

1 H.479

2 Introduced by Committee on Transportation

3 Date:

4 Subject: Transportation; annual Transportation Program; Transportation  
5 Alternatives Grant Program; Central Garage Fund; public transit;  
6 zero-fare service; tiered-fare service; Mobility and Transportation  
7 Innovations (MTI) Grant Program; vehicle incentive programs; plug-  
8 in electric vehicles (PEVs); plug-in hybrid electric vehicles (PHEVs);  
9 battery electric vehicles (BEVs); electric bicycles (eBikes); electric  
10 cargo bicycles; adaptive electric cycles; Incentive Program for New  
11 PEVs; MileageSmart; Replace Your Ride Program; Electrify Your  
12 Fleet Program; eBike Incentive Program; mileage-based user fee  
13 (MBUF); Carbon Reduction Program; PROTECT Formula Program;  
14 complete streets; Vermont State Standards; U.S. Route 5; bicycle  
15 corridors; public-private partnerships (P3s); repeals

16 Statement of purpose of bill as introduced: This bill proposes to adopt the  
17 State's annual Transportation Program and make miscellaneous changes to  
18 laws related to transportation.

19 An act relating to the Transportation Program and miscellaneous changes to  
20 laws related to transportation

1 It is hereby enacted by the General Assembly of the State of Vermont:

2 ~~\*\*\* Transportation Program Adopted as Amended; Definitions;~~

3 Technical Correction \*\*\*

4 Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS;

5 TECHNICAL CORRECTION

6 (a) ~~Adoption.~~ The Agency of Transportation's Proposed Fiscal Year 2024  
7 Transportation Program appended to the Agency of Transportation's proposed  
8 fiscal year 2024 budget (Revised January 27, 2023), as amended by this act, is  
9 adopted to the extent federal, State, and local funds are available.

10 (b) Definitions. As used in this act, unless otherwise indicated:

11 (1) "Agency" means the Agency of Transportation.

12 (2) "Candidate project" means a project approved by the General  
13 Assembly that is not anticipated to have significant expenditures for  
14 preliminary engineering or right-of-way expenditures, or both, during the  
15 budget year and funding for construction is not anticipated within a predictable  
16 time frame.

17 (3) "Development and evaluation (D&E) project" means a project  
18 approved by the General Assembly that is anticipated to have preliminary  
19 engineering expenditures or right-of-way expenditures, or both, during the  
20 budget year and that the Agency is committed to delivering to construction on  
21 a timeline driven by priority and available funding.

1 ~~(4) "Front of book project" means a project approved by the General~~  
2 Assembly that is anticipated to have construction expenditures during the  
3 budget year or the following three years, or both, with expected expenditures  
4 shown over four years.

5 (5) "Secretary" means the Secretary of Transportation.

6 (6) "TIB funds" means monies deposited in the Transportation  
7 Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.

8 (7) The table heading "As Proposed" means the Proposed  
9 Transportation Program referenced in subsection (a) of this section; the table  
10 heading "As Amended" means the amendments as made by this act; the table  
11 heading "Change" means the difference obtained by subtracting the "As  
12 Proposed" figure from the "As Amended" figure; the terms "change" or  
13 "changes" in the text refer to the project- and program-specific amendments,  
14 the aggregate sum of which equals the net "Change" in the applicable table  
15 heading; and "State" in any tables amending authorizations indicates that the  
16 source of funds is State monies in the Transportation Fund, unless otherwise  
17 specified.

18 (c) Technical correction. In the Agency of Transportation's Proposed  
19 Fiscal Year 2024 Transportation Program for Municipal Mitigation, the value  
20 "\$7,685,523" is struck and the value "\$10,113,523" is inserted in lieu thereof  
21 to correct a typographic error, the value "\$3,355,523" is struck and the value

1 ~~“\$4,783,523” is inserted in lieu thereof to correct a typographic error; the~~  
2 ~~value “\$4,000,000” is struck and the value “\$5,000,000” is inserted in lieu~~  
3 ~~thereof to correct a typographic error; and the value “\$8,060,523” is struck~~  
4 ~~twice and the value “\$10,488,523” is inserted in lieu thereof twice to correct~~  
5 ~~two typographic errors.~~

6 \* \* \* Highway Maintenance \* \* \*

7 Sec. 2. HIGHWAY MAINTENANCE

8 (a) Within the Agency of Transportation’s Proposed Fiscal Year 2024  
9 Transportation Program for Maintenance, authorized spending is amended as  
10 follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Person. Svcs.	42,637,277	42,637,277	0
Operat. Exp.	65,893,488	64,893,488	-1,000,000
Total	108,530,765	107,530,765	-1,000,000
<u>Sources of funds</u>			
State	107,784,950	106,784,950	-1,000,000
Federal	645,815	645,815	0
Inter Unit	100,000	100,000	0
Total	108,530,765	107,530,765	-1,000,000

20 (b) Restoring the fiscal year 2024 Maintenance Program appropriation and  
21 authorization to the level included in the Agency of Transportation’s Proposed

1 ~~Fiscal Year 2024 Transportation Program shall be the Agency's top priority if~~  
2 there are unexpended State fiscal year 2023 appropriations of Transportation  
3 Fund monies. Accordingly:

(1) At the close of State fiscal year 2023, an amount up to \$1,000,00.00  
of any unencumbered Transportation Fund monies appropriated in 2022 Acts  
and Resolves No. 135, Secs. B.900–B.922, as amended by ~~the fiscal year 2023~~  
~~budget adjustment act~~ *2023 Acts and Resolves No. 3*, Secs. 43–44a, that would  
otherwise be authorized to carry forward is reappropriated for the Agency of  
Transportation's Proposed Fiscal Year 2024 Transportation Program for  
Maintenance 30 days after the Agency sends written notification of the request  
for the unencumbered Transportation Fund monies to be reappropriated to the  
Joint Transportation Oversight Committee, provided that the Joint  
Transportation Oversight Committee does not send written objection to the  
Agency.

4 (2) If any unencumbered Transportation Fund monies are reappropriated  
5 pursuant to subdivision (1) of this subsection, then, within the Agency of  
6 Transportation's Proposed Fiscal Year 2024 Transportation Program for  
7 Maintenance, authorized spending is further amended to increase operating  
8 expenses by not more than \$1,000,000.00 in Transportation Fund monies.

9 (3) Notwithstanding subdivisions (1) and (2) of this subsection, the  
10 Agency may request further amendments to the Agency of Transportation's

~~Proposed Fiscal Year 2024 Transportation Program for Maintenance through~~  
~~the State fiscal year budget adjustment act.~~

\* \* \* One-Time Appropriations \* \* \*

Sec. 3. ONE-TIME APPROPRIATIONS

(a) Within the Agency of Transportation's Proposed Fiscal Year 2024  
Transportation Program for One-Time Appropriations, authorized spending is  
amended as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Operating	3,500,000	0	-3,500,000
Grants	3,000,000	0	-3,000,000
Total	6,500,000	0	-6,500,000
<u>Sources of funds</u>			
General	3,000,000	0	-3,000,000
Capital	3,500,000	0	-3,500,000
Total	6,500,000	0	-6,500,000

(b) Within the Agency of Transportation's Proposed Fiscal Year 2024  
Transportation Program for One-Time Appropriations, the following are  
struck:

(1) "Rail Trail Community Connectivity Grants - \$3M General Fund  
Grants", and

(2) “St. Albans District Maintenance Facility, \$2.5M Capital Fund  
Operating.”

\* \* \* St. Albans District Maintenance Facility \* \* \*

Sec. 4. ST. ALBANS DISTRICT MAINTENANCE FACILITY

The following project is added to the Agency of Transportation’s Proposed  
Fiscal Year 2024 Transportation Program for Transportation Buildings: St.  
Albans District Maintenance Facility.

\* \* \* Project Cancellation; Project Addition \* \* \*

Sec. 5. PROJECT CANCELLATION; PROJECT ADDITION

(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 Town Highway Bridge Program: Sheldon BO 1448(47) – Scoping  
for Bridge #20 on TH #22.

(b) The following project is added to the Town Highway Bridge Program:  
Sheldon BO 1448(48) – Scoping for Bridge #11 on Bridge Street, which will  
replace the existing Sheldon BO TRUS(11) as a Development and Evaluation  
project.

\* \* \* Transportation Alternatives Grant Program \* \* \*

Sec. 6. TRANSPORTATION ALTERNATIVES GRANT PROGRAM

AWARDS IN STATE FISCAL YEARS 2024 TO 2027

~~Notwithstanding 19 V.S.A. § 38(c), Transportation Alternatives Grant~~

Program awards in State fiscal years 2024 to 2027 shall not exceed

\$600,000.00 per grant allocation.

\* \* \* Central Garage Fund \* \* \*

Sec. 7. 19 V.S.A. § 13 is amended to read:

§ 13. CENTRAL GARAGE FUND

(a) There is created the Central Garage Fund, which shall be used to:

(1) to furnish equipment on a rental basis to the districts and other sections of the Agency for construction, maintenance, and operation of highways or other transportation activities; and

(2) to provide a general equipment repair and major overhaul service, inclusive of any assets, supplies, labor, or use of contractors necessary to provide that service, as well as to furnish necessary supplies for the operation of the equipment.

(b) ~~To~~ In order to maintain a safe, and reliable equipment fleet, the Agency shall use Central Garage Fund monies to acquire new or replacement highway maintenance equipment shall be acquired using Central Garage Fund monies.

The Agency is authorized to acquire replacement pieces for existing highway equipment or new, additional equipment equivalent to equipment already

~~owned; however, the Agency shall not increase the total number of~~



1 ~~permanently assigned or authorized motorized or self-propelled vehicles~~  
2 ~~without approval by the General Assembly.~~

3 (c)(1) For the purpose specified in subsection (b) of this section, the  
4 following amount shall be transferred from the Transportation Fund to the  
5 Central Garage Fund:

6 (A) in fiscal year 2021, \$1,355,358.00; and

7 (B) in subsequent fiscal years, at a minimum, the amount specified in  
8 subdivision (A) of this subdivision (1) as adjusted annually by increasing the  
9 previous fiscal year's amount by the percentage increase in the Bureau of  
10 Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U)  
11 during the two most recently closed State fiscal years.

12 (2) Each fiscal year, the sum of the following shall be appropriated from  
13 the Central Garage Fund exclusively for the purpose specified in subsection (b)  
14 of this section:

15 (A) the amount transferred pursuant to subdivision (1) of this  
16 subsection;

17 (B) the amount of the equipment depreciation expense from the prior  
18 fiscal year or, for equipment that is fully depreciated and still actively in  
19 service, an amount equal to the depreciation on that piece of equipment from  
20 the prior year, and

~~(C) the amount of the net equipment sales from the prior fiscal year.~~

(d) In each fiscal year, net income of the Fund earned during that fiscal year shall be retained in the Fund.

(e) For the purposes of computing net worth and net income, the fiscal year shall be the year ending June 30.

(f) As used in this section, "equipment" means registered motor vehicles and ~~highway maintenance equipment assigned to~~ necessary assets required by the Central Garage in order to fulfill the objectives established in subsection (a) of this section.

(g) [Repealed.]

\* \* \* Public Transit \* \* \*

Sec. 8. ONE-TIME PUBLIC TRANSIT MONIES; REPORT

(a) Project addition. The following project is added to the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program:  
Increased One-Time Monies for Public Transit for Fiscal Year 2024.

(b) Authorization. Spending authority for Increased One-Time Monies for Public Transit for Fiscal Year 2024 is authorized as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Other	0	1,000,000	1,000,000
Total	0	1,000,000	1,000,000

Sources of funds

State	0	1,000,000	1,000,000
Total	0	1,000,000	1,000,000

(c) Implementation. The Agency of Transportation shall distribute the authorization in subsection (b) of this section to Green Mountain Transit for the following during fiscal year 2024:

(1) to operate routes on a zero-fare basis, with a return to the collection of fares from some passengers not later than January 1, 2024; and

(2) to prepare for the transition to tiered-fare service in accordance with the plan prepared pursuant to subsection (d) of this section, which may include the acquisition and maintenance of fare-collection systems.

(d) Plan for tiered-fare service.

(1) Green Mountain Transit shall, in consultation with community action agencies and other relevant entities, such as those that represent the migrant and refugee populations, develop and implement, not later than January 1, 2024, a plan to establish tiered-fare service on Green Mountain Transit routes.

(2) At a minimum, the plan to establish tiered-fare service shall incorporate a low-income transit program to provide free or reduced-fare transit options through digital methods, such as a handheld device, and

1 ~~non~~digital methods, such as an electronic benefits transfer (EBT) card or a  
2 transit card.

3 (5) An interim draft of the plan to establish tiered-fare service shall be  
4 submitted to the House and Senate Committees on Transportation on or before  
5 October 1, 2023 and a final version of the plan to establish tiered-fare service  
6 shall be submitted to the House and Senate Committees on Transportation  
7 Committees on or before December 1, 2023.

8 Sec. 9. RECOMMENDATIONS ON FUNDING SOURCE FOR LOCAL  
9 MATCH; PUBLIC TRANSIT; REPORT

10 The Chittenden County Regional Planning Commission, in consultation  
11 with the Vermont Public Transportation Association and the Vermont League  
12 of Cities and Towns, shall provide the House and Senate Committees on  
13 Transportation with a written recommendation on a dedicated funding source  
14 for the local match required of public transit providers operating in the  
15 statewide transit system not later than December 1, 2023. The report shall  
16 consider recommendations developed in the Chittenden County Regional  
17 Planning Commission's December 29, 2021 Transit Financing Study.

18 Sec. 10. SEPARATING THE MOBILITY AND TRANSPORTATION  
19 INNOVATIONS (MTI) GRANT PROGRAM FROM GO!

20 VERMONT

(a) Go! Vermont. Within the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program for Public Transit, authorized spending for Go! Vermont STPG GOVT( ) is amended as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Other	905,000	405,000	-500,000
Total	905,000	405,000	-500,000
<u>Sources of funds</u>			
State	30,000	30,000	0
Federal	875,000	375,000	-500,000
Total	905,000	405,000	-500,000

(b) Mobility and Transportation Innovations (MTI) Grant Program.

(1) Project addition. The following project is added to the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program for Public Transit: Mobility and Transportation Innovations (MTI) Grant Program.

(2) Authorization. Spending authority for MTI Grant Program is authorized as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Other	0	500,000	500,000
Total	0	500,000	500,000
<u>Sources of funds</u>			
Federal	0	500,000	500,000

Total 0 500,000 500,000

\* \* \* Vehicle Incentive Programs \* \* \*

\* \* \* Repeal of Existing Vehicle Incentive Programs \* \* \*

Sec. 11. REPEALS

(a) 2019 Acts and Resolves No. 59, Sec. 34, as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, 2021 Acts and Resolves No. 3, Sec. 56, 2021 Acts and Resolves No. 55, Secs. 18, 19, and 21–24, and 2022 Acts and Resolves No. 184, Sec. 6, is repealed.

(b) 2021 Acts and Resolves No. 55, Sec. 27, as amended by 2022 Acts and Resolves No. 184, Sec. 22, is repealed.

\* \* \* Codification of Vehicle Incentive Programs \* \* \*

Sec. 12. 19 V.S.A. chapter 29 is added to read:

CHAPTER 29. VEHICLE INCENTIVE PROGRAMS

§ 2901. DEFINITIONS

As used in this chapter:

(1) “Adaptive electric cycle” means an electric bicycle or an electric cargo bicycle that has been modified to meet the physical needs or abilities of the operator or a passenger.

(2) “Electric bicycle” has the same meaning as in 23 V.S.A. § 4(46)(A).

(3) “Electric cargo bicycle” means a motor-assisted bicycle, as defined in 23 V.S.A. § 4(45)(B)(i), with an electric motor, as defined under 23 V.S.A.

1 ~~§ 4(15)(B)(i)(II), that is specifically designed and constructed for transporting~~  
2 loads, including at least one or more of the following: goods; one or more  
3 individuals in addition to the operator; or one or more animals. A motor-  
4 assisted bicycle that is not specifically designed and constructed for  
5 transporting loads, including a motor-assisted bicycle that is only capable of  
6 transporting loads because an accessory rear or front bicycle rack has been  
7 installed, is not an electric cargo bicycle.

8 (4) “Plug-in electric vehicle (PEV),” “battery electric vehicle (BEV),”  
9 and “plug-in hybrid electric vehicle (PHEV)” have the same meanings as in 23  
10 V.S.A. § 4(85).

11 § 2902. INCENTIVE PROGRAM FOR NEW PLUG-IN ELECTRIC  
12 VEHICLES

13 (a) Creation; administration.

14 (1) There is created the Incentive Program for New Plug-In Electric  
15 Vehicles (PEVs), which shall be administered by the Agency of  
16 Transportation.

17 (2) Subject to State procurement requirements, the Agency may retain a  
18 contractor or contractors to assist with marketing, program development, and  
19 administration of the Program.

20 (b) Program structure. The Incentive Program for New PEVs shall  
21 structure PEV purchase and lease incentive payments by income to help all

1 ~~Vermonters benefit from electric driving, including Vermont's most~~

2 ~~vulnerable. Specifically, the Incentive Program for New PEVs:~~

3 ~~(1) shall apply to both purchases and leases of new PEVs with an~~  
4 ~~emphasis on incentivizing the purchase and lease of battery electric vehicles~~  
5 ~~(BEVs) and plug-in hybrid electric vehicles (PHEVs) with an electric range of~~  
6 ~~20 miles or greater per complete charge as rated by the Environmental~~  
7 ~~Protection Agency when the vehicle was new;~~

8 ~~(2) shall provide not more than one incentive of not more than~~  
9 ~~\$3,000.00 for a PEV, per individual per year, to:~~

10 ~~(A) an individual domiciled in the State whose federal income tax~~  
11 ~~filing status is single with an adjusted gross income under the laws of the~~  
12 ~~United States greater than \$60,000.00 and at or below \$100,000.00;~~

13 ~~(B) an individual domiciled in the State whose federal income tax~~  
14 ~~filing status is head of household with an adjusted gross income under the laws~~  
15 ~~of the United States greater than \$75,000.00 and at or below \$125,000.00;~~

16 ~~(C) an individual domiciled in the State whose federal income tax~~  
17 ~~filing status is surviving spouse with an adjusted gross income under the laws~~  
18 ~~of the United States greater than \$90,000.00 and at or below \$150,000.00;~~

19 ~~(D) an individual who is part of a married couple with at least one~~  
20 ~~spouse domiciled in the State whose federal income tax filing status is married~~



1 ~~filing jointly with an adjusted gross income under the laws of the United States~~

2 ~~greater than \$90,000.00 and at or below \$150,000.00; or~~

3 ~~(E) an individual who is part of a married couple with at least one~~  
4 ~~spouse domiciled in the State and at least one spouse whose federal income tax~~  
5 ~~filing status is married filing separately with an adjusted gross income under~~  
6 ~~the laws of the United States greater than \$60,000.00 and at or below~~  
7 ~~\$100,000.00;~~

8 ~~(3) shall provide not more than one incentive of not more than~~  
9 ~~\$6,000.00 for a PEV, per individual per year, to:~~

10 ~~(A) an individual domiciled in the State whose federal income tax~~  
11 ~~filing status is single with an adjusted gross income under the laws of the~~  
12 ~~United States at or below \$60,000.00;~~

13 ~~(B) an individual domiciled in the State whose federal income tax~~  
14 ~~filing status is head of household with an adjusted gross income under the laws~~  
15 ~~of the United States at or below \$75,000.00;~~

16 ~~(C) an individual domiciled in the State whose federal income tax~~  
17 ~~filing status is surviving spouse with an adjusted gross income under the laws~~  
18 ~~of the United States at or below \$90,000.00;~~

19 ~~(D) an individual who is part of a married couple with at least one~~  
20 ~~spouse domiciled in the State whose federal income tax filing status is married~~

1 ~~filing jointly with an adjusted gross income under the laws of the United States~~

2 ~~at or below \$90,000.00; or~~

3 ~~(E) an individual who is part of a married couple with at least one~~  
4 ~~spouse domiciled in the State and at least one spouse whose federal income tax~~  
5 ~~filing status is married filing separately with an adjusted gross income under~~  
6 ~~the laws of the United States at or below \$60,000.00;~~

7 ~~(4) shall, as technology progresses, establish a minimum electric range~~  
8 ~~in order for a PHEV to be eligible for an incentive;~~

9 ~~(5) shall apply to:~~

10 ~~(A) manufactured PEVs with any base Manufacturer's Suggested~~  
11 ~~Retail Price (MSRP) that will be issued a special registration plate by the~~  
12 ~~Commissioner of Motor Vehicles pursuant to 23 V.S.A. § 304a or will~~  
13 ~~predominately be used to provide accessible transportation for the incentive~~  
14 ~~recipient or a member of the incentive recipient's household, provided that the~~  
15 ~~incentive recipient or the member of the incentive recipient's household has a~~  
16 ~~removable windshield placard issued by the Commissioner of Motor Vehicles~~  
17 ~~pursuant to 23 V.S.A. § 304a;~~

18 ~~(B) manufactured PHEVs with a base MSRP as determined by the~~  
19 ~~Agency of Transportation and meeting the following requirements:~~

20 ~~(i) shall not exceed a base MSRP of \$55,000.00,~~

1 ~~(ii) shall phase out incentives for PHEVs with an electric range of~~  
2 less than 20 miles as rated by the Environmental Protection Agency when the  
3 vehicle was new; and

4 (iii) shall be benchmarked to a base MSRP of the equivalent of  
5 approximately \$50,000.00 or less in model year 2023; and

6 (C) manufactured BEVs with a base MSRP as determined by the  
7 Agency of Transportation and meeting the following requirements:

8 (i) shall not exceed a base MSRP of \$55,000.00; and

9 (ii) shall be benchmarked to a base MSRP of the equivalent of  
10 approximately \$50,000.00 or less in model year 2023; and

11 (6) shall provide incentives that may be in addition to any other  
12 available incentives, including through another program funded by the State,  
13 provided that not more than one incentive under the Incentive Program for  
14 New PEVs is used for the purchase or lease of any one PEV.

