

H.101 – Secs. 18–25	VTrans Revisions	AARP Revisions
<p>*** General Statement of Policy; Transportation Planning ***</p>	<p>*** Transportation Programs; Federal Carbon Reduction Program; PROTECT Formula Program; Prioritization; Equity ***</p>	<p>*** Transportation Programs; Federal Carbon Reduction Program; PROTECT Formula Program; Prioritization; Equity ***</p>
<p>Sec. 18. 19 V.S.A. § 10b is amended to read:</p> <p>§ 10b. STATEMENT OF POLICY; GENERAL</p> <p>(a) The Agency shall be the responsible agency of the State for the development of transportation policy. It shall develop a mission statement to reflect:</p> <p>(1) that State transportation policy shall be to encompass, coordinate, and integrate all modes of transportation and to consider “complete streets” principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and</p> <p>(2) the need for transportation projects that will improve the State’s economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways, and that will be consistent with the recommendations of the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b, the recommendations of the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592, and any rules adopted in accordance with 10 V.S.A. § 593;</p> <p>(3) the need for the Agency to lead, assist, and partner in the transformation of the transportation sector to meet the emissions reduction requirements of the Global Warming Solutions Act, codified at 10 V.S.A. § 578, and ensure that there</p>	<p>Sec. 19. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT THE FEDERAL CARBON REDUCTION PROGRAM AND PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY</p> <p><u>(a) The Agency of Transportation, through its development of the State’s Carbon Reduction Strategy, shall:</u></p> <p><u>(1) develop a methodology to:</u></p> <p><u>(A) quantify the emissions reductions the Agency will achieve from the State’s Transportation Program;</u></p> <p><u>(B) measure the gap between the emissions reductions calculated under subdivision (A) of this subdivision (a)(1) and the emissions reductions required under the Global Warming Solutions Act, as codified in 10 V.S.A. § 578; and</u></p> <p><u>(C) evaluate what additional emissions reductions are possible through the implementation of additional policies and programs within the State’s Transportation Program;</u></p> <p><u>(2) articulate the ongoing investments, particularly under the Carbon Reduction Program, established through the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA) and codified as 23 U.S.C. § 175, that the Agency intends to implement through the State’s annual Transportation Program</u></p>	<p>Sec. 19. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT THE FEDERAL CARBON REDUCTION PROGRAM AND PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY</p> <p><u>(a) The Agency of Transportation, through its development of the State’s Carbon Reduction Strategy, shall:</u></p> <p><u>(1) develop a methodology to:</u></p> <p><u>(A) quantify the emissions reductions the Agency will achieve from the State’s Transportation Program;</u></p> <p><u>(B) measure the gap between the emissions reductions calculated under subdivision (A) of this subdivision (a)(1) and the emissions reductions required under the Global Warming Solutions Act, as codified in 10 V.S.A. § 578; and</u></p> <p><u>(C) evaluate what additional emissions reductions are possible through the implementation of additional policies and programs within the State’s Transportation Program;</u></p> <p><u>(2) articulate the ongoing investments, particularly under the Carbon Reduction Program, established through the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA) and codified as 23 U.S.C. § 175, that the Agency intends to implement through the State’s annual Transportation Program</u></p>

