

\* \* \* Summary of Transportation Investments \* \* \*

Sec. 1a. FISCAL YEAR 2022 TRANSPORTATION INVESTMENTS  
INTENDED TO REDUCE TRANSPORTATION-RELATED  
GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL  
USE, AND SAVE VERMONT HOUSEHOLDS MONEY

This act includes the State’s fiscal year 2022 transportation investments intended to reduce transportation-related greenhouse gas emissions, reduce fossil fuel use, and save Vermont households money in furtherance of the policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive Energy Plan and to satisfy the Executive and Legislative Branches’ commitments to the Paris Agreement climate goals. In fiscal year 2022, these efforts will include the following:

(1) Park and Ride Program. This act provides for a fiscal year expenditure of \$5,220,233.00, which will fund three park and ride construction projects, including the creation of two new park and ride facilities; the design of two additional park and ride facilities scheduled for construction in future fiscal years; and paving projects for existing park and ride facilities. This year’s Park and Ride Program will create 226 new State-owned spaces.

Specific additions and improvements include:

(A) Berlin (Exit 6)—Design for 62 spaces;

(B) Berlin (Exit 7)—Construction of 34 new spaces;

1           (C) Manchester—Design for 50 spaces;

2           (D) Williamstown-Northfield (Exit 5)—Construction of 50 new  
3 spaces; and

4           (E) Williston—Construction of 142 new spaces.

5           (2) Bike and Pedestrian Facilities Program.

6           (A) Sec. 27 of this act requires the Agency to continue to improve  
7 highways to enhance safety and accessibility on highways, and in particular for  
8 high-use corridor segments identified in the On-Road Bicycle Plan prepared in  
9 April 2016, or a subsequent update.

10           (B) This act, in concert with 2020 Acts and Resolves No. 139, Sec.  
11 12(b)(1), also provides for a fiscal year expenditure, including local match, of  
12 \$21,180,936.00, which will fund 27 bike and pedestrian construction projects;  
13 two new pedestrian bridge installations; and 12 bike and pedestrian design,  
14 right-of-way, or design and right-of way projects for construction in future  
15 fiscal years. The construction projects include the creation, improvement, or  
16 rehabilitation of walkways, sidewalks, shared-use paths, bike paths, and  
17 cycling lanes. In addition to the Lamoille Valley Rail Trail, which will run  
18 from Swanton to St. Johnsbury, projects are funded in Arlington, Bennington,  
19 Brattleboro, Chester, Colchester-Essex, Dover, East Montpelier, Enosburg  
20 Falls, Hartford, Hartland, Hinesburg, Jericho, Johnson, Lincoln, Middlebury,  
21 Moretown, Plainfield, Poultney, Proctor, Richford, Rutland City, Shelburne,

1 South Burlington, Springfield, St. Albans City, Swanton, Underhill,  
2 Vergennes, Waitsfield, Waterbury, Williston, Wilmington, and Winooski.  
3 This act also provides State funding for some of Local Motion’s operation  
4 costs to run the Bike Ferry on the Colchester Causeway, which is part of the  
5 Island Line Trail; funding for the small-scale municipal bicycle and pedestrian  
6 grant program for projects to be selected during the fiscal year; and funding for  
7 bicycle and pedestrian education activities being conducted through a grant to  
8 Local Motion.

9 (3) Transportation Alternatives Program. This act provides for a fiscal  
10 year expenditure of \$5,567,868.00, including local funds, which will fund  
11 22 transportation alternatives construction projects and 20 transportation  
12 alternatives design, right-of-way, or design and right-of-way projects. Of  
13 these 42 projects, seven involve environmental mitigation related to clean  
14 water, stormwater, or both clean water and stormwater concerns, and nine  
15 involve bicycle and pedestrian facilities. Projects are funded in Bennington,  
16 Bridgewater, Bridport, Burlington, Castleton, Chester, Colchester, Derby,  
17 Duxbury, East Montpelier, Enosburg, Essex, Essex Junction, Fair Haven,  
18 Fairfax, Franklin, Granville, Hartford, Hyde Park, Jericho, Montgomery,  
19 Newfane, Norwich, Pittsford, Proctor, Rutland Town, South Burlington, St.  
20 Albans City, St. Johnsbury, Vergennes, Warren, Wilmington, and Winooski.

21 (4) Public Transit Program.

1           (A) Sec. 19 of this act expresses the General Assembly’s intent that  
2           all public transit, both rural and urban, be operated on a zero-fare basis in fiscal  
3           year 2022, as practicable and, in the case of urban routes, as approved by the  
4           governing body of the transit agency, with monies for public transit from the  
5           Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136  
6           (CARES Act), the Consolidated Appropriations Act, 2021, Pub. L. No. 116-  
7           260, and the American Rescue Plan Act of 2021, Pub. L. No. 117-2 (ARPA).

8           (B) Sec. 20 of this act requires the Agency to review and implement  
9           coordinated intermodal connections, to the extent practicable, to ensure  
10           efficient and accessible intermodal transportation opportunities in Vermont and  
11           support the cross promotion of intermodal connections.