15 (c) Administrative costs. Up to 15 percent of any appropriations for the  
16 Incentive Program for New PEVs can be used for any costs associated with  
17 administering and promoting the Incentive Program for New PEVs.

18 (d) Outreach and marketing. The Agency, in consultation with any  
19 retained contractors, shall ensure that there is sufficient outreach and  
20 marketing, including the use of translation and interpretation services, of the  
21 Incentive Program for New PEVs so that Vermonters who are eligible for an

1 ~~incentive can easily learn how to secure as many different incentives as are~~  
2 available, and such costs shall be considered administrative costs for purposes  
3 of subsection (c) of this section.

4 § 2903. MILEAGESMART

5 (a) Creation, administration.

6 (1) There is created a used high fuel efficiency vehicle incentive  
7 program, which shall be administered by the Agency of Transportation and  
8 known as MileageSmart.

9 (2) Subject to State procurement requirements, the Agency may retain a  
10 contractor or contractors to assist with marketing, program development, and  
11 administration of MileageSmart.

12 (b) Program structure. MileageSmart shall structure high fuel efficiency  
13 purchase incentive payments by income to help all Vermonters benefit from  
14 more efficient driving and reduced greenhouse gas emissions, including  
15 Vermont's most vulnerable. Specifically, MileageSmart shall:

16 (1) apply to purchases of used high fuel-efficient motor vehicles, which  
17 for purposes of this program shall be pleasure cars with a combined  
18 city/highway fuel efficiency of at least 40 miles per gallon or miles-per gallon  
19 equivalent as rated by the Environmental Protection Agency when the vehicle  
20 was new, and

1 ~~(2) provide not more than one point of sale voucher worth up to~~  
2 \$5,000.00 to an individual who is a member of a household with an adjusted  
3 gross income that is at or below 80 percent of the State median income.

4 (c) Administrative costs. Up to 15 percent of any appropriations for  
5 MileageSmart can be used for any costs associated with administering and  
6 promoting MileageSmart.

7 (d) Outreach and marketing. The Agency, in consultation with any  
8 retained contractors, shall ensure that there is sufficient outreach and  
9 marketing, including the use of translation and interpretation services, of  
10 MileageSmart so that Vermonters who are eligible for an incentive can easily  
11 learn how to secure as many different incentives as are available, and such  
12 costs shall be considered administrative costs for purposes of subsection (c) of  
13 this section.

14 § 2904. REPLACE YOUR RIDE PROGRAM

15 (a) Creation; administration.

16 (1) There is created the Replace Your Ride Program, which shall be  
17 administered by the Agency of Transportation.

18 (2) Subject to State procurement requirements, the Agency may retain a  
19 contractor or contractors to assist with marketing, program development, and  
20 administration of the Program.

1 ~~(b) Program structure. The Replace Your Ride Program shall structure~~  
2 incentive payments by income to help all Vermonters benefit from replacing  
3 lower efficient modes of transportation with modes of transportation that  
4 reduce greenhouse gas emissions. The Agency may apply a sliding scale  
5 incentive based on electric range, with larger incentives being available for  
6 PEVs with a longer electric range.

7 (c) Incentive amount. The Replace Your Ride Program shall provide up to  
8 a \$2,500.00 incentive for those who qualify under subdivision (d)(1)(A) of this  
9 section and up to a \$5,000.00 incentive for those who qualify under  
10 subdivision (d)(1)(B) of this section, either of which may be in addition to any  
11 other available incentives, including through a program funded by the State, to  
12 individuals who qualify based on both income and the removal of an internal  
13 combustion vehicle. Only one incentive per individual is available under the  
14 Replace Your Ride Program.

15 (d) Eligibility. Applicants must qualify through both income and the  
16 removal of an eligible vehicle with an internal combustion engine.

17 (1) Income eligibility.

18 (A) The lower incentive amount of up to \$2,500.00 is available to the  
19 following, provided that all other eligibility requirements are met.

1 ~~(i) an individual domiciled in the State whose federal income tax~~  
2 filing status is single with an adjusted gross income under the laws of the  
3 United States greater than \$60,000.00 and at or below \$100,000.00;

4 ~~(ii) an individual domiciled in the State whose federal income tax~~  
5 filing status is head of household with an adjusted gross income under the laws  
6 of the United States greater than \$75,000.00 and at or below \$125,000.00;

7 ~~(iii) an individual domiciled in the State whose federal income tax~~  
8 filing status is surviving spouse with an adjusted gross income under the laws  
9 of the United States greater than \$90,000.00 and at or below \$150,000.00;

10 ~~(iv) an individual who is part of a married couple with at least one~~  
11 spouse domiciled in the State whose federal income tax filing status is married  
12 filing jointly with an adjusted gross income under the laws of the United States  
13 greater than \$90,000.00 and at or below \$150,000.00; or

14 ~~(v) an individual who is part of a married couple with at least one~~  
15 spouse domiciled in the State and at least one spouse whose federal income tax  
16 filing status is married filing separately with an adjusted gross income under  
17 the laws of the United States greater than \$60,000.00 and at or below  
18 \$100,000.00.

19 ~~(B) The higher incentive amount of up to \$5,000.00 is available to~~  
20 the following, provided that all other eligibility requirements are met.

(i) an individual domiciled in the State whose federal income tax filing status is single with an adjusted gross income under the laws of the United States at or below \$60,000.00;

(ii) an individual domiciled in the State whose federal income tax filing status is head of household with an adjusted gross income under the laws of the United States at or below \$75,000.00;

(iii) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States at or below \$90,000.00;

(iv) an individual who is part of a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States at or below \$90,000.00;

(v) an individual who is part of a married couple with at least one spouse domiciled in the State and at least one spouse whose federal income tax filing status is married filing separately with an adjusted gross income under the laws of the United States at or below \$60,000.00; or

(vi) an individual who is a member of a household with an adjusted gross income that is at or below 80 percent of the State median income.



(2) Vehicle removal

(A) In order for an individual to qualify for an incentive under the Replace Your Ride Program, the individual must remove an older low-efficiency vehicle from operation and switch to a mode of transportation that produces fewer greenhouse gas emissions. The entity that administers the Replace Your Ride Program, in conjunction with the Agency of Transportation, shall establish Program guidelines that specifically provide for how someone can show that the vehicle removal eligibility requirement has been, or will be, met.

(B) For purposes of the Replace Your Ride Program:

(i) An “older low-efficiency vehicle”:

(I) is currently registered, and has been for two years prior to the date of application, with the Vermont Department of Motor Vehicles;

(II) is currently titled in the name of the applicant and has been for at least one year prior to the date of application;

(III) has a gross vehicle weight rating of 10,000 pounds or less;

(IV) is at least 10 model years old;

(V) has an internal combustion engine; and

(VI) passed the annual inspection required under 23 V.S.A.

§ 1222 within the prior year.

1 ~~(ii) Removing the older low efficiency vehicle from operation~~  
2 must be done by disabling the vehicle's engine from further use and fully  
3 dismantling the vehicle for either donation to a nonprofit organization to be  
4 used for parts or destruction.

5 (iii) The following qualify as a switch to a mode of transportation  
6 that produces fewer greenhouse gas emissions:

- 7 (I) purchasing or leasing a new or used PEV;  
8 (II) purchasing a new or used bicycle, electric bicycle, electric  
9 cargo bicycle, adaptive electric cycle, or motorcycle that is fully electric, and  
10 the necessary safety equipment; and  
11 (III) utilizing shared-mobility services.

12 (e) Administrative costs. Up to 15 percent of any appropriations for the  
13 Replace Your Ride Program can be used for any costs associated with  
14 administering and promoting the Replace Your Ride Program.

15 (f) Outreach and marketing. The Agency, in consultation with any retained  
16 contractors, shall ensure that there is sufficient outreach and marketing,  
17 including the use of translation and interpretation services, of the Replace Your  
18 Ride Program so that Vermonters who are eligible for an incentive can easily  
19 learn how to secure as many different incentives as are available and such  
20 costs shall be considered administrative costs for purposes of subsection (e) of  
21 this section.

~~§ 2005. ANNUAL REPORTING~~

~~(a) The Agency shall annually evaluate the programs established under this chapter to gauge effectiveness and shall submit a written report on the effectiveness of the programs to the House and Senate Committees on Transportation, the House Committee on Environment and Energy, and the Senate Committee on Finance on or before the 31st day of January in each year following a year that an incentive was provided through one of the programs.~~

~~(b) The report shall also include:~~

~~(1) any intended modifications to program guidelines for the upcoming fiscal year along with an explanation for the reasoning behind the modifications and how the modifications will yield greater uptake of PEVs and other means of transportation that will reduce greenhouse gas emissions; and~~

~~(2) any recommendations on statutory modifications to the programs, including to income and vehicle eligibility, along with an explanation for the reasoning behind the statutory modification recommendations and how the modifications will yield greater uptake of PEVs and other means of transportation that will reduce greenhouse gas emissions.~~

~~(c) Notwithstanding 2 V.S.A. § 20(d), the annual report required under this section shall continue to be required if an incentive is provided through one of~~

1 ~~the programs unless the General Assembly takes specific action to repeal the~~  
2 ~~report requirement.~~

3 \* \* \* Vehicle Incentive Program; Fiscal Year 2023 Authorizations \* \* \*

4 Sec. 13. 2022 Acts and Resolves No. 184, Sec. 5 is amended to read:

5 Sec. 5. VEHICLE INCENTIVE PROGRAMS

6 (a) Incentive Program for New PEVs. The Agency is authorized to spend  
7 up to \$12,000,000.00 as appropriated in the fiscal year 2023 budget on the  
8 Incentive Program for New PEVs established in 2019 Acts and Resolves No.  
9 59, Sec. 34, as amended, and subsequently codified in 19 V.S.A. chapter 29.

10 (b) MileageSmart. The Agency is authorized to spend up to \$3,000,000.00  
11 as appropriated in the fiscal year 2023 budget on MileageSmart as established  
12 in 2019 Acts and Resolves No. 59, Sec. 34, as amended, and subsequently  
13 codified in 19 V.S.A. chapter 29.

14 (c) Replace Your Ride Program. The Agency is authorized to spend up to  
15 \$3,000,000.00 as appropriated in the fiscal year 2023 budget on the Replace  
16 Your Ride Program established in 2021 Acts and Resolves No. 55, Sec. 27, as  
17 amended, and subsequently codified in 19 V.S.A. chapter 29.

18 \* \* \*

19 ~~Electricity Your Fleet Program and eBike Incentive Program~~

~~\*\*\* Creation of Electrify Your Fleet Program and Authorization \*\*\*~~

Sec. 14. ELECTRIFY YOUR FLEET PROGRAM; AUTHORIZATION

(a) Creation; administration.

(1) There is created the Electrify Your Fleet Program, which shall be administered by the Agency of Transportation.

(2) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the Program.

(b) Authorization. The Agency is authorized to spend up to \$500,000.00 in one-time General Fund monies on the Electrify Your Fleet Program established pursuant to subsection (a)(1) of this section.

(c) Definitions. The definitions in 19 V.S.A. § 2901, as added by Sec. 12 of this act, shall apply to this section.

(d) Program structure. The Electrify Your Fleet Program shall structure purchase and lease incentive payments to replace vehicles other than a plug-in electric vehicle cycled out of a motor vehicle fleet and reduce the greenhouse gas emissions of persons operating a motor vehicle fleet in Vermont.

Specifically, the Electrify Your Fleet Program shall:

(1) provide incentives to Vermont municipalities and business entities registered in Vermont that maintain a fleet of motor vehicles that are registered

1 ~~in Vermont with no single applicant being eligible for more than 20 incentives~~

2 over the existence of the Program;

3 (2) provide \$2,500.00 purchase and lease incentives for:

4 (A) BEVs with a base Manufacturer's Suggested Retail Price

5 (MSRP) of \$60,000.00 or less;

6 (B) PHEVs with an electric range of 20 miles or greater per complete

7 charge as rated by the Environmental Protection Agency when the vehicle was

8 new and a base MSRP of \$60,000.00 or less;

9 (C) electric bicycles and electric cargo bicycles with a base MSRP of  
10 \$6,000.00 or less;

11 (D) adaptive electric cycles with any base MSRP;

12 (E) electric motorcycles with a base MSRP of \$30,000.00 or less;

13 and

14 (F) electric snowmobiles with a base MSRP of \$20,000.00 or less;

15 and

16 (3) require a showing that the incentive will be used to electrify the  
17 applicant's motor vehicle fleet.

18 (e) Administrative costs. Up to 15 percent of any appropriations for the  
19 Electrify Your Fleet Program can be used for any costs associated with

20 ~~administering and promoting the Electrify Your Fleet Program.~~

1 ~~(f) Outreach and marketing. The Agency, in consultation with any retained~~  
2 contractors, shall ensure that there is sufficient outreach and marketing,  
3 including the use of translation and interpretation services, of the Electrify  
4 Your Fleet Program so that persons who are eligible for an incentive can easily  
5 learn how to secure an incentive and such costs shall be considered  
6 administrative costs for purposes of subsection (e) of this section.

7 (g) Reporting. The reporting requirements of 19 V.S.A. § 2905, as added  
8 by Sec. 12 of this act, shall, notwithstanding 2 V.S.A. § 20(d), apply to the  
9 Electrify Your Fleet Program if an incentive is provided through the Electrify  
10 Your Fleet Program unless the General Assembly takes specific action to  
11 repeal the report requirement.

12 \* \* \* eBike Incentive Program; Authorization \* \* \*

13 Sec. 15. MODIFICATIONS TO EBIKE INCENTIVE PROGRAM;

14 REPORT

15 (a) Definitions. The definitions in 19 V.S.A. § 2901, as added by Sec. 12  
16 of this act, shall apply to this section.

17 (b) Authorization and modifications. The Agency is authorized to spend  
18 up to \$50,000.00 in one-time General Fund monies on the continuation of the  
19 eBike Incentive Program established pursuant to 2021 Acts and Resolves No.  
20 55, Sec. 28, as amended by 2022 Acts and Resolves No. 184, Sec. 23, with the  
21 following modifications.

~~(1) incentives shall be provided in the form of a voucher redeemable as  
a point-of-sale rebate at participating retail shops;~~

~~(2) vouchers shall be provided to applicants that self-certify as to both:~~

~~(A) meeting income eligibility requirements under 19 V.S.A.  
§ 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs),  
as added by Sec. 12 of this act; and~~

~~(B) that the incentivized electric bicycle, electric cargo bicycle, or  
adaptive electric cycle shall be used in a way that reduces greenhouse gas  
emissions, such as a substitute for trips that would have been taken in a vehicle  
other than a plug-in electric vehicle;~~

~~(3) only electric bicycles with a base Manufacturer's Suggested Retail  
Price (MSRP) between \$800.00 and \$4,000.00 shall be eligible for an  
incentive;~~

~~(4) only electric cargo bicycles with a base MSRP of \$5,000.00 or less  
shall be eligible for an incentive; and~~

~~(5) an adaptive electric cycle with any base MSRP shall be eligible for  
an incentive.~~

~~(c) Administrative costs. Up to 15 percent of the authorization in  
subsection (a) of this section may be used for any costs associated with  
administering and promoting the eBike Incentive Program.~~



1 ~~(d) Reporting. The Agency of Transportation shall address incentives for~~  
2 electric bicycles, electric cargo bicycles, and adaptive electric cycles provided  
3 pursuant to this section in the January 31, 2024 report required under 19  
4 V.S.A. § 2905, as added by Sec. 12 of this act, including a:

5 (1) breakdown of who received an incentive under the eBike Incentive  
6 Program;

7 (2) breakdown of where vouchers were redeemed;

8 (3) breakdown, by manufacturer and type, of electric bicycles, electric  
9 cargo bicycles, and adaptive electric cycles incentivized;

10 (4) detailed summary of information provided in the self-certification  
11 forms; and

12 (5) detailed summary information collected through participant surveys.

13 Sec. 16. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY  
14 INCOME ELIGIBILITY REQUIREMENTS FOR EBIKE  
15 INCENTIVE PROGRAM ON PASSAGE

16 Notwithstanding 2022 Acts and Resolves No. 55, Sec. 23(a)(3), the Agency  
17 of Transportation may choose to only provide incentives to individuals who  
18 self-certify as to meeting income eligibility requirements under 19 V.S.A.  
19 § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs),  
20 as added by Sec. 12 of this act.

21 ~~Reallocation of Funding~~

~~Sec. 17. 2022 Acts and Resolves No. 184, Sec. 2(8)(C), as amended by the~~  
~~fiscal year 2023 budget adjustment act~~ *2023 Acts and Resolves No. 3*, Sec. 83,  
is further amended to read:

1           (C) Replace Your Ride Program. Sec. 5(c) of this act authorizes  
2           ~~\$2,900,000.00~~ \$2,350,000.00 for incentives under Replace Your Ride, which  
3           will be the State's program to incentivize Vermonters to remove older low-  
4           efficiency vehicles from operation and switch to modes of transportation that  
5           produce fewer greenhouse gas emissions, and capped administrative costs.

Sec. 18. 2022 Acts and Resolves No. 184, Sec. 5(c), as amended by ~~the fiscal~~  
~~year 2023 budget adjustment act~~ *2023 Acts and Resolves No. 3*, Sec. 84, is  
further amended to read:

6           (c) Replace Your Ride Program. The Agency is authorized to spend up to  
7           ~~\$2,900,000.00~~ \$2,350,000.00 as appropriated in the fiscal year 2023 budget on  
8           the Replace Your Ride Program established in 2021 Acts and Resolves No. 55,  
9           Sec. 27, as amended.

Sec. 19. 2022 Acts and Resolves No. 185, Sec. G.600(b)(5), as amended by  
~~the fiscal year 2023 budget adjustment act~~ *2023 Acts and Resolves No. 3*, Sec.  
85, is further amended to read:

10           (5) ~~\$2,900,000.00~~ \$2,350,000.00 to the Agency of Transportation for  
11           the Replace Your Ride Program, established in 2021 Acts and Resolves No.  
12           ~~55, Sec. 27, as amended.~~

~~\*\*\* Mileage-Based User Fee (MBUE) \*\*\*~~

Sec. 20. MILEAGE-BASED USER FEE LEGISLATIVE INTENT

It is the intent of the General Assembly for the State:

(1) to start collecting a mileage-based user fee from all battery-electric vehicles registered in Vermont starting on July 1, 2025, which is expected to be the first day of the first fiscal year where more than 15 percent of new pleasure car registrations in the State are plug-in electric vehicles (PEVs);

(2) to start subjecting plug-in hybrid electric vehicles (PHEVs) that are a pleasure car to an annual or a biennial registration fee that is one and three-quarters times the amount of the annual or biennial fee for a pleasure car pursuant to 23 V.S.A. § 361 starting on July 1, 2025, and that PHEVs shall not be subject to a mileage-based user fee;

(3) to work towards collecting a fee on kWhs that are dispensed through certain electric vehicle supply equipment available to the public so as to supplant lost gas tax revenue from PEVs that are not registered in Vermont but utilize highways in Vermont; and

(4) to not commence collecting a mileage-based user fee until such authorizing language is codified in statute and becomes effective.

Sec. 21. MILEAGE-BASED USER FEE AUTHORIZATION

(a) Within the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program for Environmental Policy and Sustainability, the

1 Agency of Transportation, including the Department of Motor Vehicles, is  
2 authorized to apply for and accept a competitive federal Strategic Innovation  
3 for Revenue Collection grant established pursuant to the Infrastructure  
4 Investment and Jobs Act, Pub. L. No. 117-58 (IIJA), Sec. 13001 in an amount  
5 not to exceed \$1,500,000.00 in federal monies, with up to \$350,000.00 in  
6 Transportation Fund monies authorized for the nonfederal match in fiscal year  
7 2024.

8 (b) As permitted under federal regulations and grant terms, the Agency  
9 shall utilize grant monies to design a mileage-based user fee that is consistent  
10 with Secs. 20 and 22 of this act.

11 (c) Subject to State procurement requirements, the Agency may retain one  
12 or more contractors or consultants, or both, to assist with the design of a  
13 process to commence collecting a mileage-based user fee on July 1, 2025.

14 Sec. 22. MILEAGE-BASED USER FEE DESIGN

15 (a) Definitions. As used in this section and Secs. 21 and 23 of this act:

16 (1) “Account manager” means a person under contract with the Agency  
17 of Transportation or Department of Motor Vehicles to administer and manage  
18 the mileage-based user fee.

19 (2) “Annual vehicle miles traveled” means the total number of miles  
20 that a BEV is driven between annual inspections as reported by an inspection  
21 mechanic to the Department of Motor Vehicles.