<p>is an environmentally clean, efficient, multimodal system that will have economic, environmental, equity, and public health benefits for all Vermonters; and</p> <p>(4) the importance of transportation infrastructure resilience and strategies to construct or retrofit, or both, transportation infrastructure to prepare for and adapt to changes in the climate; add redundancy and efficiency to the transportation network; and use maintenance and operational strategies to address transportation disruptions.</p> <p>(b) The Agency shall coordinate planning and education efforts with those of the Vermont Climate Change Oversight Committee Council, established under 10 V.S.A. § 591, and those of local and regional planning entities to:</p> <p>(1) ensure that the transportation system as a whole is integrated; that access to the transportation system as a whole is integrated; and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and</p> <p>(2) support employer-led or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.</p> <p>(c) In developing the State’s annual Transportation Program, the Agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by 1988 Acts and Resolves No. 200 and with appropriate consideration to local, regional, and State agency plans:</p>	<p><u>in order to reduce emissions from activities within the control of the Agency;</u></p> <p><u>(3) identify and evaluate the effectiveness of other policies and programs to reduce transportation sector greenhouse gas emissions as required by the Global Warming Solutions Act and codified in 10 V.S.A. § 578 and the potential to generate a revenue source for ongoing greenhouse gas emissions reduction implementation;</u></p> <p><u>(4) engage in public outreach through the following:</u></p> <p><u>(A) establishing an advisory committee with a broad group of stakeholders, including representatives of the Vermont Climate Council, to help guide the identification and evaluation of policies and programs to reduce transportation sector greenhouse gas emissions;</u></p> <p><u>(B) working with stakeholders, including environmental groups; community-based organizations that represent equity and environmental justice interests; business community groups, including chambers of commerce; transportation industry associations, including those representing rail and trucking; municipalities; regional planning commissions; and elected officials on ways to reduce transportation sector greenhouse gas emissions; and</u></p> <p><u>(C) hosting not less than two public meetings, with at least one to gather input on proposed policies and programs to reduce transportation sector greenhouse gas emissions and at least one to address the evaluation of the anticipated outcomes of the draft of the State’s Carbon Reduction Strategy; and</u></p>	<p><u>in order to reduce emissions from activities within the control of the Agency;</u></p> <p><u>(3) identify and evaluate the effectiveness of other policies and programs to reduce transportation sector greenhouse gas emissions as required by the Global Warming Solutions Act and codified in 10 V.S.A. § 578 and the potential to generate a revenue source for ongoing greenhouse gas emissions reduction implementation;</u></p> <p><u>(4) engage in public outreach through the following:</u></p> <p><u>(A) establishing an advisory committee with a broad group of stakeholders, including representatives of the Vermont Climate Council, to help guide the identification and evaluation of policies and programs to reduce transportation sector greenhouse gas emissions;</u></p> <p><u>(B) working with stakeholders, including environmental groups; community-based organizations that represent equity and environmental justice interests; business community groups, including chambers of commerce; transportation industry associations, including those representing rail and trucking; municipalities; regional planning commissions; and elected officials on ways to reduce transportation sector greenhouse gas emissions; and</u></p> <p><u>(C) hosting not less than two public meetings, with at least one to gather input on proposed policies and programs to reduce transportation sector greenhouse gas emissions and at least one to address the evaluation of the anticipated outcomes of the draft of the State’s Carbon Reduction Strategy; and</u></p>
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<p>(1) Develop or incorporate designs that provide integrated, safe, and efficient transportation and that are consistent with the recommendations of the CEP and the CAP.</p> <p style="text-align: center;">* * *</p>	<p><u>(5) coordinate with the Climate Action Office within the Agency of Natural Resources to track and report progress towards achieving the State’s greenhouse gas emissions as required by the Global Warming Solutions Act and codified in 10 V.S.A. § 578.</u></p> <p><u>(b) The Agency shall develop the State’s Resilience Improvement Plan to establish how it will use federal monies available under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program, established through the IJA and codified as 23 U.S.C. § 176, and existing tools and processes to address transportation resilience, specifically for:</u></p> <p><u>(1) resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments, community response strategies, or evacuation planning and preparation;</u></p> <p><u>(2) resilience projects to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster; and</u></p> <p><u>(3) community resilience and evacuation route activities that strengthen and protect routes that are essential for providing and supporting evacuations caused by emergency events.</u></p> <p><u>(c) The Agency shall develop recommendations for the integration of carbon reduction, resilience, and equity factors into its project prioritization system through the Agency’s existing prioritization process and the development of the Equity Framework Project.</u></p>	<p><u>(5) coordinate with the Climate Action Office within the Agency of Natural Resources to track and report progress towards achieving the State’s greenhouse gas emissions as required by the Global Warming Solutions Act and codified in 10 V.S.A. § 578.</u></p> <p><u>(b) The Agency shall develop the State’s Resilience Improvement Plan to establish how it will use federal monies available under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program, established through the IJA and codified as 23 U.S.C. § 176, and existing tools and processes to address transportation resilience, specifically for:</u></p> <p><u>(1) resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments, community response strategies, or evacuation planning and preparation;</u></p> <p><u>(2) resilience projects to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster; and</u></p> <p><u>(3) community resilience and evacuation route activities that strengthen and protect routes that are essential for providing and supporting evacuations caused by emergency events.</u></p> <p><u>(c) The Agency shall develop recommendations for the integration of carbon reduction, resilience, and equity factors into its project prioritization system through the Agency’s existing prioritization process and the development of the Equity Framework Project.</u></p>
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<p>Sec. 19. 19 V.S.A. § 10i is amended to read:</p> <p>§ 10i. TRANSPORTATION PLANNING PROCESS</p> <p>(a) Long-range systems plan. The Agency shall establish and implement a planning process through the adoption of a long-range multi-modal <u>multimodal</u> systems plan integrating all modes of transportation. The long-range multi-modal <u>multimodal</u> systems plan shall be based upon Agency transportation policy developed under section 10b of this title; other policies approved by the General Assembly; Agency goals, mission, and objectives; demographic and travel forecasts; design standards; performance criteria; and funding availability. The long-range systems plan shall be developed with participation of the public and local and regional governmental entities and pursuant to the planning goals and processes set forth in 1988 Acts and Resolves No. 200. The plan shall be consistent with the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b <u>and the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592.</u></p> <p style="text-align: center;">* * *</p> <p>(c) Transportation Program. The Transportation Program shall be developed in a fiscally responsible manner to accomplish the following objectives:</p> <p>(1) managing, maintaining, and improving the State’s existing transportation infrastructure to provide capacity, safety, and flexibility, <u>and resiliency</u> in the most cost-effective and efficient manner;</p>	<p>Sec. 20. REPORT ON TRANSPORTATION PLANNING STATUTES</p> <p><u>The Agency of Transportation shall provide a written report summarizing the work completed pursuant to Sec. 19 of this act and written recommendations on how to amend statute, including 19 V.S.A. §§ 10b and 10i, to reflect the work completed pursuant to Sec. 19 of this act to the House and Senate Committees on Transportation on or before January 15, 2024.</u></p>	<p>Sec. 20. REPORT ON TRANSPORTATION PLANNING STATUTES</p> <p><u>The Agency of Transportation shall provide a written report summarizing the work completed pursuant to Sec. 19 of this act and written recommendations on how to amend statute, including 19 V.S.A. §§ 10b and 10i, to reflect the work completed pursuant to Sec. 19 of this act to the House and Senate Committees on Transportation on or before January 15, 2024.</u></p>
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- (2) developing an integrated transportation system that provides Vermonters with transportation choices;
- (3) strengthening the economy, protecting the quality of the natural environment, and improving Vermonters’ quality of life; ~~and~~
- (4) achieving the recommendations of the CEP and the CAP; ~~and~~
- (5) transforming the transportation sector to meet the State’s emissions reduction requirements and ensure that there is an environmentally clean, efficient, multimodal system that will have economic, environmental, equity, and public health benefits for all Vermonters.

