

Vermont Energy & Climate Summit

Pitch Submission Form

Guiding Criteria: EAN's mission is to end Vermont's reliance on fossil fuels *and* to create efficient, clean, affordable, and secure electric, heating, and transportation systems for the 21st Century. The VT Climate Pledge Coalition is seeking pledges to reduce GHG reductions that will help Vermont meet Paris climate commitments. Together, we support the criteria outlined in Gov. Scott's Executive Order creating the **Vermont Climate Action Commission**, specifically that solutions must:

- Spur economic activity, inspire and grow Vermont businesses, and put Vermonters on a path to affordability;
- Engage all Vermonters, so no individual or group of Vermonters is unduly burdened; and
- Collectively provide solutions for all Vermonters to reduce their carbon impact and save money.

With these goals and criteria in mind, please answer the questions below. Questions 8-12 can be answered individually or in one comprehensive narrative. (Total pitch submission **no more than 3 pages**).

1. **Pitch Submitted By (Your Name or Organization):** Sustainable Montpelier Coalition
2. **Contact Email Address:** dan@sustainablemontpelier.org
3. **Contact Phone Number:** 802-225-6377
4. **Pitch Title:** (one line) Create Transportation Alternatives
5. **Pitch Summary:** (one paragraph)

The leading source of carbon pollution and personal expense in Vermont is the total dependence on the personal car. The state can massively reduce its carbon load and make life cheaper for many Vermonters by aggressively developing alternate local transportation services which are designed to serve our rural environment. From the creation of shared use jitney services to the active rebuilding of little used railroad lines we could provide alternate means to get people to and from work and in and out of our town centers without the demands of the personal car. This solution only works if the state also increases the cost of convenience for the personal car by making in town parking capacity more expensive and inconvenient.

6. **What energy sector(s) does this Pitch apply to? (Check all that apply):**
 - X Energy Efficiency
 - Electricity
 - X Transportation
 - Thermal Heating &/or Cooling
 - X All (Total Energy)
 - None: Non-energy related carbon reduction proposal
7. **Which criteria category(ies) does it address? (Check all that apply):**
 - X Economic Activity
 - X Affordability
 - X Vulnerable Vermonters
 - Other

8. **Scale of impact on Vermont's energy and climate goals:** If this proposal came to fruition, how might it move the needle in helping to meet Vermont's energy and climate goals by 2025 and/or 2050? Please outline assumptions and, if available, provide calculations.

With 50% of Vermont's carbon load coming from transportation fuels, massive reduction in the demand or use of personal cars could have a deep and lasting reduction. If by 2050 we could reduce by half the trip demands for commuting and shopping, by half, that would comprise a reduction of almost 25% of the current carbon load. In this economic environment, expecting a massive investment in electric cars is not rational and shared alternative means of transport is both cheaper and easier to institute.

9. **Benefits/costs of this proposal for Vermont and Vermonters:** Including, where possible, economic, financial, social, and environmental.

Since the maintaining a personal car can require up to 25% of a household budget and the maintenance of car friendly infrastructure require the majority of town budgets and much of the state's. Parking craters in our small city downtowns prevent smart growth in the towns. Reduction in the demands for all of these provisions provides obvious savings. Providing convenient transport options for our growing population of seniors is an obvious benefit, as is providing capacity to the large number of Millennials who want to live less car dependent lives, and find that such living is not possible in Vermont.

10. **Decision-makers necessary for this proposal to be adopted or move forward (e.g., Legislature, Governor, a regulatory agency, a business, organization, media outlet, or financing institution, etc.)**

This proposal needs support from the Governor and the legislature to provide both the proof of concept funding for initial demonstration projects as well as the direct support of rebuilding the failing spur railroad lines that could carry inter town local rail.

11. **Strategy and key considerations:** Outline the overall strategy, including gaps, barriers and opportunities for moving this proposal forward.

The overall strategy is to provide direct support for local groups who wish to push the envelope beyond current bus and car transportation modes even when most of the state is still convinced that the personal auto is the only possible rural transport option. The state has to get imaginative about the possibilities of inter city rail transport and start imagining the carrot and stick options that would allow it to develop. Intercity rail could reduce thousands of car trips a day for commuters and local shared use smart jitneys could provide the same savings in each small city's daily car traffic demand. Because the VTrans bureaucracy can only imagine continuing the current road and bus systems the state as a whole is incapable of acting. This proposal requires inviting in visionary local groups to help fashion new approaches. Already groups like All Earth Rail and the Sustainable Montpelier Coalition are attempting to provide alternative ideas but without serious consideration by the Administration and the Legislature little will be able to happen.

12. **Timeline:** To meet our 2025 goals, we need some proposals that can be implemented in the next couple of years as well as some "game changers" that will bend the curve even further out. What timeline do you foresee for your proposal to be developed and implemented?

This approach is totally dependent on the Administration and Legislature providing the bureaucratic support and funding access for developing pilot projects. With rapid support we could have operational models up and running by 2020 which could provide all parties enough operational and financial data and public feedback to fashion a rapid response build out to achieve broad institution by 2025.

