

As Passed House	As Proposed to Be Amended by Senate
<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED AS AMENDED; DEFINITIONS</p> <p><u>(a) The Agency of Transportation’s proposed fiscal year 2020 Transportation Program appended to the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019), as amended by this act, is adopted to the extent federal, State, and local funds are available.</u></p> <p><u>(b) As used in this act, unless otherwise indicated:</u></p> <p><u>(1) “Agency” means the Agency of Transportation.</u></p> <p><u>(2) “Secretary” means the Secretary of Transportation.</u></p> <p><u>(3) The table heading “As Proposed” means the Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific</u></p>	<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED AS AMENDED; DEFINITIONS</p> <p style="text-align: center;">[NO CHANGES]</p> <p><u>(2) “Electric vehicle supply equipment” has the same meaning as in 30 V.S.A. § 201 as amended by Sec. 30 of this act.</u></p> <p><u>(3) “Plug-in electric vehicle” has the same meaning as in 23 V.S.A. § 4(85) as added by Sec. 29 of this act and is abbreviated “PEV.”</u></p> <p><u>(4) “Secretary” means the Secretary of Transportation.</u></p> <p><u>(5) The table heading “As Proposed” means the Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific</u></p>

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<p><u>amendments, the aggregate sum of which equals the net “Change” in the applicable table heading.</u></p> <p><u>(4) “TIB funds” means monies deposited into the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</u></p>	<p><u>amendments, the aggregate sum of which equals the net “Change” in the applicable table heading.</u></p> <p><u>(6) “TIB funds” means monies deposited into the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</u></p> <p><u>(c) In the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) for Public Transit, the abbreviation “FAA” is struck and “FTA” is inserted in lieu thereof.</u></p>
	<p><u>Sec. 2. FISCAL YEAR 2020 TRANSPORTATION INVESTMENTS INTENDED TO REDUCE TRANSPORTATION-RELATED GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL USE, AND SAVE VERMONT HOUSEHOLDS MONEY</u></p> <p><u>This act includes the State’s fiscal year 2020 transportation investments intended to reduce transportation-related greenhouse gas emissions, reduce fossil fuel use, and save Vermont households money in furtherance of the policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive Energy Plan, and to satisfy the Executive and Legislative Branches’ commitments to the Paris Agreement climate goals. In fiscal year 2020, these efforts will include the following:</u></p> <p><u>(1) Park and Ride Program. This act provides for a fiscal year expenditure of \$2,651,588.00, which will fund four park and ride construction projects—creating 277 new spaces across</u></p>

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	<p><u>the State—and the design of five additional facilities—totaling 277 additional spaces—scheduled for construction in fiscal year 2021. Once completed, these 554 new park and ride spaces will increase the number of State-owned parking spaces by 34 percent. Specific additions and improvements include:</u></p> <ul style="list-style-type: none"> <u>(A) Williston - Construction of 142 spaces;</u> <u>(B) Saint Johnsbury - Construction of 44 spaces;</u> <u>(C) Royalton - Construction of 91 spaces;</u> <u>(D) Cambridge - Improvements to existing spaces;</u> <u>(E) Thetford - Design for 40 spaces;</u> <u>(F) Berlin (Exit 6) - Design for 62 spaces;</u> <u>(G) Berlin (Exit 7) - Design for 75 spaces;</u> <u>(H) Manchester - Design for 50 spaces; and</u> <u>(I) Williamstown - Design for 50 spaces.</u> <p><u>(2) Bike and Pedestrian Facilities Program. This act provides for a fiscal year expenditure of \$14,737,044.00, which will fund 34 bike and pedestrian construction projects, and 20 bike and pedestrian design or right-of-way projects, or both, for construction in fiscal year 2021. The construction projects include the creation, improvement, or rehabilitation of</u></p>

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	<p>walkways, sidewalks, shared use paths, bike paths, and cycling lanes. Projects are funded in Albany, Arlington, Bennington, Burlington, Castleton, Chester, Colchester, Dover, East Montpelier, Enosburg Falls, Essex, Fair Haven, Fairfield, Franklin, Hardwick, Hartford, Hinesburg, Jericho, Lake Champlain causeway, Manchester, Middlebury, Milton, Montpelier-Berlin, Moretown, Norwich, Pittsford, Plainfield, Pownal, Richford, Royalton, Rutland City, South Burlington, Springfield, Stowe, Sheldon, Swanton, Thetford, Underhill, Waitsfield, Waterbury, West Rutland, Williston, and Winooski.</p> <p>(3) Transportation Alternatives Program. This act provides for a fiscal year expenditure of \$4,085,772.00, which will fund 21 transportation alternatives construction projects and 14 design or right-of-way projects, or both. Of these 35 projects, 12 involve environmental mitigation related to clean water or stormwater concerns, or both, and the remaining 23 involve bicycle and pedestrian facilities. Projects are funded in Bennington, Brandon, Burlington, Castleton, Chester, Colchester, East Montpelier, Enosburg, Essex, Essex Junction, Hartford, Hyde Park, Jericho, Montpelier, Newfane, Pomfret, Putney, Rutland City, Shelburne, South Burlington, Springfield, St. Albans, St. Johnsbury, Thetford, Williston, Wilmington, and Winooski.</p> <p>(4) Public Transit Program. This act authorizes \$36,824,399.00 in funding for public transit uses throughout the State, which is a 17.2 percent increase over fiscal year 2019 levels. This authorization includes \$1,884,000.00 for two large all-electric transit buses for the Burlington area, \$480,000.00 for</p>

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	<p><u>two all-electric small shuttle buses for the Montpelier area, and \$3,000,000.00 from the Federal Transit Authority that flows through the State directly to the Green Mountain Transportation Authority. Also included in the authorization are:</u></p> <p><u>(A) Go! Vermont at \$858,434.00, which supports the promotion and use of carpools and vanpools.</u></p> <p><u>(B) Barre Transit Expansion at \$275,000.00, which increases service available through Barre Transit.</u></p> <p><u>(C) Capital Commuters at \$100,000.00, which provides discounted bus passes to those commuting to work in Montpelier.</u></p> <p><u>(D) Vermont Kidney Association Grant at \$50,000.00, which supports the transit needs of Vermonters in need of dialysis services.</u></p> <p><u>(5) Rail Program. This act authorizes \$35,983,865.00 for passenger and freight rail uses throughout the State, which is an 11 percent increase over fiscal year 2019 levels. This authorization includes \$5,200,000.00 for infrastructure upgrades to bring passenger rail service to Burlington from Rutland and \$8,300,000.00 to support Amtrak service. Since one freight rail car holds the equivalent of four tractor trailer trucks, increased usage of freight rail lines will reduce carbon emissions and minimize wear and tear on the State's highway network.</u></p>

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	<p data-bbox="1062 284 1871 386"><u>(6) Multi-Modal Facilities Program. This act authorizes \$1,250,000.00 to complete the \$7,750,000.00 multi-modal transit center, bike path, and pedestrian facility in Montpelier.</u></p> <p data-bbox="1062 428 1881 751"><u>(7) Transformation of the State Vehicle Fleet. The State Vehicle Fleet, which is under the management of the Department of Buildings and General Services, contains 734 vehicles. Presently, 54 of those vehicles are hybrid or plug-in electric vehicles. Secs. 40, 41, and 42 of this act will requires that not less than 50 percent of vehicles purchased or leased by the Department of Buildings and General Services on or after July 1, 2019 be hybrid or plug-in electric vehicles, and not less than 75 percent beginning July 1, 2021.</u></p> <p data-bbox="1062 794 1887 862"><u>(8) Vehicle incentive and emissions repair programs. Sec. 34 of this act authorizes \$2,000,000.00 to support two programs.</u></p> <p data-bbox="1062 904 1871 1154"><u>(A) Plug-in electric vehicle incentive program. This program will offer financial incentives to income-eligible Vermont households purchasing or leasing new plug-in electric vehicles. As more fully described in Sec. 34 of this act, the Agency of Transportation will administer this program, which will be offered on a first-come first-served basis until the funds are exhausted.</u></p> <p data-bbox="1062 1196 1835 1372"><u>(B) High fuel efficiency vehicle incentive and emissions repair program. This program will offer financial incentives to income-eligible Vermont households to replace older, fuel inefficient vehicles with used high fuel efficiency vehicles, including hybrid vehicles, and emissions repair</u></p>

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	<p>vouchers for certain vehicles that failed the on board diagnostic (OBD) systems inspection but could, with less than \$2,500.00 in emissions repair work, pass the OBD systems inspection. As more fully described in Sec. 34 of this act, the Agency of Transportation will administer this program, which will target incentives to households that are served by the State's network of community action agencies. These households, for whom the purchase of new plug-in electric vehicles is financially out of reach, will benefit financially by switching to far more efficient vehicles as envisioned by this program or having emissions repair work done to their existing vehicle.</p> <p>(9) Report on methods to increase public transit ridership. This act, through the spending authorization for the Policy and Planning Program, includes funding for and direction to the Agency of Transportation to conduct a comprehensive study of strategies to increase public transit ridership, with an emphasis on rural areas.</p> <p>(10) Report on time-of-acquisition feebates. This act, through the spending authorization for the Policy and Planning Program, includes funding for and directs the Agency of Transportation to conduct a study on time-of-acquisition feebates and make a recommendation on whether Vermont should establish a time-of-acquisition feebate program on the purchase and lease, if applicable, of new vehicles. Such a program would establish one or more levels of fuel efficiency based on miles per gallon or miles per gallon equivalent and provide an immediate cash incentive for vehicles that exceed</p>