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(f) Emissions modeling.

- (1) The Agency of Natural Resources shall coordinate with the Agency of Transportation to consider and incorporate relevant elements of the proposed Transportation Program and the effectiveness of those elements in reducing greenhouse gas emissions when developing and updating the Tracking and Measuring Progress Tool pursuant to 10 V.S.A. § 591(b)(3).
- (2) The following shall be included in the reports required pursuant to section 10g of this chapter:
 - (A) the portion of the Tracking and Measuring Progress Tool related to the Transportation Program;

<p><u>(B) a quantitative estimation of how effective the relevant elements of the proposed Transportation Program for the upcoming fiscal year will be in reducing greenhouse gas emissions and a quantitative estimation, based on the emission projections published in the Greenhouse Gas Inventory, if available, of how much more the greenhouse gas emissions from the transportation sector need to be reduced for the State to achieve its emissions reductions requirements; and</u></p> <p><u>(C) a strategy and plan for how to reduce the greenhouse gas emissions from the transportation sector to achieve the recommendations in the CEP and the CAP during fiscal years beyond the upcoming fiscal year, with the expectation that the strategy and plan shall be used in the Agency of Transportation’s ongoing planning.</u></p>		
<p style="text-align: center;">* * * Complete Streets * * *</p>	<p style="text-align: center;">* * * Complete Streets * * *</p>	<p style="text-align: center;">* * * Complete Streets * * *</p>
<p>Sec. 20. 19 V.S.A. § 10b is amended to read:</p> <p>§ 10b. STATEMENT OF POLICY; GENERAL</p> <p>(a) The Agency shall be the responsible agency of the State for the development of transportation policy. It shall develop a mission statement to reflect:</p> <p>(1) that State transportation policy shall be to encompass, coordinate, and integrate all modes of transportation and to consider “complete streets”, as defined in section 2401 of this title, principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and</p>	<p>Sec. 21. 19 V.S.A. § 10b is amended to read:</p> <p>§ 10b. STATEMENT OF POLICY; GENERAL</p> <p>(a) The Agency shall be the responsible agency of the State for the development of transportation policy. It shall develop a mission statement to reflect:</p> <p>(1) that State transportation policy shall be to encompass, coordinate, and integrate all modes of transportation and to consider “complete streets”, as defined in section 2401 of this title, principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and</p>	<p>Sec. 21. 19 V.S.A. § 10b is amended to read:</p> <p>§ 10b. STATEMENT OF POLICY; GENERAL</p> <p>(a) The Agency shall be the responsible agency of the State for the development of transportation policy. It shall develop a mission statement to reflect:</p> <p>(1) that State transportation policy shall be to encompass, coordinate, and integrate all modes of transportation and to consider “complete streets”, as defined in section 2401 of this title, principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and</p>

