

Sec. 1. Transportation Program

- Adopts the Agency of Transportation's (VTrans) proposed fiscal year 2020 Transportation Program (as revised) except as amended in the bill.
- NOTE: This adopts the version of the Transportation Program revised February 21, 2019 as amended by the bill, NOT the version that was originally provided by VTrans (incorrect reports).
- Defines terms used throughout the bill, including electric vehicle supply equipment (EVSE) and plug-in electric vehicle (PEV).
- Fixes the typographic error of FAA instead of FTA.
- Definitions take effect on passage, balance of the section takes place on July 1, 2019.

Sec. 2 Summary of transportation investments

- All pulled from either the Transportation Program (as amended by the T. Bill) or the T. Bill except for subdivision (13), which also comes from the Big Bill, and subdivision (14), which is a summary of what is going on with the Transportation and Climate Initiative (TCI).

Sec. 3. Fiscal year spending authority; program development

- This is the trade of federal money ("toll credits") for State money (transportation funds), but is contingent on VTrans's fiscal year 2019 maintenance of effort requirement being attained and toll credits being approved.
- Total amount is what is approved in toll credits up to \$845,416.64.
- NOTE: Lenny thinks VTrans will get this full amount.

Sec. 4. Program development; roadway

- *Subsection (a)*: Reduces authorized spending for Burlington MEGC M 5001(1) ("Champlain Parkway") project.
- *Subsection (b)*: Amends funding source (TIB funds not transportation funds) for Waterbury FEGC F 013-4(13) to free up \$150,000.00 in transportation funds.

Sec. 5. Program development; traffic & safety

- Increases authorized spending (federal source) for Shelburne – South Burlington – NHG SGNL(51) by \$115k.
- NOTE: This was a VTrans ask.

Sec. 6. Spending in Municipal Mitigation Assistance Program

- Increases spending authority for grants in the Municipal Mitigation Assistance Program by:
 - *Subsection (a)*: \$135,000; and
 - *Subsection (b)*: The amount of toll credits approved if VTTrans's fiscal year 2019 maintenance of effort requirement is attained and toll credits are approved with a cap of \$845,416.64.
- NOTE: The as passed House version had this money going to Town Highway Aid, but this amendment the appropriation to Town Highway Aid will be less than what is required pursuant to statute (19 V.S.A. § 306) so this change will require notwithstanding language in the Big Bill.

Sec. 7. Opioid treatment pilot

- Reduces authorized spending (State funds) for the Opioid Treatment Pilot by \$200k.
- NOTE: This is cutting all authorized spending.

Sec. 8. Clarendon SRE building (aviation)

- Reduces authorized spending (State funds) for the Clarendon SRE Building (aviation) by \$100k.

Sec. 9. Notice from Secretary of Transportation/cancelation of municipal projects

- NOTE: This section changes codified law.
- Minor (more administrative) amendments:
 - Expands who the Secretary of Transportation must notify of decisions to undertake projects to resolve emergency safety issues when the General Assembly is not in session (additions underlined): the Joint Transportation Oversight Committee, the Joint Fiscal Office, and the Joint Fiscal Committee.
 - Expands who the Secretary of Transportation must notify of decisions to allocate resources to projects requiring additional funding to maintain an approved schedule when the General Assembly is not in session (additions underlined): the Joint Transportation Oversight Committee, the Joint Fiscal Office, and the Joint Fiscal Committee.
 - Requires the Secretary of Transportation to provide notice of decisions to allocate resources to projects requiring additional

funding to maintain an approved schedule when the General Assembly is in session (additions underlined, all groups because notice was not previously required): House and Senate Committees on Transportation and the Joint Fiscal Office.

- More significant amendment: Permits VTrans to “cancel a municipal project when requested by the municipality or when the Agency and the municipality concur that the project is no longer necessary.”
- NOTE: Absent this last amendment VTrans needs to come to the General Assembly and request the cancellation of these projects, which would need to be included as a section in the T. Bill. Because you added this language back in (VTrans ask that the House pulled) you were able to delete the section of the as passed House version that cancelled specific municipal projects.