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	<p><u>that level, or levels, or assess a financial fee on vehicles that perform less than the established level, or levels.</u></p> <p><u>(11) Report on weight-based annual registration fees. This act, through the spending authorization for the Policy and Planning Program, includes funding for and directs the Agency of Transportation to conduct a study on whether Vermont should establish an annual vehicle registration fee schedule based upon the weight of the vehicle. As gas sales decline, revenues to support transportation infrastructure will continue to decline if not replaced with another source reflecting impact on roads, the environment, and State policies.</u></p> <p><u>(12) Plug-in electric vehicle charging regulatory report. This act lays the groundwork for a regulatory structure in support of transportation electrification. The policies in this act, combined with impending action at the Public Utility Commission, will provide predictability for plug-in electric vehicle owners and the sustainability of Vermont’s transportation infrastructure.</u></p> <p><u>(13) Electrification of the State’s motor vehicle fleet. This act, in concert with the Big Bill, appropriates \$512,000.00 to electrify the State’s motor vehicle pool. The expenditures support the purchase of 12 fully electric vehicles and electric vehicle supply equipment at the following State facilities:</u></p> <p><u>(A) 134 State St., Montpelier;</u></p> <p><u>(B) Rutland;</u></p>

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	<p><u>(C) Springfield; and</u></p> <p><u>(D) Barre.</u></p> <p><u>(14) Transportation and Climate Initiative (TCI). This act, through the spending authorization for the Policy and Planning Program, supports staff work in collaboration with the Agency of Natural Resources to negotiate the Transportation and Climate Initiative agreement with other participating jurisdictions. TCI jurisdictions are negotiating a regional low-carbon transportation policy proposal that would cap and reduce carbon emissions from the combustion of transportation fuels through a cap-and-invest program or other pricing mechanism and allow each TCI jurisdiction to invest proceeds from the program into low-carbon and more resilient transportation infrastructure.</u></p>
<p>Sec. 2. FISCAL YEAR SPENDING AUTHORITY; PROGRAM DEVELOPMENT</p> <p><u>Spending authority in Program Development in the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) is hereby amended as follows:</u></p>	<p>Sec. <u>3</u>. FISCAL YEAR SPENDING AUTHORITY; PROGRAM DEVELOPMENT</p> <p><u>If the Agency’s fiscal year 2019 maintenance of effort requirement is attained and toll credits are approved by the Federal Highway Administration in fiscal year 2020, then spending authority in Program Development in the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) is amended as follows:</u></p>

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<p>(a) transportation funds is reduced by <u>\$845,416.00; and</u></p> <p>(b) federal funds is increased by <u>\$845,416.00.</u></p>	<p>(1) transportation funds is reduced by <u>the amount of toll credits approved, but not to exceed \$845,416.64; and</u></p> <p>(2) federal funds is increased by <u>the amount of toll credits approved, but not to exceed \$845,416.64.</u></p>
<p>Sec. 3. PROGRAM DEVELOPMENT; ROADWAY <u>[NO CHANGES, AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 4. PROGRAM DEVELOPMENT; ROADWAY</p>
<p><u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p><u>Sec. 5. PROGRAM DEVELOPMENT; TRAFFIC & SAFETY</u></p>
<p>Sec. 4. SPENDING IN THE TOWN HIGHWAY AID PROGRAM</p> <p><u>[SEN. PROPOSAL ON SEC. 6(a) AGREED TO IN CONF. COMMITTEE]</u></p> <p><u>Spending authority in the Town Highway Aid Program in the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) is increased by \$995,416.00 in transportation funds.</u></p>	<p><u>Sec. 6. SPENDING AUTHORITY IN THE MUNICIPAL MITIGATION ASSISTANCE PROGRAM</u></p> <p><u>(a) Spending authority for grants in the Municipal Mitigation Assistance Program in the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) is decreased by \$800,000.00 in special funds from the Clean Water Fund.</u></p> <p><u>(b) Spending authority for grants in the Municipal Mitigation Assistance Program in the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) is increased by \$135,000.00 in transportation funds.</u></p> <p><u>(c) If the Agency’s fiscal year 2019 maintenance of effort requirement is attained and toll credits are approved by the Federal Highway Administration in fiscal year 2020, then spending authority for grants in the Municipal Mitigation Assistance Program in the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21,</u></p>

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	<p>2019) is further increased by the amount of toll credits approved, but not to exceed \$845,416.64.</p>																												
<p>Sec. 4a. ELECTRIC VEHICLE CHARGING STATIONS AT PARK AND RIDE LOTS</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) for Park & Ride Lots authorized spending for Statewide EVCS(1)-EV charging stations is amended as follows:</u></p> <table border="0"> <thead> <tr> <th><u>FY20</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>300,000</td> <td>300,000</td> <td>0</td> </tr> <tr> <td>Total</td> <td>300,000</td> <td>300,000</td> <td>0</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>State (Transportation Fund)</td> <td>300,000</td> <td>0</td> <td>-300,000</td> </tr> <tr> <td>State (Interdepartmental Transfer)</td> <td>0</td> <td>300,000</td> <td>300,000</td> </tr> <tr> <td>Total</td> <td>300,000</td> <td>300,000</td> <td>0</td> </tr> </tbody> </table>	<u>FY20</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	300,000	300,000	0	Total	300,000	300,000	0	<u>Sources of funds</u>				State (Transportation Fund)	300,000	0	-300,000	State (Interdepartmental Transfer)	0	300,000	300,000	Total	300,000	300,000	0	<p>[SECTION DELETED]</p>
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	<p>Sec. 7. OPIOID TREATMENT PILOT</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) for Public Transit authorized spending for Opioid Treatment Pilot is amended as follows:</u></p> <table border="0"> <thead> <tr> <th><u>FY20</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>200,000</td> <td>0</td> <td>-200,000</td> </tr> </tbody> </table>	<u>FY20</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Other	200,000	0	-200,000																				
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	<p>Sec. 8. CLARENDON SRE BUILDING</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019) for Aviation authorized spending for Clarendon SRE Building is amended as follows:</u></p> <table border="1" data-bbox="1052 755 1906 901"> <thead> <tr> <th><u>FY20</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>PE</td> <td>105,000</td> <td>105,000</td> <td>0</td> </tr> <tr> <td>Construction</td> <td>553,472</td> <td>453,472</td> <td>-100,000</td> </tr> <tr> <td>Total</td> <td>658,472</td> <td>558,472</td> <td>-100,000</td> </tr> </tbody> </table> <p>Sources of funds</p> <table border="1" data-bbox="1052 966 1906 1047"> <tbody> <tr> <td>State</td> <td>658,472</td> <td>558,472</td> <td>-100,000</td> </tr> <tr> <td>Total</td> <td>658,472</td> <td>558,472</td> <td>-100,000</td> </tr> </tbody> </table>				<u>FY20</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	PE	105,000	105,000	0	Construction	553,472	453,472	-100,000	Total	658,472	558,472	-100,000	State	658,472	558,472	-100,000	Total	658,472	558,472	-100,000
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<p>Sec. 5. 19 V.S.A. § 10g(h) is amended to read:</p> <p>(h) Should capital projects in the Transportation Program be delayed because of unanticipated problems with permitting, right-of-way acquisition, construction, local concern, or availability of federal or State funds, the Secretary is authorized to advance projects in the approved Transportation Program. The Secretary is further authorized to undertake projects to</p>	<p>Sec. 9. 19 V.S.A. § 10g(h) is amended to read:</p> <p>(h) Should capital projects in the Transportation Program be delayed because of unanticipated problems with permitting, right-of-way acquisition, construction, local concern, or availability of federal or State funds, the Secretary is authorized to advance projects in the approved Transportation Program. The Secretary is further authorized to undertake projects to</p>																											