1 ~~(3) "Mileage-based user fee" means the total amount that an owner or~~  
2 ~~lessee of a BEV registered in Vermont owes the State and is calculated by~~  
3 ~~multiplying the mileage-based user fee rate by the annual vehicle miles~~  
4 ~~traveled or, in the case of a terminating event, by multiplying the mileage-~~  
5 ~~based user fee rate by the vehicle miles traveled between the last Vermont~~  
6 ~~annual inspection and the terminating event.~~

7 ~~(4) "Mileage-based user fee rate" means the per-mile usage fee charged~~  
8 ~~to the owner or lessee of a BEV registered in Vermont.~~

9 ~~(5) "Mileage reporting period" means the time between annual~~  
10 ~~inspections or the time between an annual inspection and a terminating event.~~

11 ~~(6) "Pleasure car" has the same meaning as in 23 V.S.A. § 4(28).~~

12 ~~(7) "Plug-in electric vehicle (PEV)" has the same meaning as in~~  
13 ~~23 V.S.A. § 4(85) and includes battery electric vehicles (BEVs) and plug-in~~  
14 ~~hybrid electric vehicles (PHEVs), which have the same meaning as in~~  
15 ~~23 V.S.A. § 4(85)(A) and (B).~~

16 ~~(8) "Terminating event" means either the registering of a BEV that had~~  
17 ~~been registered in Vermont in a different state or a change in ownership or~~  
18 ~~lesseeship of the BEV, or both.~~

19 ~~(b) Commencement date. The Agency shall design a process to collect a~~  
20 ~~mileage-based user fee for miles driven by a BEV registered in Vermont to~~  
21 ~~commence collecting revenue on July 1, 2025.~~

1 ~~(c) Covered vehicles. The Agency shall design a process to collect a~~  
2 mileage-based user fee based on the annual vehicle miles traveled by BEVs  
3 registered in the State.

4 (d) Imposition of a mileage-based user fee. The Agency shall design a  
5 process to collect a mileage-based user fee from the owner or lessee of a BEV  
6 registered in Vermont for each mileage reporting period within 60 days after  
7 the Vermont annual inspection or terminating event that closes the mileage  
8 reporting period.

9 Sec. 23. REPORTS

10 The Secretary of Transportation and the Commissioner of Motor Vehicles  
11 shall file a written report not later than January 31, 2024 with the House and  
12 Senate Committees on Transportation, the House Committee on Ways and  
13 Means, and the Senate Committee on Finance that provides the following:

14 (1) a comprehensive implementation plan to commence collecting, on  
15 July 1, 2025, a mileage-based user fee for miles driven by a BEV registered in  
16 Vermont;

17 (2) a recommendation on what language should be codified in statute to  
18 enable the State to commence collecting, on July 1, 2025, a mileage-based user  
19 fee for miles driven by a BEV registered in Vermont, which shall include a  
20 recommendation for the mileage-based user fee rate and that includes, for that  
21 recommendation.

1 ~~(A) an explanation for how the recommended mileage-based user fee~~  
2 ~~rate was calculated;~~

3 ~~(B) what the recommended mileage-based user fee rate is estimated~~  
4 ~~to yield in revenue for the State in total per year; and~~

5 ~~(C) how the anticipated mileage-based user fee for a pleasure car is~~  
6 ~~expected to compare to the amount collected by the State in gas tax revenue~~  
7 ~~from the use of a non-PHEV pleasure car registered in Vermont and the amount~~  
8 ~~collected by the State in gas tax revenue and increased registration fee from~~  
9 ~~the use of a non-PHEV pleasure car registered in Vermont based on estimates~~  
10 ~~of low, medium, and high annual vehicle miles traveled;~~

11 ~~(3) a recommendation on what should be required in annual reporting~~  
12 ~~on the mileage-based user fee starting in 2026 for fiscal year 2025, which~~  
13 ~~shall, at a minimum, address whether the following should be reported on:~~

14 ~~(A) the total amount of revenue collected in mileage-based user fees~~  
15 ~~for the prior fiscal year and an estimate of the total amount of revenue~~  
16 ~~anticipated to be collected in mileage-based user fees during the subsequent~~  
17 ~~fiscal year;~~

18 ~~(B) the average mileage-based user fee collected for a BEV with low,~~  
19 ~~medium, and high annual vehicle miles traveled in the prior fiscal year,~~

1 ~~(C) an estimate of the average amount in motor fuel revenue that was~~  
2 collected for a pleasure car that is not a plug-in electric vehicle with low,  
3 medium, and high annual vehicle miles traveled in the prior fiscal year;

4 (D) an estimate of the average amount in motor fuel revenue and  
5 increased registration fee that was collected for a pleasure car that is a plug-in  
6 hybrid electric vehicle with low, medium, and high annual vehicle miles  
7 traveled in the prior fiscal year;

8 (E) the total number of delinquent mileage-based user fees in the  
9 prior fiscal year;

10 (F) the total number of outstanding payment plans for delinquent  
11 mileage-based user fees; and

12 (G) the cost to collect the mileage-based user fees in the prior fiscal  
13 year;

14 (4) an outline of what the Agency intends to adopt, if authorized, as rule  
15 in order to commence collecting, on July 1, 2025, a mileage-based user fee for  
16 miles driven by a BEV registered in Vermont, which shall, at a minimum,  
17 establish:

18 (A) a process to calculate and report the annual vehicle miles  
19 traveled by a BEV registered in Vermont;

20 (B) payment periods and other payment methods and procedures for  
21 the payment of the mileage-based user fee, which shall include the option to



1 ~~propose the anticipated mileage-based user fee in installments on a monthly~~

2 ~~quarterly, or annual basis;~~

3 ~~(C) standards for mileage reporting mechanisms for an owner or~~  
4 ~~lessee of a PEV to report vehicle miles traveled throughout the year;~~

5 ~~(D) procedures to provide security and protection of personal~~  
6 ~~information and data connected to a mileage-based user fee;~~

7 ~~(E) penalty and appeal procedures necessary for the collection of a~~  
8 ~~mileage-based user fee, which, to the extent practicable, shall duplicate and~~  
9 ~~build upon existing Department of Motor Vehicles processes; and~~

10 ~~(F) Agency oversight of any account manager, including privacy~~  
11 ~~protection of personal information and access and auditing capability of~~  
12 ~~financial and other records related to administration of the process to collect a~~  
13 ~~mileage-based user fee; and~~

14 ~~(5) an update on what other states and the federal government are doing~~  
15 ~~to address lost gas tax revenue from the adoption of PEVs along with any~~  
16 ~~applicable suggestions for opportunities for regional collaboration and an~~  
17 ~~explanation of the source of the information provided under this subdivision.~~

18 \* \* \* Transportation Programs; Federal Carbon Reduction Program;

19 PROTECT Formula Program; Prioritization; Equity \* \* \*

20 Sec. 24. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT

21 ~~THE FEDERAL CARBON REDUCTION PROGRAM AND~~

~~PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY~~

(a) The Agency of Transportation, through its development of the State's Carbon Reduction Strategy, shall:

(1) develop a methodology to:

(A) quantify the emissions reductions the Agency will achieve from the State's Transportation Program;

(B) measure the gap between the emissions reductions calculated under subdivision (A) of this subdivision (a)(1) and the emissions reductions required under the Global Warming Solutions Act, as codified in 10 V.S.A. § 578; and

(C) evaluate what additional emissions reductions are possible through the implementation of additional policies and programs within the State's Transportation Program;

(2) articulate the ongoing investments, particularly under the Carbon Reduction Program, established through the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA) and codified as 23 U.S.C. § 175, that the Agency intends to implement through the State's annual Transportation Program in order to reduce emissions from activities within the control of the Agency;

(3) identify and evaluate the effectiveness of other policies and programs to reduce transportation sector greenhouse gas emissions as required

1 ~~by the Global Warming Solutions Act, as codified in 10 V.S.A. § 578, and as~~

2 identified in the Vermont Climate Action Plan, as amended, which shall

3 include.

4 (A) an analysis of the potential to generate revenue sources sufficient  
5 for ongoing greenhouse gas emissions reduction implementation; and

6 (B) recommendations regarding additional policy or revenue sources  
7 to close any implementation gaps identified in subdivision (a)(1)(B) of this  
8 section;

9 (4) engage in public outreach through the following:

10 (A) establishing an advisory committee with a broad group of  
11 stakeholders, including representatives of the Vermont Climate Council, to  
12 help guide the identification and evaluation of policies and programs to reduce  
13 transportation sector greenhouse gas emissions;

14 (B) working with stakeholders, including environmental groups;  
15 community-based organizations that represent equity and environmental  
16 justice interests; business community groups, including chambers of  
17 commerce; transportation industry associations, including those representing  
18 rail and trucking; municipalities; regional planning commissions; and elected  
19 officials on ways to reduce transportation sector greenhouse gas emissions;

20 and

1 ~~(C) hosting not less than two public meetings, with at least one to~~  
2 ~~gather input on proposed policies and programs to reduce transportation sector~~  
3 ~~greenhouse gas emissions and at least one to address the evaluation of the~~  
4 ~~anticipated outcomes of the draft of the State's Carbon Reduction Strategy;~~  
5 ~~and~~

6 ~~(5) coordinate with the Climate Action Office within the Agency of~~  
7 ~~Natural Resources to track and report progress towards achieving the State's~~  
8 ~~greenhouse gas emissions as required by the Global Warming Solutions Act~~  
9 ~~and codified in 10 V.S.A. § 578.~~

10 ~~(b) The Agency shall develop the State's Resilience Improvement Plan to~~  
11 ~~establish how it will use federal monies available under the Promoting~~  
12 ~~Resilient Operations for Transformative, Efficient, and Cost-Saving~~  
13 ~~Transportation (PROTECT) Formula Program, established through the IIJA~~  
14 ~~and codified as 23 U.S.C. § 176, and existing tools and processes to address~~  
15 ~~transportation resilience, specifically for:~~

16 ~~(1) resilience planning, predesign, design, or the development of data~~  
17 ~~tools to simulate transportation disruption scenarios, including vulnerability~~  
18 ~~assessments, community response strategies, or evacuation planning and~~  
19 ~~preparation,~~

1 ~~(2) resilience projects to improve the ability of an existing surface~~  
2 transportation asset to withstand one or more elements of a weather event or  
3 natural disaster; and

4 (3) community resilience and evacuation route activities that strengthen  
5 and protect routes that are essential for providing and supporting evacuations  
6 caused by emergency events.

7 (c) The Agency shall develop recommendations for the integration of  
8 carbon reduction, resilience, and equity factors into its project prioritization  
9 system through the Agency's existing prioritization process and the  
10 development of the Equity Framework Project.

11 Sec. 25. REPORT ON TRANSPORTATION PLANNING STATUTES

12 The Agency of Transportation shall provide written reports summarizing  
13 the work completed pursuant to Sec. 24 of this act and written  
14 recommendations on how to amend statute, including 19 V.S.A. §§ 10b and  
15 10i, to reflect the work completed pursuant to Sec. 24 of this act to the House  
16 and Senate Committees on Transportation. A draft written report shall be  
17 provided on or before October 15, 2023 and a final written report shall be  
18 provided on or before January 15, 2024.

19 \* \* \* Complete Streets \* \* \*

20 Sec. 26. 19 V.S.A. § 10b is amended to read:

21 § 10b. STATEMENT OF POLICY, GENERAL

1 ~~(a) The Agency shall be the responsible agency of the State for the~~  
2 development of transportation policy. It shall develop a mission statement to  
3 reflect:

4 (1) that State transportation policy shall be to encompass, coordinate,  
5 and integrate all modes of transportation and to consider “complete streets”, as  
6 defined in section 2401 of this title, principles, ~~which are principles of safety~~  
7 ~~and accommodation of all transportation system users, regardless of age,~~  
8 ~~ability, or modal preference; and~~

9 (2) the need for transportation projects that will improve the State’s  
10 economic infrastructure, as well as the use of resources in efficient,  
11 coordinated, integrated, cost-effective, and environmentally sound ways, and  
12 that will be consistent with the recommendations of the Comprehensive  
13 Energy Plan (CEP) issued under 30 V.S.A. § 202b.

14 (b) The Agency shall coordinate planning ~~and, education, and training~~  
15 efforts with those of the Vermont Climate Change Oversight Committee and  
16 ~~those of~~ local and regional planning entities to:

17 (1) ~~to ensure that the transportation system as a whole is integrated;~~ that  
18 access to the transportation system as a whole is integrated; and that  
19 statewide, local, and regional conservation and efficiency opportunities and  
20 ~~practices are integrated, and~~

1 ~~(2) to support employer led or local or regional government led~~  
2 conservation, efficiency, rideshare, and bicycle programs and other innovative  
3 transportation advances, especially employer-based incentives.

4 (c) In developing the State's annual Transportation Program, the Agency  
5 shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended  
6 by 1988 Acts and Resolves No. 200 and with appropriate consideration to  
7 local, regional, and State agency plans:

8 (1) ~~Develop~~ develop or incorporate designs that provide integrated, safe,  
9 and efficient transportation and that are consistent with the recommendations  
10 of the CEP;

11 ~~(2)(A) Consider the safety and accommodation of all transportation~~  
12 ~~system users, including motorists, bicyclists, public transportation users, and~~  
13 ~~pedestrians of all ages and abilities, consider complete streets principles in all~~  
14 ~~State- and municipally managed transportation projects and project phases,~~  
15 ~~including planning, development, construction, and maintenance, except in the~~  
16 ~~case of projects or project components involving unpaved highways. If, after~~  
17 ~~the consideration required under this subdivision, a State-managed project~~  
18 ~~does not incorporate complete streets principles, the project manager shall~~  
19 ~~make a written determination, supported by documentation and available for~~  
20 ~~public inspection at the Agency, that one or more of the following~~  
21 ~~circumstances exist.~~

1 ~~(i) Use of the transportation facility by pedestrians, bicyclists, or~~  
2 ~~other users is prohibited by law.~~

3 ~~(ii) The cost of incorporating complete streets principles is~~  
4 ~~disproportionate to the need or probable use as determined by factors including~~  
5 ~~land use, current and projected user volumes, population density, crash data,~~  
6 ~~historic and natural resource constraints, and maintenance requirements. The~~  
7 ~~Agency shall consult local and regional plans, as appropriate, in assessing~~  
8 ~~these and any other relevant factors.~~

9 ~~(iii) Incorporating complete streets principles is outside the scope~~  
10 ~~of a project because of its very nature.~~

11 ~~(B) The written determination required under subdivision (A) of this~~  
12 ~~subdivision (2) shall be final and shall not be subject to appeal or further~~  
13 ~~review.;~~

14 ~~(3) Promote promote economic opportunities for Vermonters and the~~  
15 ~~best use of the State's environmental and historic resources; and~~

16 ~~(4) Manage manage available funding to:~~

17 \* \* \*

18 Sec. 27. REPEAL

19 19 V.S.A. § 309d (policy for municipally managed transportation projects)  
20 is repealed.



1 ~~See 28 10 V.S.A. chapter 24 is added to read:~~

2 CHAPTER 24. COMPLETE STREETS

3 § 2401. DEFINITION

4 As used in this chapter, “complete streets” means streets that provide safe  
5 and accessible options for multiple travel modes for individuals of all ages and  
6 abilities, including walking, cycling, public transportation, and motor vehicles.

7 § 2402. STATE POLICY

8 (a) Agency of Transportation funded, designed, or funded and designed  
9 projects shall seek to increase and encourage more pedestrian, bicycle, and  
10 public transit trips, with the State goal to promote intermodal access to the  
11 maximum extent feasible, which will help the State meet the transportation-  
12 related recommendations outlined in the Comprehensive Energy Plan (CEP)  
13 issued under 30 V.S.A. § 202b and the recommendations of the Vermont  
14 Climate Action Plan (CAP) issued under 10 V.S.A. § 592.

15 (b) Except in the case of projects or project components involving unpaved  
16 highways, for all transportation projects and project phases managed by the  
17 Agency or a municipality, including planning, development, construction, or  
18 maintenance, it is the policy of this State for the Agency and municipalities, as  
19 applicable, to incorporate complete streets principles that:

20 (1) serve individuals of all ages and abilities, including vulnerable users  
21 as defined in 23 V.S.A. § 4(81),

(2) follow state of the practice design guidance; and

(3) are sensitive to the surrounding community, including current and planned buildings, parks, and trails and current and expected transportation needs.

§ 2403. PROJECTS NOT INCORPORATING COMPLETE STREETS

PRINCIPLES

(a) State projects. A State-managed project shall incorporate complete streets principles unless the project manager makes a written determination, supported by documentation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors. If the project manager bases the written determination required under this subsection in whole or in part on this subdivision then the project manager shall provide a supplemental written

1 ~~determination with specific details on costs, needs, and probable uses, as~~  
2 ~~applicable.~~

3 ~~(2) Incorporating complete streets principles is outside the limited scope~~  
4 ~~of a project as defined in the latest version of the Agency's Complete Streets~~  
5 ~~Guidance.~~

6 ~~(b) Municipal projects. A municipally managed project shall incorporate~~  
7 ~~complete streets principles unless the municipality managing the project makes~~  
8 ~~a written determination, supported by documentation, that one or more of the~~  
9 ~~following circumstances exist:~~

10 ~~(1) Use of the transportation facility by pedestrians, bicyclists, or other~~  
11 ~~users is prohibited by law.~~

12 ~~(2) The cost of incorporating complete streets principles is~~  
13 ~~disproportionate to the need or probable use as determined by factors such as~~  
14 ~~land use, current and projected user volumes, population density, crash data,~~  
15 ~~historic and natural resource constraints, and maintenance requirements. The~~  
16 ~~municipality shall consult local and regional plans, as appropriate, in assessing~~  
17 ~~these and any other relevant factors. If the municipality managing the project~~  
18 ~~bases the written determination required under this subsection in whole or in~~  
19 ~~part on this subdivision then the project manager shall provide a supplemental~~  
20 ~~written determination with specific details on costs, needs, and probable uses,~~  
21 ~~as applicable.~~

1 ~~(2) Incorporating complete streets principles is outside the limited scope~~  
2 of a project as defined in the latest version of the Agency's Complete Streets  
3 Guidance.

4 (c) Finality of determinations. The written determinations required by  
5 subsections (a) and (b) of this section shall be final and shall not be subject to  
6 appeal or further review.

7 (d) Posting of determinations. The written determinations required by  
8 subsections (a) and (b) of this section shall be posted to the municipality's  
9 website, in the case of a municipally managed project, and a web page on the  
10 Agency of Transportation's website dedicated to complete streets, in the case  
11 of a State-managed project.

12 § 2404. ANNUAL REPORT; PUBLIC DATABASE

13 (a) Annual report. Notwithstanding 2 V.S.A. § 20(d), the Agency shall  
14 annually, on or before September 1 starting in 2025, submit a report detailing  
15 the State's efforts in following the complete streets policy established in  
16 section 2402 of this chapter during the previous fiscal year to the House and  
17 Senate Committees on Transportation.

18 (b) Public database.

19 (1) The Agency of Transportation shall post to a web page dedicated to  
20 complete streets on the Agency's website a database of all State-managed  
21 transportation projects that have been bid since January 1, 2023 along with a

1 ~~description of the project, the location of the project, which complete streets~~  
2 principles were incorporated in the project, as applicable, and an explanation  
3 as to which circumstance or circumstances contained in subsection 2403(a) of  
4 this chapter existed in the case of projects not incorporating complete streets  
5 principles.

6 (2) The database required under this subsection shall be updated on at  
7 least an annual basis.

8 Sec. 29. IMPLEMENTATION; PUBLIC DATABASE

9 The Agency shall create and post the database required under 19 V.S.A.  
10 § 2404(b), as added by Sec. 28 of this act, on or before January 1, 2024.

11 Sec. 30. MUNICIPAL TRAINING ON COMPLETE STREETS

12 The Agency of Transportation, in consultation with the Vermont League of  
13 Cities and Towns and regional planning commissions, shall design and  
14 implement a program to provide training on complete streets to municipalities.

15 Sec. 31. REPLACEMENT OF THE CURRENT VERMONT STATE

16 STANDARDS

17 (a) The Agency of Transportation will be preparing replacements to the  
18 current Vermont State Standards and related documents, standards, guidance,  
19 and procedures in accordance with the plan required pursuant to 2022 Acts and  
20 Resolves No. 184, Sec. 19.

1 ~~(b) The Agency shall provide an oral update on the process to replace the~~  
2 current Vermont State Standards and related documents, standards, guidance,  
3 and procedures to the House and Senate Committees on Transportation on or  
4 before February 15, 2024.

5 \* \* \* Municipal and Regional Support for a Route 5 Bicycle Corridor \* \* \*

6 Sec. 32. SUPPORT FOR A ROUTE 5 BICYCLE CORRIDOR; SURVEY  
7 REPORT

8 (a) The Agency of Transportation, in partnership with regional planning  
9 commissions through the annual Transportation Planning Initiative, shall  
10 conduct a survey of municipal support for the creation of a bicycle corridor—  
11 consisting of one or more segments of bicycle lanes or bicycle paths, or both—  
12 to provide a safe means of travel via bicycle on or along a route that is roughly  
13 adjacent to U.S. Route 5 for the approximately 190 miles spanning between  
14 the State border with Massachusetts and the State border with Quebec, Canada.

15 (b) The survey shall address the level of interest of municipalities and  
16 regional planning commissions in prioritizing the creation of a bicycle corridor  
17 along some or all of U.S. Route 5, including the consideration of the costs of  
18 creation and benefits to the tourism industry in Vermont in general and to the  
19 municipalities along U.S. Route 5 in particular.

1 ~~(c) The Agency shall provide a report on outcome of the survey to the~~  
2 House and Senate Committees on Transportation on or before January 15,  
3 2024.