Sec. 10. Project addition: Colchester – Bayside Intersection Project

- Adds the Colchester – Bayside Intersection Roundabout and Stormwater Improvements Project.
- NOTE: Adds the project, but does not authorize spending.

Sec. 11. Project addition: Shelburne – South Burlington (traffic signal) project

- *Subsection (a)*: Adds the Shelburne – South Burlington – Automated Traffic Signal Performance Measures Project.
- *Subsection (b)*: Authorizes spending in the amount of \$65k (\$13k State and \$52k federal)
- NOTE: Adds the project and authorizes spending.

Sec. 12. BUILD Grant acceptance

- Authorizes VTrans to accept the \$20M Better Utilizing Investments to Leverage Development (BUILD) grant awarded in federal fiscal year 2019 for the Vermont Regional Freight Rail Corridor Upgrade Project.
- Takes effect on passage.
- NOTE: VTrans wants authority to accept the grant ASAP.
- NOTE: No corresponding project is being added to the Transportation Program because this is still in the planning phase.

Sec. 13. CRISI Grant acceptance

- *Subsection (a)*: Authorizes VTrans to accept the \$2,082,519.00 Consolidated Rail Infrastructure and Safety Improvements (CRISI)

**Section by Section Summary of
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grant for the Windsor – St. Albans CRISI (17) Vermonter Amtrak Safety Project.

- *Subsection (b)*: Authorizes specific spending for the Windsor – St. Albans CRISI (17) Vermonter Amtrak Safety Project in the amount of the CRISI grant (\$2,082,519.00, all federal).
- Takes effect on passage.
- NOTE: VTrans wants authority to accept the grant ASAP.
- NOTE: The project spending authorization is added to the Transportation Program because this project is past the planning stage.

Sec. 14. Transfer to Central Garage Fund

- Allows VTrans to notwithstanding the Central Garage Fund formula (19 V.S.A. § 13(c)(1)) for fiscal year 2020 and only transfer \$355,358.00 from the Transportation Fund to the Central Garage Fund.

Sec. 15. Central Garage equipment

- Allows VTrans to reduce operating expenses in the Central Garage in fiscal year 2020 by \$39,904.00.

Sec. 16. Central Garage Fund formula

- NOTE: This section changes codified law.
- Adjusts the Central Garage Fund formula (19 V.S.A. § 13(c)(1)) so that funding formula calculation does not fall back by ~\$1M in future years because of the permitted notwithstanding in Sec. 14.
- Clarifies that the Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) increase is calculated by comparing the two most recently closed State fiscal years.

Sec. 17. Town Highway Aid formula

- NOTE: This section changes codified law.
- Clarifies that the CPI-U increase and year-over-year increase in total VTrans appropriations funded by the Transportation Fund (exclusive of Town Highway Aid) are calculated by comparing the two most recently closed State fiscal years.
- Clarifies that Town Highway Aid can be used for sidewalks. *See* 19 V.S.A. § 306(a)(3)(E).
- NOTE: This money probably always could have been used for sidewalks, but now it is clear that it can. Just because this money can

be used for sidewalks does not mean that any money actually will be used for sidewalks.

Sec. 18. Public transit funding policy

- NOTE: This section changes codified law.
- Changes the State’s policy to support existing and new public transit services by:
 - Eliminating that the goals are in precedence order;
 - Including as a goal “expanding public transit service in rural areas and increasing ridership statewide;” and
 - Modifying an existing goal to read as follows (substantive change underlined): “[c]ongestion mitigation to preserve air quality, decrease greenhouse gas emissions, and sustain the highway network.”