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<p>resolve emergency or safety issues. Upon authorizing a project to resolve an emergency or safety issue, the Secretary shall give prompt notice of the decision and action taken to the Joint Fiscal Office and to the House and Senate Committees on Transportation when the General Assembly is in session, and when the General Assembly is not in session, to the Joint Transportation Oversight Committee, <u>the Joint Fiscal Office, and the Joint Fiscal Committee</u>. Should an approved project in the current Transportation Program require additional funding to maintain the approved schedule, the Agency is authorized to allocate the necessary resources. However, the Secretary shall not delay or suspend work on approved projects to reallocate funding for other projects except when other funding options are not available. In such case, the Secretary shall notify the members of the Joint Transportation Oversight Committee, and the Joint Fiscal Office, and the Joint Fiscal Committee <u>when the General Assembly is not in session and the House and Senate Committees on Transportation and the Joint Fiscal Office when the General Assembly is in session</u>. With respect to projects in the approved Transportation Program, the Secretary shall notify, in the district affected, the regional planning commission, the municipality, Legislators, members of the Senate and House Committees on Transportation, and the Joint Fiscal Office of any change which <u>that</u> likely will affect the fiscal year in which the project is planned to go to construction. No project shall be canceled without the approval of the General Assembly.</p>	<p>resolve emergency or safety issues. Upon authorizing a project to resolve an emergency or safety issue, the Secretary shall give prompt notice of the decision and action taken to the Joint Fiscal Office and to the House and Senate Committees on Transportation when the General Assembly is in session, and when the General Assembly is not in session, to the Joint Transportation Oversight Committee, <u>the Joint Fiscal Office, and the Joint Fiscal Committee</u>. Should an approved project in the current Transportation Program require additional funding to maintain the approved schedule, the Agency is authorized to allocate the necessary resources. However, the Secretary shall not delay or suspend work on approved projects to reallocate funding for other projects except when other funding options are not available. In such case, the Secretary shall notify the members of the Joint Transportation Oversight Committee, and the Joint Fiscal Office, and the Joint Fiscal Committee <u>when the General Assembly is not in session and the House and Senate Committees on Transportation and the Joint Fiscal Office when the General Assembly is in session</u>. With respect to projects in the approved Transportation Program, the Secretary shall notify, in the district affected, the regional planning commission, the municipality, Legislators, members of the Senate and House Committees on Transportation, and the Joint Fiscal Office of any change which <u>that</u> likely will affect the fiscal year in which the project is planned to go to construction. No project shall be canceled without the approval of the General Assembly, <u>except that the Agency may cancel a municipal project when requested by the municipality or when the Agency and the municipality concur that the project no longer is necessary.</u></p>

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<p>Sec. 6. PROJECT CANCELLATIONS</p> <p><u>(a) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following project within the Bike and Pedestrian Facilities Program: Colchester – Improvements to the Mill Pond/Severence Road intersection.</u></p> <p><u>(b) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following projects within the Town Highway Bridge Program: Belvidere BO 1448(), Springfield BO 1442 (40), Woodstock BO 1444 ().</u></p>	<p>[SECTION DELETED]</p>
<p>Sec. 7. PROJECT ADDITIONS</p> <p><u>(a) The following project is added to the candidate list of Program Development—Traffic & Safety Program within the fiscal year 2020 Transportation Program: Colchester – Bayside Intersection Roundabout and Stormwater Improvements.</u></p>	<p>Sec. 10. ADDITION OF COLCHESTER – BAYSIDE INTERSECTION PROJECT</p> <p><u>The following project is added to the candidate list of Program Development—Traffic & Safety Program within the Proposed Fiscal Year 2020 Transportation Program (Revised February 21, 2019): Colchester – Bayside Intersection Roundabout and Stormwater Improvements.</u></p>
<p><u>(b) The following project is added to the candidate list of the Program Development—Traffic & Safety Program within the fiscal year 2020 Transportation Program:</u></p>	<p>Sec. 11. ADDITION OF SHELBURNE – SOUTH BURLINGTON PROJECT AND SPENDING AUTHORITY</p> <p><u>(a) The following project is added to the candidate list of the Program Development—Traffic & Safety Program within the fiscal year 2020 Transportation Program (Revised February 21,</u></p>

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<p><u>Shelburne – South Burlington – Automated Traffic Signal Performance Measures.</u></p>	<p>2019): <u>Shelburne – South Burlington – Automated Traffic Signal Performance Measures.</u></p> <p>(b) Spending authority for the Shelburne – South Burlington – Automated Traffic Signal Performance Measures project is authorized as follows:</p> <table border="1" data-bbox="1060 535 1896 682"> <thead> <tr> <th><u>FY20</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>PE</td> <td>0</td> <td>15,000</td> <td>15,000</td> </tr> <tr> <td>Construction</td> <td>0</td> <td>50,000</td> <td>50,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>65,000</td> <td>65,000</td> </tr> </tbody> </table> <table border="1" data-bbox="1060 714 1896 860"> <thead> <tr> <th colspan="4"><u>Sources of funds</u></th> </tr> </thead> <tbody> <tr> <td>State</td> <td>0</td> <td>13,000</td> <td>13,000</td> </tr> <tr> <td>Federal</td> <td>0</td> <td>52,000</td> <td>52,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>65,000</td> <td>65,000</td> </tr> </tbody> </table>	<u>FY20</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	PE	0	15,000	15,000	Construction	0	50,000	50,000	Total	0	65,000	65,000	<u>Sources of funds</u>				State	0	13,000	13,000	Federal	0	52,000	52,000	Total	0	65,000	65,000
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Total	0	65,000	65,000																														
<p>Sec. 8. BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT (RAIL) [NO CHANGES, AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 12. BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT (RAIL)</p>																																
<p>Sec. 9. CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT (RAIL) [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 13. CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT (RAIL)</p>																																
<p>Sec. 10. TRANSFER TO CENTRAL GARAGE FUND [NO CHANGES, AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 14. TRANSFER TO CENTRAL GARAGE FUND</p>																																
<p>Sec. 11. CENTRAL GARAGE EQUIPMENT [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 15. CENTRAL GARAGE EQUIPMENT</p>																																
<p>Sec. 12. 19 V.S.A. § 13(c)(1) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 16. 19 V.S.A. § 13(c)(1) is amended to read:</p>																																

As Passed House	As Proposed to Be Amended by Senate
Sec. 13. 19 V.S.A. § 306(a) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 17. 19 V.S.A. § 306(a) is amended to read:
Sec. 14. 24 V.S.A. § 5083 is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 18. 24 V.S.A. § 5083 is amended to read:
Sec. 15. 24 V.S.A. § 5091(i) is amended to read: (i) To implement <u>The Agency of Transportation shall distribute State and federal funds to public transit systems through an annual competitive program that implements the public transportation policy goals set forth in section 5083 of this title and 19 V.S.A. § 10f, the Agency of Transportation shall use the following formula for distribution of operating funds to public transit systems: and achieves, where possible, geographic balance in funding.</u> (1)(A) 10 percent based on the percentage of the State's population of elders (persons age 60 and above) in each of the designated transit service areas; (B) 10 percent based on the percentage of the State's youth population (persons ages 12 through 17) in each of the designated transit service areas; (C) 10 percent based on the percentage of the State's population of people who have limited physical mobility in each of the designated transit service areas; [Repealed] (D) 10 percent based on the percentage of the State's population of people who are in poverty in each of the designated transit service areas;	Sec. 19. 24 V.S.A. § 5091(i) is amended to read: (i) To implement <u>The Agency of Transportation shall distribute State and federal funds to public transit systems through an annual competitive program that implements the public transportation policy goals set forth in section 5083 of this title and 19 V.S.A. § 10f, the Agency of Transportation shall use the following formula for distribution of operating funds to public transit systems: [END OF SENTENCE DELETED]</u> [NO CHANGES]

As Passed House	As Proposed to Be Amended by Senate
<p>(E) 10 percent based on the percentage of the State's households lacking access to an automobile in each of the designated transit service areas.</p> <p>(2) 20 percent of operating funds shall be based on need for employment transportation, as measured by the percentage of the State's employed persons residing in each of the designated transit service areas, using data developed by the Vermont Department of Labor. [Repealed.]</p> <p>(3) 15 percent of operating funds shall be based on the need for congestion mitigation and air quality, as measured by the percentage of the State's overall population living in high density areas in each of the designated transit service areas, using data from the U.S. Bureau of the Census. [Repealed.]</p> <p>(4) 15 percent of the operating funds shall be based on need for economic development transportation, as measured by the percentage of the State's jobs in each of the designated transit service areas, using data developed annually by the Vermont Department of Labor. [Repealed.]</p>	

As Passed House	As Proposed to Be Amended by Senate
<p>Sec. 16. STUDY OF METHODS TO INCREASE PUBLIC TRANSIT RIDERSHIP IN VERMONT</p> <p><u>(a) As Vermont plans for a future with reduced greenhouse gas emissions as determined in the State Energy Plan, improvements to transit service to enhance the use of mobility options and accessibility will be critical to achieving the State’s environmental goals.</u></p> <p><u>(b) The Agency of Transportation shall, in consultation with stakeholders such as the Vermont Public Transportation Association, the Public Transit Advisory Council, human services agencies, hospitals, nonprofit agencies that provide transportation to their clients, as well as any other stakeholders that are identified, study methods to increase use of public transit in Vermont for both residents and visitors that:</u></p> <p><u>(1) determines what factors limit the use of public transit, as defined in State statute, in Vermont including proximity to routes, availability of park and rides, quality of service delivered, first and last mile(s) hinderances, use and availability of ride-hailing services, availability and ease of use of volunteer resources, joint procurement of services among State agencies, and other factors as identified by the Agency;</u></p> <p><u>(2) reviews the current research on what methods best serve to increase ridership, particularly in small cities and rural areas, including research published by the Transportation Research Board and other national groups, data collected during the outreach for the Public Transit Policy Plan (PTPP), recent</u></p>	<p>Sec. 20. STUDY OF METHODS TO INCREASE PUBLIC TRANSIT RIDERSHIP IN VERMONT</p> <p style="text-align: center;">[LANGUAGE DELETED]</p> <p><u>(a) The Agency of Transportation shall, in consultation with stakeholders,</u></p> <p style="text-align: center;"><u>study methods to increase use of public transit in Vermont for both residents and visitors. This study shall review the Agency’s current initiatives and those in other territories, states, and countries; review literature, marketing, and activities regarding methods to increase ridership with special emphasis on rural areas; determine unmet needs from current studies; examine the benefit of providing local connectivity to transit; and evaluate what factors affect public transit ridership in Vermont.</u></p> <p style="text-align: center;">[LANGUAGE DELETED]</p>