4 \* \* \* Sunset Extension \* \* \*

5 Sec. 33. 2018 Acts and Resolves No. 158, Sec. 21 is amended to read:

6 Sec. 21. REPEAL OF TRANSPORTATION P3 AUTHORITY

7 19 V.S.A. §§ 2613 (Agency of Transportation's P3 authority) and 2614  
8 (legislative approval of P3 proposals) chapter 26, subchapter 2 shall be  
9 repealed on July 1, 2023 2026.

10 \* \* \* Repeals \* \* \*

11 Sec. 34. REPEALS

12 (a) 5 V.S.A. § 3616 (connection of passenger trains; Board may determine)  
13 is repealed.

14 (b) 19 V.S.A. § 314 (covered bridges restrictions; vote at town meeting) is  
15 repealed.

16 \* \* \* Agency of Transportation Positions \* \* \*

17 Sec. 35. AGENCY OF TRANSPORTATION POSITIONS

18 (a) The conversion of the following limited-service positions to permanent  
19 classified positions is authorized in fiscal year 2024: nine State Airport  
20 Maintenance Workers and one State Airport Operations Specialist.

1 ~~(b) The establishment of the following new permanent classified positions~~  
2 is authorized in fiscal year 2024: one Transportation Operations Technician III  
3 and one Transportation Technician IV within Highway Maintenance.

4 \* \* \* Effective Dates \* \* \*

5 Sec. 36. EFFECTIVE DATES

6 (a) This section and Secs. 16 (authority to modify eBike Incentive Program  
7 eligibility requirements) and 33 (extension of sunset for Agency of  
8 Transportation's P3 authority) shall take effect on passage.

9 ~~(b) All other sections shall take effect on July 1, 2023.~~

~~\* \* \* Fees \* \* \*~~

~~\* \* \* Enhanced Driver's License \* \* \*~~

*Sec. 35. 23 V.S.A. § 7 is amended to read:*

*§ 7. ENHANCED DRIVER'S LICENSE; MAINTENANCE OF DATABASE  
INFORMATION; FEE*

~~\* \* \*~~

*(d) The fee for an enhanced license shall be ~~\$30.00~~ \$36.00 in addition to  
the fees otherwise established by this title.*

~~\* \* \*~~

~~\* \* \* Department of Motor Vehicles \* \* \*~~

*Sec. 36. 23 V.S.A. § 114 is amended to read:*

~~§ 114. FEES~~



~~(a) The Commissioner shall be paid the following fees for miscellaneous transactions:~~

<del>(1) Listings of 1 through 4 registrations</del>	<del>\$8.00</del>
<del><u>\$10.00</u></del>	
<del>(2) Certified copy of registration application</del>	<del>\$8.00</del>
<del><u>\$10.00</u></del>	
<del>(3) Sample plates</del>	<del>\$18.00</del>
<del><u>\$22.00</u></del>	
<del>(4) Lists of registered dealers, transporters, periodic inspection stations, fuel dealers, and distributors, including gallonage sold or delivered and rental vehicle companies</del>	<del>\$8.00</del>
<del>per page</del>	<del><u>\$10.00</u></del>
<del>(5) [Repealed.]</del>	
<del>(6) Periodic inspection sticker record</del>	<del>\$8.00</del>
<del><u>\$10.00</u></del>	
<del>(7) Certified copy individual crash report</del>	<del>\$12.00</del>
<del><u>\$15.00</u></del>	
<del>(8) Certified copy police crash report</del>	<del>\$18.00</del>
<del><u>\$22.00</u></del>	
<del>(9) Certified copy suspension notice</del>	<del>\$8.00</del>
<del><u>\$10.00</u></del>	

<del>(10) Certified copy mail receipt</del>	<del>\$8.00</del>
<del>\$10.00</del>	
<del>(11) Certified copy proof of mailing</del>	<del>\$8.00</del>
<del>\$10.00</del>	
<del>(12) Certified copy reinstatement notice</del>	<del>\$8.00</del>
<del>\$10.00</del>	
<del>(13) Certified copy operator's license application</del>	<del>\$8.00</del>
<del>\$10.00</del>	
<del>(14) Certified copy three year operating record</del>	<del>\$14.00</del>
<del>\$17.00</del>	
<del>(15) [Repealed.]</del>	
<del>(16) Government official photo identification card</del>	<del>\$6.00</del>
<del>\$8.00</del>	
<del>(17) Listing of operator's licenses of 1 through 4</del>	<del>\$8.00</del>
<del>\$10.00</del>	
<del>(18) Statistics and research</del>	<del>\$42.00</del> <del>\$51.00</del> <del>per</del>
<del>hour</del>	
<del>(19) Insurance information on crash</del>	<del>\$8.00</del>
<del>\$10.00</del>	
<del>(20) Certified copy complete operating record</del>	<del>\$20.00</del>
<del>\$24.00</del>	

~~(21) Records not otherwise specified \$8.00 \$10.00 per  
page~~

~~(22) Public records request for Department records requiring custom  
computer programming \$100.00 per hour, but not less than  
\$500.00~~

~~(23) Public records request for Department records requiring custom  
computer programming (updated) \$119.00  
\$143.00~~

~~\*\*\*~~

~~Sec. 37. 23 V.S.A. § 115 is amended to read:~~

~~§ 115. NONDRIVER IDENTIFICATION CARDS~~

~~(a) Any Vermont resident may make application to the Commissioner and  
be issued an identification card that is attested by the Commissioner as to true  
name, correct age, residential address unless the listing of another address is  
requested by the applicant or is otherwise authorized by law, and any other  
identifying data as the Commissioner may require that shall include, in the  
case of minor applicants, the written consent of the applicant's parent,  
guardian, or other person standing in loco parentis. Every application for an  
identification card shall be signed by the applicant and shall contain such  
evidence of age and identity as the Commissioner may require, consistent with  
subsection (f) of this section. New and renewal application forms shall include~~

~~a space for the applicant to request that a "veteran" designation be placed on the applicant's identification card. If a veteran, as defined in 38 U.S.C. § 101(2), requests a veteran designation and provides a Department of Defense Form 214 or other proof of veteran status specified by the Commissioner, and the Office of Veterans Affairs confirms the veteran's status as an honorably discharged veteran or a veteran discharged under honorable conditions, the identification card shall include the term "veteran" on its face. The Commissioner shall require payment of a fee of \$24.00 \$29.00 at the time application for an identification card is made, except that an initial nondriver identification card shall be issued at no charge to an individual who surrenders ~~his or her~~ the individual's license in connection with a suspension or revocation under subsection 636(b) of this title due to a physical or mental condition.~~

~~(b) Every identification card shall expire, unless earlier canceled, at 12:00 midnight on the eve of the fourth anniversary of the date of birth of the cardholder following the date of original issue; and may be renewed every four years upon payment of a \$24.00 \$29.00 fee. A renewed identification card shall expire, unless earlier canceled, at 12:00 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. An individual born on February 29 shall,~~  
~~for the purposes of this section, be considered as born on March 1.~~

~~(c) In the event an identification card is lost, destroyed, mutilated, or a new~~  
~~name is acquired, a replacement may be obtained upon furnishing satisfactory~~  
~~proof to the Commissioner and paying a \$20.00 \$24.00 fee.~~

~~\* \* \*~~

~~\* \* \* Registration; General Provisions \* \* \*~~

~~Sec. 38. 23 V.S.A. § 304 is amended to read:~~

~~§ 304. REGISTRATION CERTIFICATES; NUMBER PLATES; VANITY~~  
~~AND OTHER SPECIAL PLATES~~

~~\* \* \*~~

~~(b) The authority to issue vanity motor vehicle number plates or special~~  
~~number plates for safety organizations and service organizations shall reside~~  
~~with the Commissioner. Determination of compliance with the criteria~~  
~~contained in this section shall be within the discretion of the Commissioner.~~  
~~Series of number plates for safety and service organizations that are authorized~~  
~~by the Commissioner shall be issued in order of approval, subject to the~~  
~~operating considerations in the Department as determined by the~~

~~Commissioner. The Commissioner shall issue vanity and special organization number plates in the following manner:~~

~~(1) Vanity plates. Subject to the restrictions of this section, vanity plates shall be issued at the request of the registrant of a motor vehicle unless the vehicle is registered under the International Registration Plan, upon application and upon payment of an annual fee of \$48.00 \$58.00 in addition to the annual fee for registration. The Commissioner shall not issue two sets of plates bearing the same initials or letters unless the plates also contain a distinguishing number. Vanity plates are subject to reassignment if not renewed within 60 days of expiration of the registration.~~

~~(2) Special organization plates.~~

~~\* \* \*~~

~~(B) The officer of a safety organization or service organization may apply to the Commissioner to approve special plates indicating membership in a qualifying organization to be issued to organization members for a \$17.00 \$21.00 special fee for each set of plates in addition to the annual fee for registration. The application shall include designation of an officer or member to serve as the principal contact with the Department and a distinctive name or emblem, or both, for use on the proposed special plate. The name and emblem shall not be objectively obscene or confusing to the general public and shall not promote, advertise, or endorse a product, brand, or service~~

~~provided for sale. The organization's name and emblem must not infringe on or violate a trademark, trade name, service mark, copyright, or other proprietary or property right, and the organization must have the right to use the name and emblem. After consulting with the principal contact, the Commissioner shall determine the design of the special plate on the basis that the primary purpose of motor vehicle number plates is vehicle identification. An organization may have only one design, regardless of the number of individual organizational units, squads, or departments within the State that may conduct the same or substantially similar activities.~~

~~(C) After the plate design is finalized and an officer or the principal contact provides the Commissioner a written statement authorizing issuance of the plates, the organization shall deposit ~~\$2,200.00~~ \$2,600.00 with the Commissioner. Of this deposit, \$500.00 shall be retained by the Department to recover costs of developing the organization plate. Notwithstanding 32 V.S.A. § 502, the Commissioner may charge the actual costs of production of the plates against the fees collected and the balance shall be deposited in the Transportation Fund. Upon application, special plates shall be issued to a registrant of a vehicle registered at the pleasure car rate or of a truck registered for less than 26,001 pounds (but excluding trucks registered under the International Registration Plan) who furnishes the Commissioner satisfactory proof that ~~he or she~~ the registrant is a member of an organization~~

~~that has satisfied the requirements of this subdivision (b)(2). For each of the first 100 applicants to whom sets of plates are issued, the \$17.00 \$21.00 special plate fee shall not be collected and shall be subtracted from the balance of the deposit. When the \$1,700.00 \$2,100.00 balance of the deposit is depleted, applicants shall be required to pay the \$17.00 \$21.00 fee as provided for in subdivision (2)(B) of this subsection. No organization shall charge its members any additional fee or premium charge for the authorization, right, or privilege to display special number plates, but any organization may recover up to \$1,700.00 \$2,100.00 from applicants for the special plates.~~

~~\* \* \*~~

~~(f) Upon the request of a registrant of a motor vehicle with the previous issue number plates, the Commissioner shall issue current issue number plates bearing the same number as shown on the previous issue plates that are being replaced. The initial one-time fee for the plates shall be \$24.00 \$29.00 in addition to the regular registration fee. Official plates and plates with numbers of 9999 or lower are specifically exempted.~~

~~\* \* \*~~

~~Sec. 39. 23 V.S.A. § 304b is amended to read:~~

~~§ 304b. CONSERVATION MOTOR VEHICLE REGISTRATION FEES~~



~~(a) The Commissioner shall, upon application, issue conservation registration plates for use only on vehicles registered at the pleasure car rate, on trucks registered for less than 26,001 pounds, and on vehicles registered to State agencies under section 376 of this title, but excluding vehicles registered under the International Registration Plan. Plates so acquired shall be mounted on the front and rear of the vehicle. The Commissioners of Motor Vehicles and of Fish and Wildlife shall determine the graphic design of the special plates in a manner that serves to enhance the public awareness of the State's interest in restoring and protecting its wildlife and major watershed areas. The Commissioners of Motor Vehicles and of Fish and Wildlife may alter the graphic design of these special plates, provided that plates in use at the time of a design alteration shall remain valid subject to the operator's payment of the annual registration fee. Applicants shall apply on forms prescribed by the Commissioner and shall pay an initial fee of ~~\$26.00~~ \$32.00 in addition to the annual fee for registration. In following years, in addition to the annual registration fee, the holder of a conservation plate shall pay a renewal fee of ~~\$26.00~~ \$32.00. The Commissioner may adopt rules under 3 V.S.A. chapter 25 to implement the provisions of this subsection.~~

\* \* \*

Sec. 40. 23 V.S.A. § 304c is amended to read:

~~§ 304c. MOTOR VEHICLE REGISTRATION PLATES. BUILDING~~

~~BRIGHT SPACES FOR BRIGHT FUTURES FUND~~

~~(g) The Commissioner shall, upon application, issue "Building Bright Spaces for Bright Futures Fund," referred to as "the Bright Futures Fund," registration plates for use only on vehicles registered at the pleasure car rate, on trucks registered for less than 26,001 pounds, on vehicles registered to State agencies under section 376 of this title, and excluding vehicles registered under the International Registration Plan. Plates so acquired shall be mounted on the front and rear of the vehicle. The Commissioner of Motor Vehicles shall utilize the graphic design recommended by the Commissioner for Children and Families for the special plates to enhance the public awareness of the State's interest in supporting children's services. Applicants shall apply on forms prescribed by the Commissioner of Motor Vehicles and shall pay an initial fee of ~~\$24.00~~ \$29.00 in addition to the annual fee for registration. In following years, in addition to the annual registration fee, the holder of a Bright Futures Fund plate shall pay a renewal fee of ~~\$24.00~~ \$29.00. The Commissioner of Motor Vehicles shall adopt rules under 3 V.S.A. chapter 25 to implement the provisions of this subsection.~~

~~\* \* \*~~

~~Sec. 41. 23 V.S.A. § 307 is amended to read:~~

~~§ 307. CARRYING OF REGISTRATION CERTIFICATE; REPLACEMENT~~

~~AND CORRECTED CERTIFICATES~~

\* \* \*

(b) *In case of the loss, mutilation, or destruction of a certificate, the owner of the vehicle described in it shall forthwith notify the Commissioner and remit a fee of ~~\$16.00~~ \$20.00, upon receipt of which the Commissioner shall furnish the owner with a duplicate certificate.*

(c) *A corrected registration certificate shall be furnished by the Commissioner upon request and receipt of a fee of ~~\$16.00~~ \$20.00.*

(d) *An operator cited for violating subsection (a) of this section with respect to a pleasure car, motorcycle, or truck that could be registered for less than 26,001 pounds shall be subject to a civil penalty of not more than \$5.00, which penalty shall be exempt from surcharges under 13 V.S.A. § 7282(a), if ~~he~~ or she the operator is cited within the 14 days following the expiration of the motor vehicle's registration.*

*Sec. 42. 23 V.S.A. § 323 is amended to read:*

*§ 323. TRANSFER FEES*

*A person who transfers the ownership of a registered motor vehicle to another, upon the filing of a new application and upon the payment of a fee of ~~\$25.00~~ \$30.00, may have registered in ~~his or her~~ the person's name another motor vehicle for the remainder of the registration period without payment of any additional registration fee, provided the proper registration fee of the motor vehicle sought to be registered is the same as the registration fee of the*

~~transferred motor vehicle. However, if the proper registration fee of the motor vehicle sought to be registered by such person is greater than the registration fee of the transferred motor vehicle, the applicant shall pay, in addition to such fee of \$25.00 \$30.00, the difference between the registration fee of the motor vehicle previously registered and the proper fee for the registration of the motor vehicle sought to be registered.~~

~~\*\*\* Registration; Fees and Exemptions \*\*\*~~

~~Sec. 43. 23 V.S.A. § 361 is amended to read:~~

~~§ 361. PLEASURE CARS~~

~~The annual registration fee for ~~registration of any motor vehicle of the a~~ pleasure car ~~type~~, as defined in subdivision 4(28) of this title, and all vehicles powered by electricity, shall be ~~\$74.00~~ \$89.00, and the biennial fee shall be ~~\$136.00~~ \$163.00.~~

~~Sec. 44. 23 V.S.A. § 364 is amended to read:~~

~~§ 364. MOTORCYCLES~~

~~The annual fee for registration of a motorcycle, with or without sidecar, shall be ~~\$46.00~~ \$56.00.~~

~~Sec. 45. 23 V.S.A. § 364a is amended to read:~~

~~§ 364a. MOTOR-DRIVEN CYCLES: REGISTRATION; FINANCIAL~~

~~RESPONSIBILITY~~

~~(a) The annual fee for registration of a motor driven cycle shall be \$28.00~~  
~~\$34.00.~~

~~\*\*\*~~

~~Sec. 46. 23 V.S.A. § 364b is amended to read:~~

~~§ 364b. ALL-SURFACE VEHICLES; REGISTRATION~~

~~(a) The annual fee for registration of an all-surface vehicle (ASV) shall be the sum of the fees established by sections 3305 and 3504 of this title, plus \$26.00 \$32.00.~~

~~\*\*\*~~

~~Sec. 47. 23 V.S.A. § 367 is amended to read:~~

~~§ 367. TRUCKS~~

~~(a)(1) The annual fee for registration of tractors, truck-tractors, or motor trucks except truck cranes, truck shovels, road oilers, bituminous distributors, and farm trucks used as specified in subsection (f) of this section shall be based on the total weight of the truck-tractor or motor truck, including body and cab plus the heaviest load to be carried. In computing the fees for registration of tractors, truck-tractors, or motor trucks with trailers or semi-trailers attached, except trailers or semi-trailers with a gross weight of less than 6,000 pounds, the fee shall be based upon the weight of the tractor, truck-tractor, or motor truck, the weight of the trailer or semi-trailer, and the weight of the heaviest load to be carried by the combined vehicles. In addition to the~~

~~fee set out in the following schedule, the fee for vehicles weighing between 10,000 and 25,999 pounds inclusive shall be an additional ~~\$35.50~~ \$42.53, the fee for vehicles weighing between 26,000 and 39,999 pounds inclusive shall be an additional ~~\$70.98~~ \$85.03, the fee for vehicles weighing between 40,000 and 59,999 pounds inclusive shall be an additional ~~\$248.48~~ \$297.68, and the fee for vehicles 60,000 pounds and over shall be an additional ~~\$390.48~~ \$467.80. The fee shall be computed at the following rates per 1,000 pounds of weight determined pursuant to this subdivision and rounded up to the nearest whole dollar; the minimum fee for registering a tractor, truck-tractor, or motor truck to 6,000 pounds shall be the same as for the pleasure car type:~~

~~\$15.20 \$18.21 when the weight exceeds 6,000 pounds but does not exceed 8,000 pounds.~~

~~\$17.39 \$20.83 when the weight exceeds 8,000 pounds but does not exceed 12,000 pounds.~~

~~\$19.17 \$22.97 when the weight exceeds 12,000 pounds but does not exceed 16,000 pounds.~~

~~\$20.50 \$24.56 when the weight exceeds 16,000 pounds but does not exceed 20,000 pounds.~~

~~\$21.46 \$25.71 when the weight exceeds 20,000 pounds but does not exceed 30,000 pounds.~~

~~\$21.02 \$26.26 when the weight exceeds 30,000 pounds but does not exceed 40,000 pounds.~~

~~\$22.45 \$26.90 when the weight exceeds 40,000 pounds but does not exceed 50,000 pounds.~~

~~\$22.63 \$27.13 when the weight exceeds 50,000 pounds but does not exceed 60,000 pounds.~~

~~\$23.42 \$28.00 when the weight exceeds 60,000 pounds but does not exceed 70,000 pounds.~~

~~\$24.21 \$29.00 when the weight exceeds 70,000 pounds but does not exceed 80,000 pounds.~~

~~\$24.99 \$29.94 when the weight exceeds 80,000 pounds but does not exceed 90,000 pounds.~~

~~\* \* \*~~

~~(b) The annual fee for registration of a category I special purpose vehicle shall be \$178.00 \$214.00, and the annual fee for a category II special purpose vehicle shall be \$415.00 \$498.00.~~

~~\* \* \*~~

~~Sec. 48. 23 V.S.A. § 371 is amended to read:~~

~~§ 371. TRAILER AND SEMI-TRAILER~~

~~(a)(1) The one-year and two-year fees for registration of a trailer or semi-trailer, except a contractor's trailer or farm trailer, shall be as follows.~~

~~(A) \$27.00 \$33.00 and \$51.00 \$62.00, respectively, when such trailer or semi-trailer has a gross weight of trailer and load of 1,500 pounds or less;~~

~~(B) \$52.00 \$63.00 and \$102.00 \$123.00, respectively, when such trailer or semi-trailer has a gross weight of trailer and load of more than 1,500 pounds and is drawn by a vehicle of the pleasure car type;~~

~~(C) \$52.00 \$63.00 and \$102.00 \$123.00, respectively, when such trailer or semi-trailer is drawn by a motor truck or tractor, when such trailer or semi-trailer has a gross weight of more than 1,500 pounds but less than 3,000 pounds;~~

~~(D) \$52.00 \$63.00 and \$102.00 \$123.00, respectively, when such trailer or semi-trailer is used in combination with a truck-tractor or motor truck registered at the fee provided for combined vehicles under section 367 of this title. Excepting for the fees, the provisions of this subdivision shall not apply to trailer coaches as defined in section 4 of this title nor to modular homes being transported by trailer or semi-trailer.~~