Sec. 19. Public transit funding

- NOTE: This section changes codified law to, according to VTrans, capture how this funding is actually distributed at present because VTrans was under the impression that this formula had been fully repealed.
- Changes the way funding for State and federal funds are distributed to public transit systems so that funding is distributed through an annual competitive program that implements the public transportation policy goals in 24 V.S.A. § 5083, *see* Sec. 18 for amendments, and 19 V.S.A. § 10f (VTrans’s policy on public transportation).

Sec. 20. Public transit study

- NOTE: This is the first of four studies required in the bill. No specific funding is provided as VTrans said that associated costs can be absorbed into the general planning budget.
- VTrans will take point on the study, but must consult with (un-named) stakeholders.
- Study is supposed to look at methods to increase the use of public transit in Vermont by both residents and visitors.
- Report due to the House and Senate Committees on Transportation on or before January 15, 2020.
- VTrans shall evaluate recommendations for potential inclusion in its 2021 budget proposal.
- Takes effect on passage.

Sec. 21. Notice of State highway condemnation

- NOTE: This section changes codified law.
- Swaps “owners of property to be acquired” for “interested persons.”
- NOTE: This is not a substantive change as the definitions section for this chapter defines “[i]nterested person” or “person interested in lands” or “property owner” [as] a person who has a legal interest of record in the property taken or proposed to be taken.” 19 V.S.A. § 501(3).

Sec. 22. Contents of complaint for State highway condemnation

- NOTE: This section changes codified law.
- Swaps “property owner” for “interested person.”
- NOTE: Same explanation on why this is not a substantive change as for Sec. 21.
- Provides an actual definition for a “survey” and limits the contents required. Added language is as follows:
 - “As used in this subdivision, ‘survey’ means a plan, profile, or cross-section of the proposed project. The survey and legal descriptions served upon the property owner only need to include the particular property or properties at issue.” *See* 19 V.S.A. § 504(a)(4).
- NOTE: Remaining changes are technical corrections.

Sec. 23. Acquisition through condemnation or conveyance for a State highway does not need subdivision approval

- NOTE: This section changes codified law.
- Adds in language that specifically says that acquisition of property pursuant to this chapter (on condemnation for State highway projects) does not require subdivision approval. Added language is as follows:
 - “The Agency’s acquisition of property pursuant to this chapter, whether by condemnation or conveyance in lieu of condemnation, shall not require subdivision approval under any law, regulation, or municipal ordinance.”
- NOTE: Given a limited review of subdivision bylaws for different municipalities, this sort of acquisition probably does not currently need subdivision approval or such approval would not need to come from the Development Review Board.

Sec. 24. Public-private partnership (P3) definition

- NOTE: This section changes codified law.
- Clarifies what “partnership” and “partner” mean when used in this subchapter (on public-private partnership pilot). Added language is as follows:
 - “As used in this subchapter, ‘partnership’ shall refer solely to a ‘public-private partnership’ and ‘partner’ shall refer to the State or to the private entity participant or participants in a public-private partnership.”
- NOTE: P3s are already allowed, this is just limiting how certain words are used/defined in the subchapter on P3s.

Sec. 25. Highway work; minimum wage

- NOTE: This section changes codified law.
- A technical correction to swap “Agency” for “board.”
- NOTE: This is probably a carryover from when there was a “Transportation Board” and fewer proper nouns were capitalized in codified law.

Sec. 26. Junior operator use of portable electronic devices

- NOTE: This section changes codified law.
- Adds in a minimum and maximum civil penalty for a junior operator who uses a portable electronic device, with different penalties for a first and second/subsequent violation.
 - First: \$100.00 minimum and \$200.00 maximum;
 - Second/subsequent: \$250.00 minimum and \$500.00 maximum.
- NOTE: These are the same civil penalties for a senior operator who uses a handheld device in a non-hands-free way.
- NOTE: Since there are currently no minimum and maximum civil penalties the waiver penalty (set by the Vermont Judicial Bureau) is \$162.00, the maximum penalty is \$1,197.00 (\$1,000.00 plus statutory surcharges of 15% and \$47.00), and the minimum penalty is \$47.00 (\$0.00 plus statutory surcharges of 15% and \$47.00).
- NOTE: This does not do anything to the points assessed, so it stays at two points (default for an unspecified moving violation) without regard to number of prior violations.
- NOTE: VTrans says that the inclusion of this language will make the State eligible for an additional \$100,000.00 in federal funding through an education grant.