As Passed House	As Proposed to Be Amended by Senate
<p><u>plans published by the Agency of Human Services, and other State agencies;</u></p> <p><u>(3) assesses the status of current initiatives the Agency and others are undertaking to deliver increased service, the PTPP, opioid transportation, micro-transit project in Montpelier, automated vehicle location applications, trip planners, mobility management, and other initiatives;</u></p> <p><u>(4) assesses how best to use the gap analysis results from the PTPP to take advantage of available seats on current transit routes and to determine the most effective new service investments; and</u></p> <p><u>(5) identifies what infrastructure and delivery improvements might contribute to increased transit ridership, including use of micro-transit, rural route development and feeder route development by transit providers, transitioning to cleaner and more efficient vehicles, improved or new sidewalks and bike paths, improved bicycle storage facilities, road crossing enhancements, and reservations and ride availability applications.</u></p> <p><u>(c) The Agency shall deliver a written report of its findings and any recommendations, including on where and how to make the most effective improvements in service and criteria to use to determine the priorities of investments, to the House and Senate Committees on Transportation on or before January 15, 2020.</u></p>	<p><u>(c) The Agency shall deliver a written report of its findings and any recommendations, including where and how to make the most effective improvements in service and criteria to use to determine the priorities of investments, to the House and Senate Committees on Transportation on or before January 15, 2020.</u></p>

As Passed House	As Proposed to Be Amended by Senate
<p><u>(d) The Agency shall evaluate recommendations for potential inclusion in its fiscal year 2021 budget proposal as a request for the funding necessary to achieve the recommendations determined by the working group pursuant to subsection (b) of this section. The request for funding shall be separate and distinct from the Agency’s funding request for public transit.</u></p>	<p><u>(d) The Agency shall evaluate recommendations for potential inclusion in its fiscal year 2021 budget proposal and estimated funding necessary to achieve the recommendations for any new initiatives identified in the study.</u></p>
<p>Sec. 17. 19 V.S.A. § 503(d) is amended to read: <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 21. 19 V.S.A. § 503(d) is amended to read:</p>
<p>Sec. 18. 19 V.S.A. § 504(a) is amended to read: <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 22. 19 V.S.A. § 504(a) is amended to read:</p>
<p>Sec. 19. 19 V.S.A. § 502(a) is amended to read: <u>[NO CHANGES, AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 23. 19 V.S.A. § 502(a) is amended to read:</p>
<p>Sec. 20. 19 V.S.A. § 2612(4) is amended to read: <u>[NO CHANGES, AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 24. 19 V.S.A. § 2612(4) is amended to read:</p>
<p>Sec. 21. 19 V.S.A. § 18 is amended to read: <u>[NO CHANGES, AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 25. 19 V.S.A. § 18 is amended to read:</p>
<p>Sec. 22. 23 V.S.A. § 1095a(d) is added to read: <u>[NO CHANGES, AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 26. 23 V.S.A. § 1095a(d) is added to read:</p>
<p>Sec. 23. 23 V.S.A. § 1201(a) is amended to read: <u>[NO CHANGES, AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 27. 23 V.S.A. § 1201(a) is amended to read:</p>
<p>Sec. 24. 23 V.S.A. § 1203(b) is amended to read: <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 28. 23 V.S.A. § 1203(b) is amended to read:</p>
<p>Sec. 25. 23 V.S.A. § 4(85)–(86) is added to read:</p> <p><u>(85) “Electric vehicle” means a pleasure car that is powered by an electric motor drawing current from rechargeable storage batteries or other portable electrical energy storage</u></p>	<p>Sec. 29. 23 V.S.A. § 4(85) is added to read:</p> <p><u>(85) “Plug-in electric vehicle” means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system, such as from storage batteries or other portable electrical energy storage devices</u></p>

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<p><u>devices where the recharge energy must be drawn from a source off the vehicle, such as residential electric service.</u></p> <p><u>(86) “Plug-in hybrid electric vehicle” means an electric vehicle that also includes an on-board method of charging, such as an on-board engine and generator.</u></p>	<p><u>provided that the vehicle can draw recharge energy from a source off the vehicle such as electric vehicle supply equipment. A “plug-in electric vehicle” includes both a motor vehicle that can only be powered by an electric motor drawing current from a rechargeable energy storage system and a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system but also has an onboard combustion engine.</u></p>
	<p><u>Sec. 30. 30 V.S.A. § 201 is amended to read:</u></p> <p><u>§ 201. DEFINITIONS</u></p> <p><u>(a) As used in this chapter, the word “company”:</u></p> <p><u>(1) “Company” or “companies” means and includes individuals, partnerships, associations, corporations, and municipalities owning or conducting any public service business or property used in connection therewith and covered by the provisions of this chapter. The term “company” or “companies” also includes electric cooperatives organized and operating under chapter 81 of this title, the Vermont Public Power Supply Authority to the extent not inconsistent with chapter 84 of this title, and the Vermont Hydroelectric Power Authority to the extent not inconsistent with chapter 90 of this title. In the context of actions requiring prior approval under section 107 of this title, the term “company” shall also mean any individual, partnership, association, corporation, group, syndicate, operating division, joint stock company, trust, other entity, or municipality</u></p>

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	<p>which would be defined as a company pursuant to this section if such approval were to be granted.</p> <p>(2) “Electric vehicle supply equipment” means a device or system designed and used specifically to transfer electrical energy to a plug-in electric vehicle as defined in 23 V.S.A. § 4(85), either as charge transferred via a physical or wireless connection, by loading a fully charged battery, or by other means. “Electric vehicle supply equipment available to the public” shall:</p> <p>(A) be located at a publicly available parking space, which does not include a parking space that is part of or associated with a private residence or a parking space that is reserved for the exclusive use of an individual driver, vehicle, or group of drivers or vehicles including employees, tenants, visitors, residents of a common interest development, residents of an adjacent building, or customers of a business whose primary business is not electric vehicle charging;</p> <p>(B) disclose all charges for the use of the electric vehicle supply equipment at the point of sale; and</p> <p>(C) provide multiple payment options that allow access by the public, if a fee is required, and shall not require persons desiring to use such public electric vehicle supply equipment to pay a subscription fee or otherwise obtain a membership in any club, association, or organization as a condition of using such electric vehicle supply equipment, but may have different price</p>

As Passed House	As Proposed to Be Amended by Senate
	<p><u>schedules that are conditioned on a subscription or membership in a club, association, or organization.</u></p> <p>(b) As used in this chapter, “energy”</p> <p>(3) “Energy” means not only the traditional scientific characteristic of “ability to do work” but also the substances or processes used to produce heat, light, or motion, including petroleum or other liquid fuels, natural or synthetic fuel gas, solid carbonaceous fuels, solar radiation, geothermal sources, nuclear sources, biomass, organic waste products, wind, or flowing water.</p>
<p>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 31. 9 V.S.A. § 2651(14) is amended to read:</p> <p>Sec. 32. 9 V.S.A. § 2730(a)(14) is added to read:</p> <p>(14) “Electric vehicle supply equipment” and “electric vehicle supply equipment available to the public” have the same meanings as in 30 V.S.A. § 201.</p>
	<p>Sec. 33. 30 V.S.A. § 8002(16) is amended to read:</p> <p>(16) “Net metering system” means a plant for generation of electricity that:</p> <p>(A) is of no more than 500 kW capacity;</p> <p>(B) operates in parallel with facilities of the electric distribution system;</p>

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	<p>(C) is intended primarily to offset the customer’s own electricity requirements and does not supply electricity to electric vehicle supply equipment, as defined in section 201 of this title, for the for profit resale of electricity to the public by the kWh or for other retail sales to the public, including those based in whole or in part on a flat fee per charging session or a time-based fee for occupying a parking space while using electric vehicle supply equipment; and</p> <p>(D)(i) employs a renewable energy source; or</p> <p>(ii) is a qualified micro-combined heat and power system of 20 kW or fewer that meets the definition of combined heat and power in subsection 8015(b) of this title and uses any fuel source that meets air quality standards.</p>
<p>Sec. 26. LEGISLATIVE FINDINGS</p> <p><u>The General Assembly finds that:</u></p> <p><u>(a) In its final report, the Vermont Climate Action Commission recommended building an electric vehicle (EV) point-of-sale customer incentive for new and used EVs.</u></p> <p><u>(b) Transportation energy burdens are particularly high for rural Vermonters with low income. A vigorous incentive for both new and used EVs, combined with the lower fueling and maintenance costs of EVs, could significantly lessen transportation cost burdens for Vermonters.</u></p>	<p>[SECTION DELETED]</p>