<p>(2) the need for transportation projects that will improve the State’s economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways, and that will be consistent with the recommendations of the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b, <u>the recommendations of the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592, and any rules adopted in accordance with 10 V.S.A. § 593.</u></p> <p>(b) The Agency shall coordinate planning, and education, and training efforts with those of the Vermont Climate Change Oversight Committee Council, established under 10 V.S.A. § 591, and those of local and regional planning entities to:</p> <p>(1) to ensure that the transportation system as a whole is integrated; that access to the transportation system as a whole is integrated; and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and</p> <p>(2) to support employer-led or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.</p> <p>(c) In developing the State’s annual Transportation Program, the Agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by 1988 Acts and Resolves No. 200 and with appropriate consideration to local, regional, and State agency plans:</p>	<p>(2) the need for transportation projects that will improve the State’s economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways, and that will be consistent with the recommendations of the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b</p> <p style="text-align: center;">!</p> <p>(b) The Agency shall coordinate planning and education, and training efforts with those of the Vermont Climate Change Oversight Committee and those of local and regional planning entities to:</p> <p>(1) to ensure that the transportation system as a whole is integrated; that access to the transportation system as a whole is integrated; and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and</p> <p>(2) to support employer-led or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.</p> <p>(c) In developing the State’s annual Transportation Program, the Agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by 1988 Acts and Resolves No. 200 and with appropriate consideration to local, regional, and State agency plans:</p>	<p>(2) the need for transportation projects that will improve the State’s economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways, and that will be consistent with the recommendations of the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b</p> <p>(b) The Agency shall coordinate planning and education, and training efforts with those of the Vermont Climate Change Oversight Committee and those of local and regional planning entities to:</p> <p>(1) to ensure that the transportation system as a whole is integrated; that access to the transportation system as a whole is integrated; and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and</p> <p>(2) to support employer-led or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.</p> <p>(c) In developing the State’s annual Transportation Program, the Agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by 1988 Acts and Resolves No. 200 and with appropriate consideration to local, regional, and State agency plans:</p>
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<p>(1) Develop develop or incorporate designs that provide integrated, safe, and efficient transportation and that are consistent with the recommendations of the CEP: <u>and CAP</u>:</p> <p>(2)(A) Consider the safety and accommodation of all transportation system users, including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities, consider complete streets principles in all State- and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a State-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the Agency, that one or more of the following circumstances exist:</p> <p>(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.</p> <p>(ii) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.</p> <p>(iii) Incorporating complete streets principles is outside the scope of a project because of its very nature.</p>	<p>(1) Develop develop or incorporate designs that provide integrated, safe, and efficient transportation and that are consistent with the recommendations of the CEP:</p> <p>(2)(A) Consider the safety and accommodation of all transportation system users, including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities, consider complete streets principles in all State- and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a State-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the Agency, that one or more of the following circumstances exist:</p> <p>(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.</p> <p>(ii) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.</p> <p>(iii) Incorporating complete streets principles is outside the scope of a project because of its very nature.</p>	<p>(1) Develop develop or incorporate designs that provide integrated, safe, and efficient transportation and that are consistent with the recommendations of the CEP:</p> <p>(2)(A) Consider the safety and accommodation of all transportation system users, including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities, consider complete streets principles in all State- and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a State-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the Agency, that one or more of the following circumstances exist:</p> <p>(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.</p> <p>(ii) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.</p> <p>(iii) Incorporating complete streets principles is outside the scope of a project because of its very nature.</p>
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<p>(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.;</p> <p>(3) Promote <u>promote</u> economic opportunities for Vermonters and the best use of the State’s environmental and historic resources; <u>and</u></p> <p>(4) Manage <u>manage</u> available funding to:</p> <p style="text-align: center;">* * *</p>	<p>(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.;</p> <p>(3) Promote <u>promote</u> economic opportunities for Vermonters and the best use of the State’s environmental and historic resources; <u>and</u></p> <p>(4) Manage <u>manage</u> available funding to:</p> <p style="text-align: center;">* * *</p>	<p>(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.;</p> <p>(3) Promote <u>promote</u> economic opportunities for Vermonters and the best use of the State’s environmental and historic resources; <u>and</u></p> <p>(4) Manage <u>manage</u> available funding to:</p> <p style="text-align: center;">* * *</p>
<p>Sec. 21. REPEAL</p> <p><u>19 V.S.A. § 309d (policy for municipally managed transportation projects) is repealed.</u></p>	<p>Sec. 22. REPEAL</p> <p><u>19 V.S.A. § 309d (policy for municipally managed transportation projects) is repealed.</u></p>	<p>Sec. 22. REPEAL</p> <p><u>19 V.S.A. § 309d (policy for municipally managed transportation projects) is repealed.</u></p>
<p>Sec. 22. 19 V.S.A. chapter 24 is added to read:</p> <p style="text-align: center;"><u>CHAPTER 24. COMPLETE STREETS</u></p> <p><u>§ 2401. DEFINITION</u></p> <p><u>As used in this chapter, “complete streets” means streets that provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles.</u></p>	<p>Sec. 23. 19 V.S.A. chapter 24 is added to read:</p> <p style="text-align: center;"><u>CHAPTER 24. COMPLETE STREETS</u></p> <p><u>§ 2401. DEFINITION</u></p> <p><u>As used in this chapter, “complete streets” means streets that provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles.</u></p>	<p>Sec. 23. 19 V.S.A. chapter 24 is added to read:</p> <p style="text-align: center;"><u>CHAPTER 24. COMPLETE STREETS</u></p> <p><u>§ 2401. DEFINITION</u></p> <p><u>As used in this chapter, “complete streets” means streets that provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles.</u></p>