Sec. 27. School bus driver BAC limitation

- NOTE: This section changes codified law.
- Expands when the BAC limitation of .02 applies to whenever the operator is operating a vehicle when the operation requires an operator's license with a school bus endorsement, not just a school bus as defined in 23 V.S.A. § 4.
- NOTE: VTrans gave the example of a taxi cab sometimes being used as a school bus and requiring a school bus endorsement.

Sec. 28. Evidentiary blood sample

- NOTE: This section changes codified law.
- Expands who can draw blood for the purpose of determining the presence of alcohol or another drug. Specifically, adds in an "intermediate or advanced emergency medical technician or paramedic."
- Establishes a \$75.00 cap on what one of these authorized entities can charge to draw blood for this purpose.

Sec. 29. Plug-in electric vehicle definition

- NOTE: This section changes codified law.
- Adds in a definition for "plug-in electric vehicle" (PEV) to Title 23, which includes both a motor vehicle that can only be powered by an electric motor that can draw a recharge from a source off the vehicle (i.e. it needs to have a plug) and a motor vehicle that can be powered by an electric motor that can draw a recharge from a source off the vehicle but also has an onboard combustion engine.
- NOTE: This does not include a traditional Prius that does not have a plug.
- Takes effect on passage.

Sec. 30. Electric vehicle supply equipment definition

- NOTE: This section changes codified law.
- Adds in a definition for "electric vehicle supply equipment" (EVSE) and "electric vehicle supply equipment available to the public" to Title 30.
- Uses the National Institute of Standards and Technology's (NIST) definition for EVSE and pulls the "open source" requirements when EVSE is available to the public from California, New Hampshire, and Massachusetts.

- Key points: available to public; disclose all charges at point-of-sale; and provide multiple payment options/not require a subscription plan.
- Takes effect on passage.

Sec. 31. Weights and measures definition

- NOTE: This section changes codified law.
- Adds in EVSE available to the public to the definition of weights and measures so that the Agency of Agriculture, Food and Markets (AAFM) needs to regulate and inspect them.
- Takes effect on the earlier of January 1, 2021 or six months after NIST adopts code on electric vehicle fueling systems. *See* Sec. 50(b).
- NOTE: The delayed effective date allows for AAFM to actually have standards to inspect EVSE. AAFM will keep the General Assembly updated on NIST’s progress. *See* Sec. 36.

Sec. 32. EVSE definitions in Title 9

- NOTE: This section changes codified law.
- Adds EVSE and EVSE available to the public definitions to Title 9.
- Same effective date as with Sec. 31.

Sec. 33. Net metering at EVSE

- NOTE: This section changes codified law.
- Eliminates from the definition of a “net metering system” a plant that supplies electricity to EVSE for the for profit resale of electricity to the public by the kWh or for other retail sales to the public.
- NOTE: This is the fix for not having customers that are taking advantage of net metering then being able to compete with the electric distribution utility, but the “for profit resale” language is intended to make it so that the State or a business can take advantage of net metering if they are not profiting off of the resale of the electricity. Public Utility Commission to report back on whether this is the best solution to the issue on or before December 15, 2019. *See* Sec. 35.
- Takes effect on passage.

Sec. 34. Vehicle incentive and emissions repair programs

- *Administration (subsection (a)):*
 - NOTE: There is no funding source for the vehicle incentive and emissions repair programs in the T. Bill.