As Passed House	As Proposed to Be Amended by Senate
<p><u>(c) State policy, including Vermont’s Comprehensive Energy Plan (CEP), recognizes vehicle electrification as an essential strategy for meeting the State’s climate and energy goals. The CEP calls for 10 percent of the fleet in Vermont by 2025 advancing to EVs composing 25 percent of the fleet by 2030. Vermont has approximately 2,600 EVs on the road today, and EVs in Vermont are just 3.5 percent of new passenger vehicle registrations. Projections show Vermont is not yet on track to meet its transportation-electrification targets.</u></p> <p><u>(d) Meeting Vermont’s transportation-electrification targets will help make Vermont attractive to employers, workers, and tourists and help grow Vermont’s economy by keeping transportation energy expenditures in State.</u></p> <p><u>(e) In 2015, approximately \$830 million was spent on gasoline sales in Vermont. If this travel had all been powered by electricity, the cost would have been significantly less, saving drivers more than \$500 million.</u></p> <p><u>(f) Vehicle electrification faces several barriers, including EV model availability, publicly available charging stations, and lack of public awareness about the benefits of EVs. While State government is working hard to address these issues, surveys consistently confirm that the up-front cost of EVs is among the top barriers and that consumer incentives are effective in increasing EV sales.</u></p> <p><u>(g) A robust consumer purchase and lease incentive would accelerate EV sales and help bring EV technology up to scale.</u></p>	

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<p><u>Moreover, a consumer purchase and lease incentive would help consumers overcome the fear of change that can come with entering the EV market and the fear of obsolescence that can accompany the rapid growth of EV technology.</u></p>	
<p>Sec. 27. ELECTRIC VEHICLE PURCHASE AND LEASE INCENTIVE PROGRAM</p> <p><u>(a) As used in this section: “electric vehicle” and “plug-in hybrid electric vehicle” have the same meanings as in 23 V.S.A. § 4 and are collectively referred to as “EVs.”</u></p> <p><u>(b) The Public Service Department (PSD), with the cooperation and support of the Agency of Natural Resources (ANR) and the Agency of Transportation (VTrans), shall establish and administer a new and used EV purchase and lease incentive program (program) for Vermont residents to be known as the Electric Vehicle Incentive Program.</u></p> <p><u>(c) The program shall structure EV purchase and lease incentive payments by income to help all Vermonters benefit from electric driving, including Vermont’s most vulnerable. Specifically, the program shall:</u></p> <p><u>(1) better match the incentive to consumer behavior and shall apply to both purchases and leases and to both new and used EVs;</u></p> <p><u>(2) provide incentives of \$2,500.00 to households with income levels between 100 percent and 140 percent of the</u></p>	<p>Sec. 34. VEHICLE INCENTIVE AND EMISSIONS REPAIR PROGRAMS</p> <p><u>(a) Vehicle incentive and emissions repair programs administration. The Agency of Transportation (Agency), in consultation with the Agency of Natural Resources, the Agency of Human Services, the Department of Public Service, Vermont electric distribution utilities that are offering incentives for PEVs, and the State’s network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section. The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget on the two programs. Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the two programs and up to \$150,000.00 of program funding may be set aside for this purpose. The Agency shall annually evaluate the two programs to gauge effectiveness and submit a written report on the effectiveness of the programs to the House and Senate Committees on Transportation, the House Committee on Energy and Technology, and the Senate Committee on Finance on or before the 31st day of December in each year that an incentive or repair voucher is provided through one of the programs.</u></p>

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<p><u>State’s most recent Median Household Income (MHI) level and incentives of \$5,000.00 to households below Vermont’s MHI;</u></p> <p><u>(3) apply to vehicles with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less;</u></p> <p><u>(4) run until available funds are fully obligated; and</u></p> <p><u>(5) be funded on a first-come, first-served basis.</u></p> <p><u>(d) To the extent public electric distribution utilities are willing to participate, each sale or lease incentive may come with a Level 2 home charger provided by the electric distribution utility and funded under Tier 3 of Vermont’s Renewable Energy Standard or other available means. The home charger shall be capable of allowing the electric distribution utility to manage grid load. Electric distribution utilities shall encourage the adoption of EVs while ensuring fairness to all customers when developing rates for customers with EVs. Participating utilities shall help market the program.</u></p> <p><u>(e) Subject to State procurement requirements, the PSD may retain a consultant to assist with marketing, program development, and administration. Up to \$75,000.00 of program funding may be set aside for this purpose.</u></p> <p><u>(f) The PSD shall annually evaluate the Electric Vehicle Incentive Program to gauge its effectiveness and submit a written report on the effectiveness of the program to the House and Senate Committees on Transportation, the House Committee</u></p>	<p><u>(b) Electric vehicle incentive program. A new PEV purchase and lease incentive program for Vermont residents shall structure PEV purchase and lease incentive payments by income to help all Vermonters benefit from electric driving, including Vermont’s most vulnerable. Specifically, the program shall:</u></p> <p><u>(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for exclusively electric powered vehicles that do not contain an onboard combustion engine;</u></p> <p><u>(2) provide incentives to Vermont households with low and moderate income at or below 140 percent of the State’s prior five-year average Median Household Income (MHI) level; and</u></p> <p><u>(3) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less.</u></p> <p><u>(c) High fuel efficiency vehicle incentive and emissions repair program. A used high fuel efficiency vehicle purchase incentive and emissions repair program for Vermont residents shall structure high fuel efficiency purchase incentive payments and emissions repair vouchers by income to help all Vermonters benefit from more efficient driving, including Vermont’s most vulnerable. Specifically, the program shall:</u></p> <p><u>(1) apply to purchases of used high fuel efficient motor vehicles, which for purposes of this program shall be pleasure cars with a combined city/highway fuel efficiency of at least</u></p>

As Passed House	As Proposed to Be Amended by Senate
<p><u>on Energy and Technology, and the Senate Committee on Finance on or before the 31st day of December in each year that an incentive is provided through the program.</u></p>	<p><u>40 miles per gallon or miles per gallon equivalent as rated by the Environmental Protection Agency when the vehicle was new, and repairs of certain vehicles that failed the on board diagnostic (OBD) systems inspection:</u></p> <p><u>(2) provide vouchers through the State’s network of community action agencies and base eligibility for the point-of-sale voucher on the same criteria used for income qualification for weatherization services through the Weatherization Program and eligibility for the point-of-repair vouchers on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State’s Economic Services Division within the Department for Children and Families; and</u></p> <p><u>(3) provide one of the following to qualifying individuals:</u></p> <p><u>(A) a point-of-sale voucher of up to \$5,000.00 to assist in the purchase of a used high fuel efficient motor vehicle that may require that a condition of the voucher be that if the individual is the owner of either a motor vehicle that failed the OBD systems inspection or a motor vehicle that is more than 15 years old and has a combined city/highway fuel efficiency of less than 25 miles per gallon as rated by the Environmental Protection Agency when the vehicle was new that the vehicle will be removed from operation and either donated to a non-profit organization to be used for parts or destroyed; or</u></p> <p><u>(B) a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection.</u></p>

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	<u>requires repairs that are not under warranty, and will be able to pass the State's vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00.</u>

Sec. 28. STUDY OF EXTENSION OF ELECTRIC VEHICLE INCENTIVE PROGRAM

The Department of Public Service, in consultation with the Agency of Transportation and the Joint Fiscal Office, shall complete a study and submit a written report to the House and Senate Committees on Transportation on or before December 15, 2019 concerning the steps necessary to implement fees on electric and plug-in hybrid electric vehicle charging, as well as facilitating the extension of the Electric Vehicle Incentive Program established in Sec. 27 of this act in order to achieve the levels of electric vehicle adoption in Vermont's Comprehensive Energy Plan (CEP). The CEP suggests that annual sales of electric and plug-in hybrid electric vehicles will need to reach 4,600 by 2025. This study and report shall consider the following factors:

(a) the cost and feasibility of utility equipment needed to separately meter electric and plug-in hybrid electric vehicle charging;

(b) other costs incurred by the electric utilities related to electric and plug-in hybrid electric vehicle deployment, associated infrastructure, and implementation of the State's renewable energy standard;

(c) the amount of incremental revenue to the electric utilities generated by additional electric and plug-in hybrid electric vehicles;

Sec. 35. PUBLIC UTILITY COMMISSION TARIFF DESIGN REPORT

As a follow up to the report due on or before July 1, 2019, the Public Utility Commission, in consultation with those Vermont electric distribution utilities that wish to participate, the Agency of Transportation, the Department of Public Service, and Efficiency Vermont, shall report back to the Senate Committees on Transportation and on Natural Resources and Energy and the House Committees on Transportation and on Energy and Technology on or before December 15, 2019 concerning the steps necessary to implement fees on PEV charging if fees are to be collected on PEV charging:

(1) Fees and assessments. Whether or not electric distribution utilities should collect both a transportation efficiency fee, as defined in subdivision (A) of this subdivision, and a transportation infrastructure assessment, as defined in subdivision (B) of this subdivision, or just a transportation infrastructure assessment and how best to implement:

(A) A transportation efficiency fee. A per-kWh transportation efficiency fee on electricity provided by an electric distribution utility for electric vehicle supply equipment equal to the energy efficiency charge rate set by the Commission, and to be charged instead of an energy efficiency charge; and