~~(2) The one-year and two-year fees for registration of a contractor's trailer shall be \$197.00 \$237.00 and \$394.00 \$473.00, respectively.~~

~~\* \* \*~~

~~Sec. 49. 23 V.S.A. § 372 is amended to read:~~

~~§ 372. MOTOR BUS~~



~~The annual fee for registration of a motor bus shall be based on the actual weight of such bus, plus passenger carrying capacity at 150 pounds per person, and shall be \$2.00 \$2.40 per 100 pounds of such weight, except for motor buses registered under section 372a or 376 of this title. Fractions of a hundred-weight shall be disregarded. The minimum fee for the registration of any motor bus shall be \$43.00.~~

*Sec. 50. 23 V.S.A. § 372a is amended to read:*

*§ 372a. LOCAL TRANSIT PUBLIC TRANSPORTATION SERVICE*

~~(a) The annual registration fee for any motor bus used in local transit or public transportation service shall be \$62.00 \$75.00, except for those vehicles owned by a municipality for such service that are subject to the provisions of section 376 of this title. In the event a bus registered for local transit or public transportation service is subsequently registered for general use during the same registration year, such fee shall be applied toward the fee for general registration.~~

~~\* \* \*~~

*Sec. 51. 23 V.S.A. § 373 is amended to read:*

*§ 373. EXHIBITION VEHICLES; YEAR OF MANUFACTURE PLATES*

~~(a) The annual fee for the registration of a motor vehicle that is maintained for use in exhibitions, club activities, parades, and other functions of public interest and that is not used for general daily transportation of passengers or~~

~~property on any highway shall be \$21.00, \$26.00 in lieu of fees otherwise provided by law. Permitted use shall include:~~

~~\* \* \*~~

~~Sec. 52. 23 V.S.A. § 376 is amended to read:~~

~~§ 376. STATE, MUNICIPAL, FIRE DEPARTMENT, AND RESCUE  
ORGANIZATION MOTOR VEHICLES~~

~~\* \* \*~~

~~(b) The fee for registration of a motor vehicle owned by any municipality in this State and used entirely by it or any other municipality for municipal purposes shall be ~~\$12.00~~ \$15.00 in lieu of fees otherwise specified in this chapter. ~~As used in~~ For purposes of this subsection, the term municipality shall include county-owned vehicles. The Commissioner shall issue specially designed registration plates for county-owned sheriffs' departments' vehicles.~~

~~(c) The registration fee for registration of a motor truck, trailer, ambulance, or other motor vehicle, owned by a volunteer fire department or other volunteer ~~fire-fighting~~ firefighting organization or other organization conducting rescue operations and used solely for fire fighting or rescue purposes shall be ~~\$12.00~~ \$15.00 in lieu of fees otherwise specified in this chapter. A motor vehicle or trailer registered under this section shall be plainly marked on both sides of the body or cab to indicate its ownership.~~

~~(f) A replacement registration plate shall be provided by the Commissioner upon the payment of a fee of \$9.00 \$11.00.~~

~~(g)(1) The fee for registration of a motor vehicle obtained from the government as excess government property, or a vehicle purchased with 100 percent federal funds and used for federally supported local programs, shall be \$14.00, in lieu of fees otherwise specified in this chapter. The Commissioner shall determine the eligibility as to whether or not the motor vehicle qualifies for this registration and ownership of the vehicle shall be plainly marked on both sides of the body or cab.~~

~~\* \* \*~~

~~Sec. 53. 23 V.S.A. § 382 is amended to read:~~

~~§ 382. DIESEL-POWERED PLEASURE CARS~~

~~Notwithstanding any other provision of law, the annual registration fee for a pleasure car or tractor, truck-tractor, or motor truck up to 6,000 pounds powered by fuel as defined in section 3002 of this title shall be \$74.00 \$89.00, and the biennial fee shall be ~~\$136.00~~ \$163.00.~~

~~\* \* \* Registration; Registration of Dealers and Transporters \* \* \*~~

~~Sec. 54. 23 V.S.A. § 453 is amended to read:~~

~~§ 453. FEES AND NUMBER PLATES~~

~~(a)(1) An application for registration as a dealer in new or used cars or motor trucks shall be accompanied by a fee of ~~\$505.00~~ \$605.00 for each~~

~~certificate issued in such dealer's name. The Commissioner shall furnish free of charge with each dealer's registration certificate three number plates showing the distinguishing number assigned such dealer. The Commissioner may furnish additional plates according to the volume of the dealer's sales in the prior year or, in the case of an initial registration, according to the dealer's reasonable estimate of expected sales, as follows:~~

~~\* \* \*~~

~~(2) If the issuance of additional plates is authorized under subdivision (1) of this subsection, up to two plates shall be provided free of charge, and the Commissioner shall collect \$55.00 \$66.00 for each additional plate thereafter.~~

~~(b) Application by a "dealer in farm tractors or other self-propelled farm implements," which shall mean a person actively engaged in the business of selling or exchanging new or used farm tractors or other self-propelled farm implements, for such dealer registration shall annually be accompanied by a fee of \$78.00 \$94.00. The Commissioner shall furnish free of charge with each such dealer registration certificate two sets of number plates showing the distinguishing number assigned such dealer and in his or her the Commissioner's discretion may furnish further sets of plates at a fee of \$12.00 per set; such number plates may, however, be displayed only upon a farm tractor or other self-propelled farm implement.~~

~~(c) Application by a "dealer in motorized highway building equipment and road making appliances," which shall mean a person actively engaged in the business of selling or exchanging new or used motorized highway building equipment or road making appliances, for such dealer registration shall annually be accompanied by a fee of ~~\$123.00~~ \$148.00. The Commissioner shall furnish free of charge with each such dealer registration certificate two sets of number plates showing the distinguishing number assigned such dealer and in ~~his or her~~ the Commissioner's discretion may furnish further sets of plates at a fee of \$30.00 per set; such number plates may, however, be displayed only upon motorized highway building equipment or road making appliances.~~

~~(d) If a dealer is engaged only in the business of selling or exchanging motorcycles or motor-driven cycles, the registration fee shall be ~~\$62.00~~ \$75.00, which shall include three number plates. The Commissioner may, in ~~his or her~~ the Commissioner's discretion, furnish further sets of plates at a fee of \$10.00 for each set.~~

~~(e) If a dealer is engaged only in the business of selling or exchanging trailers, semi-trailers, or trailer coaches, the registration fee shall be ~~\$123.00~~ \$148.00, which shall include three number plates; such number plates may, however, be displayed only upon a trailer, semi-trailer, or trailer coach. The~~

~~Commissioner may, in his or her the Commissioner's discretion, furnish further~~  
~~plates at a fee of \$10.00 for each such plate.~~

~~\* \* \*~~

~~Sec. 55. 23 V.S.A. § 457 is amended to read:~~

~~§ 457. TEMPORARY PLATES~~

~~At the time of the issuance of a registration certificate to a dealer as provided in this chapter, the Commissioner shall furnish the dealer with a sufficient number of number plates and temporary validation stickers, temporary number plates, or temporary decals for use during the 60-day period immediately following sale of a vehicle or motorboat by the dealer. The plates and decals shall have the same general design as the plates or decals furnished individual owners, but the plates and decals may be of a material and color as the Commissioner may determine. The Commissioner shall collect a fee of \$5.00 \$6.00 for each temporary plate issued.~~

~~Sec. 56. 23 V.S.A. § 463 is amended to read:~~

~~§ 463. SALE OF VEHICLE TO GO OUT OF STATE~~

~~A registered motor vehicle dealer is authorized to issue an in-transit registration permit for the purpose of movement over the highways of certain motor vehicles otherwise required to be registered when these vehicles are sold in this State to be transported to and registered in another state or province.~~

~~The Commissioner of Motor Vehicles shall, upon request, provide registered~~

~~motor vehicle dealers with such numbers of applications and special in-transit number plates for vehicles sold in this State to be transported to and registered in another state or province as shall be necessary. The Commissioner is authorized to charge a fee of \$6.00 \$8.00 for the processing of the plate application and the issuance of the plate. The dealer, upon the sale of a motor vehicle to be transported to and registered in another state or province, shall cause the application to be filled out and transmitted to the Commissioner and shall attach to the vehicle the in-transit number plate corresponding to the application. No registered motor vehicle dealer shall sell, exchange, give, or transfer any application or in-transit plate to any person other than the person to whom the dealer sells or exchanges a motor vehicle to be registered in another state or province. The application shall be in a form prescribed and furnished by the Commissioner. The special in-transit number plate to be attached to the vehicle will be issued in the form and design as prescribed by the Commissioner and shall be valid for a period of 30 days from the date of issue.~~

Sec. 57. 23 V.S.A. § 476 is amended to read:

**§ 476. MOTOR VEHICLE WARRANTY FEE**

*A motor vehicle warranty fee of \$6.00 \$8.00 is imposed on the registration of each new motor vehicle in this State, not including trailers, tractors, motorized highway building equipment, road-making appliances, snowmobiles,*

~~motorcycles, motor driven cycles, or trucks with a gross vehicle weight over  
12,000 pounds.~~

*Sec. 58. 23 V.S.A. § 494 is amended to read:*

*§ 494. FEES*

*The annual fee for a transporter's registration certificate, number plate, or  
validation sticker is ~~\$123.00~~ \$148.00.*

*\* \* \* Registration; Display of Number Plates \* \* \**

*Sec. 59. 23 V.S.A. § 514 is amended to read:*

*§ 514. REPLACEMENT NUMBER PLATES*

*(a) In case of the loss of a number plate, the owner of the motor vehicle to  
which it was assigned shall immediately notify the Commissioner of such loss,  
and the Commissioner shall furnish such owner with a new plate. The fee  
charged shall be ~~\$12.00~~ \$15.00 for each plate. The owner of a motor vehicle  
who has lost one number plate may operate ~~his or her~~ the owner's vehicle with  
only one number plate attached, until a new plate is furnished ~~him or her~~ to  
the owner, provided ~~he or she~~ the owner notified the Commissioner as required  
under this section.*

*(b) Any replacement number plate shall be issued at a fee of ~~\$12.00~~  
\$15.00. However, if the Commissioner, in ~~his or her~~ the Commissioner's  
~~discretion, determines that a plate has become illegible as a result of~~*



~~deficiencies in the manufacturing process or by use of faulty materials, the replacement fee shall be waived.~~

*Sec. 60. 23 V.S.A. § 516 is amended to read:*

*§ 516. SALE OF VEHICLE TO GO OUT OF STATE BY A PERSON  
OTHER THAN DEALER*

*The Commissioner of Motor Vehicles is authorized to issue an in-transit registration permit for the purpose of movement over the highways of certain motor vehicles otherwise required to be registered when the vehicles are sold in this State by a person, other than a registered motor vehicle dealer, to be transported to and registered in another state or province. The registration may be obtained by submitting an application on a form prescribed and furnished by the Commissioner of Motor Vehicles. The Commissioner is authorized to charge a fee of ~~\$6.00~~ \$8.00 for the processing of the application and the issuance of the plate. The in-transit registration plate pursuant to this section shall be valid for a period of 30 days from issuance and shall be in the form and design prescribed by the Commissioner of Motor Vehicles. Issuance of an in-transit plate for vehicles sold by a registered motor vehicle dealer to a person to be transported to and registered in another state or province shall be governed by the provisions of section 463 of this title.*

*Sec. 61. 23 V.S.A. § 517 is amended to read:*

*§ 517. INTRASTATE IN-TRANSIT PERMIT*

~~The Commissioner may issue an intrastate in-transit registration permit to authorize the movement within Vermont of a motor vehicle otherwise required to be registered, if the vehicle is sold in this State by a person other than a registered motor vehicle dealer. The permit may be obtained after submission of an application on a form prescribed and furnished by the Commissioner and payment of a ~~\$6.00~~ \$8.00 fee. The permit shall be valid for a period of 10 days from the date of issuance and shall be in the form and design prescribed by the Commissioner.~~

~~\*\*\* Operator's License; General Provisions \*\*\*~~

~~Sec. 62. 23 V.S.A. § 608 is amended to read:~~

~~§ 608. FEES~~

~~(a) The four-year fee required to be paid the Commissioner for licensing an operator of motor vehicles or for issuing an operator's privilege card shall be ~~\$51.00~~ \$62.00. The two-year fee required to be paid the Commissioner for licensing an operator or for issuing an operator's privilege card shall be ~~\$32.00~~ \$39.00, and the two-year fee for licensing a junior operator or for issuing a junior operator's privilege card shall be ~~\$32.00~~ \$39.00.~~

~~(b) An additional fee of ~~\$3.00~~ \$4.00 per year shall be paid for a motorcycle endorsement. The endorsement may be obtained for either a two-year or four-year period, to be coincidental with the length of the operator's license.~~

~~Sec. 63. 23 V.S.A. § 613 is amended to read:~~

~~§ 612. REPLACEMENT LICENSE~~

~~(a) In case of the loss, mutilation, or destruction of a license or error in a license, the licensee shall forthwith notify the Commissioner who shall furnish such licensee with a replacement on receipt of \$20.00 \$24.00.~~

~~\* \* \*~~

~~Sec. 64. 23 V.S.A. § 617 is amended to read:~~

~~§ 617. LEARNER'S PERMIT~~

~~\* \* \*~~

~~(b)(1) Notwithstanding the provisions of subsection (a) of this section, any licensed person may apply to the Commissioner of Motor Vehicles for a learner's permit for the operation of a motorcycle in the form prescribed by the Commissioner. The Commissioner shall offer both a motorcycle learner's permit that authorizes the operation of three-wheeled motorcycles only and a motorcycle learner's permit that authorizes the operation of any motorcycle. The Commissioner shall require payment of a fee of \$20.00 \$24.00 at the time application is made.~~

~~(2) After the applicant has successfully passed all parts of the applicable motorcycle endorsement examination, other than a skill test, the Commissioner may issue to the applicant a learner's permit that entitles the applicant, subject to subsection 615(a) of this title, to operate a three-wheeled motorcycle only, or to operate any motorcycle, upon the public highways for a~~

~~period of 120 days from the date of issuance. The fee for the examination shall be ~~\$9.00~~ \$11.00.~~

~~(3) A motorcycle learner's permit may be renewed only twice upon payment of a ~~\$20.00~~ \$24.00 fee. If, during the original permit period and two renewals the permittee has not successfully passed the applicable skill test or motorcycle rider training course, ~~he or she~~ the permittee may not obtain another motorcycle learner's permit for a period of 12 months from the expiration of the permit unless:~~

~~\*\*\*~~

~~(d) An applicant shall pay ~~\$20.00~~ \$24.00 to the Commissioner for each learner's permit or a duplicate or renewal thereof.~~

~~\*\*\*~~

~~\*\*\* Operator's License; General Provisions \*\*\*~~

~~Sec. 65. 23 V.S.A. § 634 is amended to read:~~

~~§ 634. FEE FOR EXAMINATION~~

~~(a) The fee for an examination for a learner's permit shall be ~~\$32.00~~ \$39.00. The fee for an examination to obtain an operator's license when the applicant is required to pass an examination pursuant to section 632 of this title shall be ~~\$19.00~~ \$23.00. The fee for a motorcycle skill test to obtain a motorcycle endorsement shall be ~~\$19.00~~ \$23.00.~~

~~(b) A scheduling fee of \$24.00, \$29.00 shall be paid by the applicant before he or she the applicant may schedule the road test required under section 632 of this title. Unless an applicant gives the Department at least 48 hours' notice of cancellation, if the applicant does not appear as scheduled, the \$24.00 \$29.00 scheduling fee is forfeited. If the applicant appears for the scheduled road test, the fee shall be applied toward the license examination fee. The Commissioner may waive the scheduling fee until the Department is capable of administering the fee electronically.~~

~~\* \* \*~~

~~\* \* \* Operator's License, Suspension and Revocation \* \* \*~~

~~Sec. 66. 23 V.S.A. § 675 is amended to read:~~

~~§ 675. FEE PRIOR TO TERMINATION OR REINSTATEMENT OF  
SUSPENSION OR REVOCATION OF LICENSE~~

~~(a) Before a suspension or revocation issued by the Commissioner of a person's operator's license or privilege of operating a motor vehicle may be terminated or before a person's operator's license or privilege of operating a motor vehicle may be reinstated, there shall be paid to the Commissioner a fee of \$80.00 \$96.00 in addition to any other fee required by statute. This section shall not apply to suspensions issued under the provisions of chapter 11 of this title nor suspensions issued for physical disabilities or failing to pass reexamination. The Commissioner shall not reinstate the license of a driver~~

~~whose license was suspended pursuant to section 1205 of this title until the~~  
Commissioner receives certification from the court that the costs due the State  
have been paid.

\* \* \*

\* \* \* *Operator's License; Driver Training School Licenses* \* \* \*

*Sec. 67. 23 V.S.A. § 702 is amended to read:*

*§ 702. TRAINING SCHOOL AND INSTRUCTOR'S LICENSES*

*A person shall not operate a driver training school or act as an instructor unless the person has secured a license from the Commissioner. Applications for such licenses may be filed with the Commissioner and shall contain the information and shall be on the forms the Commissioner may prescribe. Each application for a driver's training school license shall be accompanied by an application fee of ~~\$150.00~~ \$180.00, which shall not be refunded. If the application is approved by the Commissioner, the applicant upon payment of an additional fee of ~~\$225.00~~ \$270.00 shall be granted a license, which shall become void two years after the first day of the month of issue unless sooner revoked as provided in this subchapter. The renewal fee shall be ~~\$225.00~~ \$270.00. Each application for an instructor's license shall be accompanied by an application fee of ~~\$105.00~~ \$126.00, which shall not be refunded. If the application is approved by the Commissioner, the applicant upon payment of an additional fee of ~~\$75.00~~ \$96.00 shall be granted a license, which shall*

~~become void two years after the first day of the month of issue unless sooner~~  
~~revoked as provided in this subchapter. The renewal fee shall be \$75.00~~  
~~\$90.00.~~

Sec. 68. 23 V.S.A. § 703 is amended to read:

§ 703. POSSESSION OF LICENSE

~~Each person granted a driver's training school license shall display the~~  
~~same conspicuously on the school premises. Each person granted an~~  
~~instructor's license shall carry the same in ~~his or her~~ the person's possession~~  
~~while engaged in giving driver training. In case of loss, mutilation, or~~  
~~destruction of a license certificate, the Commissioner shall issue a duplicate~~  
~~certificate upon payment of a fee of ~~\$8.00~~ \$10.00.~~

~~\* \* \* Operation of Vehicles; Equipment \* \* \*~~

Sec. 69. 23 V.S.A. § 1230 is amended to read:

§ 1230. CHARGE

~~For each inspection certificate issued by the Department of Motor Vehicles,~~  
~~the Commissioner shall be paid ~~\$6.00~~ \$8.00, provided that State and~~  
~~municipal inspection stations that inspect only State or municipally owned and~~  
~~registered vehicles shall not be required to pay a fee. All vehicle inspection~~  
~~certificate charge revenue shall be allocated to the Transportation Fund with~~  
~~one-half reserved for bridge maintenance activities.~~

*~~\*\*\* Operation of Vehicles; Weight, Size, Loads \*\*\*~~*

*Sec. 70. 23 V.S.A. § 1392 is amended to read:*

*§ 1392. GROSS WEIGHT LIMITS ON HIGHWAYS*

*~~\*\*\*~~*

*~~(13) Despite the axle-load provisions of section 1391 of this title and the maximum gross load of subdivision (4) of this section, a special annual permit, which shall expire with the vehicle's registration, except for vehicles not registered in Vermont in which case the permit shall become void on January 1 following date of issue, may be issued to a person or corporation operating on designated routes on the State Highway System for a fee of \$415.00 \$498.00 for each vehicle that must be registered for a weight of 80,000 pounds. This special permit shall be issued only for a combination of vehicle and semi-trailer or trailer equipped with five or more axles, with a distance between axles that meets the minimum requirements of registering the vehicle to 80,000 pounds as allowed under subdivision (4) of this section. The maximum gross load under this special permit shall be 90,000 pounds. Unless authorized by federal law, this subdivision shall not apply to operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways.~~*

*~~(14) Despite the axle-load provisions of section 1391 of this title and the axle spacing and maximum gross load provisions of subdivision (4) of this section, a special annual permit, which shall expire with the vehicle's~~*



~~registration, except for vehicles not registered in Vermont in which case the~~  
permit shall become void on January 1 following date of issue, may be issued to a person or corporation transporting loads on vehicles on designated routes on the State Highway System for the following fees for each vehicle unit. Unless authorized by federal law, the provisions of this subdivision regarding weight limits, tolerances, or both, shall not apply to operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways. This special permit shall be issued for the following vehicles and conditions:

(A) 3-axle trucks with a single steering axle and a rear tandem axle that have a maximum gross weight of not more than 60,000 pounds when registered for a minimum gross weight of not more than 55,000 pounds, the permit fee shall be ~~\$156.00~~ \$187.00.

(B) 4-axle trucks with a single steering axle and a rear tri-axle unit that have a maximum gross weight of not more than 69,000 pounds when registered for a minimum weight of 60,000 pounds, the permit fee shall be ~~\$352.00~~ \$422.00.

