



# Agenda



- Introduction
- Shared Mobility Program
- Bicyclist, Pedestrian Protection
- Vulnerable Users & Complete Streets
- MTI & E-Bike Incentives
- Q&A

# Who We Are



- AARP VT
- CarShare Vermont
- Chittenden Area Transportation Management Association
- Green Mountain Transit
- Local Motion
- Old Spokes Home
- Renewable Energy Vermont
- Vermont Businesses for Social Responsibility
- Vermont Chapter of the Sierra Club
- Vermont Clean Cities Coalition
- Vermont Center for Independent Living
- Vermont Energy Education Program
- Vermont Energy Investment Corporation
- Vermont Natural Resources Council
- Vermont Public Interest Research Group

We believe investments in an accessible & sustainable transportation system can:



Provide equitable access to economic & social opportunities;



Improve public health and safety;



Reduce air and water pollution;



Foster walkable community centers;



Meet Vermont's required carbon emission reductions.



# Statement of Principles on Act 250



As Vermont embarks on making updates to [Act 250](#), it is critical that regulatory updates encourage compact community development to enable increased use of sustainable modes of transportation and the accompanying public health, community, climate and other benefits.

# Long-Term Funding Source



## Carbon Reduction Strategy:

*“Of the additional programs, a **cap-and-invest** and/or **Clean Transportation Standard** program are likely the two most promising options to close the gap in projected emissions vs. required emissions levels for the transportation sector, in addition to the Advanced Clean Fleets standard.*

## Climate Action Plan Addendum:

*“The only currently known policy options for which there is strong evidence...of the ability to confidently deliver the scale and pace of emissions reductions that are required of the transportation sector by the GWSA are one or a combination of:*

- a) a **cap and invest/cap and reduce** policy covering transportation fuels; and/or*
- b) a **performance standard/performance-based regulatory approach** covering transportation fuels*

# Shared Mobility Program



*Celebrating 15 Years of Sharing!*



## Plan for Expanding Nonprofit Carsharing in H693

- Work with nonprofit shared mobility providers to determine viability of expanding services statewide.
- Plan to include development of criteria to assess feasibility of expansion opportunities, explore different operating models (e.g. subgrants to municipalities), and identify funding sources to sustain operations.
- Such a plan would inform a future shared mobility program that would administer and fund services to ensure more Vermonters have access to them.
- The MTI program is not appropriate for meaningfully expanding shared mobility statewide (variable, one-time grants are not sufficient or sustainable; funds are also restricted).

# Shared Mobility Program



*"I enjoy having energy-efficient cars available to get places, do things important to my life that are otherwise not possible with bus routes and schedules, and to participate in the wider community."*



## Benefits of Shared Mobility Plan

- Services like CarShare VT reduce vehicle dependence while improving mobility for vulnerable Vermonters.
- Shared mobility services reduce VMT and rates of vehicle ownership while increasing access to EVs, advancing carbon reduction and equity goals.
- Carsharing provides greater convenience, reliability, and independence than fixed route services.
- Carsharing will not work in many VT towns, but it can be successful outside of Chittenden County with adequate financial subsidy and the necessary infrastructure to support its expansion.
- Most rural carsharing programs across the U.S. are publicly funded (CA, MI, MN, NY, OR, WA).





Local Motion's mission is to make it safe, accessible, and fun for everyone to bike, walk, and roll in Vermont.