(B) A transportation infrastructure assessment. A per-kWh transportation infrastructure assessment on electricity

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<p><u>(d) the feasibility of using other funding mechanisms to support the Electric Vehicle Incentive Program;</u></p> <p><u>(e) the level of investment and incentives needed to reach the number of electric and plug-in hybrid electric vehicles in the CEP; and</u></p> <p><u>(f) such other factors as the Department of Public Service and Agency of Transportation may identify.</u></p>	<p><u>provided by an electric distribution utility for electric vehicle supply equipment.</u></p> <p><u>(2) Electric vehicle charging tariff design. The design of an electric vehicle charging tariff for electric utilities with more than 17,000 customers, and other electric utilities at their discretion, that allows a customer, including a company that owns and operates electric vehicle supply equipment, to purchase electricity solely to charge a plug-in electric vehicle. The report should consider whether the tariff should:</u></p> <p><u>(A) contain either a time-of-day or off-peak rate, as elected by the electric utility that takes advantage of lower-cost electricity and minimizes adverse grid effects and investment costs, maximizes the grid benefits of PEV charging, including electric distribution utility control of charging, and reduces the negative environmental effects of burning fossil fuels for transportation and electrical generation;</u></p> <p><u>(B) include the per-kWh transportation efficiency fee;</u></p> <p><u>(C) include the per-kWh transportation infrastructure assessment;</u></p> <p><u>(D) offer a customer the option to purchase electricity from the utility’s current mix of energy supply sources or entirely from renewable energy sources;</u></p> <p><u>(E) include a mechanism to allow the recovery of costs reasonably necessary to comply with electric vehicle charging</u></p>

As Passed House	As Proposed to Be Amended by Senate
	<p><u>tariff setting, such as costs to inform and educate customers about the financial, energy conservation, and environmental benefits of electric vehicles and to publicly advertise and promote participation in a customer-optional tariff;</u></p> <p><u>(F) provide for clear and transparent customer billing statements including the amount of energy consumed under the tariff;</u></p> <p><u>(G) incorporate any necessary costs of metering or submetering within the rate charged to the customer; and</u></p> <p><u>(H) factor in other considerations as the Commission deems appropriate.</u></p> <p><u>(3) Reporting by electric distribution utilities. Whether there should be a mandatory periodic report from electric distribution utilities to the Commission and what should be included in those reports, consideration should be given to:</u></p> <p><u>(A) participation and impact highlights, including participation levels and new electric vehicle supply equipment installed by county;</u></p> <p><u>(B) the overall costs and benefits of the tariff, including any changes or issues encountered during the reporting period; and</u></p> <p><u>(C) other data required by the Commission.</u></p>

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	<p>(4) Incremental revenue and costs. The amount of incremental revenue to electric distribution utilities expected to be generated by PEVs and all other financial benefits that PEVs may bring to electric distribution utilities over the next 10 years, whether there are necessary costs and technical feasibility problems to meter PEV charging separate from other electrical demand on the same account, and all other costs expected to be incurred by the electric distribution utilities related to PEV deployment and associated infrastructure.</p> <p>(5) Net metering. How to address the use of net metering energy and net metering energy credits for electric vehicle supply equipment.</p>
	<p>Sec. 36. REPORTING BY THE AGENCY OF AGRICULTURE, FOOD AND MARKETS</p> <p>(a) The Agency of Agriculture, Food and Markets shall file a written report with the Senate Committees on Transportation and on Finance and the House Committees on Transportation and on Ways and Means on or before December 1, 2019 that provides an update on the National Institute of Standards and Technology's progress towards adopting a code on electric vehicle fueling systems and makes a recommendation for an annual licensing fee for electric vehicle supply equipment available to the public for inclusion in 9 V.S.A. § 2730(f)(1).</p> <p>(b) If the National Institute of Standards and Technology has not adopted a code on electric vehicle fueling systems by December 1, 2020 then the Agency of Agriculture, Food and</p>

As Passed House	As Proposed to Be Amended by Senate
	<p><u>Markets shall file a written report with the House and Senate Committees on Transportation on or before December 1, 2020 that provides an update on the National Institute of Standards and Technology’s progress towards adopting a code on electric vehicle fueling systems.</u></p>
<p>Sec. 29. 32 V.S.A. § 604 is added to read: <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. 37. 32 V.S.A. § 604 is added to read:</p>
<p>Sec. 30. 32 V.S.A. § 604 is amended to read: <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p><u>Sec. 38. ELECTRIC VEHICLE SUPPLY EQUIPMENT FEES REPEAL</u></p>
<p>Sec. 31. 19 V.S.A. § 11 is amended to read: <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p><u>[SECTION DELETED]</u></p>
<p>Sec. 32. 30 V.S.A. § 203 is amended to read:</p> <p>§ 203. JURISDICTION OF CERTAIN PUBLIC UTILITIES</p> <p>The Public Utility Commission and the Department of Public Service shall have jurisdiction over the following described companies within the State, their directors, receivers, trustees, lessees, or other persons or companies owning or operating such companies and of all plants, lines, exchanges, and equipment of such companies used in or about the business carried on by them in this State as covered and included herein. Such jurisdiction shall be exercised by the Commission and the Department so far as may be necessary to enable them to perform the duties and exercise the powers conferred upon them by law. The Commission and the Department may, when they deem the public good requires, examine the plants, equipment, lines, exchanges, stations, and property of the companies subject to their jurisdiction under this chapter.</p>	<p>Sec. 39. 30 V.S.A. § 203 is amended to read:</p> <p><u>[NO CHANGES]</u></p>

As Passed House	As Proposed to Be Amended by Senate
<p>(1) A company engaged in the manufacture, transmission, distribution, or sale of gas or electricity directly to the public or to be used ultimately by the public for lighting, heating, or power and so far as relates to their use or occupancy of the public highways.</p> <p>(2) That part of the business of a company which <u>that</u> consists of the manufacture, transmission, distribution, or sale of gas or electricity directly to the public or to be used ultimately by the public for lighting, heating, or power and so far as relates to their use or occupancy of the public highways.</p> <p style="text-align: center;">* * *</p> <p><u>(7) Notwithstanding subdivisions (1) and (2) of this section, the Commission and Department shall not have jurisdiction over a company otherwise not regulated by the Commission that is engaged in the siting, construction, ownership, operation, or control of a facility that sells or supplies electricity to the public exclusively for charging plug-in electric vehicles or plug-in hybrid electric vehicles. Electric distribution utilities that are regulated by the Commission may provide electric vehicle charging services to the public on an unregulated basis through a separate unregulated affiliate or may offer such charging services to the public on a regulated basis with cost recovery under the authority, oversight, and with approval of the Commission. A meter used to measure the amount of electricity sold or to calculate charges at the point of charging, whether on a regulated or unregulated basis, shall not</u></p>	<p style="text-align: center;">* * *</p> <p><u>(7) Notwithstanding subdivisions (1) and (2) of this section, the Commission and Department shall not have jurisdiction over persons otherwise not regulated by the Commission that is engaged in the siting, construction, ownership, operation, or control of a facility that sells or supplies electricity to the public exclusively for charging a plug-in electric vehicle, as defined in 23 V.S.A. § 4(85). These persons may charge by the kWh for owned or operated electric vehicle supply equipment, as defined in 30 V.S.A. § 201, but shall not be treated as an electric distribution utility just because electric vehicle supply equipment charges by the kWh.</u></p>

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<p><u>be considered a meter operated in a public utility system for the purposes of 9 V.S.A. § 2651(14).</u></p> <p>[SEN. PROPOSAL TO USE THE WORD “PERSONS” AGREED TO IN CONF. COMMITTEE]</p>	
	<p>Sec. 40. 29 V.S.A. § 903(g) is amended to read:</p> <p>(g) The Commissioner of Buildings and General Services, when purchasing or leasing vehicles for State use shall consider vehicles using alternative fuels when the alternative fuel is suitable for the vehicle’s operation, is available in the region where the vehicle will be used, and is competitively priced with traditional fuels, to the maximum extent practicable, purchase or lease hybrid or plug-in electric vehicles, as defined in 23 V.S.A. § 4(85), but in no instance shall less than 50 percent of the vehicles annually purchased or leased be hybrid or plug-in electric vehicles. The Commissioner shall, whenever possible, purchase or lease the lowest-cost year of the selected make and model, and only the latest year model when it is the least expensive.</p>
	<p>Sec. 41. 29 V.S.A. § 903(g) is amended to read:</p> <p>(g) The Commissioner of Buildings and General Services, when purchasing or leasing vehicles for State use shall, to the maximum extent practicable, purchase or lease hybrid or plug-in electric vehicles, as defined in 23 V.S.A. § 4(85), but in no instance shall less than 50 75 percent of the vehicles annually purchased or leased be hybrid or plug-in electric vehicles. The</p>

As Passed House	As Proposed to Be Amended by Senate
	Commissioner shall, whenever possible, purchase or lease the lowest-cost year of the selected make and model, and only the latest year model when it is the least expensive.
	Sec. 42. 3 V.S.A. § 217(c) is amended to read: (c) <u>At least 50 percent of the vehicles purchased annually by the Commissioner shall be low emission passenger vehicles. The Commissioner of Buildings and General Services shall purchase and lease vehicles for the State Fleet subject to the requirements of 29 V.S.A. § 903(g).</u>