(C) 4-axle tractor semi-trailer or truck trailer combination with a maximum gross weight of not more than 72,000 pounds, provided the distance between the second axle of the tractor and the rear axle of the trailer is at least ~~24 feet measured to the nearest foot. For each foot or fraction of a foot less~~

~~than 24 feet, measured to the nearest foot, a reduction of 2,000 pounds in the maximum gross weight shall be made. The permit fee shall be \$15.00 \$18.00.~~

~~(D) 5- or more axle tractor semi-trailer or truck trailer combination with a maximum gross weight of not more than 76,000 pounds, provided that the distance between the first and last axle of two consecutive sets of tandem axles is at least 24 feet measured to the nearest foot. For each foot or fraction of a foot less than 24 feet, measured to the nearest foot, a reduction of 2,000 pounds in the maximum gross weight shall be made. The permit fee shall be \$15.00 \$18.00.~~

~~\* \* \*~~

~~(16) Notwithstanding the axle load provisions of section 1391 of this title and the maximum gross load of subdivision (4) of this section, a five or more axle truck tractor, semi-trailer combination, or truck trailer combination, when the load consists solely of unprocessed milk products as defined in subdivision 4(55) of this title, may be registered for and operated with a maximum gross weight of 90,000 pounds on State highways without permit and upon posted State and town highways and those highways designated as the Dwight D. Eisenhower National System of Interstate and Defense Highways when the vehicle has been issued a permit in compliance with the provisions of section 1400 of this title; however:~~

~~(C) The fee for the annual permit as provided in this subdivision (16) shall be ~~\$10.00~~ \$12.00 when the fee has been paid to register the vehicle for 90,000 pounds or ~~\$382.00~~ \$458.00 when the vehicle is registered for 80,000 pounds.~~

~~(17) Notwithstanding the gross vehicle weight provisions of subdivision (4) of this section, a truck trailer combination or truck tractor, semi-trailer combination with six or more load-bearing axles shall be allowed to bear a maximum of 99,000 pounds by special annual permit, which shall expire with the vehicle's registration, except for vehicles not registered in Vermont in which case the permit shall become void on January 1 following the date of issue, for operating on designated routes on State and town highways, subject to the following:~~

~~\* \* \*~~

~~(F) The fee for the annual permit as provided in this subdivision (17) shall be ~~\$415.00~~ \$498.00 for vehicles bearing up to 90,000 pounds and ~~\$560.00~~ \$671.00 for vehicles bearing up to 99,000 pounds.~~

~~\* \* \*~~

~~Sec. 71. 23 V.S.A. § 1402 is amended to read:~~

~~§ 1402. OVERWEIGHT, WIDTH, HEIGHT, AND LENGTH PERMITS;~~

~~FEES~~

~~(a) Overweight, overwidth, indivisible overlength, and overheight permits~~  
~~Overweight, overwidth, indivisible overlength, and overheight permits shall be signed by the Commissioner or by his or her the Commissioner's agent and a copy shall be kept in the office of the Commissioner or in a location approved by the Commissioner. Except as provided in subsection (c) of this section, a copy shall also be available in the towing vehicle and must be available for inspection on demand of a law enforcement officer. Before operating a traction engine, tractor, trailer, motor truck, or other motor vehicle, the person to whom a permit to operate in excess of the weight, width, indivisible overlength, and height limits established by this title is granted shall pay a fee of ~~\$40.00~~ \$48.00 for each single trip permit or ~~\$112.00~~ \$135.00 for a blanket permit, except that the fee for a fleet blanket permit shall be ~~\$112.00~~ \$135.00 for the first unit and ~~\$6.00~~ \$8.00 for each unit thereafter. At the option of a carrier, an annual permit for the entire fleet, to operate over any approved route, may be obtained for ~~\$112.00~~ \$135.00 for the first tractor and ~~\$6.00~~ \$8.00 for each additional tractor, up to a maximum fee of \$1,000.00. The fee for a fleet permit shall be based on the entire number of tractors owned by the applicant. An applicant for a fleet permit may apply for any number of specific routes, each of which shall be reviewed with regard to the characteristics of the route and the type of equipment operated by the applicant. When the weight or size of the vehicle-load are considered~~

~~sufficiently excessive for the routing requested, the Agency of Transportation shall, on request of the Commissioner, conduct an engineering inspection of the vehicle-load and route, for which a fee of \$300.00 will be added to the cost of the permit if the load is a manufactured home. For all other loads of any size or with gross weight limits less than 150,000 pounds, the fee shall be \$800.00 for any engineering inspection that requires up to eight hours to conduct. If the inspection requires more than eight hours to conduct, the fee shall be \$800.00 plus \$60.00 per hour for each additional hour required. If the vehicle and load weigh 150,000 pounds or more but not more than 200,000 pounds, the engineering inspection fee shall be \$2,000.00. If the vehicle and load weigh more than 200,000 pounds but not more than 250,000 pounds, the engineering inspection fee shall be \$5,000.00. If the vehicle and load weigh more than 250,000 pounds, the engineering inspection fee shall be \$10,000.00. The study must be completed prior to the permit being issued. Prior to the issuance of a permit, an applicant whose vehicle weighs 150,000 pounds or more, or is 15 or more feet in width or height, shall file with the Commissioner a special certificate of insurance showing minimum coverage of \$250,000.00 for death or injury to one person, \$500,000.00 for death or injury to two or more persons, and \$250,000.00 for property damage, all arising out of any one crash.~~

~~(b) Overlength permits. Except as provided in subsections 1432(c) and (d) of this title, it shall be necessary to obtain an overlength permit as follows:~~

~~(1) For vehicles with a trailer or semitrailer longer than 75 feet, anywhere in the State on highways approved by the Agency of Transportation. In such cases, the vehicle may be operated with a single trip overlength permit issued by the Department of Motor Vehicles for a fee of \$28.00 \$34.00. If the vehicle is 100 feet or more in length, the permit applicant shall file with the Commissioner of Motor Vehicles a special certificate of insurance showing minimum coverage of \$250,000.00 for death or injury to one person, \$500,000.00 for death or injury to two or more persons, and \$250,000.00 for property damage, all arising out of any one crash.~~

~~\*\*\*~~

~~\*\*\* Title to Motor Vehicles; General Provisions \*\*\*~~

~~Sec. 72. 23 V.S.A. § 2002 is amended to read:~~

~~§ 2002. FEES~~

~~(a) The Commissioner shall be paid the following fees:~~

~~(1) for any certificate of title, including a salvage certificate of title, or an exempt vehicle title, \$35.00 \$42.00;~~

~~(2) for each security interest noted upon a certificate of title, including a salvage certificate of title, \$11.00 \$14.00;~~

~~(3) for a certificate of title after a transfer, \$35.00 \$42.00;~~

~~(4) for each assignment of a security interest noted upon a certificate of title, ~~\$11.00~~ \$14.00;~~

~~(5) for a duplicate certificate of title, including a salvage certificate of title, ~~\$35.00~~ \$42.00;~~

~~(6) for an ordinary certificate of title issued upon surrender of a distinctive certificate, ~~\$35.00~~ \$42.00;~~

~~(7) for filing a notice of security interest, ~~\$11.00~~ \$14.00;~~

~~(8) for a certificate of search of the records of the Department of Motor Vehicles, for each motor vehicle searched against, ~~\$22.00~~ \$27.00;~~

~~(9) for filing an assignment of a security interest, ~~\$11.00~~ \$14.00;~~

~~(10) for a certificate of title after a security interest has been released, ~~\$35.00~~ \$42.00;~~

~~(11) for a certificate of title for a motor vehicle acquired by a veteran with financial assistance from the U.S. Department of Veterans Affairs and exempt from registration fees pursuant to section 378 of this title, no fee;~~

~~(12) for a corrected certificate of title, ~~\$35.00~~ \$42.00;~~

~~\* \* \*~~

~~\* \* \* Titling of Vessels, Snowmobiles, and All-terrain Vehicles \* \* \*~~

~~Sec. 73. 23 V.S.A. § 3802 is amended to read:~~

~~§ 3802. FEES~~

~~(a) The Commissioner shall be paid the following fees.~~

- ~~(1) for filing an application for a first certificate of title, ~~\$22.00~~ \$27.00;~~
- ~~(2) for each security interest noted upon a certificate of title, ~~\$11.00~~ \$14.00;~~
- ~~(3) for a certificate of title after a transfer, ~~\$22.00~~ \$27.00;~~
- ~~(4) for each assignment of a security interest noted upon a certificate of title, ~~\$11.00~~ \$14.00;~~
- ~~(5) for a duplicate certificate of title, ~~\$22.00~~ \$27.00;~~
- ~~(6) for an ordinary certificate of title issued upon surrender of a distinctive certificate, ~~\$22.00~~ \$27.00;~~
- ~~(7) for filing a notice of security interest, ~~\$11.00~~ \$14.00;~~
- ~~(8) for a certificate of search of the records of the Department of Motor Vehicles for each vessel, snowmobile, or all-terrain vehicle searched against, ~~\$22.00~~ \$27.00;~~
- ~~(9) for filing an assignment of a security interest, ~~\$11.00~~ \$14.00;~~
- ~~(10) for a certificate of clear title after the security interest or interests have been released, ~~\$22.00~~ \$27.00;~~
- ~~(11) for a corrected certificate of title, ~~\$22.00~~ \$27.00.~~

\* \* \*

\* \* \* Commercial Driver's License Act \* \* \*

Sec. 74. 23 V.S.A. § 4108 is amended to read:

~~§ 4108. COMMERCIAL DRIVER'S LICENSE, COMMERCIAL~~



~~LEARNER'S PERMIT QUALIFICATION STANDARDS~~

~~\* \* \*~~

~~(f) The fee for a knowledge test and the fee for a skills test shall each be \$32.00 \$39.00. The fee for an endorsement test shall be \$14.00 \$17.00. In the event that an applicant fails a test three times, ~~he or she~~ the applicant may not take the test again for at least six months. A fee of \$24.00 \$29.00 shall be paid by the applicant before ~~he or she~~ the applicant may schedule a skills test. If an applicant does not appear for the scheduled skills test, the \$24.00 \$29.00 scheduling fee is forfeited, unless the applicant has given the Department of Motor Vehicles at least 48 hours notice of cancellation of the test. If the applicant appears for the skills test, the \$24.00 \$29.00 scheduling fee for that test will be used as part of the test fee. Use of an interpreter is prohibited during the administration of the knowledge or skills tests.~~

~~\* \* \*~~

~~Sec. 75. 23 V.S.A. § 4110 is amended to read:~~

~~§ 4110. APPLICATION FOR COMMERCIAL DRIVER'S LICENSE OR  
COMMERCIAL LEARNER'S PERMIT~~

~~\* \* \*~~

~~(8) The proper fee.~~

~~(A) The four-year fee for a commercial driver's license shall be \$96.00 \$108.00. The two-year fee shall be \$60.00 \$72.00. In those instances~~

~~where the applicant surrenders a valid Vermont Class D license, the total fees due shall be reduced by:~~

~~\* \* \*~~

~~(B) The fee for a commercial learner's permit is ~~\$15.00~~ \$18.00.~~

~~\* \* \*~~

~~(b) When a licensee or permittee changes ~~his or her~~ the licensee's or permittee's name, mailing address, or residence or in the case of the loss, mutilation, or destruction of a license or permit, the licensee or permittee shall forthwith notify the Commissioner and apply in person for a duplicate license or permit in the same manner as set forth in subsection (a) of this section. The fee for a duplicate license or permit shall be ~~\$15.00~~ \$18.00.~~

~~\* \* \*~~

~~\* \* \* Motor Vehicle Purchase and Use Tax \* \* \*~~

~~Sec. 76. 32 V.S.A. § 8903 is amended to read:~~

~~§ 8903. TAX IMPOSED~~

~~(a)(1) There is hereby imposed upon the purchase in Vermont of a motor vehicle by a resident a tax at the time of such purchase, payable as hereinafter provided. The amount of the tax shall be six percent of the taxable cost of a:~~

~~\* \* \*~~

~~(2) For any other motor vehicle, it shall be six percent of the taxable cost of the motor vehicle or ~~\$2,675.00~~ \$2,480.00 for each motor vehicle,~~

~~whichever is smaller, except that pleasure cars that are purchased, leased, or otherwise acquired for use in short-term rentals shall be subject to taxation under subsection (d) of this section.~~

~~(b)(1) There is hereby imposed upon the use within this State a tax of six percent of the taxable cost of a:~~

~~\* \* \*~~

~~(2) For any other motor vehicle, it shall be six percent of the taxable cost of the motor vehicle or ~~\$2,075.00~~ \$2,486.00 for each motor vehicle, whichever is smaller, by a person at the time of first registering or transferring a registration to such motor vehicle payable as hereinafter provided, except no use tax shall be payable hereunder if the tax imposed by subsection (a) of this section has been paid, or the vehicle is a pleasure car that was purchased, leased, or otherwise acquired for use in short-term rentals, in which case the vehicle shall be subject to taxation under subsection (d) of this section.~~

~~\* \* \* Agency of Transportation Positions \* \* \*~~

~~Sec. 77. AGENCY OF TRANSPORTATION POSITIONS~~

~~(a) The conversion of the following limited-service positions to permanent classified positions is authorized in fiscal year 2024: nine State Airport Maintenance Workers and one State Airport Operations Specialist.~~

~~(b) The establishment of the following new permanent classified positions is authorized in fiscal year 2024: one Transportation Operations Technician III and one Transportation Technician IV within Highway Maintenance.~~

~~\*\*\* Effective Dates \*\*\*~~

~~Sec. 78. Sec. 77. EFFECTIVE DATES~~

~~(a) This section and Secs. 16 (authority to modify a Bike Incentive Program eligibility requirements) and 33 (extension of sunset for Agency of Transportation's P3 authority) shall take effect on passage.~~

~~(b) Secs. 35–76 (DMV fees) shall take effect on January 1, 2024.~~

~~(c) All other sections shall take effect on July 1, 2023.~~

~~\*\*\* Transportation Program Adopted as Amended; Definitions;~~

~~Technical Corrections \*\*\*~~

~~Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS;~~

~~TECHNICAL CORRECTIONS~~

~~(a) Adoption. The Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program appended to the Agency of Transportation's proposed fiscal year 2024 budget (Revised January 27, 2023), as amended by this act, is adopted to the extent federal, State, and local funds are available.~~

~~(b) Definitions. As used in this act, unless otherwise indicated:~~

~~(1) "Agency" means the Agency of Transportation.~~

(2) “Candidate project” means a project approved by the General Assembly that is not anticipated to have significant expenditures for preliminary engineering or right-of-way expenditures, or both, during the budget year and funding for construction is not anticipated within a predictable time frame.

(3) “Development and evaluation (D&E) project” means a project approved by the General Assembly that is anticipated to have preliminary engineering expenditures or right-of-way expenditures, or both, during the budget year and that the Agency is committed to delivering to construction on a timeline driven by priority and available funding.

(4) “Front-of-book project” means a project approved by the General Assembly that is anticipated to have construction expenditures during the budget year or the following three years, or both, with expected expenditures shown over four years.

(5) “Secretary” means the Secretary of Transportation.

(6) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.

(7) The table heading “As Proposed” means the Proposed 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; the terms “change” or “changes” in the text refer to the project- and program-specific amendments, the aggregate sum of which equals the net “Change” in the applicable table heading; and “State” in any tables amending authorizations indicates that the source of funds is State monies in the Transportation Fund, unless otherwise specified.

(c) Technical corrections.

(1) In the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Municipal Mitigation, the value “\$7,685,523” is struck and the value “\$10,113,523” is inserted in lieu thereof to correct a typographic error; the value “\$3,355,523” is struck and the value “\$4,783,523” is inserted in lieu thereof to correct a typographic error; the value “\$4,000,000” is struck and the value “\$5,000,000” is inserted in lieu thereof to correct a typographic error; and the value “\$8,060,523” is struck twice and the value “\$10,488,523” is inserted in lieu thereof twice to correct two typographic errors.

(2) In the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Aviation, in the summary chart, the value “\$11,335,874” is struck and the value “\$10,885,874” is inserted in lieu thereof to correct a typographic error; the value “\$4,759,078” is struck and the value “\$4,719,078” is inserted in lieu thereof to correct a typographic

error; and the value “\$17,764,405” struck and the value “\$17,274,405” is inserted in lieu thereof to correct a typographic error.

(3) In the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Rail, in the project details, the following projects are deleted:

(A) Rail Statewide – Railroad Bridges; and

(B) Rail Statewide STRBMATN – Various-Railroads.

*\* \* \* Summary of Transportation Investments \* \* \**

*Sec. 2. FISCAL YEAR 2024 TRANSPORTATION INVESTMENTS*

*INTENDED TO REDUCE TRANSPORTATION-RELATED  
GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL  
USE, AND SAVE VERMONT HOUSEHOLDS MONEY*

This act includes the State’s fiscal year 2024 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 the Vermont Climate Action Plan and to satisfy the Executive and Legislative Branches’ commitments to the Paris Agreement climate goals. In fiscal year 2024, these efforts will include the following:

(1) Park and Ride Program. This act provides for a fiscal year expenditure of \$2,266,045.00, which will fund one construction project to

create a new park-and-ride facility; the design and construction of improvements to one existing park-and-ride facility; the design of improvements to one existing park-and-ride facility scheduled for construction in future fiscal years; and paving projects for existing park-and-ride facilities. This year's Park and Ride Program will create 202 new State-owned spaces. Specific additions and improvements include:

(A) Manchester—construction of 50 new spaces;

(B) Sharon—design for 10 new spaces; and

(C) Williston—construction of 142 new spaces.

(2) Bike and Pedestrian Facilities Program.

(A) This act provides for a fiscal year expenditure, including local match, of \$13,039,521.00, which will fund 33 bike and pedestrian construction projects; 18 bike and pedestrian design, right-of-way, or design and right-of-way projects for construction in future fiscal years; 15 scoping studies; and three projects to improve signage. The construction projects include the creation, improvement, or rehabilitation of walkways, sidewalks, shared-use paths, bike paths, and cycling lanes. Projects are funded in Arlington, Bennington, Berlin, Bethel, Brattleboro, Bristol, Burke, Burlington, Castleton, Chester, Coventry, Dorset, Dover, Enosburg Falls, Fair Haven, Fairfax, Franklin, Hartford, Hartland, Hinesburg, Jericho, Lyndonville, Middlebury, Middlesex, Montpelier, Moretown, New Haven, Newfane, Newport City,



Northfield, Pawlet, Proctor, Richford, Royalton, Rutland City, Rutland Town, Shaftsbury, Shelburne, South Burlington, South Hero, Springfield, St. Albans City, St. Albans Town, Sunderland, Swanton, Tunbridge, Vergennes, Wallingford, Waterbury, West Rutland, and Wilmington. This act also provides funding for:

(i) some of Local Motion's operation costs to run the Bike Ferry on the Colchester Causeway, which is part of the Island Line Trail;

(ii) the small-scale municipal bicycle and pedestrian grant program for projects to be selected during the fiscal year;

(iii) projects funded through the Safe Routes to School program;

(iv) education and outreach to K-8 schools to encourage higher levels of walking and bicycling to school; and

(v) community grants along the Lamoille Valley Rail Trail (LVRT).

(B) Sec. 7 of this act also creates the Rail Trail Community Connectivity Grants, with the purpose to continue the build out and enhancement of LVRT amenities and improve visitor experience.

(3) Transportation Alternatives Program. This act provides for a fiscal year expenditure of \$5,195,346.00, including local funds, which will fund 22 transportation alternatives construction projects; 19 transportation alternatives design, right-of-way, or design and right-of-way projects; and

seven studies, including scoping, historic preservation, and connectivity. Of these 48 projects, 16 involve environmental mitigation related to clean water or stormwater concerns, or both clean water and stormwater concerns, and 29 involve bicycle and pedestrian facilities. Projects are funded in Bennington, Brandon, Bridgewater, Bristol, Burke, Burlington, Colchester, Derby, Duxbury, Enosburg, Fair Haven, Fairfax, Franklin, Hartford, Hinesburg, Hyde Park, Jericho, Johnson, Killington, Mendon, Milton, Montgomery, Moretown, Newfane, Norwich, Proctor, Putney, Rockingham, Rutland City, South Burlington, Stowe, Swanton, Tinmouth, Vergennes, Wardsboro, Warren, West Rutland, Williston, Wilmington, and Winooski.

(4) Public Transit Program. This act provides for a fiscal year expenditure of \$49,645,330.00 for public transit uses throughout the State. Included in the authorization are:

(A) Go! Vermont, with an authorization of \$405,000.00. This authorization supports transportation demand management (TDM) strategies, including the State's Trip Planner and commuter services, to promote the use of carpools and vanpools.

(B) Mobility and Transportation Innovations (MTI) Grant Program, with an authorization of \$500,000.00. This authorization continues to support projects that improve both mobility and access to services for transit-

dependent Vermonters, reduce the use of single-occupancy vehicles, and reduce greenhouse gas emissions.

(5) Rail Program. This act provides for a fiscal year expenditure of \$43,008,320.00, including local funds, for intercity passenger rail service and rail infrastructure throughout the State, including the recent addition of New York City–Burlington passenger rail service.

(6) Transformation of the State Vehicle Fleet. The Department of Buildings and General Services, which manages the State Vehicle Fleet, currently has 21 plug-in hybrid electric vehicles and 13 battery electric vehicles in the State Vehicle Fleet. In fiscal year 2024, the Commissioner of Buildings and General Services will continue to purchase and lease vehicles for State use in accordance with 29 V.S.A. § 903(g), which requires, to the maximum extent practicable, that the Commissioner purchase or lease hybrid or plug-in electric vehicles (PEVs), as defined in 23 V.S.A. § 4(85), with not less than 75 percent of the vehicles purchased or leased being hybrid or PEVs.

