

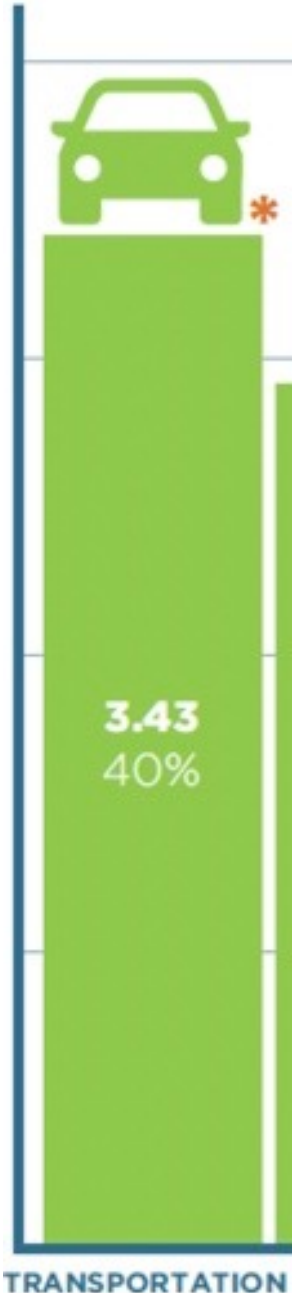
Effectiveness of Transportation Investments in Reducing Greenhouse Gas Emissions

Presentation to the Senate Transportation Committee
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KEY CONSIDERATIONS:

- Annual investments must match the scale and pace required to reduce emissions in the transportation sector. *We are not on track...*
 - 27,000 EVs by 2025 and 126,000 EVs by 2030
 - Maximizing and leveraging ARPA, IJA essential
- Multi-pronged and multi-modal approach is key
 - Short-term: In rural Vermont, electrification is a key priority
- Equity and strategic market development and deployment are essential considerations and priorities
- Vermont lacks – and needs – a policy or regulatory mechanism that assures pollution reduction progress in the transportation sector
 - Climate Council work to identify that is underway



FILLING the TRANSPORTATION GAP in the CLIMATE ACTION PLAN:

- The Transportation and Climate Initiative Program (TCI-P) was the cornerstone pollution-reducing and consistent revenue component of the transportation section of the Climate Action Plan – until it fell apart days before the plan was finalized.
- Unlike the electricity sector (Renewable Energy Standard) and, hopefully soon, the thermal sector (Clean Heat Standard), Vermont’s transportation sector — our most polluting — lacks a primary policy or regulatory framework to ensure emissions reduction requirements are met and met equitably.
- For the Climate Action Plan to add up and for the Global Warming Solutions Act (GWSA) requirements to be met, a regulatory or policy framework is needed.
- The Climate Council is currently assessing alternate options to recommend, including a Clean Transportation Standard and/or the Western Climate Initiative.
- Our forthcoming transportation recommendation(s) will almost certainly have to be taken up, considered, and acted on by the Legislature next session.