

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><u>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.</u></p> <p><u>(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.</u></p> <p><u>(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</u></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 1839 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) <u>transportation funds is reduced by \$845,416.00; and</u></p> <p>(b) <u>federal funds is increased by \$845,416.00.</u></p>	<p>(1) <u>transportation funds is reduced by the amount of toll credits approved, but not to exceed \$845,416.64; and</u></p> <p>(2) <u>federal funds is increased by 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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	2019) is further increased by the amount of toll credits approved, but not to exceed \$845,416.64.
Sec. 4a. ELECTRIC VEHICLE CHARGING STATIONS AT PARK AND RIDE LOTS [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	[SECTION DELETED]
[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 7. OPIOID TREATMENT PILOT
[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 8. CLARENDON SRE BUILDING
Sec. 5. 19 V.S.A. § 10g(h) is amended to read: [HOUSE RESPONSE TO SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 9. 19 V.S.A. § 10g(h) is amended to read:
Sec. 6. PROJECT CANCELLATIONS (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. (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 ().	[SECTION DELETED]
Sec. 7. PROJECT ADDITIONS [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 10. ADDITION OF COLCHESTER – BAYSIDE INTERSECTION PROJECT

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[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE W/ EDIT ACTUALLY ADDING PROJECT TO PROGRAM]	Sec. 11. ADDITION OF SHELBURNE – SOUTH BURLINGTON PROJECT AND SPENDING AUTHORITY
Sec. 8. BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT (RAIL) [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 12. BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) GRANT (RAIL)
Sec. 9. CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT (RAIL) [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 13. CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) GRANT (RAIL)
Sec. 10. TRANSFER TO CENTRAL GARAGE FUND [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 14. TRANSFER TO CENTRAL GARAGE FUND
Sec. 11. CENTRAL GARAGE EQUIPMENT [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 15. CENTRAL GARAGE EQUIPMENT
Sec. 12. 19 V.S.A. § 13(c)(1) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 16. 19 V.S.A. § 13(c)(1) is amended to read:
Sec. 13. 19 V.S.A. § 306(a) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE, W/ EDIT OF DELETING CODIFIED LAW SECTION TITLE]	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: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 19. 24 V.S.A. § 5091(i) is amended to read:
Sec. 16. STUDY OF METHODS TO INCREASE PUBLIC TRANSIT RIDERSHIP IN VERMONT [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE, WITH SUBSECTION RENUMBERING]	Sec. 20. STUDY OF METHODS TO INCREASE PUBLIC TRANSIT RIDERSHIP IN VERMONT
Sec. 17. 19 V.S.A. § 503(d) is amended to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 21. 19 V.S.A. § 503(d) is amended to read:
Sec. 18. 19 V.S.A. § 504(a) is amended to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 22. 19 V.S.A. § 504(a) is amended to read:

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Sec. 19. 19 V.S.A. § 502(a) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 23. 19 V.S.A. § 502(a) is amended to read:
Sec. 20. 19 V.S.A. § 2612(4) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 24. 19 V.S.A. § 2612(4) is amended to read:
Sec. 21. 19 V.S.A. § 18 is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 25. 19 V.S.A. § 18 is amended to read:
Sec. 22. 23 V.S.A. § 1095a(d) is added to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 26. 23 V.S.A. § 1095a(d) is added to read:
Sec. 23. 23 V.S.A. § 1201(a) is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE]	Sec. 27. 23 V.S.A. § 1201(a) is amended to read:
Sec. 24. 23 V.S.A. § 1203(b) is amended to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 28. 23 V.S.A. § 1203(b) is amended to read:
Sec. 25. 23 V.S.A. § 4(85)–(86) is added to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 29. 23 V.S.A. § 4(85) is added to read:
[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 30. 30 V.S.A. § 201 is amended to read:
[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 31. 9 V.S.A. § 2651(14) is amended to read:
[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 32. 9 V.S.A. § 2730(a)(14) is added to read:
	Sec. 33. 30 V.S.A. § 8002(16) is amended to read: (16) “Net metering system” means a plant for generation of electricity that: (A) is of no more than 500 kW capacity; (B) operates in parallel with facilities of the electric distribution system; (C) is intended primarily to offset the customer’s own electricity requirements and does not supply electricity to