(7) Electric vehicle supply equipment (EVSE). This act provides for a fiscal year expenditure of \$7,625,000.00 to increase the presence of EVSE in Vermont in accordance with the State's federally approved National Electric Vehicle Infrastructure (NEVI) Plan, which will lead to the installation of Direct Current Fast Charging (DC/FC) along designated alternative fuel corridors. This is in addition to monies that were previously appropriated, but not yet

expended, for EVSE at multiunit dwellings, workplaces, and public venues and attractions.

(8) Vehicle incentive programs and expansion of the PEV market.

(A) Incentive Program for New PEVs, MileageSmart, and Replace Your Ride Program. No additional monies are authorized for the State's vehicle incentive programs in this act, but it is estimated that approximately the following prior appropriations will be available in fiscal year 2024:

(i) \$8,200,000.00 for the Incentive Program for New PEVs;

(ii) \$2,250,000.00 for MileageSmart; and

(iii) \$3,200,000.00 for the Replace Your Ride Program.

(B) Electrify Your Fleet Program. Sec. 21 of this act creates the Electrify Your Fleet Program, which will provide incentives to Vermont municipalities and business entities in Vermont that maintain a fleet of motor vehicles to incentivize a transition to PEVs and reduce greenhouse gas emissions, including a limited number of increased incentives to nonprofit mobility services organizations, and authorizes \$500,000.00 in incentives under the Electrify Your Fleet Program.

(C) eBike Incentive Program. Sec. 22 of this act authorizes an additional \$50,000.00 in incentives under the eBike Incentive Program.

(9) Carbon Reduction Formula Program and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

(PROTECT) Formula Program. This act provides for a fiscal year expenditure of \$12,771,029.00 in State and federal monies under the Carbon Reduction Formula Program and the PROTECT Formula Program.

*\* \* \* Highway Maintenance \* \* \**

*Sec. 3. HIGHWAY MAINTENANCE*

(a) Within the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program for Maintenance, authorized spending is amended as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<i>Person. Svcs.</i>	<i>42,637,277</i>	<i>42,637,277</i>	<i>0</i>
<i>Operat. Exp.</i>	<i>65,893,488</i>	<i>65,043,488</i>	<i>-850,000</i>
<i>Total</i>	<i>108,530,765</i>	<i>107,680,765</i>	<i>-850,000</i>

Sources of funds

<i>State</i>	<i>107,784,950</i>	<i>106,934,950</i>	<i>-850,000</i>
<i>Federal</i>	<i>645,815</i>	<i>645,815</i>	<i>0</i>
<i>Inter Unit</i>	<i>100,000</i>	<i>100,000</i>	<i>0</i>
<i>Total</i>	<i>108,530,765</i>	<i>107,680,765</i>	<i>-850,000</i>

(b) Restoring the fiscal year 2024 Maintenance Program appropriation and authorization to the level included in the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program shall be the Agency's top fiscal priority.

(1) If there are unexpended State fiscal year 2023 appropriations of Transportation Fund monies then, at the close of State fiscal year 2023, an amount up to \$850,000.00 of any unencumbered Transportation Fund monies appropriated in 2022 Acts and Resolves No. 185, Secs. B.900–B.922, as amended by 2023 Acts and Resolves No. 3, Secs. 43–44a, that would otherwise be authorized to carry forward is reappropriated for the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance 30 days after the Agency sends written notification of the request for the unencumbered Transportation Fund monies to be reappropriated to the Joint Transportation Oversight Committee, provided that the Joint Transportation Oversight Committee does not send written objection to the Agency.

(2) If the Agency utilizes available federal monies in lieu of one-time Transportation Fund monies for Green Mountain Transit pursuant to Sec. 14(c) of this act, then the one-time Transportation Fund monies authorized for expenditure pursuant to Sec. 14(b) of this act that are not required for public transit may instead go towards restoring the Highway Maintenance budget.

(3) If any unencumbered Transportation Fund monies are reappropriated pursuant to subdivision (1) of this subsection or made available pursuant to subdivision (2) of this subsection, then, within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation

Program for Maintenance, authorized spending is further amended to increase operating expenses by not more than \$850,000.00 in Transportation Fund monies.

(4) Notwithstanding subdivisions (1)–(3) of this subsection, the Agency may request further amendments to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance through the State fiscal year budget adjustment act.

\* \* \* Paving \* \* \*

*Sec. 4. PAVING; STATEWIDE DISTRICT LEVELING*

(a) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Paving, authorized spending for STATEWIDE District Leveling TBD is amended as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<i>Const.</i>	3,150,000	3,150,000	0
<i>Total</i>	3,150,000	3,150,000	0

Sources of funds

<i>State</i>	3,150,000	150,000	-3,000,000
<i>Other</i>	0	3,000,000	3,000,000
<i>Total</i>	3,150,000	3,150,000	0

(b) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Paving, the following footnote is added: “Other

funds of \$3,000,000 are Cash Fund for Capital and Essential Investments (21952) funds, drawn from the Other Infrastructure, Essential Investments, and Reserves subaccount.”

\* \* \* One-Time Appropriations \* \* \*

*Sec. 5. ONE-TIME APPROPRIATIONS*

(a) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time Appropriations, authorized spending is amended as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<i>Operating</i>	3,500,000	3,500,000	0
<i>Grants</i>	3,000,000	1,000,000	-2,000,000
<i>Total</i>	6,500,000	4,500,000	-2,000,000

Sources of funds

<i>General</i>	3,000,000	0	-3,000,000
<i>Capital</i>	3,500,000	0	-3,500,000
<i>Other</i>	0	4,500,000	4,500,000
<i>Total</i>	6,500,000	4,500,000	-2,000,000

(b) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time Appropriations, “St. Albans District Maintenance Facility - \$3.5M Capital Fund Operating” is struck and “St. Albans District Maintenance Facility - \$3.5M Cash Fund for Capital and



Essential Investments funds (21952, Other Infrastructure, Essential Investments, and Reserves subaccount)” is inserted in lieu thereof.

(c) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time Appropriations, “Rail Trail Community Connectivity Grants - \$3M General Fund Grants” is struck and “Rail Trail Community Connectivity Grants - \$1M Cash Fund for Capital and Essential Investments funds (21952, Other Infrastructure, Essential Investments, and Reserves subaccount)” is inserted in lieu thereof.

*\* \* \* St. Albans District Maintenance Facility \* \* \**

*Sec. 6. ST. ALBANS DISTRICT MAINTENANCE FACILITY*

The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Transportation Buildings: St. Albans District Maintenance Facility.

*\* \* \* Rail Trail Community Connectivity Grants \* \* \**

*Sec. 7. RAIL TRAIL COMMUNITY CONNECTIVITY GRANTS*

(a) Project addition. The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Rail Program: Rail Trail Community Connectivity Grants.

(b) Purpose. The purpose of the Rail Trail Community Connectivity Grants is to continue the build-out and enhancement of Lamoille Valley Rail Trail

(LVRT) amenities and improve visitor experience, which shall be consistent with the priorities outlined in the recently completed LVRT Management Plan.

(c) Eligible projects. Projects may include trail infrastructure improvements, such as trailheads, picnic areas, kiosks, and connections to towns; signage; and interpretive panel installations.

(d) Match. Grant recipients shall be required to provide a 20 percent match toward any projects that are awarded a grant.

\* \* \* State Airports \* \* \*

**Sec. 8. SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT**

(a)(1) The Agency of Transportation is authorized to issue a request for proposals for the purchase or lease of the Caledonia County State Airport, located in the Town of Lyndon, and the Agency shall consult with the Town of Lyndon on any requests for proposals related to the purchase or lease of the Airport prior to the issuance of any requests for proposals related to the purchase or lease of the Airport.

(2) The request for proposal shall include a request for a business plan, which shall, at a minimum, include the prospective purchaser's or lessor's plans for investments in the Airport and the surrounding communities and may include plans for partnerships with secondary and post-secondary institutions in the surrounding communities.

(b) Subject to obtaining any necessary approvals from the U.S. Federal Aviation Administration, the Vermont Secretary of Transportation, as agent for the State, is authorized to convey the Airport property by warranty deed according to the terms of a purchase and sale agreement or through a long-term lease.

(c) Any such conveyance shall:

(1) include assignment of the State's interest in easements, leases, licenses, and other agreements pertaining to the Airport and the acceptance of the State's obligations under such easements, leases, licenses, and other agreements that requires, at a minimum, that any leases and terms of leases that are in effect at the time of the conveyance of the Airport are fully honored for the balance of the lease term;

(2) ensure that there are investments in the Airport to address current deficiencies and necessary repairs;

(3) ensure that the Airport continues to be a public-use airport and that the public continues to have access to the Airport for general aviation uses in perpetuity;

(4) ensure that the Airport continues to be identified as a public-use airport within the National Plan of Integrated Airport Systems until at least 2050, subject to federal determination;

(5) include, if the Airport is conveyed through a purchase and sale agreement, a six-month right of first refusal, running from the date that the owner of the Airport provides notice to the State of an intent to sell the Airport, for the State to repurchase the Airport at fair market value before the Airport is resold or transferred to a new owner; and

(6) include, if the Airport is leased, that the lease cannot be either assigned or the lessor cannot sub-lease all or substantially all of the Airport without the written approval of the Vermont Secretary of Transportation.

(d) The Agency shall not proceed with a sale or lease of the Airport unless:

(1) there is a fair market value offer, as required under 19 V.S.A. § 10k(b) or 26a(a), that meets the requirements of subsection (c) of this section; and

(2) the Town of Lyndon is given the opportunity to review and comment on the final purchase and sale agreement or lease as applicable.

(e) This section shall constitute specific prior approval, including of any sale or lease terms, by the General Assembly for purposes of 5 V.S.A. § 204.

*Sec. 9. REPEAL OF AUTHORITY FOR SALE OR LEASE OF*

*CALEDONIA COUNTY STATE AIRPORT*

Sec. 8 of this act shall be repealed on May 1, 2026.

*\* \* \* Project Cancellations; Project Addition \* \* \**

*Sec. 10. PROJECT CANCELLATIONS; PROJECT ADDITION*

(a) Town of Bennington.

(1) 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 Roadway Program: Bennington Bypass South NH F 019-I(4) – Southern Segment of the Bennington Bypass.

(2) The Agency shall engage with the Town of Bennington to understand the planned municipal transportation projects or potential municipal transportation projects, or both, within the right-of-way purchased for the Bennington Bypass South NH F 019-I(4) – Southern Segment of the Bennington Bypass project.

(b) Town of Sheldon.

(1) 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 Town Highway Bridge Program: Sheldon BO 1448(47) – Scoping for Bridge #20 on TH #22.

(2) The following project is added to the Town Highway Bridge Program: Sheldon BO 1448(48) – Scoping for Bridge #11 on Bridge Street, which will replace the existing Sheldon BO TRUS(11) as a Development and Evaluation project.

\* \* \* Transportation Alternatives Grant Program \* \* \*

Sec. 11. TRANSPORTATION ALTERNATIVES GRANT PROGRAM

*AWARDS IN STATE FISCAL YEARS 2024 TO 2027*

Notwithstanding 19 V.S.A. § 38(c), Transportation Alternatives Grant Program awards in State fiscal years 2024 to 2027 shall not exceed \$600,000.00 per grant allocation.

*\* \* \* Central Garage Fund \* \* \**

*\* \* \* Amendments Effective July 1, 2023 \* \* \**

*Sec. 12. 19 V.S.A. § 13 is amended to read:*

*§ 13. CENTRAL GARAGE FUND*

*(a) There is created the Central Garage Fund, which shall be used to:*

*(1) ~~to~~ furnish equipment on a rental basis to the districts and other sections of the Agency for construction, maintenance, and operation of highways or other transportation activities; and*

*(2) ~~to~~ provide a general equipment repair and major overhaul service, inclusive of any assets, supplies, labor, or use of contractors necessary to provide that service, as well as to furnish necessary supplies for the operation of the equipment.*

*(b) ~~To~~ In order to maintain a safe, and reliable equipment fleet, the Agency shall use Central Garage Fund monies to acquire new or replacement highway maintenance equipment shall be acquired using Central Garage Fund monies. The Agency is authorized to acquire replacement pieces for existing highway equipment or new, additional equipment equivalent to equipment already*

~~owned; however, the Agency shall not increase the total number of permanently assigned or authorized motorized or self-propelled vehicles without approval by the General Assembly.~~

~~(c)(1) For the purpose specified in subsection (b) of this section, the following amount shall be transferred from the Transportation Fund to the Central Garage Fund:~~

~~(A) in fiscal year 2021, \$1,355,358.00; and~~

~~(B) in subsequent fiscal years, at a minimum, the amount specified in subdivision (A) of this subdivision (1) as adjusted annually by increasing the previous fiscal year's amount by the percentage increase in the Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) during the two most recently closed State fiscal years.~~

~~(2) Each fiscal year, the sum of the following shall be appropriated from the Central Garage Fund exclusively for the purpose specified in subsection (b) of this section:~~

~~(A) the amount transferred pursuant to subdivision (1) of this subsection (c);~~

~~(B) the amount of the equipment depreciation expense from the prior fiscal year; and~~

~~(C) the amount of the net equipment sales from the prior fiscal year.~~

*(d) In each fiscal year, net income of the Fund earned during that fiscal year shall be retained in the Fund.*

*(e) For the purposes of computing net worth and net income, the fiscal year shall be the year ending June 30.*

*(f) As used in this section, “equipment” means registered motor vehicles and highway maintenance equipment assigned to necessary assets required by the Central Garage in order to fulfill the objectives established in subsection (a) of this section.*

*(g) [Repealed.]*

*\* \* \* Appropriation for Acquisition of New or Replacement Equipment in State  
Fiscal Years 2024–2026 \* \* \**

*Sec. 13. CALCULATION OF APPROPRIATION FROM CENTRAL  
GARAGE FUND FOR ACQUISITION OF NEW OR  
REPLACEMENT EQUIPMENT IN STATE FISCAL YEARS  
2024–2026*

*Notwithstanding 19 V.S.A. § 13(c)(2)(B), the amount appropriated from the Central Garage Fund exclusively for the purposes specified in 19 V.S.A. § 13(b) in State fiscal years 2024–2026 shall be:*

*(1) the amount transferred pursuant to 19 V.S.A. § 13(c)(1);*

*(2) the amount of the equipment depreciation expense from the prior fiscal year or, for equipment that is fully depreciated and still actively in*



service, an amount equal to the depreciation on that piece of equipment from the prior year; and

(3) the amount of the net equipment sales from the prior fiscal year.

\* \* \* Public Transit \* \* \*

*Sec. 14. ONE-TIME PUBLIC TRANSIT MONIES; GREEN MOUNTAIN  
TRANSIT; PLAN FOR TIERED-FARE SERVICE; REPORT*

(a) Project addition. The following project is added to the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program: Increased One-Time Monies for Public Transit for Fiscal Year 2024.

(b) Authorization. Spending authority for Increased One-Time Monies for Public Transit for Fiscal Year 2024 is authorized as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<i>Other</i>	<i>0</i>	<i>850,000</i>	<i>850,000</i>
<i>Total</i>	<i>0</i>	<i>850,000</i>	<i>850,000</i>

Sources of funds

<i>State</i>	<i>0</i>	<i>850,000</i>	<i>850,000</i>
<i>Total</i>	<i>0</i>	<i>850,000</i>	<i>850,000</i>

(c) Federal monies. The Agency shall utilize available federal monies in lieu of the authorization in subsection (b) of this section to the greatest extent practicable, provided that there is no negative impact on any local public transit providers.

(d) Implementation. The Agency of Transportation shall distribute the authorization in subsection (b) of this section to Green Mountain Transit for the following during fiscal year 2024:

(1) to operate routes on a zero-fare basis, with a return to the collection of fares from some passengers not later than January 1, 2024; and

(2) to prepare for the transition to tiered-fare service in accordance with the plan prepared pursuant to subsection (e) of this section, which may include the acquisition and maintenance of fare-collection systems.

(e) Plan for tiered-fare service.

(1) Green Mountain Transit shall, in consultation with community action agencies and other relevant entities, such as those that represent the migrant and refugee populations, develop and implement, not later than January 1, 2024, a plan to establish tiered-fare service on urban Green Mountain Transit routes.

(2) At a minimum, the plan to establish tiered-fare service shall:

(A) incorporate a low-income transit program to provide certain passengers with service at no cost or a reduced cost to the passenger through digital methods, such as a handheld device, and nondigital methods, such as an electronic benefits transfer (EBT) card or a transit card; and

(B) be designed, based on reasonable revenue estimates, to generate fare revenue of at least 10 percent of projected operational costs on urban Green Mountain Transit routes.

(3) Green Mountain Transit shall advise the House and Senate Committees on Transportation of its plan to establish tiered-fare service by filing the final version of the plan to establish tiered-fare service with the House and Senate Committees on Transportation Committees on or before December 1, 2023.

*Sec. 15. RECOMMENDATIONS ON FUNDING SOURCE FOR*

*NONFEDERAL MATCH; PUBLIC TRANSIT; REPORT*

The Vermont Public Transportation Association, in consultation with the Agency of Transportation and the Vermont League of Cities and Towns, shall provide, not later than January 15, 2024, the House and Senate Committees on Transportation with a written recommendation on one or more funding sources for the nonfederal match required of public transit providers operating in the statewide transit system.

*Sec. 16. STATEWIDE PUBLIC TRANSIT SYSTEM;*

*RECOMMENDATIONS; REPORT*

(a) The Agency of Transportation, in consultation with the Agency of Human Services, Division of Vermont Health Access, and the Vermont Public Transportation Association, shall conduct a benefit and risk assessment of the

current systems for delivering public transit and nonemergency medical transportation services in Vermont, known as the “braided service model.”

(b) The assessment shall also include a review of other public transit service approaches implemented in the United States and make recommendations on modifications to the management of Vermont’s statewide mobility service design to make Vermont’s public transit system as efficient, robust, and resilient as possible and fully maximize all available federal funding.

(c) The Agency of Transportation shall file the written assessment with the House and Senate Committees on Transportation, the House Committee on Human Services, and the Senate Committee on Health and Welfare not later than January 15, 2024.

**Sec. 17. SEPARATING THE MOBILITY AND TRANSPORTATION**

**INNOVATIONS (MTI) GRANT PROGRAM FROM GO!**

**VERMONT**

(a) Go! Vermont. Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Public Transit, authorized spending for Go! Vermont STPG GOVT() is amended as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<i>Other</i>	905,000	405,000	-500,000
<i>Total</i>	905,000	405,000	-500,000

Sources of funds

<i>State</i>	<i>30,000</i>	<i>30,000</i>	<i>0</i>
<i>Federal</i>	<i>875,000</i>	<i>375,000</i>	<i>-500,000</i>
<i>Total</i>	<i>905,000</i>	<i>405,000</i>	<i>-500,000</i>

(b) Mobility and Transportation Innovations (MTI) Grant Program.

(1) Project addition. The following project is added to the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program for Public Transit: Mobility and Transportation Innovations (MTI) Grant Program.

(2) Authorization. Spending authority for MTI Grant Program is authorized as follows:

<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<i>Other</i>	<i>0</i>	<i>500,000</i>	<i>500,000</i>
<i>Total</i>	<i>0</i>	<i>500,000</i>	<i>500,000</i>

Sources of funds

<i>Federal</i>	<i>0</i>	<i>500,000</i>	<i>500,000</i>
<i>Total</i>	<i>0</i>	<i>500,000</i>	<i>500,000</i>

*\* \* \* Vehicle Incentive Programs \* \* \**

*\* \* \* Repeal of Existing Vehicle Incentive Programs \* \* \**

*Sec. 18. REPEALS*

(a) 2019 Acts and Resolves No. 59, Sec. 34, as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, 2021 Acts and Resolves No. 3, Sec. 56, 2021 Acts and Resolves No. 55, Secs. 18, 19, and 21–24, and 2022 Acts and Resolves No. 184, Sec. 6, is repealed.

(b) 2021 Acts and Resolves No. 55, Sec. 27, as amended by 2022 Acts and Resolves No. 184, Sec. 22, is repealed.

*\* \* \* Codification of Vehicle Incentive Programs \* \* \**

*Sec. 19. 19 V.S.A. chapter 29 is added to read:*

CHAPTER 29. VEHICLE INCENTIVE PROGRAMS

§ 2901. DEFINITIONS

As used in this chapter:

(1) “Adaptive electric cycle” means an electric bicycle or an electric cargo bicycle that has been modified to meet the physical needs or abilities of the operator or a passenger.

(2) “Electric bicycle” has the same meaning as in 23 V.S.A. § 4(46)(A).

(3) “Electric cargo bicycle” means a motor-assisted bicycle, as defined in 23 V.S.A. § 4(45)(B)(i), with an electric motor, as defined under 23 V.S.A. § 4(45)(B)(i)(II), that is specifically designed and constructed for transporting loads, including at least one or more of the following: goods; one or more individuals in addition to the operator; or one or more animals. A motor-assisted bicycle that is not specifically designed and constructed for

transporting loads, including a motor-assisted bicycle that is only capable of transporting loads because an accessory rear or front bicycle rack has been installed, is not an electric cargo bicycle.

(4) “Plug-in electric vehicle (PEV),” “battery electric vehicle (BEV),” and “plug-in hybrid electric vehicle (PHEV)” have the same meanings as in 23 V.S.A. § 4(85).

§ 2902. INCENTIVE PROGRAM FOR NEW PLUG-IN ELECTRIC  
VEHICLES

(a) Creation; administration.