§ 2402. STATE POLICY

Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by the Agency or a municipality, including planning, development, construction, or maintenance, it is the policy of this State for the Agency and municipalities, as applicable, to incorporate complete streets principles that:

(1) are both permanent and temporary, as necessary, for each project phase;

(2) prioritize underserved communities that have been historically harmed and segmented by the transportation network;

(3) serve individuals of all ages and abilities, including vulnerable users as defined in 23 V.S.A. § 4(81);

(4) follow best state-of-the-practice design guidance; and

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(1) serve individuals of all ages and abilities, including vulnerable users as defined in 23 V.S.A. § 4(81);

(2) follow state-of-the-practice design guidance; and

§ 2402. STATE POLICY

(a) Agency of Transportation funded, designed, or funded and designed projects shall seek to increase and encourage more pedestrian, bicycle, and public transit trips, with State goals to triple the distance traveled by walking, bicycling, and through taking public transit by 2030 and to promote intermodal access to the maximum extent feasible. These goals will help the State meet the transportation related recommendations outlined in the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b and the recommendations of the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592.

(b) Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by the Agency or a municipality, including planning, development, construction, or maintenance, it is the policy of this State for the Agency and municipalities, as applicable, to incorporate complete streets principles that:

(1) serve individuals of all ages and abilities, including vulnerable users as defined in 23 V.S.A. § 4(81);

(2) follow state-of-the-practice design guidance; and

(5) are sensitive to the surrounding community, including current and planned buildings, parks, and trails and current and expected transportation needs.

§ 2403. PROJECTS NOT INCORPORATING COMPLETE STREETS PRINCIPLES

(a) State projects. A State-managed project shall incorporate complete streets principles unless the project manager makes a written determination, supported by documentation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is grossly disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(3) Incorporating complete streets principles is outside the limited scope of a maintenance project that does not involve the reconstruction of any infrastructure.

(b) Municipal projects. A municipally managed project shall incorporate complete streets principles unless the municipality managing the project makes a written determination, supported by documentation, that one or more of the following circumstances exist:

(3) are sensitive to the surrounding community, including current and planned buildings, parks, and trails and current and expected transportation needs.