Sec. 33. 19 V.S.A. § 38 is amended to read:

§ 38. TRANSPORTATION ALTERNATIVES GRANT PROGRAM

(a) ~~The Transportation Alternatives Grant Committee is created and shall comprise:~~

~~(1) the Secretary of Transportation or his or her designee;~~

~~(2) a representative from the Division of Historic Preservation appointed by the Secretary of Commerce and Community Development;~~

~~(3) one member appointed by the Secretary of Commerce and Community Development to represent the tourism and marketing industry;~~

~~(4) a representative of the Agency of Natural Resources appointed by the Secretary of Natural Resources;~~

~~(5) three municipal representatives appointed by the governing body of the Vermont League of Cities and Towns;~~

~~(6) one member representing and appointed by the governing board of the Vermont Association of Planning and Development Agencies;~~

~~(7) two members from the House designated by the Speaker; and~~

Sec. 43. 19 V.S.A. § 38 is amended to read:

[NO CHANGES]

As Passed House	As Proposed to Be Amended by Senate
<p>(8) two members from the Senate designated by the Committee on Committees. [Repealed.]</p> <p>(b) Municipal and legislative members of the Transportation Alternatives Grant Committee shall serve concurrently for two-year terms and the initial appointments of these members shall be made in a manner which allows for them to serve a full legislative biennium. In the event a municipal or legislative member ceases to serve on the Committee prior to the full term, the appointing authority shall fill the position for the remainder of the term. The Committee shall, to the greatest extent practicable, encompass a broad geographic representation of Vermont. [Repealed.]</p> <p>(c) The Transportation Alternatives Grant Program is created. The Grant Program shall be administered by the Agency, and shall be funded in the amount provided for in 23 U.S.C. § 133(h), less the funds set aside for the Recreational Trails Program. Awards shall be made to eligible entities as defined under 23 U.S.C. § 133(h), and awards under the Grant Program shall be limited to the activities authorized under federal law <u>and no more than \$300,000.00 per grant.</u></p> <p>(d) Eligible entities awarded a grant must provide all funds required to match federal funds awarded for a Transportation Alternatives project. All grant awards shall be decided and awarded by the <u>Transportation Alternatives Grant Committee Agency.</u></p>	

As Passed House	As Proposed to Be Amended by Senate
<p>(e) Transportation Alternatives grant awards shall be announced annually by the Transportation Alternatives Grant Committee <u>Agency</u> not earlier than December and not later than the following March.</p> <p>(f)(1) In fiscal years 2018 and 2019, all Grant Program funds shall be reserved for municipalities for environmental mitigation projects relating to stormwater and highways, including eligible salt and sand shed projects.</p> <p>(2) In fiscal years 2020 and 2021, Grant Program funds shall be awarded for any eligible activity and in accordance with the priorities established in subdivision (4) of this subsection.</p> <p>(3) In fiscal year 2022 and thereafter, \$1,100,000.00 of Grant Program funds, or such lesser sum if all eligible applications amount to less than \$1,100,000.00, shall be reserved for municipalities for environmental mitigation projects relating to stormwater and highways, including eligible salt and sand shed projects.</p> <p>(4) Regarding Grant Program funds awarded in fiscal years 2020 and 2021, and the balance of Grant Program funds not reserved for environmental mitigation projects in fiscal year 2022 and thereafter, in evaluating applications for Transportation Alternatives grants, the Transportation Alternatives Grant Committee <u>Agency</u> shall give preferential weighting to projects involving as a primary feature a bicycle or pedestrian facility. The degree of preferential weighting and the circumstantial factors sufficient to overcome the weighting shall</p>	

As Passed House	As Proposed to Be Amended by Senate
<p>be in the complete discretion of the Transportation Alternatives Grant Committee <u>Agency</u>.</p> <p>(g) The Agency shall develop an outreach and marketing effort designed to provide information to communities with respect to the benefits of participating in the Transportation Alternatives Grant Program. The outreach and marketing activities shall include apprising municipalities of the availability of grants for salt and sand sheds. The outreach effort should be directed to areas of the State historically underserved by this Program.</p>	
<p>Sec. 34. TECHNICAL ANALYSIS OF COMMUTER RAIL SERVICE UTILIZING SELF-PROPELLED DIESEL MULTIPLE UNIT (DMU) RAIL CARS</p> <p><u>The Agency of Transportation, in consultation with the Joint Fiscal Office, shall conduct a technical analysis of commuter rail service utilizing self-propelled diesel multiple unit (DMU) rail cars between St. Albans, Essex Junction, Burlington, and Montpelier and shall report its findings and any recommendations to the House and Senate Committees on Transportation on or before January 15, 2020. Such a technical analysis shall build upon the Montpelier—St. Albans Commuter Rail Service Feasibility Study, Section 11 (a), Act 40 (2015), Jan. 13, 2017 as updated by the Memorandum from Vermont Agency of Transportation to House and Senate Committees on Transportation, Mar. 28, 2017.</u></p>	<p>[SECTION DELETED]</p>
	<p>Sec. 44. 23 V.S.A. § 1222(a) is amended to read:</p>

As Passed House	As Proposed to Be Amended by Senate
	<p>(a) Except for school buses, which shall be inspected as prescribed in section 1282 of this title, and motor buses as defined in subdivision 4(17) of this title, which shall be inspected twice during the calendar year at six-month intervals, all motor vehicles registered in this State shall be inspected <u>undergo a safety and visual emissions inspection once each year and all motor vehicles that are registered in this State and are 15 model years old or less shall undergo an emissions or on board diagnostic (OBD) systems inspection once each year as applicable.</u> Any motor vehicle, trailer, or semi-trailer not currently inspected in this State shall be inspected within 15 days following the date of its registration in the State of Vermont.</p>
	<p>Sec. 45. RULEMAKING; IMMEDIATE IMPLEMENTATION</p> <p>(a) <u>Within 14 days after the effective date of this section, the Commissioner of Motor Vehicles shall file with the Secretary of State a proposed amended rule governing vehicle inspections in this State (Periodic Inspection Manual) that is consistent with amendments to 23 V.S.A. § 1222 in Sec. 44 of this act, with the effect that no motor vehicle that is more than 15 model years old will be required to undergo an emissions or on board diagnostic (OBD) systems inspection.</u></p> <p>(b) <u>As soon as practicable after the effective date of this section, the Commissioner shall update the content of inspections conducted through the Automated Vehicle Inspection Program to exclude any requirements of the current</u></p>

As Passed House	As Proposed to Be Amended by Senate
	<p><u>Periodic Inspection Manual that are inconsistent with the amendments to 23 V.S.A. § 1222 in Sec. 44 of this act, with the effect that no motor vehicle that is more than 15 model years old will be required to undergo an emissions or OBD systems inspection.</u></p> <p><u>(c) In the event that the Commissioner cannot update the content of inspections conducted through the Automated Vehicle Inspection Program in accordance with subsection (b) of this section within 30 days after the effective date of this section, the Commissioner shall, within 30 days after the effective date of this section, develop and implement a temporary work-around to ensure that no motor vehicle that is more than 15 model years old will be required to undergo an emissions or OBD systems inspection.</u></p>
	<p>Sec. 46. VEHICLE FEEBATE REPORT</p> <p><u>The Agency of Transportation, in consultation with the Joint Fiscal Office, shall complete a study and submit a written report to the House and Senate Committees on Transportation on or before October 15, 2019 concerning whether Vermont should establish a time-of-acquisition vehicle feebate program to act as a self-funding incentive program. For purposes of this section, a “vehicle feebate” provides rebates to individuals who purchase or, if applicable, lease efficient vehicles that are funded by fees levied on individuals who purchase or, if applicable, lease inefficient vehicles. The report shall, at a minimum, consider whether vehicle feebates should be structured in steps—one or multiple—or as a continuum; whether there should be separate</u></p>

As Passed House	As Proposed to Be Amended by Senate
	<p>vehicle feebates for different classes of vehicles and, if so, whether there should be different pivot points for where a fee crosses over to a rebate; and if vehicle feebates should apply to both new and used vehicles and purchased and leased vehicles. The report shall also consider how a time-of-acquisition vehicle feebate program or other funding mechanism could function with the vehicle incentive programs established in Sec. 34 of this act and the level of investment, incentives, feebates, and other monetary incentives and disincentives needed to reach the number of plug-in electric vehicles in Vermont’s Comprehensive Energy Plan.</p>
	<p>Sec. 47. WEIGHT-BASED ANNUAL REGISTRATION REPORT</p> <p>The Agency of Transportation, in consultation with the Joint Fiscal Office, shall complete a study and submit a written report to the House and Senate Committees on Transportation on or before December 15, 2019 concerning the feasibility of implementing an annual motor vehicle registration fee system that addresses road maintenance cost allocations for road traveling motor vehicles based on vehicle weight. Such a registration fee system could be in addition to or in lieu of existing motor vehicle registration fees. The study and report shall, at a minimum, identify, analyze, and make recommendations on: the current motor vehicle registration fee structure, any benefits to establishing a new system that better allocates costs based on vehicle weight; any anticipated implementation difficulties; ways to measure vehicle weight; what types of road traveling motor vehicles could and should be</p>

