

1 * * * General Statement of Policy; Transportation Planning * * *

2 Sec. 12. 19 V.S.A. § 10b is amended to read:

3 § 10b. STATEMENT OF POLICY; GENERAL

4 (a) The Agency shall be the responsible agency of the State for the
5 development of transportation policy. It shall develop a mission statement to
6 reflect:

7 (1) that State transportation policy shall be to encompass, coordinate,
8 and integrate all modes of transportation and to consider “complete streets”
9 principles, which are principles of safety and accommodation of all
10 transportation system users, regardless of age, ability, or modal preference; ~~and~~

11 (2) the need for transportation projects that will improve the State’s
12 economic infrastructure, as well as the use of resources in efficient,
13 coordinated, integrated, cost-effective, and environmentally sound ways, and
14 that will be consistent with the recommendations of the Comprehensive
15 Energy Plan (CEP) issued under 30 V.S.A. § 202b, the recommendations of
16 the Climate Action Plan (CAP) issued under 10 V.S.A. § 592, and any rules
17 adopted in accordance with 10 V.S.A. § 593;

18 (3) the need for the Agency to lead, assist, and partner in the
19 transformation of the transportation sector to meet the emissions reduction
20 requirements of the Global Warming Solutions Act, codified at 10 V.S.A.
21 § 578, and ensure that there is an environmentally clean, efficient, multimodal

1 system that will have economic, environmental, equity, and public health
2 benefits for all Vermonters; and

3 (4) the importance of transportation infrastructure resilience and
4 strategies to construct or retrofit, or both, transportation infrastructure to
5 prepare for and adapt to changes in the climate, add redundancy and efficiency
6 to the transportation network, and use maintenance and operational strategies
7 to address transportation disruptions.

8 (b) The Agency shall coordinate planning and education efforts with those
9 of the Vermont Climate ~~Change Oversight Committee~~ Council, established
10 under 10 V.S.A. § 591, and those of local and regional planning entities to:

11 (1) ~~to~~ ensure that the transportation system as a whole is integrated, that
12 access to the transportation system as a whole is integrated, and that statewide,
13 local, and regional conservation and efficiency opportunities and practices are
14 integrated; and

15 (2) ~~to~~ support employer-led or local or regional government-led
16 conservation, efficiency, rideshare, and bicycle programs and other innovative
17 transportation advances, especially employer-based incentives.

18 (c) In developing the State’s annual Transportation Program, the Agency
19 shall, consistent with the planning goals listed in 24 V.S.A. § 4302 ~~as amended~~
20 ~~by 1988 Acts and Resolves No. 200~~ and with appropriate consideration to
21 local, regional, and State agency plans:

1 (c) Transportation Program. The Transportation Program shall be
2 developed in a fiscally responsible manner to accomplish the following
3 objectives:

4 (1) managing, maintaining, and improving the State’s existing
5 transportation infrastructure to provide capacity, safety, ~~and~~ flexibility, and
6 resiliency in the most cost-effective and efficient manner;

7 (2) developing an integrated transportation system that provides
8 Vermonters with transportation choices;

9 (3) strengthening the economy, protecting the quality of the natural
10 environment, and improving Vermonters’ quality of life; ~~and~~

11 (4) achieving the recommendations of the CEP and the CAP; and

12 (5) transforming the transportation sector to meet the State’s emissions
13 reduction requirements and ensure that there is an environmentally clean,
14 efficient, multimodal system that will have economic, environmental, equity,
15 and public health benefits for all Vermonters.

16 * * *

17 (f) Emissions modeling.

18 (1) The Agency of Natural Resources shall coordinate with the Agency
19 of Transportation to consider and incorporate relevant elements of the
20 proposed Transportation Program and the effectiveness of those elements in

1 reducing greenhouse gas emissions when developing and updating the
2 Tracking and Measuring Progress Tool pursuant to 10 V.S.A. § 591(b)(3).

3 (2) The following shall be included in the reports required pursuant to
4 section 10g of this chapter:

5 (A) the portion of the Tracking and Measuring Progress Tool related
6 to the Transportation Program;

7 (B) a qualitative estimation of how effective the relevant elements of
8 the proposed Transportation Program for the upcoming fiscal year will be in
9 reducing greenhouse gas emissions and a quantitative estimation, based on the
10 emission projections published in the Greenhouse Gas Inventory, if available,
11 of how much more the greenhouse gas emissions from the transportation sector
12 need to be reduced for the State to achieve its emissions reductions
13 requirements; and

14 (C) a strategy and plan for how to reduce the greenhouse gas
15 emissions from the transportation sector to achieve the recommendations in the
16 CEP and the CAP during fiscal years beyond the upcoming fiscal year, with
17 the expectation that the strategy and plan shall be used in the Agency of
18 Transportation’s ongoing planning.