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- Authorizes VTrans to run the programs in consultation with the Agency of Natural Resources, Agency of Human Services, the Department of Public Service, electric distribution utilities that are offering incentives for PEVs and the State's network of community action agencies, to establish and administer the two programs.
- Spending authorization of \$1.5M for the two programs, with \$150k of that being available for the retention, subject to State procurement requirements, of a contractor or contractors to assist with marketing, program development, and administration.
- VTrans must annually gauge the effectiveness of the two programs and submit a report to the House and Senate Committees on Transportation by the 31st day of December in each year that an incentive or repair voucher is provided through one of the programs.
- *Electric vehicle incentive program (subsection (b)):*
 - Applies to both purchases and leases of new PEVs with a Base Manufacturer's Suggested Retail Price (MSRP) of \$40,000.00 or less.
 - Vermonter households with low and moderate income at or below 140 percent of the State's prior five-year average Median Household Income (MHI) level are eligible.
 - NOTE: MHI is ~\$55k, 140% of MHI is ~77k.
- *High fuel efficiency vehicle incentive and emissions repair program (subsection (c)):*
 - Applies to (1) purchases of used high fuel efficient vehicles, which are 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 EPA when the vehicle was new, and (2) repairs of certain vehicles that failed the on board diagnostic (OBD) systems inspection.
 - Eligibility based on the same criteria used for income qualification for weatherization services through the Weatherization Program and vouchers provided through the State's network of community action agencies.
 - Provides either (1) a point-of-sale voucher of up to \$5,000.00 to assist in the purchase of a high fuel efficient vehicle or (2) a point-of-repair voucher to repair a motor vehicle that was ready for inspection, 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.
 - Condition of point-of-sale voucher may be that the individual's vehicle that failed the OBD systems inspection, or 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 EPA when the vehicle was new be removed from operation and either donated to a non-profit to be used for parts or destroyed.

- Point-of-repair voucher must be commensurate with the fair market value of the vehicle to be repaired and not exceed \$2,500.00, with the \$2,500.00 vouchers only being available if the vehicle has a fair market value of at least \$5,000.00.
- Takes effect on passage.

Sec. 35. Public Utility Commission tariff design report

- NOTE: This is the second of four studies in the bill. No funding source is identified.
- Requires the Public Utility Commission (PUC) to follow up on the report due July 1, 2019 with a second report that addresses the steps necessary to implement fees on plug-in electric vehicle (PEV) charging if fees are to be collected on PEV charging.
- NOTE: No decision has been made on whether there will be fees on PEV charging, this is an information gathering process.
- The PUC must consult with Vermont electric distribution utilities that want to participate, VTTrans, the Department of Public Service and Efficiency Vermont and 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.
- Report must look at:
 - *Fees and assessments (subdivision (1))* – Whether there should be a transportation efficiency fee (TEF) and a transportation infrastructure assessment (TIA) or just a TIA and how best to implement. TEF is a per-kWh fee equal to the energy efficiency charge (EEC) and charged instead of the EEC. TIA is also a per-kWh fee.
 - NOTE: Not saying how the TEF and TIA will be spent.
 - *Electric vehicle charging tariff design (subdivision (2))* – This is the design of a tariff for electric distribution utilities with more than 17,000 customers and other electric distribution utilities at their discretion that would allow for customers to purchase electricity just for charging a PEV. Specific considerations (time-of-day/off-peak rates/grid management; TEF and TIA; energy source selection; cost recovery; clear and transparent billing statements; etc.) are included.
 - NOTE: With regards to whether or not this is an equal protection violation. (1) Nothing has been set yet, this is just a report/information gathering; and (2) there are no protected

classes implicated, so the regulation would just need to be rationally related to a legitimate government interest.

- *Reporting by electric distribution utilities (subdivision (3))* – Whether there should be a mandatory report by the electric distribution utilities to the PUC and what should be included.
- *Incremental revenue and costs (subdivision (4))* – Incremental revenue and costs to the electric distribution utilities expected to be generated by PEVs over the next 10 years.
- *Net metering (subdivision (5))* – How to address the use of net metering energy and net metering energy credits for EVSE.
- Takes effect on passage.

