



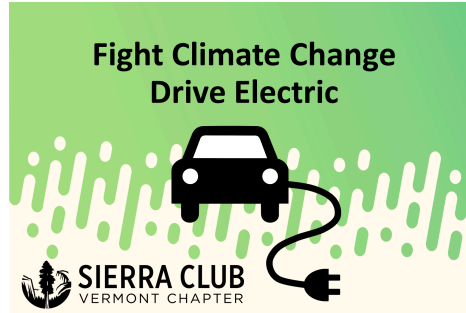
SIERRA CLUB

VERMONT CHAPTER

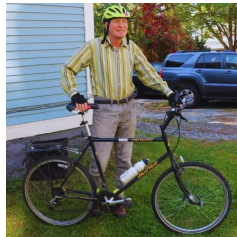
Sierra Club Transportation Policy Consideration for the 2025 Transportation Bill



1. Provide sustainable funding for EV Incentive programs
 - a. Mileage Smart— \$3 million
 - b. New EV Incentives- \$10 million
 - c. Ebikes- \$500,000
2. Provide sustainable funding for Transit programs to assist Vermonters in getting to their workplaces, medical appointments, and basic needs. Instruct the agency to shift funding from Maintenance, Paving, and Aviation to:
 - a. GMT Budget and the Rural Providers
 - i. Provide funding to prevent further cuts to transit routes
 - ii. Implement alternative funding sources for public transit, as outlined in this recent [transit funding study](#)
 - b. Transportation Demand Management
 - c. Mobility Transportation Innovation Grants
 - d. [Revisit the 2019 Study to Increase Transit Ridership](#)
3. Develop a steering committee to establish the [U.S. Route 5 Bike Corridor](#)
4. Require vehicle miles traveled reduction goals for all VTRANS projects.
 - a. Credits will be provided for projects that include bike paths, sidewalks, and increased transit capacity.
 - b. Could include Vehicle Miles Traveled instead of Level of Service as a metric of environmental impact for land development projects
5. Affirm support of the California Clean Air Act waiver by the EPA and the Advanced Clean Car and Truck Rules Continue Investments in charging infrastructure.



6. Continue to support the deployment of Electric Vehicle Supply Equipment.
 - a. Ensure public chargers can be accessed without an app or having to establish accounts with the different providers.
 - b. Adopt right-charge legislation to make EV adoption to renters accessible.
 - I. The policy should apply to renters of single-family homes and smaller multi-unit dwellings

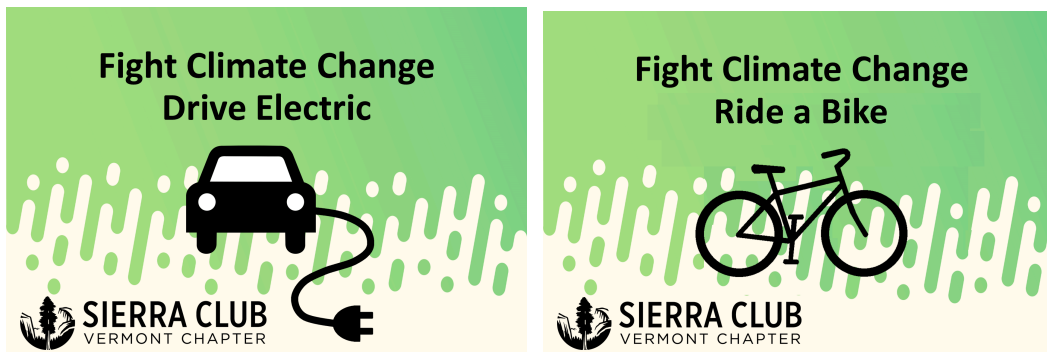


7. [Adopt the Idaho Stop](#) rules to allow greater flexibility for cyclists to yield at traffic lights and stop signs.
8. Secure funding for bike-ped programs.
9. Allow communities to lower speed limits in downtowns and village centers and ask the agency to develop a report on how to lower speed limits on state highways and roads.

10. Enforce speed limits via cameras to generate additional revenues, reduce emissions, alleviate concerns about police staffing shortages, and remove racial biases in enforcing speed limits
11. Prohibit Excessive noise from motor vehicle exhaust systems.
12. Limiting Noise from Engine Braking (“Jake Brakes”) and Vehicular Sound Systems.
13. Establish a definitive timeline for state fleet replacement to EVs for equipment and vehicles.
14. Explore establishing a cap and investment program that centers equitable distribution of program dollars to underserved populations and low-income Vermonters.
15. Utilize the VTRANS marketing budget to increase public service messages to access transit, active transportation, and EV adoption. Messaging should include
 - a. Financial savings of transportation alternatives to car ownership
 - b. Better health outcomes.
 - c. Quality of Life
 - d. Targeting Super Users to adopt EVS
 - e. Safety measures such as the 4-foot safe passing law.
 - f. Anti-idling laws.
16. Increase state-sponsored ride/drive events and marketing so Vermonters can understand the myriad of benefits.
 - a. Dedicate more funds to promote these events with the agency and DEV.

17. Ensure that any new transportation funding mechanisms are equitably implemented,
- a. Access funds from out-of-state travelers by assessing a transportation fee to hotels and Air BnBs. ** 15% of the gas tax is derived from outstate travelers and as more travelers arrive with efficient vehicles and EVs they are not contributing to the gas tax.
 - b. Fees are assessed for all vehicles and not punitive toward EVs

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