

Sector/Subcommittee	Pathway
Transportation	Electrification (Light-duty fleet)
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Transportation	Electrification (Light-duty fleet)
Transportation	Electrification (Heavy-duty fleet)
Transportation	Electrification (Heavy-duty fleet)

Transportation	Reduce Vehicle Miles Travelled (VMT)
Transportation	Reduce VMT
Transportation	Reduce VMT

Transportation	Reduce VMT
Transportation	Reduce VMT
Transportation	Increase vehicle efficiency
Electricity	Further decrease GHG emissions from electric sector purchases
Electricity	Enable All Vermonters to Choose Electrification

Electricity	Load Management and Grid Optimization
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Buildings/Thermal Energy	Reduce building-related carbon emissions by improving their energy efficiency.
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Buildings/Thermal Energy	Reduce building-related carbon emissions by reducing the carbon content of their fuel use.
Industrial Processes (ODS Substitutes)	Reduce the leakage of HFCs from Refrigeration Systems in Vermont
Ag and Ecosystems	Sequestration: Maintain and expand Vermont's natural and working lands' role in the mitigation of climate change through human interventions to reduce the sources and enhance the sinks of greenhouse gases.



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Ag and Ecosystems	Adaptation: Sustain, restore, and enhance the health and function of Vermont's natural and working lands to help both natural and human communities adapt to climate change
Rural Resilience and Adaptation	Support the reduction of municipal, school district, residential, university, and hospital fossil fuel use in rural areas through equitable best practices that address the unique challenges of rural communities.

**Strategies**

1b EV Purchase Incentives

1b Feebate

1c Public Investment in Electric Vehicle Supply  
Equipment

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Equipment

1a Technology forcing regulatory programs

1e Educate student drivers on benefits of electrification  
and other transportation options to reduce VMT

1d Participate in carbon market for transportation fuels

2a Technology forcing regulatory programs

2b Electrify MHD vehicle auxiliary systems

3a Increase state, regional and local capacity to  
implement sustainable transportation strategies

3a Increase walking and biking

3a Increase the availability and use of public  
transportation

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3a Increase the availability and use of public transportation

Public Investment in high-efficiency vehicle replacement programs

7a Develop 100% carbon free electric portfolio standard for implementation post 2030

8a Provide financial and technical assistance for Vermonters to upgrade electric service and to purchase and install equipment.

9a Prioritize continued efficiency, along with load control and generation/load matching.

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5a 1 - Develop and implement a multi-year statewide “Weatherization at Scale” initiative

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5c 3 - Improve the energy performance of all new buildings in Vermont



6a 1 - Implement a Clean Heat Standard

11a Adopting a Refrigerant Management Program  
(RMP) and Related Actions

10a Leverage, expand, and adapt existing State of Vermont programs that support the agricultural sector's mitigation of climate change through:

The prevention of emissions to the atmosphere by conserving existing carbon pools in soils or vegetation, or by reducing emissions of methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O);

Sequestration—by increasing the size of existing carbon pools, and thereby extracting carbon dioxide (CO<sub>2</sub>) from the atmosphere; and

Substitution—substituting biological products for fossil fuels or energy-intensive products, thereby reducing CO<sub>2</sub> emissions.

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23b Create a system for tracking and accounting metrics and indicators for natural and working lands

16b Equitably expand access to programs that provide options to rural homeowners, landlords, municipalities, school districts, universities, and hospitals for weatherization, electrification, and utility upgrades.

Actions	Lead Implementer (Post Legislative Action)
<p>Fund incentives for and further administration of the Incentive Program for New Plug-in Electric Vehicles (PEVs), MileageSmart, Replace Your Ride Incentive Program and Electric Bike Incentive Program. New PEV is currently being administered by DEV and utilities, and VTrans is planning to procure an administrator for three of the aforementioned programs, except Mileage Smart which is being administered by Capstone Community Action. Amend program parameters (incentive amounts, income threshold requirements, etc.) based on analysis of current program, consumer data and the anticipated scale of need correlated to this and corresponding recommendations. Specifically, expand EV incentives; fund used EV vehicle incentives, determine the dollar amounts and makeup of purchase incentive needed to achieve EV deployment and equity goals, such as, if incentives are tiered, create income tiers instead of vehicle price tiers. Include eligibility for business and municipal fleet EV purchases. Maximize existing revenue streams, maximize American Rescue Plan Act and other potential federal funding streams to expand these programs and determine long term funding source(s) as needed.</p>	<p>Agency of Transportation</p>
<p>Design and implement a vehicle efficiency price adjustment linked to new vehicle purchase and use tax within vehicle classes to incentivize purchase of more efficient vehicles (electric vehicles in particular) and disincentivize purchase of less efficient vehicles. Factor income and business use into the rate for potential fee relief. Determine how to best integrate this program with the purchase</p>	<p>Agency of Transportation</p>

