

Bill	Title	VERY Brief Summary	Sponsor
H.4	An act relating to the removal of the pilings of Bridge 308	<p>Would add the removal of the pilings of Bridge 308, the trestle bridge over Stevens Branch in Barre City, terminating at Vanetti Place, to the Agency of Transportation’s Rail Program with a project completion date on or before June 30, 2024, or, in the alternative, have the bridge be reengineered to have no structural supports within the Stevens Branch.</p> <p>NOTE: There are legislative findings.</p>	Rep. Peter Anthony ¹
H.9	An act relating to motor vehicle inspections	<p>Would exempt motor vehicles, except for buses, from:</p> <ul style="list-style-type: none"> - the annual motor vehicle safety inspection for the first 40 months after manufacture for a plug-in hybrid electric vehicle (PHEV); - all inspections (safety, visual emissions, and on board diagnostic (OBD) systems inspections) for the first 40 months after manufacture for a zero-emission vehicle (ZEV); and - the annual motor vehicle safety inspection for the first 30 months after manufacture for all other motor vehicles. 	Rep. Peter Anthony

¹ + Designates that there are additional sponsors.

		<p>Also adds a definition for ZEV and creates a “certification of inspection exemption” that would be issued by an inspection station certified by the Commissioner of Motor Vehicles upon proof that the vehicle is completely exempt from inspections (ZEVs for the first 40 months after manufacture).</p> <p>NOTE: There are legislative findings, including one that explains the fact that ZEVs are not currently subject to the annual visual emissions or OBD systems inspections, despite there not being a statutory exemption.</p>	
H.16	An act relating to a rail feasibility study	<p>Would require the Agency of Transportation to conduct a passenger and freight rail feasibility study and develop an implementation plan for the following corridors: (1) between Montreal, Quebec, and East Northfield, MA, via Newport, VT and (2) between Montreal, Quebec, and Boston Massachusetts, via Island Pond, VT and Portland, ME.</p> <p>NOTE: There are legislative findings.</p>	Rep. Woodman Page+
H.17	An act relating to abandoned motor vehicles and the towing of abandoned motor vehicles	<p>Would add a definition of motor vehicle applicable to the subchapter on abandoned vehicles (propelled or drawn by power other than muscular power that have or could have one or more of the following: plate/decal/number; public vehicle identification number (VIN); or a certificate of title) and increase both the time that a towing company has to complete paperwork for</p>	Rep. Woodman Page+

		an abandoned motor vehicle certification (from 30 days to 90 days) and the towing rate reimbursed by the State to a towing operator for the towing of an abandoned motor vehicle from public property (from \$40.00 to \$125.00).	
H.37	An act relating to winter tires on rental cars (SF) ²	Would require rental car companies operating in Vermont to offer a sufficient number of pleasure cars equipped with winter tires designated with a mountain-snowflake icon or properly sized alternate traction devices approved by the Commissioner of Motor Vehicles from November 1 through March 15.	Rep. Avram Patt+
H.38	An act relating to the use of a portable electronic device in non-hands-free mode while operating a motor vehicle	<p>Would define what it means to use a handheld portable electronic device in non-hands-free mode while operating a motor vehicle for purposes of the senior operator prohibition on using a handheld device except in hands-free mode. “Non-hands-free use” would mean “the use of a portable electronic device in any way that is not a hands-free use, including an operator of a motor vehicle holding a portable electronic device in the operator’s hand or hands while operating a motor vehicle.”</p> <p>NOTE: “Hands-free use” is already defined and this bill makes it look like more is happening with the definitions than is actually new because the terms that are defined throughout the section would all be defined in subsection (a).</p>	Rep. Charles “Butch” Shaw

² (SF) Designates that the bill is a short-form bill.