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	<p><u>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</u></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 <u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p>[SECTION DELETED]</p>
<p>Sec. 27. ELECTRIC VEHICLE PURCHASE AND LEASE INCENTIVE PROGRAM</p> <p>(a) <u>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>(b) <u>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>Sec. 34. <u>VEHICLE INCENTIVE AND EMISSIONS REPAIR PROGRAMS</u></p> <p>(a) <u>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</u></p>

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<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 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</u></p>	<p><u>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> <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>

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<p><u>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 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>(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 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</u></p>

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	<p><u>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, 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></p>
<p>Sec. 28. STUDY OF EXTENSION OF ELECTRIC VEHICLE INCENTIVE PROGRAM</p> <p><u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p><u>Sec. 35. PUBLIC UTILITY COMMISSION TARIFF DESIGN REPORT</u></p>
<p><u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p><u>Sec. 36. REPORTING BY THE AGENCY OF AGRICULTURE, FOOD AND MARKETS</u></p>
<p>Sec. 29. 32 V.S.A. § 604 is added to read:</p> <p><u>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</u></p>	<p>Sec. <u>37</u>. 32 V.S.A. § 604 is added to read:</p>

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Sec. 30. 32 V.S.A. § 604 is amended to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 38. ELECTRIC VEHICLE SUPPLY EQUIPMENT FEES REPEAL
Sec. 31. 19 V.S.A. § 11 is amended to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	[SECTION DELETED]
Sec. 32. 30 V.S.A. § 203 is amended to read: [SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 39. 30 V.S.A. § 203 is amended to read:
[HOUSE RESPONSE TO SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 40. 29 V.S.A. § 903(g) is amended to read:
[HOUSE RESPONSE TO SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 41. 29 V.S.A. § 903(g) is amended to read:
[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]	Sec. 42. 3 V.S.A. § 217(c) is amended to read:
Sec. 33. 19 V.S.A. § 38 is amended to read: [NO CHANGES, AGREED TO IN CONF. COMMITTEE, W/ EDIT ON GRANT AWARD ALLOCATION]	Sec. 43. 19 V.S.A. § 38 is amended to read:
Sec. 34. TECHNICAL ANALYSIS OF COMMUTER RAIL SERVICE UTILIZING SELF-PROPELLED DIESEL MULTIPLE UNIT (DMU) RAIL CARS <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</u>	[SECTION DELETED]

As Passed House	As Proposed to Be Amended by Senate
<p><u>Agency of Transportation to House and Senate Committees on Transportation, Mar. 28, 2017.</u></p>	
	<p>Sec. 44. 23 V.S.A. § 1222(a) is amended to read:</p> <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>

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	<p>(b) 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 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.</p> <p>(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.</p>
<p>[HOUSE RESPONSE TO SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 46. VEHICLE FEEBATE REPORT</p>
<p>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 47. WEIGHT-BASED ANNUAL REGISTRATION REPORT</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</p>

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	<p>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) Violations of 10 V.S.A. chapter 21, relating to the prohibition of outdoor advertising.</p> <p style="text-align: center;">* * *</p>
<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</p>

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	<p>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 <u>one year</u> 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 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>

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	<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; <u>or</u></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; <u>and</u></p> <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</p>

As Passed House	As Proposed to Be Amended by Senate
	<p>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 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</p>

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	<p><u>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.</u></p>
<p>[SEN. PROPOSAL AGREED TO IN CONF. COMMITTEE]</p>	<p>Sec. 55. MOTOR-ASSISTED SCOOTER PILOT PROGRAM</p> <p><u>(a) The cities of Burlington and Montpelier may conduct a motor-assisted scooter pilot program that shall run not longer than October 31, 2019.</u></p> <p><u>(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 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>

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	<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><u>(b) Sec. 30 (fees for electric vehicle charging stations) shall take effect on July 1, 2022.</u></p>	<p>Sec. 56. 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> <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>

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<p><u>(c) All other sections shall take effect on July 1, 2019.</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>