<p>Fund further build-out of DCFC (Level 3) and Level 2 EVSE based on the EVSE Deployment Plan developed by Drive Electric Vermont pursuant to VTrans' Multipronged Vehicle Electrification Strategy and continue to coordinate regional efforts. Incorporate prioritization of multi-family and workplace charging availability, such as equity principles and environmental justice mapping tools into implementation of program and funding decisions.</p>	<p>Agency of Transportation</p>
<p>Direct the PUC to work with electric utilities in developing beneficial EV charging electricity rates and alternative demand charge rate designs for low utilization, high power charging locations.</p>	<p>Public Utility Commission</p>

<p>Adopt California Air Resources Board Advanced Clean Cars II Regulations beginning no later than Model Year 2026, which includes, as proposed, a 100% ZEV sales requirement by 2035, more stringent criteria pollutant emissions standards, robust vehicle durability standard, warranty provisions, battery state of health standardization, battery labeling, and availability of repair information to independent repair shops.</p> <p><i>*Status updated June 2025 due to Executive Order 04-25</i></p>	<p>Agency of Natural Resources</p>
<p>Fund implementation and further enhancement of a unit within Vermont's driver education curriculum to educate student drivers about electric and high efficiency transportation options, as well as how to reduce VMT via use of other transportation options.</p>	<p>Agency of Natural Resources</p>

<p>Join the Transportation and Climate Initiative Program, when regional market viability exists; adopt rules to participate in the TCI program starting in 2023. Enact a complementary policy that goes further to ensure equity outcomes (consider a firewalled fund, establish an expanded equity board, direct a minimum/significant investment in LI, rural, overburdened and underserved communities, e.g. 70%) and have funds go to transportation related or efficient transportation enabling investments.</p>	<p>Agency of Natural Resources</p>
<p>Adopt California Air Resources Board Advanced Clean Trucks Rule (an increasing percent ZEV sales requirement for manufacturers), Low Nox Omnibus Rule (includes a more stringent NOx emission standard and lengthened useful life and warranty), and Phase II GHG Rule for Truck Trailers beginning no later than Model Year 2025. Fund incentives for medium and heavy duty electric fleet purchases.</p>	<p>Agency of Natural Resources</p>
<p>Fund programs that incentivize electric auxiliary systems, such as (but not limited to) hybrid-electric bucket trucks and electric transport refrigeration units.</p>	<p>Agency of Natural Resources</p>

<p>Require VTrans, in coordination with the Climate Council and legislative committees of jurisdiction, to develop a state sustainable transportation implementation plan to include: 1) Identification of VMT benefits of Smart Growth, 2) VMT reduction targets, 3) Determination of the appropriate level of investment across transportation modes to achieve short and long-term goals and funding necessary to achieve those goals, 4) Support of RPCs and municipalities to develop local and regional transportation planning. Plan should incorporate recommendations from UVM Transportation Research Center's and Transportation for America/State Smart Transportation Initiative's analyses, respectively.</p>	<p>Agency of Transportation</p>
<p>As a core component of developing a state sustainable transportation implementation plan, require VTrans to develop a multi-year plan to increase availability and use of transit and micro-transit to achieve a more robust, integrated public transportation system.</p>	<p>Agency of Transportation</p>
<p>Extend fare-free transit to all public transit users.</p>	<p>Agency of Transportation</p>

