

**TRANSPORTATION ADVISORY COMMITTEE MEETING**

Wednesday, June 17, 2026

Addison:	Martin Haitz	Orwell:	
Bridport:	Sharon Macklin	Panton:	Kyle Rowe (Acting Chair)
Bristol:		Ripton:	Norm Tjossem
Cornwall:		Salisbury:	
Ferrisburgh:		Shoreham:	
Goshen:		Starksboro:	
Leicester:		Vergennes:	Shannon Haggett
Lincoln:	Bill Finger	Waltham:	
Middlebury:	Laura Asermiley	Weybridge:	
Monkton:		Whiting:	
New Haven:			
ACRPC Staff	Mike Winslow	Other	Jack Manderville Evans (Local Motion), Abe Koffman (VTrans), Otis Elms Monroe (MARC)

**AGENDA**

- Call to Order: 6:30PM
- Amendments to the Agenda - Added introductions. Move the Local Motion presentation later in the agenda to accommodate a scheduling conflict
- Conducted introductions
- Approval of [Minutes from May](#) meeting . Moved by Laura. Second by Shannon. All in favor. Norm abstained.
- Transportation Bill Highlights – Mike (*largely taken from the ACEDC newsletter*)
  - Heading into the session, legislators knew that they had a \$33 million structural deficit that would need to be addressed due to fuel tax receipts continuing to fall as vehicles grow more efficient while construction costs are up 62% since 2020.
  - **The Transportation Bill – H.944:** The deficit was closed this year as the Agency of Transportation has already cut dozens of vacant positions, and a one-time transfer of

\$10 million in Purchase and Use taxes on vehicle sales from the Education Fund back to the Transportation Fund.

- The annual Transportation Bill includes a 20% increase across nearly all DMV fees, including commercial vehicle registrations.
- **(MBUF):** Transitions electric vehicle owners to a Mileage-Based User Fee starting in 2027. The bill's most significant policy change: starting January 1, 2027, EV owners will pay \$0.014 per mile, capped at \$178 annually, replacing the current \$89 flat fee. Hybrids and plug-in hybrids follow in 2029. An earlier proposal to extend the mileage fee to all light-duty vehicles by 2031 was dropped.
- **Next Year:** Fuel tax receipts continue falling as vehicles grow more efficient. Funding for FY 27 covers repaving of just 46 miles of interstate and 56 miles of state highway, leaving roughly a third of state highways in poor or very poor condition. Without structural change, 60% of Vermont roads will be in very poor condition by decade's end.
- This year there was discussion about the ability for municipalities to levy a new local options tax with a "50-40-10" model proposed to allow towns to assess a second 1% LOT specifically for local transportation infrastructure.
- Asked VTrans for a report on funding projects with bonds specifically for projects that could go to construction in 2028-9
- Call for a report on means of generating Transportation Fund revenue from electricity sales at publicly available EV charging stations
- Raised the TAP grant maximum from \$600K to \$1.2 million and identified sand and salt shed projects as priorities (in addition to bicycle and pedestrian safety, which were already a priority).
- Transportation Updates from Mike
  - [Funding available for](#) equipment grants, temporary lighting, and municipal sign package. Submittals are due at 2PM on June 29.
  - TAC members should be looking for a survey in the next few weeks about their experience as members. VTrans is trying to better understand how TACs work across the state, and the survey is meant to inform that work.
  - RFP for TAC transportation planning grants to be released soon
  - TAC elections will be held in August. Brent is stepping down as chair. Andrea has agreed to serve as chair, but there is an open seat for vice-chair.
- Other Business/Roundtable
  - Middlebury – road striping not yet complete. No word on staffing updates since Dave Dibiase left
  - Ripton has 7-8 projects underway; most of which are nearing completion. There's a box culvert planned for VT125 but the town does not yet know when that will happen.