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## Two big opportunities

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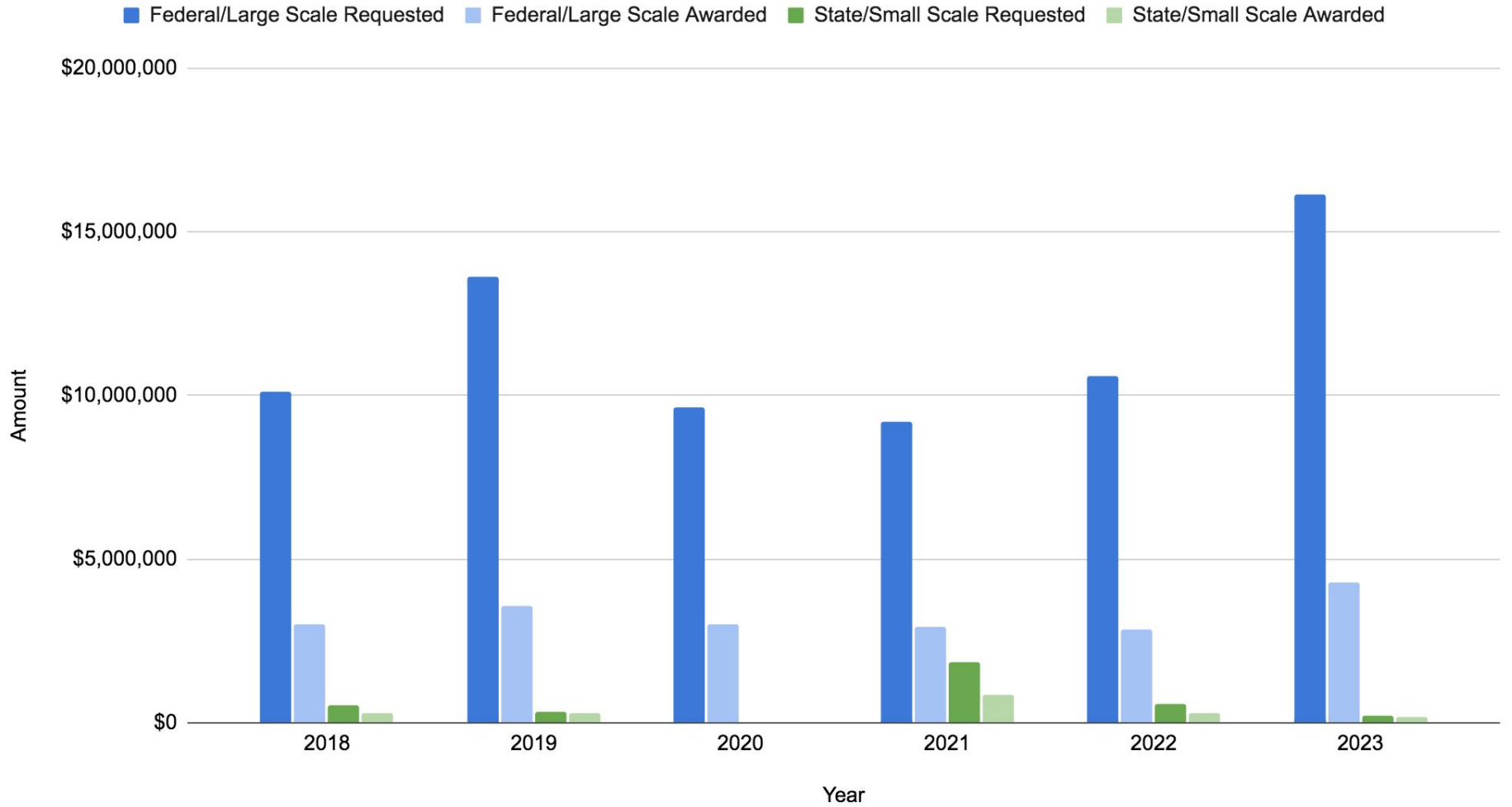
- 1. Modernize vulnerable user traffic regulations**
- 2. Increase active transportation funding and lower costs**

## H685 - VRU Traffic Regulations

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-  Fixes “pedestrian” definition
-  Addresses sidewalk use requirement
-  Requires 4 ft passing distance
-  Makes bicycling safer




## Bike and Pedestrian Grant Requests to Awards Comparison








## H693 - Increases funding for infrastructure grants

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-  Increases Bike and Pedestrian Grant Program funding to 20 million
-  Gives bike and pedestrian projects priority for Transportation Alternatives Program (TAP) grants
-  H685 asks VTrans and SHPO to evaluate historic resource review requirements for bike/ped projects

## H693 - Complete Streets

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-  Incorporate Complete Streets into VT State Standards
-  Target funding for Complete Streets within designated centers
-  Develop standard treatment guidance for bike/ped facilities on state highways

## H693 - Increases funding for MTI grants

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### Increases funding to \$750,000

- Requests for funding last year totaled \$856,902
- Only \$673,614 was awarded
- Grant cap was reduced; many applicants likely would have applied for larger projects & more funding

## H693 - Increases funding for e-bike incentives

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### Increases funding for e-bike incentives to \$250,000

- As of Jan 3, about 70% of funding has been used with 6 months remaining in fiscal year
- Local Motion supports \$500k in funding, to ensure program stability and encourage more promotion





Thank you.

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