Fund and expand the state's Complete Streets, trails, and other bike/ped funding programs.	Agency of Transportation
Continue and expand the state's commitment to Amtrak and inter-city bus service, including micro-transit	Agency of Transportation
Further fund and implement the Replace Your Ride purchase incentives, which can be accessed in combination with programs like Mileage Smart.	Agency of Transportation
<p>Review design parameters of 100% carbon-free electric portfolio standard that equitably promotes electrification - Here are the questions reviewed by the CC previously that we would expect to include:</p> <p>Mechanisms to support equitable access to renewable energy</p> <p>Supporting existing versus new resources</p> <p>In-state versus out-of-state generation</p> <p>Supporting generation of all sizes (ex. small scale distributed energy resources (DERs) versus utility-scale/larger DERs)</p> <ul style="list-style-type: none"> <li>• Scale of deployment</li> <li>• Energy storage (both short and long duration)</li> </ul> <p>Time scale on which renewability is measured (ex, annual, quarterly, monthly, hourly)</p> <ul style="list-style-type: none"> <li>• Incentivizing resources to deliver when needed (e.g. during peak hours, noting that these are likely to shift over time; seasonal needs such as winter loads; how storage may fit in)</li> </ul> <p>Siting, including environmental, community, and transmission system considerations</p> <p>Carbon impact of resources; what source/criteria are utilized</p> <ul style="list-style-type: none"> <li>• Informed by GHG inventory recommendations</li> </ul> <p>Timeline for reaching 100%</p>	
Develop programs for implementation regarding 200-amp service and related building upgrades, coordinated with weatherization, efficiency, and equipment incentive programs (EV chargers, HP, storage, etc.) and ensure that any potentially related statewide programs (such as Clean Heat Standard, if adopted, or enhanced weatherization efforts) includes building electrical upgrades in their design and funding models in order to enable decarbonization.	Private/Public Building Owners, Developers



Support direct utility load control programs, including implementation of management platform	Public Service Department, Utilities
Encourage dynamic rate offerings, including those designed to encourage direct load/generation matching, and rate design to support electrification through shared customer savings	Department of Public Service, Utilities
1 – Adopt legislative or administrative recommendations made by the Weatherization at Scale EAN Action Team (WWG)	Department of Public Service
3 – Encourage utilities to develop and submit tariff on-bill financing proposals to fund efficiency investments to the Public Utilities Commission for review and approval pursuant to 30 V.S.A. § 209	Department of Public Service
4 -Administration appoints lead agency to coordinate government workforce development efforts to avoid duplication of effort across state government	Agency of Administration
5 – Develop and implement a plan for coordinating and enhancing counseling services to Vermonters with low and moderate- income who could benefit from the State’s energy savings programs (Public Service Department)	Department of Public Service
1 - Regular update of the statewide residential and commercial building and energy codes by the Public Service Department culminating in a net-zero requirement by 2030	Department of Public Service

<p>1 – Adopt legislation authorizing the PUC to administer a Clean Heat Standard</p>	<p>Public Utility Commission</p>
<p>1) Work with VEIC and additional stakeholders to better understand the number and type of entities that would be potentially subject to a refrigerant management program (RMP) and the associated costs and benefits. 2) Work with VEIC to perform additional outreach and education to help determine the scope and thresholds for such a program. 3) Consider whether to require permanent leak detection systems for entities using over a certain threshold of high GWP refrigerant and if a cost share should be provided, with additional outreach through work with VEIC and other stakeholders to better understand the number of applicable entities and the costs and benefits of such a requirement.</p>	<p>ANR - Climate Action Office</p>
<p>Implement methane capture and energy generation on farms, e.g., anaerobic digesters and covers.</p>	<p>Agency of Agriculture and Food Markets</p>

<p>Research and develop a climate feed management program, including both feed amendments (e.g. seaweed, biochar) and feed quality (e.g. forage quality) to reduce enteric methane emissions; consider downstream impacts, sustainability and equity.</p>	<p>Agency of Agriculture and Food Markets</p>
<p>The Vermont Climate Council has recommended developing and issuing a Request for Proposals (RFP) that will review and analyze methodological gaps of emission inventory tools currently used by the State of Vermont to quantify greenhouse gas emissions for evaluating changes in the Agriculture, Forestry and Other Land Use (AFOLU) sector and the tools' alignment with the Intergovernmental Panel on Climate Change (IPCC), Environmental Protection Agency (EPA), and peer state methodologies and approaches. The specific recommendations for this RFP can be found in the Carbon Budget Report memo found in Appendix 10.</p>	<p>ANR - Climate Action Office</p>
<p>Create a mechanism, position, or body within the Executive Branch to ensure coordinated climate action across state government with just transitions and environmental justice expertise. This interagency body or mechanism is intended to connect actions both within and beyond the scope of the GWSA-required Climate Action Plan, with a goal of ensuring effective communication across agencies that work together to promote climate change mitigation/adaptation/resilience, and adding a consistent climate lens to the myriad of regulatory and funding programs.</p>	<p>ANR - Climate Action Office</p>
<p>Entities that provide rebates for weatherization should stabilize rebate values year to year.</p>	<p>Public Service Department</p>