- Vergennes – Public Works director, Jim Larrow, is retiring. Matt Crowley will be replacing him. Shannon publicly thanked Brent for his many years of work on the TAC.
- Panton is quiet right now. Awaiting a new truck for delivery. Paving quotes came in about \$3 more per ton than last year, which is less of an increase than was feared. Continuing with summer work
- Addison – Route 17 paving is in process. Town has received Grants in Aid funding, but is awaiting a contract.
- Lincoln – bridge construction projects are more likely to be extended than shortened
- Bridport – mowing going on around town. Prepping for town-wide events this weekend
- Kyle added that Ferrisburgh received Structures and Paving grants this year. They'll be using Grants in Aid money on Kellog Bay Rd. Structures grant will be for a bridge.
- Mike added that guardrail inventories have been completed for Shoreham, Bridport, Cornwall, Ripton, Leicester, Orwell and Panton. Nick, the ACRPC intern, will be starting a road erosion and culvert inventory in Lincoln next week. Once that's completed he'll have some time for additional guardrail inventories. Towns should reach out to Mike if they're interested.
  - Addison expressed interested
  - Kyle noted that they planned to use the inventory to update their insurance records.
- Local Motion – Jack Manderville Evans ([jack@localmotion.org](mailto:jack@localmotion.org))
  - Jack provided an introduction to Local Motion a statewide walk bike advocacy organization
  - Jack works in the Complete Streets section; the organization also does Safe Routes to Schools programs; leads walk and bike smart programs which have worked with four schools in Addison County reaching over 1,000 students; runs a bike ferry on the Island Line Trail; and more
  - Bike ferry had 40k boardings last year; Vermont has the second highest percentage of GDP coming from outdoor recreation (behind only Hawaii)
  - Local Motion assists towns with demonstration projects such as in Chester where the provided traffic calming to set the stage for a grant application
  - They provide support for local walk bike groups such as the Walk Bike Council of Addison County.

- Streets as Places – A Local Motion priority. A joint program with AARP, Preservation Trust, and Front Porch Forum to provide microgrants for communities to host block parties. Had over 200 responses, but only 24 applications could be funded. The goal is reimagining streets as people-first places. 13 applications from Addison County; one funded in Middlebury.
- E-bikes and E-motors
  - A nationwide issue. Regulatory framework does not account for new devices that fall between the cracks
  - Ebikes are not motor vehicles – motors have to be less than 750 watts. Treated as conventional bicycles and operators are considered vulnerable road users. Class 1 pedal assist only; typically up to 20 mph. Class 2 mostly pedal assist but may have a throttle. Class 3 also pedal assist and no throttle but higher speeds - up to 28 mph. Can be used on sidewalks or shared use paths.
  - Emotos – no maximum speed; no maximum motor power. Therefore, classified as a motor vehicle. License, insurance, registration, and plates required. They don't have a Vehicle Identification Number though and therefore can't be traced following accidents. Can't be on sidewalks or shared use path. These devices are more akin to motorcycles but are advertised as Ebikes.
  - Local Motion would like the state to strengthen definitions to align with national recommendations, ban deceptive marketing (California has done this), and regulate the sale of devices
  - At the local level Local Motion suggests enforcing existing regulations, providing education to consumers and families, avoiding any regulations with language that's not consistent with existing regulations but rather reinforces and supplements state language, and defining facilities where e-motos are or are not allowed.
  - Sharon asked if the state planned to regulate ebikes on sidewalks. Jack suggested rules should focus on reckless behavior rather than outright bans.
  - Kyle asked about the intersection between emotos and dirtbikes or ATVs. Jack suggested many of the emotos are equivalent to dirtbikes or ATVs, but they are being moved into a context (public streets, etc.) where they're less appropriate.

- Laura noted that the Walk Bike Council is trying to be a local arm of Local Motion and she offered some materials about the Council’s activities.
- Marty asked about a helmet law. Jack noted the helmet law kicks in at about 30 mph. Other states require helmets at 20-30 mph and safety helmets at speeds higher than that.
- Marty mentioned that electric scooters need attention too. Jack noted that scooters are more likely to have accidents and operators suffer the most damage from such accidents.
- Laura shared the Middlebury ordinance regarding bicycles and pointed out how difficult it is to define bicycles and how to draw lines. Local Motion is working on draft language that might help clean up some of the ambiguities in the Middlebury language
- Local Motion is collecting observations about what towns, law enforcement, and others are seeing so they can best direct their efforts.

- Adjourn 19:41

**Note:** adopted meeting minutes are also available online at the ACRPC website under agendas and minutes. For your convenience, the latest version of the TAC Bylaws are linked here also: <http://www.acrpc.org/transportation/>

**2026 TAC MEETING SCHEDULE**

July – no meeting	August 19
September 16	October 21
November 18	December - no meeting