As Passed House	As Proposed to Be Amended by Senate
	<p><u>subject to such a registration fee; how to calculate registration fees to best account for weight-based wear on Vermont roads; and how other States have implemented weight-based registration fees.</u></p>
	<p>Sec. 48. 10 V.S.A. § 503 is amended to read:</p> <p>§ 503. PENALTY</p> <p>A person who violates this chapter shall be fin assessed a civil penalty of not more than \$100.00 or imprisoned not more than 30 days, or both. Each day the violation continues shall be a separate offense.</p>
	<p>Sec. 49. 4 V.S.A. § 1102 is amended to read:</p> <p>§ 1102. JUDICIAL BUREAU; JURISDICTION</p> <p style="text-align: center;">* * *</p> <p>(b) The Judicial Bureau shall have jurisdiction of the following matters:</p> <p style="text-align: center;">* * *</p> <p>(29) <u>Violations of 10 V.S.A. chapter 21, relating to the prohibition of outdoor advertising.</u></p> <p style="text-align: center;">* * *</p>

As Passed House	As Proposed to Be Amended by Senate
<p>[NOTE: This was Sec. 7 in S.149 as passed House and Senate]</p>	<p>Sec. 50. 23 V.S.A. § 208 is amended to read:</p> <p>§ 208. RECIPROCAL RECOGNITION OF NONRESIDENT REGISTRATIONS, LICENSES, AND PERMITS; FOREIGN VISITORS</p> <p>As determined by the Commissioner, and consistent with section 601 of this title, a motor vehicle owned by a nonresident shall be considered as registered and a nonresident operator shall be considered as licensed or permitted in this State if the nonresident owner or operator has complied with the laws of the foreign country or state of his or her residence relative to the registration of motor vehicles and the granting of operators' operator's licenses or learner's permits. However, these exemptions shall be operative only to the extent that under the laws of the foreign country or state of the owner's or operator's residence like exemptions and privileges are granted to owners of motor vehicles duly registered and to operators duly licensed or permitted under the laws of this State, except that if the owner or operator is a resident of a country not adjoining the United States, the exemptions shall be operative for a period of not more than 30 days for vacation purposes one year even if the country does not grant like privileges to residents of this State.</p>
<p>[NOTE: This was Sec. 8 in S.149 as passed House and Senate]</p>	<p>Sec. 51. 23 V.S.A. § 601(a) is amended to read:</p> <p>(a)(1) Except as otherwise provided by law, a resident shall not operate a motor vehicle on a highway in Vermont unless he or she holds a valid license issued by the State of Vermont. A new resident who has moved into the State from another</p>

As Passed House	As Proposed to Be Amended by Senate
	<p>jurisdiction and who holds a valid license to operate motor vehicles under section 208 of this title shall procure a Vermont license within 60 days of moving to the State. Except as provided in subsection 603(d) of this title, licenses shall not be issued to nonresidents.</p> <p>(2) In addition to any other requirement of law, a nonresident as defined in section 4 of this title shall not operate a motor vehicle on a Vermont highway unless:</p> <p>(A) he or she holds a valid license or permit to operate a motor vehicle issued by another U.S. jurisdiction; <u>or</u></p> <p>(B) he or she holds a valid license or permit to operate a motor vehicle from a jurisdiction outside the United States and operates for a period of not more than 30 days for vacation purposes; or</p> <p>(C) he or she holds a valid license or permit to operate a motor vehicle from a jurisdiction outside the United States and:</p> <p>(i) is at least 18 or more years of age, is lawfully present in the United States, and has been in the United States for less <u>not more</u> than one year; <u>and</u></p> <p>(ii) the jurisdiction that issued the license is a party to the 1949 Convention on Road Traffic or the 1943 Convention on the Regulation of Inter American Motor Vehicle Traffic; and</p>

As Passed House	As Proposed to Be Amended by Senate
	<p>(iii) he or she possesses an international driving permit.</p>
<p>[NOTE: This was Sec. 9 in S.149 as passed House and Senate]</p>	<p>Sec. 52. 23 V.S.A. § 632(a) is amended to read:</p> <p>(a) Before an operator's or a junior operator's license is issued to an applicant for the first time in this State, or before a renewal license is issued to an applicant whose previous Vermont license had expired more than three years prior to the application for renewal, the applicant shall pass a satisfactory examination, except that the Commissioner may, in his or her discretion, waive the examination when the applicant holds a chauffeur's or operator's license in force at the time of application or within one year of prior to the application in some other state jurisdiction where an examination is required similar to the examination required in this State.</p>
<p>[NOTE: This was Sec. 12 in S.149 as passed House and Senate]</p>	<p>Sec. 53. 23 V.S.A. § 115(b) is amended to read:</p> <p>(b) Every identification card shall expire, unless earlier canceled, at midnight on the eve of the fourth birthday anniversary of the date of birth of the applicant cardholder following the date of original issue, and may be renewed every four years upon payment of a \$24.00 fee. A renewed identification card shall expire, unless earlier canceled, at midnight on the eve of the fourth anniversary of the date of birth of the cardholder following the expiration of the card being renewed. At least 30 days before an identification card will expire, the Commissioner shall mail first class to the cardholder or send the cardholder electronically an application to renew the</p>

As Passed House	As Proposed to Be Amended by Senate
	<p>identification card; a cardholder shall be sent the renewal notice by mail unless the cardholder opts in to receive electronic notification. A person born on February 29 shall, for the purposes of this section, be considered as born on March 1.</p>
<p>[NOTE: This was Sec. 13 in S.149 as passed House and Senate]</p>	<p>Sec. 54. 23 V.S.A. § 601(b) is amended to read:</p> <p>(b) All operator’s licenses issued under this chapter shall expire, unless earlier cancelled, at midnight on the eve of the second or fourth anniversary of the date of birth of the applicant license holder following the date they were issued of issue. Renewed licenses shall expire at midnight on the eve of the second or fourth anniversary of the date of birth of the license holder following the date the renewed license expired. All junior operator’s licenses shall expire, unless earlier cancelled, at midnight on the eve of the second anniversary of the date of birth of the applicant license holder following the date they were issued of issue. A person born on February 29 shall, for the purposes of this section, be considered as born on March 1.</p>
	<p>Sec. 55. MOTOR-ASSISTED SCOOTER PILOT PROGRAM</p> <p>(a) The cities of Burlington and Montpelier may conduct a motor-assisted scooter pilot program that shall run not longer than October 31, 2019.</p> <p>(b) During the pilot program motor-assisted scooters, as defined in subsection (c) of this section, shall be regulated in the same way as a motor-assisted bicycle, as defined in 23 V.S.A. § 4(45)(B), and in accordance with 23 V.S.A. § 1136 except</p>

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	<p><u>that, and notwithstanding 23 V.S.A. § 1137(a), a motor-assisted scooter shall not have a seat and must always be operated in stand-up mode.</u></p> <p><u>(c) As used in this section, “motor-assisted scooter” means any device with not more than two small diameter wheels and a handlebar, that lacks a seat, is designed to operate in stand-up mode only, and has a motor that:</u></p> <p><u>(1) has a power output of not more than 500 watts or .65 horsepower; and</u></p> <p><u>(2) in itself or with human propulsion is capable of producing a top speed of not more than 20 miles per hour on a paved level surface when ridden by an operator who weighs 170 pounds.</u></p>
<p>Sec. 35. EFFECTIVE DATES</p> <p><u>(a) This section and Secs. 8 (BUILD grant), 9 (CRISI grant), 16 (public transit study), 25 (electric vehicle definitions), 26 (legislative findings), 27 (incentive program), 28 (electric vehicle incentive program study), 32 (PUC jurisdiction), and 34 (commuter rail technical analysis) shall take effect on passage.</u></p>	<p>Sec. <u>56</u>. EFFECTIVE DATES</p> <p><u>(a) This section and Secs. 1(b) (act definitions), 12 (BUILD grant), 13 (CRISI grant), 20 (public transit study), 29 (plug-in electric vehicle definition), 30 (electric vehicle supply equipment definition), 33 (net metering), 34 (vehicle incentive and emissions repair programs), 35 (Public Utility Commission report), 36 (Agency of Agriculture, Food and Markets reporting), 39 (PUC jurisdiction), 44 (emissions inspections), 45 (emissions inspections implementation), 46 (vehicle feebate report), 47 (weight-based annual registration report), and 55 (motor-assisted scooter pilot program) shall take effect on passage.</u></p>

As Passed House	As Proposed to Be Amended by Senate
<p><u>(b) Sec. 30 (fees for electric vehicle charging stations) shall take effect on July 1, 2022.</u></p> <p><u>(c) All other sections shall take effect on July 1, 2019.</u></p>	<p><u>(b) Secs. 31 (weights and measures definition) and 32 (electric vehicle supply equipment definition) shall take effect on the earlier of January 1, 2021 or six months after the National Institute of Standards and Technology adopts code on electric vehicle fueling systems.</u></p> <p><u>(c) Sec. 41 (State vehicle fleet) shall take effect on July 1, 2021.</u></p> <p><u>(d) All other sections shall take effect on July 1, 2019.</u></p>