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(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(3) Incorporating complete streets principles is outside the limited scope of a project.

(b) Municipal projects. A municipally managed project shall incorporate complete streets principles unless the municipality managing the project makes a written determination, supported by documentation, that one or more of the following circumstances exist:

(3) are sensitive to the surrounding community, including current and planned buildings, parks, and trails and current and expected transportation needs.

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(a) State projects. A State-managed project shall incorporate complete streets principles unless the project manager makes a written determination, supported by documentation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is excessively disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(3) Incorporating complete streets principles is outside the limited scope of a project and there is a documented absence of a current and future need for enhanced access.

(b) Municipal projects. A municipally managed project shall incorporate complete streets principles unless the municipality managing the project makes a written determination, supported by documentation, that one or more of the following circumstances exist:

<p><u>(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.</u></p> <p><u>(2) The cost of incorporating complete streets principles is grossly disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.</u></p> <p><u>(3) Incorporating complete streets principles is outside the limited scope of a maintenance project that does not involve the reconstruction of any infrastructure.</u></p> <p><u>(c) Finality of determinations. The written determinations required by subsections (a) and (b) of this section shall be final and shall not be subject to appeal or further review.</u></p> <p><u>(d) Posting of determinations. The written determinations required by subsections (a) and (b) of this section shall be posted to the municipality’s website, in the case of a municipally managed project, and a page on the Agency of Transportation’s website dedicated to complete streets, in the case of a State- or municipally managed project.</u></p> <p><u>§ 2404. ANNUAL REPORT; PUBLIC DATABASE</u></p> <p><u>(a) Annual report. Notwithstanding 2 V.S.A. § 20(d), the Agency shall annually, on or before September 1 starting in 2025, submit a report detailing the State’s efforts in following the complete streets policy established in section 2402 of this</u></p>	<p><u>(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.</u></p> <p><u>(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.</u></p> <p><u>(3) Incorporating complete streets principles is outside the limited scope of a project.</u></p> <p><u>(c) Finality of determinations. The written determinations required by subsections (a) and (b) of this section shall be final and shall not be subject to appeal or further review.</u></p> <p><u>(d) Posting of determinations. The written determinations required by subsections (a) and (b) of this section shall be posted to the municipality’s website, in the case of a municipally managed project, and a web page on the Agency of Transportation’s website dedicated to complete streets, in the case of a State- managed project.</u></p> <p><u>§ 2404. ANNUAL REPORT; PUBLIC DATABASE</u></p> <p><u>(a) Annual report. Notwithstanding 2 V.S.A. § 20(d), the Agency shall annually, on or before September 1 starting in 2025, submit a report detailing the State’s efforts in following the complete streets policy established in section 2402 of this</u></p>	<p><u>(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.</u></p> <p><u>(2) The cost of incorporating complete streets principles is excessively disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.</u></p> <p><u>(3) Incorporating complete streets principles is outside the limited scope of a project and there is a documented absence of a current and future need for enhanced access.</u></p> <p><u>(c) Finality of determinations. The written determinations required by subsections (a) and (b) of this section shall be final and shall not be subject to appeal or further review.</u></p> <p><u>(d) Posting of determinations. The written determinations required by subsections (a) and (b) of this section shall be posted to the municipality’s website, in the case of a municipally managed project, and a web page on the Agency of Transportation’s website dedicated to complete streets, in the case of a State- managed project.</u></p> <p><u>§ 2404. ANNUAL REPORT; PUBLIC DATABASE</u></p> <p><u>(a) Annual report. Notwithstanding 2 V.S.A. § 20(d), the Agency shall annually, on or before September 1 starting in 2025, submit a report detailing the State’s efforts in following the complete streets policy established in section 2402 of this</u></p>
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<p><u>chapter during the previous fiscal year to the House and Senate Committees on Transportation.</u></p> <p><u>(b) Public database.</u></p> <p><u>(1) The Agency of Transportation shall post to a page dedicated to complete streets on the Agency’s website a database of all State- and municipally managed transportation projects for which preliminary engineering is completed after July 1, 2011 along with a description of the project, the location of the project, whether or not the project incorporated complete streets principles, and an explanation as to which circumstance or circumstances contained in subsections 2403(a) and (b) of this chapter existed in the case of projects not incorporating complete streets principles.</u></p> <p><u>(2) The database required under this subsection shall be updated on at least an annual basis.</u></p>	<p><u>chapter during the previous fiscal year to the House and Senate Committees on Transportation.</u></p> <p><u>(b) Public database.</u></p> <p><u>(1) The Agency of Transportation shall post to a web page dedicated to complete streets on the Agency’s website a database of all State- managed transportation projects that have been bid since January 1, 2023 along with a description of the project, the location of the project, which complete streets principles were incorporated in the project, as applicable, and an explanation as to which circumstance or circumstances contained in subsection 2403(a) of this chapter existed in the case of projects not incorporating complete streets principles.</u></p> <p><u>(2) The database required under this subsection shall be updated on at least an annual basis.</u></p>	<p><u>chapter during the previous fiscal year to the House and Senate Committees on Transportation.</u></p> <p><u>(b) Public database.</u></p> <p><u>(1) The Agency of Transportation shall post to a web page dedicated to complete streets on the Agency’s website a database of all State- managed transportation projects that have been bid since January 1, 2023 along with a description of the project, the location of the project, which complete streets principles were incorporated in the project, as applicable, and an explanation as to which circumstance or circumstances contained in subsection 2403(a) of this chapter existed in the case of projects not incorporating complete streets principles.</u></p> <p><u>(2) The database required under this subsection shall be updated on at least an annual basis.</u></p>
<p>Sec. 23. IMPLEMENTATION; PUBLIC DATABASE</p> <p><u>The Agency shall create and post the database required under 19 V.S.A. § 2404(b), as added by Sec. 22 of this act, on or before January 1, 2024.</u></p>	<p>Sec. 24. IMPLEMENTATION; PUBLIC DATABASE</p> <p><u>The Agency shall create and post the database required under 19 V.S.A. § 2404(b), as added by Sec. 23 of this act, on or before January 1, 2024.</u></p>	<p>Sec. 24. IMPLEMENTATION; PUBLIC DATABASE</p> <p><u>The Agency shall create and post the database required under 19 V.S.A. § 2404(b), as added by Sec. 23 of this act, on or before January 1, 2024.</u></p>
<p>Sec. 25. FUNDING FOR MUNICIPAL TRAINING ON COMPLETE STREETS</p> <p><u>The sum of \$50,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2024 for the Agency of Transportation, in consultation with the Vermont Climate Council, the Vermont League of Cities and</u></p>	<p>Sec. 25. MUNICIPAL TRAINING ON COMPLETE STREETS</p> <p><u>The Agency of Transportation, in consultation with the Vermont League of Cities and Towns and regional planning commissions, shall design and implement a program to provide training on complete streets to municipalities.</u></p>	<p>Sec. 25. MUNICIPAL TRAINING ON COMPLETE STREETS</p> <p><u>The Agency of Transportation, in consultation with the Vermont League of Cities and Towns and regional planning commissions, shall design and implement a program to provide training on complete streets to municipalities.</u></p>