Sec. 36. Agency of Agriculture, Food and Markets report

- *Report 1 (subsection (a))*: Requires AAFM to report to the Senate Committees on Finance and on Transportation and the House Committees on Transportation and on Ways and Means on the National Institute of Standards and Technology's (NIST) progress towards adopting code on electric vehicle fueling systems and make a recommendation for annual licensing fees for EVSE available to the public on or before December 1, 2019.
- *Report 2 (subsection (b))*: Requires AAFM to report to the Senate Committees on Finance and on Transportation and the House Committees on Transportation and on Ways and Means on NIST's progress on adopting code on electric vehicle fueling systems on or before December 1, 2020, but only if the code has not been adopted by then.
- Takes effect on passage.

Sec. 37. Fees for electric vehicle supply equipment

- NOTE: This section changes codified law.
- Allows State agencies and departments that own or control EVSE to establish, set, and adjust fees for the use of that EVSE.
- Agency or department may establish fees at less than its costs, to cover its costs, or equal to the retail rate charged for the use of EVSE available to the public.
- Fees are deposited in the same fund or account within the fund from which the electric operating expense for the EVSE originated.
- NOTE: For purposes of VTrans owned or controlled EVSE this language will direct fee revenue to the T. Fund.
- Takes effect on July 1, 2019.

Sec. 38. Repeal of fees for electric vehicle supply equipment

- NOTE: This section changes codified law.
- Repeals everything that is added in Sec. 37 on July 1, 2022 (i.e. three year sunset).

Sec. 39. PUC jurisdiction over electric vehicle charging stations

- NOTE: This section changes codified law.
- Clarifies that the Public Utility Commission (PUC) and Department of Public Service do not have jurisdiction over persons that are otherwise not regulated by the Commission and Department just because they are “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.”
- NOTE: Person “shall include any natural person, corporation, municipality, the State of Vermont or any department, agency, or subdivision of the State, and any partnership, unincorporated association, or other legal entity.” 1 V.S.A. § 128.
- These persons may charge by the kWh for the use of EVSE but shall not be treated as an electric distribution utility just because the charge for EVSE is by the kWh.
- Takes effect on passage.
- NOTE: This eliminates ambiguity as to whether or not non-electric distribution utilities (e.g. ChargePoint) can charge a per-kWh fee and makes it clear that they can.
- NOTE: This does not require charging to only be by the per-kWh, could choose to, for example, charge by the hour or a per-kWh fee and then an hourly fee after the vehicle is charged.

Sec. 40. State vehicle fleet (July 1, 2019)

- NOTE: This section changes codified law.
- Requires the Commissioner of Buildings and General Services, to the maximum extent practicable, to purchase and lease hybrid and plug-in electric vehicles, but in no instance shall less than 50% of the annually purchased and leased vehicles be hybrid and plug-in electric vehicles.
- Requires the Commissioner to, whenever possible, purchase and lease the lowest-cost year of the selected make and model and only permits the Commissioner to purchase the latest model when it is the least expensive.
- Takes effect on July 1, 2019.

Sec. 41. State vehicle fleet (July 1, 2021)

- NOTE: This section changes codified law.
- Bumps the 50% minimum in Sec. 40 up to 75% two years later
- Takes effect on July 1, 2021. *See* Sec. 50(c).

Sec. 42. State vehicle fleet

- NOTE: This section changes codified law.
- Requires the Commissioner of Buildings and General Services to purchase and lease vehicles for the State Fleet in accordance with the statute changed by Secs. 41 and 42 (9 V.S.A. § 903(g)).
- Effective July 1, 2019.