19 * * * Distracted Driving; Report * * *

20 Sec. 14. DISTRACTED DRIVING; REPORT

21 (a) Findings. The General Assembly finds that:

1 (1) Distracted driving is any activity that diverts attention from driving,
2 including talking or texting on a portable electronic device.

3 (2) Sending or reading a text could take an individual’s eyes off the road
4 for five seconds or more. At 55 miles per hour, that is like an operator driving
5 the length of an entire football field with closed eyes.

6 (3) In 2020, 113 individuals were convicted under 23 V.S.A. § 1095a,
7 1095b, or 1099 (Vermont statutes that prohibit a non-commercial driver’s
8 license holder from using a portable electronic device or texting while
9 operating a motor vehicle).

10 (4) In 2020, 3,142 individuals were killed by distracted driving in the
11 United States.

12 (b) Recommendations.

13 (1) The Vermont State Highway Safety Office, in consultation with the
14 Departments of Motor Vehicles and of Public Safety, the Vermont Sheriffs’
15 Association, the Vermont League of Cities and Towns, the Vermont
16 Department of State’s Attorneys and Sheriffs, the Vermont Association of
17 Court Diversion and Pretrial Services, and the Vermont Judiciary, shall file
18 written recommendations on how, if at all, the State should modify its
19 approach to the education, enforcement, and conviction of the non-commercial
20 driver’s license distracted driving violations under 23 V.S.A. §§ 1095a, 1095b,

1 and 1099 with the House and Senate Committees on Judiciary and on
2 Transportation on or before January 15, 2023.

3 (2) As part of making any recommendations, the Vermont State Highway
4 Safety Office shall review what is and what is not working to minimize
5 distracted driving in Vermont and other states, especially amongst operators
6 under 18 years of age, and examine:

7 (A) the use of monetary penalties, points, suspensions, revocations,
8 and recalls, including escalations based on the number and location of
9 distracted driving violations;

10 (B) the use of diversion programs and other mandated education; and

11 (C) how to balance education, enforcement, and conviction.

12 * * * Idling; Public Outreach * * *

13 Sec. 15. IDLING; PUBLIC OUTREACH CAMPAIGN

14 (a) The Department of Environmental Conservation, Air Quality and
15 Climate Division, in consultation with the Departments of Motor Vehicles and
16 of Public Safety, shall implement a public outreach campaign on idling that, at
17 a minimum, addresses that:

18 (1) in most cases, idling violates 23 V.S.A. § 1110;

19 (2) unnecessary idling harms human health, pollutes the air, wastes fuel
20 and money, and causes excess engine wear;

1 (3) based on estimates, if every motor vehicle in Vermont reduced
2 unnecessary idling by just one minute per day, over the course of a year
3 Vermonters would save over 1,000,000 gallons of fuel and over \$2,000,000.00
4 in fuel costs, and Vermont would reduce CO2 emissions by more than 10,000
5 metric tons; and

6 (4) while individual actions may be small, the cumulative impacts of
7 idling are large.

8 (b) The public outreach campaign shall disseminate information on idling
9 through e-mail; a dedicated web page on idling that is linked through the
10 websites for the Agency of Natural Resources and the Departments of
11 Environmental Conservation, of Motor Vehicles, and of Public Safety; social
12 media platforms; community posting websites; radio; television; and printed
13 written materials.

14 * * * State Highways; Bicycle Accessibility * * *

15 Sec. 16. BICYCLE ACCESSIBILITY ON HIGH-USE CORRIDORS

16 (a) On or before January 1, 2023, the Agency of Transportation shall
17 prepare a plan to ensure that all high-use corridor segments identified in the
18 On-Road Bicycle Plan prepared in April 2016, or a subsequent update, are
19 improved to or maintained at a Bicycle Level of Comfort (BLOC) score of 1 or
20 2, without consideration of daily volume (VPD) for rural routes and posted
21 speed limit for urban routes, when next scheduled for construction, or

1 reconstruction, including upgrading and resurfacing projects, as required
2 pursuant to 19 V.S.A. § 2310. These classifications indicate a corridor that is
3 either welcoming to most types of bicyclists or comfortable for most adult
4 bicyclists.

5 (b) As a temporary measure to provide improved access for bicyclists prior
6 to when permanent improvements are made pursuant to subsection (a) of this
7 section, and as practicable and appropriate in the Agency’s or Traffic
8 Committee’s sole discretion, the Agency or Traffic Committee shall make one
9 or more of the following modifications to any high-use corridor segments with
10 a BLOC score of 3 or 4:

11 (1) narrowing the travel lane to expand the shoulder;

12 (2) lowering the speed limit; or

13 (3) adding signage.