Co-Implementers / Key Stakeholders	Action Status	Status Notes
Agency of Natural Resources	Advancing	<p>VTrans has contracted with the Center for Sustainable Energy for administration of New PEV, Replace Your Ride, and eBike incentives programs. The 2023 TBill authorized a \$500,000 one-time GF expenditure for an Electrify Your Fleet Program and an additional \$50,000 for e-bike incentives. The 2023 TBill repeals the New PEV, MS, and RYR incentives programs from session law and codifies them in statute. The 2023 TBill also expanded the impact of incentive programs by increasing eligibility, the number of participating households, vehicle eligibility, the number of PEV models available, and affordability with higher incentive amounts. No new incentive funding was provided in FY24 or FY25 through the Tbill but was a priority in the competitive application for the Climate Pollution Reduction Implementation Grant which we were unfortunately not selected for with EPA. In addition, the administration proposed using a portion of funds from the Regional Greenhouse Gas Initiative proceeds to fund incentives through the introduction H. 289 in the 2025 legislative session; to date, no action has been taken by the Legislature on H.289.</p>
Agency of Transportation, Department of Motor Vehicles	With Legislature	<p>The Carbon Reduction Strategy evaluated the effectiveness of a feebate and it is included in the final report for the legislature to consider.</p>

Interagency EVSE Working Group	Advancing	<p>The Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, established the National Electric Vehicle Infrastructure (NEVI) Formula Program to provide dedicated funding to states to deploy electric vehicle charging infrastructure along key interstate and state highway corridors. VTrans received funding through NEVI. For federal fiscal years 2022-2026, Vermont received \$21.2 million, with the Federal Highway Administration apportioning \$3.1 million for FY2022, \$4.5 million for FY2023, \$4.5 million for FY2024, \$4.5 million for FY2025, and \$4.5 million for FY2026. The administration also allocated \$2 million of ARPA funds towards charging. In addition, the 2024 Transportation Bill (Act 148) authorizes \$1.7 million in one-time Transportation Fund monies to ACCD for the purpose of providing grants to increase Vermonters' access to level 1 and 2 EVSE charging ports at workplaces or multiunit dwellings, or both; similarly, in the SFY26 Big Bill (2025 Act 27) \$1.4 million in one-time monies to ACCD for additional grants. Further, any on-going annual and biennial EV infrastructure fees collected are allocated to the Transportation Fund for programs administered by ACCD to increase Vermonters' access to level 1 and 2 electric vehicle supply equipment (EVSE) charging ports at workplaces or multiunit dwellings, or both.</p>
Public Utilities Commission, Utilities	Advancing	<p>PUC is leading this through proceedings and in coordination with PSD and utilities.</p>

OEMs, Agency of Transportation, Department of Public Service, Agency of Commerce and Community Development	Completed	<p>ACCII, ACT, Low NOx Omnibus and Phase 2 GHG rules were adopted by ANR in December 2022. Since then, Congress has claimed to revoke the waiver that had allowed California to enforce the ACCII rule. Vermont is currently challenging this action as invalid in federal court alongside ten other states. The congressional action has caused uncertainty and confusion for automakers about which regulations remain in effect. It is important that Vermont provides clarity about state regulations, which will act as a backstop to prevent backsliding to less protective federal standards. Specifically, when Vermont adopted ACCII in 2022, this effectively displaced Advanced Clean Cars (ACCI), the prior regulation, starting with model year 2026 vehicles. Advanced Clean Cars I has stricter vehicle standards than federal regulations but is less strict than Advanced Clean Cars II. To ensure that manufacturers comply at a minimum with these prior standards, Vermont seeks to reinstate ACCI to temporarily allow manufacturers a choice of regulation while the federal lawsuit progresses in court. ACCII will still remain in place, so that manufacturers can choose between the two. Overall, temporarily reinstating ACCI will prevent some manufacturers from backsliding all the way to federal standards when producing and delivering new vehicles for sale in Vermont. These amendments are consistent the Governor's Executive Order 04-25, which delays enforcement of zero-emissions vehicle sales requirements for Model Year 2026.</p>
Agency of Education, Department of Motor Vehicles	Advancing	<p>Development and implementation of a Clean Transportation Education and Outreach Program being delivered to high school-level science, technology, engineering, and mathematics (STEM) and/or driver's education students. This is a voluntary program being offered and is not a required component of the driver's education curriculum.</p>