Sec. 43. Transportation Alternatives Grant Committee

- NOTE: This section changes codified law.
- This is the language that was pulled out of H.16 and the section is based on the recommendations of the Sunset Advisory Commission.
- Eliminates the Transportation Alternatives Grant Committee but all of the responsibilities of the former committee will be done by VTrans.
- Adds to codified law the practice of not awarding a grant of more than \$300,000.00. *See* 19 V.S.A. § 38(c).

Sec. 44. Vehicle emissions inspection

- NOTE: This section changes codified law.
- NOTE: This is S.84, Sec. 1, but with the addition of requiring a visual emissions inspection and extending the on board diagnostic (OBD) systems inspection window by five years to 15 model years.
- Annual OBD system inspection required if 15 model years old or less.
- Annual safety and visual emissions inspection required for all vehicles.
- NOTE: Visual emissions inspection involves looking to see if the catalytic converter is connected and there is a gas cap if the vehicle was manufactured with one.
- Takes effect on passage.

Sec. 45. Vehicle emissions inspection implementation

- NOTE: This is S.84, Sec. 2, but 10 model years has been switched to 15 model years.

- Requires rulemaking within 14 days after the effective date so that the Periodic Inspection Manual is updated to only require the OBD systems inspection if the vehicle is 15 model years old or less.
- Automated Vehicle Inspection Program (AVIP) software on the tablets needs to be updated as soon as practicable and if AVIP software cannot be updated within 30 days after the effective date then the Commissioner needs to implement a temporary work around for the AVIP software within that same 30 day period.
- NOTE: Department of Motor Vehicles has already needed to develop on temporary paper based workaround for the AVIP tablet software when the high cost waiver program was first implemented.
- Takes effect on passage.

Sec. 46. **Feebate report**

- NOTE: This is the third of four studies required in the bill. No specific funding is provided as VTrans said that associated costs can be absorbed into the general planning budget.
- Requires VTrans, in consultation with JFO, to complete a study and submit a written report to the House and Senate Committees on Transportation on or before October 15, 2019 on whether Vermont should establish a time-of-acquisition vehicle feebate program to act as a self-funding incentive program.
- A vehicle feebate provides rebates to individuals who purchase/lease efficient vehicles and charges a fee to people who purchase/lease inefficient vehicles.
- The report should consider whether the feebate should be structured in steps (one or multiple) or as a continuum, whether there should be differentiation based on different classes of vehicles, whether there should be multiple pivot points, and what vehicles the feebates should apply to.
- The report should also consider how the feebate or other funding mechanism could work in conjunction with the vehicle incentive programs (Sec. 34) and the level of investment, incentives, feebates, etc. needed to reach in the number of plug-in electric vehicles in Vermont's Comprehensive Energy Plan (CEP).
- Takes effect on passage.

Sec. 47. **Weight-based annual registration report**

- NOTE: This is the fourth of four studies required in the bill. No specific funding is provided as VTrans said that associated costs can be absorbed into the general planning budget.

- Requires VTrans, in consultation with JFO, to complete a study and submit a written report to the House and Senate Committees on Transportation on or before December 15, 2019 on the feasibility of implementing an annual motor vehicle registration fee system based on weight.
- Specific considerations are laid out and include what other states are doing, how best to account for weight-based wear on Vermont roads, anticipated implementation difficulties, and ways to measure weight.
- Takes effect on passage.

Sec. 48. Sign law violations

- NOTE: This section changes codified law.
- Changes violation from criminal to civil (\$100.00 fine changed to a \$100.00 civil penalty and term of imprisonment eliminated).
- Effective on passage.
- NOTE: No need to change codified law to address who can write these civil tickets. Each municipality should have someone designated.

Sec. 49. Judicial Bureau jurisdiction over sign law violations

- NOTE: This section changes codified law.
- Expands the Judicial Bureau's jurisdiction to include violations of the sign law (10 V.S.A. chapter 21).

Sec. 50. Effective dates

- Unless otherwise noted, a section takes effect on July 1, 2019.