



CHAIR: DEVON NEARY, RRPC
VICE-CHAIR: BILL COLVIN, BCRC
TREASURER: CHARLIE BAKER, CCRPC

To: Representative Matt Walker, Chair of House Transportation Committee
CC: Representative Michael Marcotte, Chair of House Commerce and Economic Development
From: Vermont Association of Planning and Development Agencies (VAPDA)
Subject: S.327 – Section 11: Connection Vermont to New York (Proposed Amendments)
Date: April 8, 2026

Dear Chair Walker:

This memorandum is submitted as a follow-up to earlier testimony on S.327 regarding Section 11, the Connecting Vermont to New York Study. We appreciate the Committee's continued consideration of this important issue.

We would also like to thank Senator David Weeks for highlighting this issue and elevating the conversation to the legislative level. The Route 22A corridor represents a critical economic link for Vermont, serving as a primary trucking route and strengthening connections between the western Vermont corridor and New York.

We also want to acknowledge and thank the Vermont Agency of Transportation for their continued efforts to develop and advance projects aimed at improving this vital corridor, with a strong emphasis on safety. These ongoing investments are essential to maintaining and enhancing one of Vermont's most important transportation routes.

As currently written, the draft study language is not feasible. After collaboration with Vermont Agency of Transportation, Vermont Association of Planning and Development Agencies believes that the short timeline, broad scope, and lack of funding make the study unrealistic for VAPDA and VTrans to complete. Both organizations are already engaged in several high-profile, jointly led statewide initiatives this summer, and it is not practical to take on an additional study of this scale at this time.

That said, VAPDA and VTrans are actively renewing and strengthening their partnership on a number of important statewide efforts. Through this collaboration, we believe there is a clear path to begin addressing the Route 22A corridor in a more focused and implementation-oriented manner alongside the Rutland Regional Planning Commission, Addison County Regional Planning Commission, and Chittenden County Regional Planning Commission. With several projects already programmed and significant prior planning work completed, we can build from existing studies and advance priority improvements without initiating a new, broad study effort.

For example, the Rutland and Addison County Regional Planning Commissions, in coordination with VTrans, have already convened two joint Transportation Advisory Committee (TAC) meetings focused on the Route 22A corridor and will continue working collaboratively to



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support project advancement. This type of coordination provides a practical and immediate path forward grounded in implementation.

If the Senator and Committees wish to proceed with a formal study despite these concerns, VAPDA and VTrans would welcome the opportunity to work collaboratively with legislative partners to refine the scope into something more achievable and outcome-oriented. Any study of this magnitude, however, would require substantially more time and resources than currently proposed. Based on comparable efforts, such a study would likely require funding in excess of \$250,000 and multiple years to complete. For example, the Planning and Environment Linkages (PELS) study in Vergennes required several years and significant investment to complete.

We appreciate the Legislature's attention to this important corridor and remain committed to working collaboratively to advance safety improvements, support economic vitality, and deliver transportation projects efficiently across Vermont.

Best regards,

Devon Neary, Chair
Vermont Association of Planning and Development Agencies