<p><u>Towns, and regional planning commissions, to provide training on complete streets to municipalities.</u></p>		
<p>Sec. 24. UPDATE OF VERMONT STATE STANDARDS</p> <p><u>In accordance with the plan required pursuant to 2022 Acts and Resolves No. 184, Sec. 19, the Agency shall update the Vermont State Standards and documents, standards, guidance, and procedures related to the Vermont State Standards not later than July 1, 2024.</u></p>	<p>Sec. 26. REPLACEMENT OF THE CURRENT VERMONT STATE STANDARDS</p> <p><u>(a) The Agency of Transportation will be preparing replacements to the current Vermont State Standards and related documents, standards, guidance, and procedures in accordance with the plan required pursuant to 2022 Acts and Resolves No. 184, Sec. 19.</u></p> <p><u>(b) The Agency shall provide an oral update on the process to replace the current Vermont State Standards and related documents, standards, guidance, and procedures to the House and Senate Committees on Transportation on or before February 15, 2024.</u></p>	<p>Sec. 26. REPLACEMENT OF THE CURRENT VERMONT STATE STANDARDS</p> <p><u>(a) The Agency of Transportation will be preparing replacements to the current Vermont State Standards and related documents, standards, guidance, and procedures in accordance with the plan required pursuant to 2022 Acts and Resolves No. 184, Sec. 19.</u></p> <p><u>(b) The Agency shall provide an oral update on the process to replace the current Vermont State Standards and related documents, standards, guidance, and procedures to the House and Senate Committees on Transportation on or before February 15, 2024.</u></p>