12           (C) Sec. 22 of this act requires the Agency to prepare a long-range  
13           plan that outlines the costs, timeline, training, maintenance, and operational  
14           actions required to move to a fully electric public transportation fleet.

15           (D) This act also authorizes \$45,821,522.00 in funding for public  
16           transit uses throughout the State, which is an 11.1 percent increase over fiscal  
17           year 2021 levels and a 24.4 percent increase over fiscal year 2020 levels.

18           Included in the authorization are:

19                   (i) Go! Vermont, with an authorization of \$793,400.00.

20           This authorization supports the promotion and use of carpools and vanpools.

1                   (ii) Vermont Kidney Association Grant, with an authorization of  
2                   \$50,000.00. This authorization supports the transit needs of Vermonters in  
3                   need of dialysis services.

4                   (iii) Opioid Treatment Pilot, with an authorization of \$84,064.00.  
5                   This authorization supports the transit needs of Vermonters in need of opioid  
6                   treatment services.

7                   (5) Rail Program. This act authorizes \$36,780,019.00, including local  
8                   funds, for intercity passenger rail service and rail infrastructure throughout the  
9                   State, including modifications to the Burlington Vermont Rail Systems railyard  
10                  to accommodate overnight servicing to facilitate New York City–Burlington  
11                  rail service.

12                  (6) Transformation of the State Vehicle Fleet. The Department of  
13                  Buildings and General Services, which manages the State Vehicle Fleet,  
14                  currently has 25 PHEVs and two BEVs in the State Vehicle Fleet. In fiscal  
15                  year 2022, the Department of Buildings and General Services expects to add  
16                  12 additional PHEVs and eight additional BEVs to the fleet.

17                  (7) Electric vehicle supply equipment. In furtherance of the State’s goal  
18                  to increase the amount of EVSE in Vermont:

19                  (A) Sec. 18 of this act authorizes up to \$1,000,000.00 to the  
20                  Interagency EVSE Grant Program for a pilot program for EVSE at multi-unit  
21                  affordable housing and multi-unit dwellings owned by a nonprofit; and

1           (B) Sec. 18a of this act sets a State goal to have a level 3 EVSE  
2           charging port available to the public within five miles of every exit of the  
3           Dwight D. Eisenhower National System of Interstate and Defense Highways  
4           within the State and 50 miles of another level 3 EVSE charging port available  
5           to the public along a State highway and requires the annual filing of an up-to-  
6           date map showing the locations of all level 3 EVSE available to the public  
7           within the State with the House and Senate Committees on Transportation each  
8           year until this goal is met.

9           (8) Vehicle incentive programs and expansion of the PEV market.

10           (A) Incentive Program for New PEVs and partnership with Drive  
11           Electric Vermont. Sec. 8 of this act authorizes:

12           (i) up to an additional \$250,000.00 for the Agency to continue and  
13           expand the Agency’s public-private partnership with Drive Electric Vermont to  
14           support the expansion of the PEV market in the State; and

15           (ii) at least \$3,000,000.00 for PEV purchase and lease incentives  
16           under the Incentive Program for New PEVs, which is the State’s program to  
17           incentivize the purchase and lease of new PEVs, and capped administrative  
18           costs.

19           (B) MileageSmart. Sec. 11 of this act authorizes up to \$600,000.00  
20           for purchase incentives under MileageSmart, which is the State’s used high-  
21           fuel-efficiency vehicle incentive program, and capped administrative costs.

1           (C) Emissions repairs. Sec. 15 of this act authorizes up to  
2           \$375,000.00 for emissions repair vouchers and capped startup and  
3           administrative costs.

4           (D) Replace Your Ride Program. Sec. 16 of this act creates a new  
5           program to be known as the Replace Your Ride Program, which will be the  
6           State’s program to incentivize Vermonters to remove older low-efficiency  
7           vehicles from operation and switch to modes of transportation that produce  
8           fewer greenhouse gas emissions, and authorizes up to \$1,500,000.00 for  
9           incentives under the Program and capped startup and administrative costs.

10           (E) Electric bicycle incentives. Sec. 17 of this act authorizes up to  
11           \$50,000.00 for \$200.00 incentives for the purchase of an electric bicycle.

12           (9) PEV rate design. Sec. 21 of this act requires the State’s electric  
13           distribution utilities to implement PEV rates for public and private EVSE not  
14           later than June 30, 2024.

15           (10) Transportation equity framework. Sec. 28c of this act requires the  
16           Agency, in consultation with the State’s 11 Regional Planning Commissions  
17           (PRCs), to complete and report back on a comprehensive analysis of the  
18           State’s existing transportation programs and develop a recommendation on a  
19           transportation equity framework that can be used to advance mobility equity,  
20           which is a transportation system that increases access to mobility options,  
21           reduces air pollution, and enhances economic opportunity for Vermonters in

1 communities that have been underserved by the State’s transportation system.

2 As part of this analysis, the RPCs are required to engage in a targeted public

3 outreach process.

4 (11) Space heating systems. Sec. 28d of this act requires the Agency,

5 commencing in fiscal year 2023, to only install non-fossil fuel space heating

6 systems as the primary heating source in buildings owned or controlled by the

7 Agency unless an exemption is provided by the Secretary and requires annual

8 reporting on any installations and exemptions.