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Catalog of State-Level GHG Reduction Policy Options: TLU only

Key to Future Rankings of Options in the Tables that Follow:

Notation of Options:

Options marked with an asterisk (*) indicate options that are at least partially “base case” policies, i.e., that have been considered or undertaken at some level in Vermont.

Table 3 - Transportation and Land Use (TLU)

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Additional Impacts, Feasibility Considerations	Notes
TLU-1	PASSENGER VEHICLE GHG EMISSION RATES					
TLU-1.1	VEHICLE TECHNOLOGY					
1.1.1	Tailpipe GHG Emission Standards (including options for Pavley-like GHG reductions should automakers' lawsuit against California prevail) *					<ul style="list-style-type: none"> • VT is a Cal LEV II "Pavley" state.
1.1.2	ZEV/LEV-2 Implementation *					<ul style="list-style-type: none"> • VT is a Cal LEV II "Pavley" state.
1.1.3	R&D on Low-GHG Vehicle Technology (e.g., fuel cell) *					EVERmont
1.1.4	Add-on Technologies (Low Friction Oil, Low-Rolling Resistance Tires)					
1.1.5	Plug-In Hybrids *					EVERmont
TLU-1.2	VEHICLE OPERATION					
1.2.1	Enforce Speed Limits					
1.2.2	Vehicle Maintenance, Driver Training					
1.2.3	Transportation System Management					

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1.2.4	Automotive Technician Training *					Vermont Center for Emissions Repair and Technician Training (VCERTT)
TLU-1.3	INCENTIVES & DISINCENTIVES					
1.3.1	Procurement of Efficient Fleet Vehicles *					CNWG (for government fleet)
1.3.2	Feebates (state-specific or regional)					
1.3.3	CO2-based registration fees					
1.3.4	Tax Credits for Efficient Vehicles					
1.3.5	Vehicle Scrappage					
TLU-2	LAND USE AND LOCATION EFFICIENCY					
TLU-2.1	GENERAL					
2.1.1	Infill, Brownfield Re-development *					VT legislature ACT 183 (2005/2006)
2.1.2	Transit-Oriented Development*					VT legislature ACT 183 (2005/2006)
2.1.3	Smart Growth Planning, Modeling, Tools *					VT legislature ACT 183 (2005/2006)
2.1.4	Targeted Open Space Protection*					VT legislature ACT 183 (2005/2006)
TLU-2.2	INCREASING LOW-GHG TRAVEL OPTIONS					
2.2.1	Make full use of CMAQ funds					
2.2.2	Improve Transit Service (frequency, convenience, quality)					

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2.2.3	Transit Marketing and Promotion					
2.2.4	Bike and Pedestrian Infrastructure					
2.2.5	Expand Transit Infrastructure (rail, bus, BRT)					
2.2.6	High Occupancy Vehicle (HOV) lanes					
2.2.7	“Fix-it-First”					
2.2.8	Transit Prioritization (signal prioritization, HOV lanes)					
2.2.9	Live-Near-Your-Work, Telecommute, and telecom to support remote work & meetings					
2.2.10	Car sharing					
2.2.11	E-Commerce					
2.2.12	Preferential Parking					
2.2.13	Park & Ride Lots *					Limited but available
2.2.14	Ridesharing / Carpooling *					Exists
TLU-2.3	INCENTIVES & DISINCENTIVES					
2.3.1	Commuter Choice/Parking Cash Out					
2.3.2	VMT Tax					
2.3.3	Pay As You Drive Insurance					
2.3.4	Increased Fuel Tax (w/ targeted use of revenue towards travel alternatives)					Legislature proposed / Governor opposed

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2.3.5	Location-Efficient Mortgages					
2.3.6	Congestion Pricing (or tolls) (w/ targeted use of revenue towards travel alternatives)					
2.3.7	Parking Pricing or Supply Restrictions					
2.3.8	Transit Repositioning					
2.3.9	Transit Pricing Incentives					
2.3.10	VMT/GHG Offset Requirements for Large Developments *					S.259 (2005-06 Leg. Session) for government projects
2.3.11	Benefits for Low GHG Vehicles (preferential parking, use of HOV lanes)					
2.3.12	Energy Efficiency Tax Credits to Fund Transit					
TLU-2.4	FUEL MEASURES					
2.4.1	Low-GHG Fuel Standard (e.g., renewable)					
2.4.2	Low-GHG Fuel for State Fleets (e.g., CNG, biodiesel)					
2.4.3	Biofuel expansion (biodiesel, CNG, LPG, cellulosic ethanol)					
2.4.4	Alternative Fuel Infrastructure Development					
TLU-3	FREIGHT					
TLU-3.1	VEHICLE TECHNOLOGY					

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3.1.1	Vehicle Technology Improvements (e.g., aerodynamics)					
3.1.2	R&D on Low-GHG Vehicle Technology, such as HD hydraulic hybrids					
3.1.3	Low-sulfur diesel *					National standard ultra-low sulfur diesel
3.1.4	Black carbon control technologies (e.g., use of particulate traps, other complementary technologies)					
TLU-3.2	VEHICLE OPERATION					
3.2.1	Freight Logistics Improvements/GIS					
3.2.2	Enforce Speed Limits					
3.2.3	Improve Traffic Flow					
3.2.4	Increased Size & Weight of Trucks					
3.2.5	Pre-clearance at Scale Houses					
3.2.6	Truck Stop Electrification					
3.2.7	Adopt & Enforce Anti-Idling rules					
TLU-3.3	INCREASING LOW-GHG TRAVEL OPTIONS					
3.3.1	Intermodal Freight Initiatives					

Option No.	GHG Reduction Policy Option	Priority for Analysis	Potential GHG Emissions Reduction	Potential Cost or Cost Savings	Additional Impacts, Feasibility Considerations	Notes
TLU-3.4 INCENTIVES & DISINCENTIVES						
3.4.1	Procurement of Efficient Fleet Vehicles (public, private or other)					
3.4.2	Incentives to Retire or Improve Older Less Efficient Vehicles					
3.4.3	Maintenance and Driver Training					
3.4.4	Increased Truck Tolls or Highway User Fees					
TLU-4 INTERCITY TRAVEL: AVIATION, HIGH SPEED RAIL, BUS						
4.1	Improved Passenger Rail (commuter, intercity)					
4.2	Integrated Aviation, Rail, Bus Networks					
4.3	Aircraft emissions					
4.4	Airport Ground Equipment					
TLU-5 OFF-ROAD VEHICLES (CONSTRUCTION EQUIPMENT, OUT-BOARD MOTORS, ATVS, ETC)						
5.1	Incentives for Purchase of Efficient Vehicles/Equipment					
5.2	Improved Operations, Operator Training					
5.3	Maintenance Improvements					
5.4	Increased Use of Alternative Fuels or Low Sulfur Diesel					