
This act summary is provided for the convenience of the public and members of the General Assembly. It is intended to provide a general summary of the act and may not be exhaustive. It has been prepared by the staff of the Office of Legislative Counsel without input from members of the General Assembly. It is not intended to aid in the interpretation of legislation or to serve as a source of legislative intent.

Act No. 40 (S.66). Motor vehicles; electric bicycles; motor-assisted bicycles

An act relating to electric bicycles

This act defines electric bicycle as “a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts that meets the requirements” of one of three delineated classes; amends the existing definition of motor-assisted bicycle to include a vehicle that meets existing requirements and has either “an internal combustion motor with a power output of not more than 1,000 watts or 1.3 horsepower” or “has an electric motor with a power output of not more than 1,000 watts and does not meet the requirements of one of the three classes” of electric bicycles; explicitly excludes electric bicycle and motor-assisted bicycle from the definitions of motorcycle, motor vehicle, motor-driven cycle, and all-terrain vehicle (ATV); and explicitly includes a person operating an electric bicycle or a motor-assisted bicycle in the definition of a vulnerable user.

This act also establishes regulations for electric bicycles that include: a presumption that electric bicycles are governed as bicycles under Vermont law; exemptions from requirements on registration, inspection, certificate of title, operator’s license, financial responsibility (insurance), and ATV operation; mandatory compliance with federal equipment and manufacturing requirements; required speedometers and age limitations on class 3 electric bicycles; geographic usage limitations; and labeling requirements.

Multiple effective dates, beginning on July 1, 2021