Agency of Transportation	Modified	<p>While TCI-P is no longer viable, In 2024, the Vermont State Legislature passed Act 148 (the Transportation Bill) which required the Agency of Natural Resources and Agency of Transportation to study a cap-and-invest program as a strategy that could support meeting the State's requirements for cutting climate pollution. The Agency of Natural Resources and the Agency of Transportation coordinated this statewide effort; ANR used funding from its federal Climate Pollution Reduction Grant to support this study. The study was guided by a Technical Advisory Committee (TAC), which included representatives from the Vermont Climate Council, the State Treasurer's Office, the Agency of Natural Resources, and the Agency of Transportation. The final technical report led to a set of recommendations provided by the Treasurer to the legislature in February 2025, which also informed the cap-and-invest recommendation in the 2025 Climate Action Plan. The multi-step recommendation in the 2025 CAP starts with development of a greenhouse gas reporting program. It also determined that Vermont should monitor cap-and-invest programs to determine when one is viable to join. More information can be found on our website at: <a href="https://climatechange.vermont.gov/cap-and-invest-study">https://climatechange.vermont.gov/cap-and-invest-study</a></p>
OEMs, Agency of Transportation, Department of Public Service, Agency of Commerce and Community Development	Completed	<p>ACCII, ACT, Low NOx Omnibus and Phase 2 GHG rules were adopted by ANR in December 2022. Vermont is currently advancing amendments to these regulations which provide clarity and flexibility for the automotive industry without sacrificing progress on reducing air and climate pollution from medium- and heavy-duty vehicles. These amendments are consistent with the Governor's Executive Order 04-25, which delays enforcement of zero-emissions vehicle sales requirements for Model Year 2026. In fact, both the ACT rule amendment and the Governor's Executive Order are responding to the same concerns raised by vehicle manufacturers, resulting in an easier path to compliance. The sales requirements of ACT are still subject to the Executive Order, and thus would not be enforced for vehicles until after Model Year 2026 (when the Executive Order is no longer in effect).</p>
Agency of Natural Resources, Agency of Transportation	Advancing	<p>Electrification of limited types of MHD auxiliary systems (i.e., transport refrigeration units only) are eligible for funding under the existing Diesel Emissions Reduction Financial Assistance Program. Climate Action Office also applied for funding through the Climate Pollution Reduction Grant to further advance this but was unsuccessful.</p>

Agency of Transportation	Advancing	VTrans has a current related study and several related plans development underway.
Agency of Transportation	Advancing	VTrans is overseeing five microtransit pilots, a "Mobility for All" demand response program, and will be updating the Public Transit Policy Plan with these actions considered. To the first point on microtransit, rather than serving a route, serves a specified region and uses AI scheduling and dispatch to provide real-time on demand trips. The pilot period is over, and seven regions/communities are currently being serviced with this transit mode (Newport/Derby, Montpelier, Springfield, Windsor, Manchester, Morrisville, and Middlebury). While these services have been successful in terms of rider experience, agency, and number of unique users, this mode has proven to be more expensive than the routes they replaced (Manchester and Windsor didn't have previous fixed route transit). VTrans will maintain these services for as long as funding allows. Mobility For All is the concept of providing demand response trips to everyone, without the current eligibility constraints associated with our "Older Adults and Persons with Disabilities" program. In 2021, Community Rides was founded by Capstone, and under the brand "Gopher" launched a few electric cars to provide demand response trips. The vision was to have them share the GMT scheduling and dispatch software, coordinate trips, and see how much more we would need to cover more people for more purposes through a partner who would provide lower cost trips (and maybe even cover some evenings and weekends, when traditional demand response service was not available). Unfortunately, this Pilot did not go as planned and this program after two years. The 2026 published PTPP includes recommendations section and microtransit, addressing Vermont's aging demographic, etc. are included.
Transit Authorities, Agency of Transportation	Advancing	Fare Free Transit in Rural Regions of Vermont; Fares are returned to Burlington in CY24.



Agency of Transportation; Fare-Free Stakeholders; Rural & Urban Vermonters; Those dependent on transit for mode of transportation; Municipalities; VMT	Advancing	VTrans continues to support these initiatives through funding and personnel time. Transportation Planning Initiative in particular encourages a regional approach with the RPCs by funding support to the RPCs.
Agency of Transportation, Amtrak, Stakeholders, Commuters	Advancing	Expansion of the Vermonter to Montreal is a top priority for VTrans.
Agency of Transportation; Capstone Community Action	Advancing	Replace Your Ride was launched Fall 2022 but funding has run out.
	Completed	Ahead of legislation, the Public Service Department proactively led engagement and polling of Vermonters to advance a proposal to update the Renewable Energy Standard to a 100% Clean Energy Standard which would have met the goal of the action in the CAP by supporting a 100% carbon free requirement in the update to the RES and all the other substantive requirements, at a lower cost. While the administration's approach was not advanced, the PSD continues to advocate for changes to the Renewable Energy Standard that jointly focuses on affordability and carbon-free electricity.
	Advancing	Public Service Department advancing programs and technical assistance in this space.