<p>H.64</p>	<p>An act relating to prohibiting wake boats on oligotrophic lakes (SF)</p>	<p>Would allow the municipality or municipalities surrounding an oligotrophic lake to prohibit the use of wake boats on the oligotrophic lake and to create a modified process for the Agency of Natural Resources, Department of Environmental Conservation, to amend the Vermont Use of Public Waters Rules when a municipality or municipalities surrounding an oligotrophic lake have prohibited the use of wake boats on the oligotrophic lake.</p> <p>NOTE: Oligotrophic lakes are “characterized by a low accumulation of dissolved nutrient salts, supporting but a sparse growth of algae and other organisms, and having a high oxygen content owing to the low organic content.” Dictionary.com.</p>	<p>Rep. Katherine Sims+</p>
<p>H.71</p>	<p>An act relating to Department of Motor Vehicles credentials and number plates with veteran designations</p>	<p>Would extend the issuance of Department of Motor Vehicles credentials (licenses, etc.) and number plates with a veteran designation to individuals disabled during active duty for training.</p> <p>NOTE: Would extend to those “disabled during active military, naval, air, or space services, as defined in 38 U.S.C. § 101(24),” which, under 38 U.S.C. § 101(24), would include, among other instances, “any period of active duty for training during which the individual concerned was disabled or died from a disease or injury incurred or aggravated in line of duty”</p>	<p>Rep. Arthur Peterson+</p>

<p>H.100</p>	<p>An act relating to pedestrian safety</p>	<p>Would allow municipalities to:</p> <ul style="list-style-type: none"> - seasonally install in-street pedestrian crossing signs in crosswalks (May 1 until October 15); and - lower certain speed limits on State highways (to 25 mph within downtown development district, village center, or new town center). <p>Also expresses the General Assembly’s intent that the Traffic Committee should not increase the speed limit on a State highway in response to a municipality’s request that the speed limit be lowered.</p>	<p>Rep. Katherine “Kari” Dolan +</p>
<p>H.101</p>	<p>An act relating to transportation initiatives to reduce carbon emissions</p>	<p>Would:</p> <ul style="list-style-type: none"> - require the Agency of Transportation to present a written plan with recommendations on how to fund State efforts to reduce greenhouse gas emissions and increase access to higher-efficiency, lower-cost transportation options; - create the Legislative Regional Transportation Climate Initiative Working Group to study regional climate initiatives such as the Transportation and Climate Initiative Program; 	<p>Rep. Mollie Burke +</p>

		<ul style="list-style-type: none">- implement a self-funded feebate program based on pleasure car efficiency;- require the Agency of Transportation to assess motor vehicle fuel use in Vermont in order to identify the most effective actions to transition operators to plug-in electric vehicles;- appropriate money for the Mobility and Transportation Innovation Grant Program, Bicycle and Pedestrian Program, and eBike Incentive Program;- require the Agency of Transportation to provide a written recommendation on a dedicated funding source for the local match required of public transit providers in Vermont;- make modifications to the Incentive Program for New PEVs and Replace Your Ride Program and the annual reporting requirements for the State’s motor vehicle incentive programs;- amend the State’s transportation planning policy related to greenhouse gas emissions and infrastructure resilience;- update the State’s complete streets policy and require the Agency of Transportation	
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		<p>to provide municipalities with training on complete streets;</p> <ul style="list-style-type: none"> - require the Agency of Transportation to update the Vermont State Standards; - require the Agency of Transportation to work with Amtrak, and other entities, on certain modifications to Amtrak service in Vermont; and - appropriate money to maintain zero-fare service on all urban public transit routes. <p>NOTE: Short title is the Transportation Affordability Act of 2023 and there is a typo in Sec. 11 (p. 22, ln.18). The appropriation should be in fiscal year 2024 (not 2023).</p>	
<p>H.108</p>	<p>An act relating to updating the Vermont School Bus Manual and the commercial driver’s license knowledge and skills tests</p>	<p>Would require the Commissioner of Motor Vehicles to:</p> <ul style="list-style-type: none"> - update the Vermont School Bus Manual to eliminate inconsistencies with other manuals and make the Vermont School Bus Manual easier to understand; - update the commercial driver’s license and endorsements knowledge tests required to operate a Type I or Type II school bus to only test the knowledge required for the operation of a motor vehicle that is representative of the type of 	<p>Rep. Dennis LaBounty +</p>

		<p>motor vehicle the individual operates or expects to operate; and</p> <ul style="list-style-type: none">- make suitable locations throughout the State available for prospective commercial motor vehicle operators to practice prior to taking a skills test. <p>NOTE: There are federal requirements and it might be that the Commissioner of Motor Vehicles cannot, within the federal framework, make changes to the questions on the knowledge tests.</p>	
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