vehicles (EV) and design them to increase GHG emissions reductions and energy cost for light-duty vehicles for low- and moderate-income households. Require VTRANS design and award a statewide high-mileage lease vehicle incentive program to maximize cost- and carbon-savings benefits via state-subsidized transactions.	No Action Taken - Check with Andrea	High	High	High	Yes	High
		2. ACTION: Ensure long-term, consistent and sufficient funding for core programs in line with GHGA targets for electric vehicle adoption, including one program as part of state purchase incentives. Manage Smart Transit and micro-transit, heavy-duty vehicles etc. in future state budgets and bills. Amend program eligibility and parameters as informed by program data and stakeholder feedback.	No Action Taken - Check with Andrea	High	High	High	Yes	High
		3. ACTION: Review 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 use.	Advancing	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 subsidize the purchase of more efficient new vehicles (electric vehicles in particular) and disincentivize purchase of less efficient vehicles.	No Action Taken	High	High	High	Yes	High
		1. ACTION: Pursue programs that incentivize electric auxiliary systems, such as (but not limited to) hybrid-electric, fuel-cell and electric transport refrigeration units and programs that incentivize installation of electric heat pumps in high buildings and other applications.	Being Implemented	High	High	High	Yes	High
Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles	Strategy 2: Light and Heavy Duty Electric Vehicle Purchase Incentives and Programs	1. ACTION: Continue coordinated efforts within Vermont and across the region to support investment for the equitable deployment of DCFC and fast-charging.	Being Implemented - Check with Andrea	TBD	High	High	Yes	High
		2. ACTION: Direct the PUC to consider and develop benefits of charging rates to increase EV adoption through lower fuel costs. Additional investigation and coordination with utilities is needed to inform the rate design and ensure that the rate promoting and enabling managed charging and other benefits.	Advancing - Check with Philip Proutie	TBD	TBD	TBD	Yes	High
		3. ACTION: Explore and advance efforts to ChargeHubs for multi-family, commercial and residential use.	No Action Taken	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 VERC's Long Range Transmission Plan to ensure grid stability and resiliency.	Advancing	TBD	TBD	TBD	TBD	TBD
		5. ACTION: Monitor and/or establish requirements on EVSE installers to ensure timely and consistent maintenance of EV charging equipment and up-to-date software.	No Action Taken	TBD	TBD	TBD	Yes	TBD
		6. ACTION: Work to ensure consistent and equitable treatment of EVSE infrastructure built-out for public, private, residential, commercial, rural. To identify the most effective, low-cost, effective solutions, task the state's Interagency Working Group and Drive Electric Vermont to explore and implement strategies and solutions for EVSE deployment to serve renters, multi-family units and rural communities in particular.	Advancing - Check with Brynwyn	TBD	TBD	TBD	TBD	TBD
		7. ACTION: 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 existing programs to electric awareness and training in specific settings.	No Action Taken	TBD	TBD	TBD	Yes	TBD
		8. ACTION: Support development and Village Center to create and evaluate the roadblocks to make development and redevelopment in existing compact neighborhoods more affordable and sustainable.	No Action Taken - Check with Brynwyn	TBD	TBD	TBD	TBD	TBD
		9. ACTION: Provide additional incentives and/or state and federal funding authorization for "smart growth" zoning to allow more compact, mixed-use development and reduce barriers for affordable housing. For example, Massachusetts' Chapter 40B program provides fiscal incentives for municipalities that receive the state's approval for specific density and location.	Check with Brynwyn	Low	Medium	High	TBD	TBD
		10. ACTION: Review zoning that benefits from or receives public transit services to explore zoning options to promote transit-oriented development.	No Action Taken	Low	Medium	High	TBD	TBD
Pathway 2: Reduce greenhouse gas (GHG) emissions from vehicles	Strategy 3: Public Investment in and Modernization of Electric Vehicle Supply Equipment (EVSE)	1. ACTION: Increase technical support for municipalities to update zoning and subdivision regulations.	Being Implemented - Check with Scottwyn	Low	Medium	High	TBD	TBD
		2. 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.	No Action Taken	TBD	TBD	High	TBD	TBD
		1. ACTION: Support of RPCs and municipalities to develop local and regional multi-modal transportation planning and investment priorities.	Being Implemented - Andrea	Low	Low	High	Yes	Low
		2. ACTION: Develop a VTRANS Sustainable Transportation Implementation Strategy that addresses relevant activities, available funding, and investments to meet the CAP VMT reduction targets. This includes use of VMT performance measures and a CRF for guidance operating at the state, regional and local levels aimed at meeting the CAP goals.	No Action Taken	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.	No Action Taken - Check with Andrea	TBD	TBD	High	TBD	TBD
		4. ACTION: Plan for and invest in the interconnection of modes to promote a sustainable, efficient transportation system.	Being Implemented - Check with Andrea	TBD	TBD	TBD	TBD	TBD
		1. ACTION: Support communities in implementing control appropriate micro-transit and other appropriate mode options according to the VTRANS Mobility Service Guide.	Being Implemented	Low	Low	High	TBD	TBD
		2. ACTION: Continue to support Co-Vermont and other travel options programs to increase active mode use by 30% and more.	Being Implemented	Low	Low	High		
		3. ACTION: Continue the state's commitment to Amtrak and inter-city bus services.	Being Implemented	Low	Low	High	Yes	Low
		1. ACTION: Collect pedestrian and bike use and other data to better inform state and federal investment.	Being Implemented	Low	Low	High	TBD	TBD
Pathway 4: Reduction in Vehicle Miles Traveled (VMT)	Strategy 4: Increase walking and biking to more effectively reduce emissions and replace vehicle trips.	2. ACTION: Assess and revise as needed... Vermont State Highway design standards and policies... to encourage active transportation safety in a transportation plan.	Being Implemented	Low	Low	High	Yes	Low
		4. ACTION: Prioritize funding in disadvantaged development areas.	Being Implemented	Low	Low	High	TBD	TBD
		1. ACTION: Complete the Vermont rural broadband expansion by 2020 to serve all Vermonters.	Being Implemented	Low	Low	High	TBD	TBD
		2. ACTION: VTRANS and the RPCs should undertake research and evaluate the VMT impacts, emissions reductions of remote work/telehealth, health.	No Action Taken	Low	Low	High	Yes	Low

V. Cumulative Priority Ranking
 The overall priority ranking will be come together as follows for HIGH and MEDIUM priorities (all other combinations will be LOW priorities). HIGH priorities will move forward with an equity screening and consensus at the subcommittee will need to be reached to advance a MEDIUM or LOW priority action.

IMPACT	COST-EFFECTIVENESS	CO-BENEFITS	TECHNICAL FEASIBILITY	OVERALL PRIORITIZATION
HIGH	HIGH	HIGH	Yes	HIGH
HIGH	HIGH	MEDIUM	Yes	HIGH
HIGH	HIGH	LOW	Yes	MEDIUM
HIGH	MEDIUM	HIGH	Yes	HIGH
HIGH	MEDIUM	MEDIUM	Yes	HIGH
HIGH	LOW	HIGH	Yes	MEDIUM
MEDIUM	HIGH	HIGH	Yes	HIGH
MEDIUM	HIGH	MEDIUM	Yes	MEDIUM
MEDIUM	MEDIUM	HIGH	Yes	MEDIUM