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The Department of Public Service, Vermont utilities, Efficiency Vermont, Capstone agencies and other consumer advocates	Advancing	Significant funding has been made available in the Governor's budget in recent years. Taken from the climate spending reports compiled by the Climate Action Office, weatherization and complementary program totals in the three most recent budgets were as follows: \$27,384,532 in FY24, \$30,803,688 in FY25, and \$14,579,166 in FY26. In addition to going directly to weatherizations, these funds have been used to expand workforce to weatherize homes, and support the pre-work in home often needed to advance a project.
The Department of Public Service, and other consumer advocates	Advancing	The WRAP pilot on-bill program was initially proposed by Governor Scott in 2021 and funded with \$9 million in State appropriations in that year. Green Mountain Power, Vermont Electric Cooperative, Vermont Gas Systems, and Burlington Electric Department currently offer the program to their customers. The WRAP program has seen slower than expected uptake from customers. The program is currently operating at a reduced budget of \$2 million through June 2027. VHFA is actively coordinating with the program administrators, Efficiency Vermont, Vermont Gas Systems, and Burlington Electric Department to improve the customer experience and expand participation opportunities.
Department of Labor, Agency of Education	Advancing	Department of Labor now officially participating on Inter-Agency Advisory Board to Climate Action Office.
Community Action Agencies	Advancing	The five Community Action Agencies are providing Energy Coaching to LMI households supported by a grant that the Climate Action Office made available through one-time funds. Current funding is sufficient to support these positions thru the end of this FY26.
	Advancing	The 2024 Building Energy Codes became effective July 1, 2024. The Governor issued an Executive Order on September 17, 2025 allowing builders to also follow the 2020 Building Energy Codes. The PSD is currently going through rulemaking to effectuate the Executive Order and adopt the 2020 Building Energy Codes.

Public Utilities Commission, Public Service Department, Agency of Natural Resources	With Legislature	The Public Service Department and Climate Action Office developed a technical analysis to determine the most cost effective tool to meet the 2030 sectoral emission reductions from the thermal sector. While the legislature advanced the CHS prior to this analysis being completed, the state built off of this analysis for the 2025 Climate Action Plan update. PSD and PUC staff hired staff, implemented technical studies and convened study groups to advance the development of the CHS which the legislature ultimately did not enact. In recognition of the need for more robust data to inform potential further emissions reduction policies, the Climate Action Office developed a recommended approach for a greenhouse gas reporting program that would cover both the transportation and building sectors
	Advancing	Climate Action Office is managing a multi-year grant to VEIC to fund leak detection with one-time funding from the Governor's FY24 budget. Further funding was sought in the state's Implementation Grant through the Climate Pollution Reduction grant program to fix leaks when found but was not awarded by the EPA.
NWL	Advancing	The Climate Action Office has collaborated with the Agency of Agriculture and Food Markets to pursue technical analyses funds to scale methane digesters for Vermont-sized farms. While the funding has not materialized yet, we continue to work with the US Climate Alliance to pursue future funding.

ANR - Climate Action Office	Advancing	Climate Action Office recently applied for a grant from the US Climate Alliance to study the effects of Bovaer as a food additive for cows to reduce methane. If awarded, this work will be completed by first quarter of 2027.
Agency of Agriculture and Food Markets	Completed	Climate Action Office secured funding and completed study. The study can be found on our website at: <a href="https://climatechange.vermont.gov/climateactionoffice/greenhouse-gas-inventory">https://climatechange.vermont.gov/climateactionoffice/greenhouse-gas-inventory</a>
	Completed	Stood up a Climate Action Office in the FY23 Governor's Budget which includes seven full-time positions and an additional grant-funded position funded through the Climate Pollution Reduction Grant program. The total FY26 operating budget, not including one-time or federal funds, is \$1,358,343
	Advancing	The Department uses the regulatory process and its role as the State Energy Office receiving DOE funding to exert influence on rebate amounts. It may be appropriate to have varying amounts of incentives depending on the different market conditions at the time.

