(1) There is created the Incentive Program for New Plug-In Electric Vehicles (PEVs), which shall be administered by the Agency of Transportation.

(2) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the Program.

(b) Program structure. The Incentive Program for New PEVs 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 Incentive Program for New PEVs:

(1) shall apply to both purchases and leases of new PEVs with an emphasis on incentivizing the purchase and lease of battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) with an electric range of

20 miles or greater per complete charge as rated by the Environmental Protection Agency when the vehicle was new;

(2) shall provide not more than one incentive of not more than \$3,000.00 for a PEV, per individual per year, to:

(A) an individual domiciled in the State whose federal income tax filing status is single with an adjusted gross income under the laws of the United States greater than \$60,000.00 and at or below \$100,000.00;

(B) an individual domiciled in the State whose federal income tax filing status is head of household with an adjusted gross income under the laws of the United States greater than \$75,000.00 and at or below \$125,000.00;

(C) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States greater than \$90,000.00 and at or below \$150,000.00;

(D) an individual who is part of a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States greater than \$90,000.00 and at or below \$150,000.00; or

(E) an individual who is part of a married couple with at least one spouse domiciled in the State and at least one spouse whose federal income tax filing status is married filing separately with an adjusted gross income under



the laws of the United States greater than \$60,000.00 and at or below \$100,000.00;

(3) shall provide not more than one incentive of not more than \$6,000.00 for a PEV, per individual per year, to:

(A) an individual domiciled in the State whose federal income tax filing status is single with an adjusted gross income under the laws of the United States at or below \$60,000.00;

(B) an individual domiciled in the State whose federal income tax filing status is head of household with an adjusted gross income under the laws of the United States at or below \$75,000.00;

(C) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States at or below \$90,000.00;

(D) an individual who is part of a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States at or below \$90,000.00; or

(E) an individual who is part of a married couple with at least one spouse domiciled in the State and at least one spouse whose federal income tax filing status is married filing separately with an adjusted gross income under the laws of the United States at or below \$60,000.00;

(4) shall, as technology progresses, establish a minimum electric range in order for a PHEV to be eligible for an incentive;

(5) shall apply to:

(A) manufactured PEVs with any base Manufacturer's Suggested Retail Price (MSRP) that will be issued a special registration plate by the Commissioner of Motor Vehicles pursuant to 23 V.S.A. § 304a or will predominately be used to provide accessible transportation for the incentive recipient or a member of the incentive recipient's household, provided that the incentive recipient or the member of the incentive recipient's household has a removable windshield placard issued by the Commissioner of Motor Vehicles pursuant to 23 V.S.A. § 304a;

(B) manufactured PHEVs with a base MSRP as determined by the Agency of Transportation and meeting the following requirements:

(i) shall not exceed a base MSRP of \$55,000.00;

(ii) shall phase out incentives for PHEVs with an electric range of less than 20 miles as rated by the Environmental Protection Agency when the vehicle was new; and

(iii) shall be benchmarked to a base MSRP of the equivalent of approximately \$50,000.00 or less in model year 2023; and

(C) manufactured BEVs with a base MSRP as determined by the Agency of Transportation and meeting the following requirements:

(i) shall not exceed a base MSRP of \$55,000.00; and

(ii) shall be benchmarked to a base MSRP of the equivalent of approximately \$50,000.00 or less in model year 2023; and

(6) shall provide incentives that may be in addition to any other available incentives, including through another program funded by the State, provided that not more than one incentive under the Incentive Program for New PEVs is used for the purchase or lease of any one PEV.

(c) Administrative costs. Up to 15 percent of any appropriations for the Incentive Program for New PEVs may be used for any costs associated with administering and promoting the Incentive Program for New PEVs.

(d) Outreach and marketing. The Agency, in consultation with any retained contractors, shall ensure that there is sufficient outreach and marketing, including the use of translation and interpretation services, of the Incentive Program for New PEVs so that Vermonters who are eligible for an incentive can easily learn how to secure as many different incentives as are available, and such costs shall be considered administrative costs for purposes of subsection (c) of this section.

§ 2903. MILEAGESMART

(a) Creation; administration.

(1) There is created a used high fuel efficiency vehicle incentive program, which shall be administered by the Agency of Transportation and known as MileageSmart.

(2) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of MileageSmart.

(b) Program structure. MileageSmart shall structure high fuel efficiency purchase incentive payments by income to help all Vermonters benefit from more efficient driving and reduced greenhouse gas emissions, including Vermont's most vulnerable. Specifically, MileageSmart shall:

(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

(2) provide not more than one point-of-sale voucher worth up to \$5,000.00 to an individual who is a member of a household with an adjusted gross income that is at or below 80 percent of the State median income.

(c) Administrative costs. Up to 15 percent of any appropriations for MileageSmart may be used for any costs associated with administering and promoting MileageSmart.

(d) Outreach and marketing. The Agency, in consultation with any retained contractors, shall ensure that there is sufficient outreach and marketing, including the use of translation and interpretation services, of MileageSmart so that Vermonters who are eligible for an incentive can easily learn how to secure as many different incentives as are available, and such costs shall be considered administrative costs for purposes of subsection (c) of this section.

§ 2904. REPLACE YOUR RIDE PROGRAM

(a) Creation; administration.

(1) There is created the Replace Your Ride Program, which shall be administered by the Agency of Transportation.

(2) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the Program.

(b) Program structure. The Replace Your Ride Program shall structure incentive payments by income to help all Vermonters benefit from replacing lower efficient modes of transportation with modes of transportation that reduce greenhouse gas emissions. The Agency may apply a sliding scale incentive based on electric range, with larger incentives being available for PEVs with a longer electric range.

(c) Incentive amount. The Replace Your Ride Program shall provide up to a \$2,500.00 incentive for those who qualify under subdivision (d)(1)(A) of this section and up to a \$5,000.00 incentive for those who qualify under subdivision (d)(1)(B) of this section, either of which may be in addition to any other available incentives, including through a program funded by the State, to individuals who qualify based on both income and the removal of an internal combustion vehicle. Only one incentive per individual is available under the Replace Your Ride Program.

(d) Eligibility. Applicants must qualify through both income and the removal of an eligible vehicle with an internal combustion engine.

(1) Income eligibility.

(A) The lower incentive amount of up to \$2,500.00 is available to the following, provided that all other eligibility requirements are met:

(i) an individual domiciled in the State whose federal income tax filing status is single with an adjusted gross income under the laws of the United States greater than \$60,000.00 and at or below \$100,000.00;

(ii) an individual domiciled in the State whose federal income tax filing status is head of household with an adjusted gross income under the laws of the United States greater than \$75,000.00 and at or below \$125,000.00;

(iii) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States greater than \$90,000.00 and at or below \$150,000.00;

(iv) an individual who is part of a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States greater than \$90,000.00 and at or below \$150,000.00; or

(v) an individual who is part of a married couple with at least one spouse domiciled in the State and at least one spouse whose federal income tax filing status is married filing separately with an adjusted gross income under the laws of the United States greater than \$60,000.00 and at or below \$100,000.00.

(B) The higher incentive amount of up to \$5,000.00 is available to the following, provided that all other eligibility requirements are met:

(i) an individual domiciled in the State whose federal income tax filing status is single with an adjusted gross income under the laws of the United States at or below \$60,000.00;

(ii) an individual domiciled in the State whose federal income tax filing status is head of household with an adjusted gross income under the laws of the United States at or below \$75,000.00;

(iii) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States at or below \$90,000.00;

(iv) an individual who is part of a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States at or below \$90,000.00;

(v) an individual who is part of a married couple with at least one spouse domiciled in the State and at least one spouse whose federal income tax filing status is married filing separately with an adjusted gross income under the laws of the United States at or below \$60,000.00; or

(vi) an individual who is a member of a household with an adjusted gross income that is at or below 80 percent of the State median income.

(2) Vehicle removal.

(A) In order for an individual to qualify for an incentive under the Replace Your Ride Program, the individual must remove an older low-efficiency vehicle from operation and switch to a mode of transportation that produces fewer greenhouse gas emissions. The entity that administers the Replace Your Ride Program, in conjunction with the Agency of Transportation, shall establish Program guidelines that specifically provide for how someone



can show that the vehicle removal eligibility requirement has been, or will be, met.

(B) For purposes of the Replace Your Ride Program:

(i) An “older low-efficiency vehicle”:

(I) is currently registered, and has been for two years prior to the date of application, with the Vermont Department of Motor Vehicles;

(II) is currently titled in the name of the applicant and has been for at least one year prior to the date of application;

(III) has a gross vehicle weight rating of 10,000 pounds or less;

(IV) is at least 10 model years old;

(V) has an internal combustion engine; and

(VI) passed the annual inspection required under 23 V.S.A. § 1222 within the prior year.

(ii) Removing the older low-efficiency vehicle from operation must be done by disabling the vehicle’s engine from further use and fully dismantling the vehicle for either donation to a nonprofit organization to be used for parts or destruction.

(iii) The following qualify as a switch to a mode of transportation that produces fewer greenhouse gas emissions:

(I) purchasing or leasing a new or used PEV;

(II) purchasing a new or used bicycle, electric bicycle, electric cargo bicycle, adaptive electric cycle, or motorcycle that is fully electric, and the necessary safety equipment; and

(III) utilizing shared-mobility services.

(e) Administrative costs. Up to 15 percent of any appropriations for the Replace Your Ride Program may be used for any costs associated with administering and promoting the Replace Your Ride Program.

(f) Outreach and marketing. The Agency, in consultation with any retained contractors, shall ensure that there is sufficient outreach and marketing, including the use of translation and interpretation services, of the Replace Your Ride Program so that Vermonters who are eligible for an incentive can easily learn how to secure as many different incentives as are available and such costs shall be considered administrative costs for purposes of subsection (e) of this section.

#### § 2905. ANNUAL REPORTING

(a) The Agency shall annually evaluate the programs established under this chapter to gauge effectiveness and shall submit a written report on the effectiveness of the programs to the House and Senate Committees on Transportation, the House Committee on Environment and Energy, and the Senate Committee on Finance on or before the 31st day of January in each

year following a year that an incentive was provided through one of the programs.

(b) The report shall also include:

(1) any intended modifications to program guidelines for the upcoming fiscal year along with an explanation for the reasoning behind the modifications and how the modifications will yield greater uptake of PEVs and other means of transportation that will reduce greenhouse gas emissions; and

(2) any recommendations on statutory modifications to the programs, including to income and vehicle eligibility, along with an explanation for the reasoning behind the statutory modification recommendations and how the modifications will yield greater uptake of PEVs and other means of transportation that will reduce greenhouse gas emissions.

(c) Notwithstanding 2 V.S.A. § 20(d), the annual report required under this section shall continue to be required if an incentive is provided through one of the programs unless the General Assembly takes specific action to repeal the report requirement.

*\* \* \* Vehicle Incentive Program; Fiscal Year 2023 Authorizations \* \* \**

*Sec. 20. 2022 Acts and Resolves No. 184, Sec. 5 is amended to read:*

*Sec. 5. VEHICLE INCENTIVE PROGRAMS*

*(a) Incentive Program for New PEVs. The Agency is authorized to spend up to \$12,000,000.00 as appropriated in the fiscal year 2023 budget on the*

*Incentive Program for New PEVs established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, and subsequently codified in 19 V.S.A. chapter 29.*

*(b) MileageSmart. The Agency is authorized to spend up to \$3,000,000.00 as appropriated in the fiscal year 2023 budget on MileageSmart as established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, and subsequently codified in 19 V.S.A. chapter 29.*

*(c) Replace Your Ride Program. The Agency is authorized to spend up to \$3,000,000.00 as appropriated in the fiscal year 2023 budget on the Replace Your Ride Program established in 2021 Acts and Resolves No. 55, Sec. 27, as amended, and subsequently codified in 19 V.S.A. chapter 29.*

\* \* \*

*\* \* \* Electrify Your Fleet Program and eBike Incentive Program \* \* \**

*\* \* \* Creation of Electrify Your Fleet Program and Authorization \* \* \**

*Sec. 21. ELECTRIFY YOUR FLEET PROGRAM; AUTHORIZATION*

*(a) Creation; administration.*

*(1) There is created the Electrify Your Fleet Program, which shall be administered by the Agency of Transportation.*

*(2) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the Program.*

(b) Authorization. The Agency is authorized to spend up to \$500,000.00 in one-time General Fund monies on the Electrify Your Fleet Program established pursuant to subdivision (a)(1) of this section.

(c) Definitions. The definitions in 19 V.S.A. § 2901, as added by Sec. 19 of this act, shall apply to this section.

(d) Program structure. The Electrify Your Fleet Program shall reduce the greenhouse gas emissions of persons operating a motor vehicle fleet in Vermont by structuring purchase and lease incentive payments on a first-come, first-served basis to replace vehicles other than a plug-in electric vehicle (PEV) cycled out of a motor vehicle fleet or avoid the purchase of vehicles other than a PEV for a motor vehicle fleet. Specifically, the Electrify Your Fleet Program shall:

(1) provide incentives to Vermont municipalities and business entities registered in Vermont that maintain a fleet of motor vehicles that are registered in Vermont with no single applicant being eligible for more than 20 incentives over the existence of the Program;

(2) provide \$2,500.00 purchase and lease incentives for:

(A) BEVs with a base Manufacturer's Suggested Retail Price (MSRP) of \$60,000.00 or less;

(B) PHEVs with an electric range of 20 miles or greater per complete charge as rated by the Environmental Protection Agency when the vehicle was new and a base MSRP of \$60,000.00 or less;

(C) electric bicycles and electric cargo bicycles with a base MSRP of \$6,000.00 or less;

(D) adaptive electric cycles with any base MSRP;

(E) electric motorcycles with a base MSRP of \$30,000.00 or less;  
and

(F) electric snowmobiles with a base MSRP of \$20,000.00 or less;

(3) require a showing that the incentive will be used to electrify the applicant's motor vehicle fleet; and

(4) require a showing of any other requirements implemented by the Agency of Transportation that are designed to maximize the impact of State-funded Electrify Your Fleet Program incentives by ensuring that, as applicable, other incentives, subsidies, and credits are fully taken advantage of.

(e) Increased incentives for nonprofit mobility services organizations. Nonprofit mobility services organizations incorporated in the State of Vermont for the purpose of providing Vermonters with transportation alternatives to personal vehicle ownership shall be entitled to:

(1) up to 15 \$2,500.00 incentives available under subsection (d) of this section on a first-come, first-served basis amongst all applicants for incentives

under the Electrify Your Fleet Program over the existence of the Program, provided that the requirements of subsection (d) of this section are met; and

(2) notwithstanding subdivisions (d)(1) and (2) of this section, up to five increased incentives at the incentive amount available to individuals who purchase or lease a BEV and who qualify for an incentive under 19 V.S.A. § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs), as added by Sec. 19 of this act, for BEVs with a base MSRP of \$55,000.00 or less, provided that the requirements of subdivisions (d)(3) and (4) of this section are met.

(f) Administrative costs. Up to 15 percent of any appropriations for the Electrify Your Fleet Program may be used for any costs associated with administering and promoting the Electrify Your Fleet Program.

(g) Outreach and marketing. The Agency, in consultation with any retained contractors, shall ensure that there is sufficient outreach and marketing, including the use of translation and interpretation services, of the Electrify Your Fleet Program so that persons who are eligible for an incentive can easily learn how to secure an incentive and such costs shall be considered administrative costs for purposes of subsection (f) of this section.

(h) Reporting. The reporting requirements of 19 V.S.A. § 2905, as added by Sec. 19 of this act, shall, notwithstanding 2 V.S.A. § 20(d), apply to the Electrify Your Fleet Program if an incentive is provided through the Electrify

Your Fleet Program unless the General Assembly takes specific action to repeal the report requirement.

\* \* \* *eBike Incentive Program; Authorization* \* \* \*

*Sec. 22. MODIFICATIONS TO EBIKE INCENTIVE PROGRAM;*

*REPORT*

(a) Definitions. The definitions in 19 V.S.A. § 2901, as added by Sec. 19 of this act, shall apply to this section.

(b) Authorization and modifications. The Agency is authorized to spend up to \$50,000.00 in one-time General Fund monies on the continuation of the eBike Incentive Program established pursuant to 2021 Acts and Resolves No. 55, Sec. 28, as amended by 2022 Acts and Resolves No. 184, Sec. 23, with the following modifications:

(1) incentives shall be provided in the form of a voucher redeemable as a point-of-sale rebate at participating retail shops;

(2) vouchers shall be provided to applicants that self-certify as to both:

(A) meeting income eligibility requirements under 19 V.S.A. § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs), as added by Sec. 19 of this act; and

(B) that the incentivized electric bicycle, electric cargo bicycle, or adaptive electric cycle shall be used in a way that reduces greenhouse gas



emissions, such as a substitute for trips that would have been taken in a vehicle other than a plug-in electric vehicle;

(3) only electric bicycles with a base Manufacturer's Suggested Retail Price (MSRP) of \$4,000.00 or less shall be eligible for an incentive;

(4) only electric cargo bicycles with a base MSRP of \$5,000.00 or less shall be eligible for an incentive;

(5) an adaptive electric cycle with any base MSRP shall be eligible for an incentive; and

(6) only electric bicycles, electric cargo bicycles, and adaptive electric cycles that meet one or more of the following standards shall be eligible for an incentive:

(A) American National Standard (ANSI)/Controller Area Network (CAN)/Underwriters Laboratories (UL) 2849 – Standard for Electrical Systems for eBikes, as amended, and any standards incorporated by reference in ANSI/CAN/UL 2849;

(B) Europäische Norm (EN) 15194 – Electrically Power Assisted Cycles (EPAC Bicycles), as amended; or

(C) another applicable standard designed to reduce the serious risk of dangerous fires, as determined by the Agency of Transportation, if neither of the standards in subdivisions (A) and (B) of this subdivision (6) are applicable.

(c) Administrative costs. Up to 15 percent of the authorization in subsection (b) of this section may be used for any costs associated with administering and promoting the eBike Incentive Program.

(d) Reporting. The Agency of Transportation shall address incentives for electric bicycles, electric cargo bicycles, and adaptive electric cycles provided pursuant to this section in the January 31, 2024 report required under 19 V.S.A. § 2905, as added by Sec. 19 of this act, including:

(1) the demographics of who received an incentive under the eBike Incentive Program;

(2) a breakdown of where vouchers were redeemed;

(3) a breakdown, by manufacturer and type, of electric bicycles, electric cargo bicycles, and adaptive electric cycles incentivized;

(4) a detailed summary of information provided in the self-certification forms; and

(5) a detailed summary of information collected through participant surveys.

*Sec. 23. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY*

*INCOME ELIGIBILITY REQUIREMENTS FOR EBIKE*

*INCENTIVE PROGRAM ON PASSAGE; LEGISLATIVE INTENT*

(a) Notwithstanding 2022 Acts and Resolves No. 55, Sec. 28(a)(3), the Agency of Transportation may choose to only provide incentives under an

eBike Incentive Program to individuals who self-certify as to meeting income eligibility requirements under 19 V.S.A. § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs), as added by Sec. 19 of this act.

(b) It is the intent of the General Assembly that:

(1) the \$100,000.00 made available for the eBike Incentive Program under 2023 Acts and Resolves No. 3, Secs. 83 and 85, less administrative costs allowed under 2022 Acts and Resolves No. 184, Sec. 5(f), be expeditiously distributed under the first eBike Incentive Program established pursuant to 2022 Acts and Resolves No. 55, Sec. 28(a)(3) while the Agency works with its contractor to establish the modified eBike Incentive Program in accordance with Sec. 22 of this act; and

(2) the balance of the \$100,000.00 made available for the eBike Incentive Program under 2023 Acts and Resolves No. 3, Secs. 83 and 85, less administrative costs allowed under 2022 Acts and Resolves No. 184, Sec. 5(f), that is not yet expended as of the implementation of the modified eBike Incentive Program in accordance with Sec. 22 of this act and the \$50,000.00 made available for the eBike Incentive Program under Sec. 22(b) of this act, less administrative costs allowed under Sec. 22(c) of this act, shall be distributed under the modified eBike Incentive Program, which shall launch not later than July 1, 2023.

*\* \* \* Reallocation of Funding \* \* \**

*Sec. 24. 2022 Acts and Resolves No. 184, Sec. 2(8)(C), as amended by 2023 Acts and Resolves No. 3, Sec. 83, is further amended to read:*

*(C) Replace Your Ride Program. Sec. 5(c) of this act authorizes ~~\$2,900,000.00~~ \$2,350,000.00 for incentives under Replace Your Ride, which will be the State's program to incentivize Vermonters to remove older low-efficiency vehicles from operation and switch to modes of transportation that produce fewer greenhouse gas emissions, and capped administrative costs.*

*Sec. 25. 2022 Acts and Resolves No. 184, Sec. 5(c), as amended by 2023 Acts and Resolves No. 3, Sec. 84, is further amended to read:*

*(c) Replace Your Ride Program. The Agency is authorized to spend up to ~~\$2,900,000.00~~ \$2,350,000.00 as appropriated in the fiscal year 2023 budget on the Replace Your Ride Program established in 2021 Acts and Resolves No. 55, Sec. 27, as amended.*

*Sec. 26. 2022 Acts and Resolves No. 185, Sec. G.600(b)(5), as amended by 2023 Acts and Resolves No. 3, Sec. 85, is further amended to read:*

*(5) ~~\$2,900,000.00~~ \$2,350,000.00 to the Agency of Transportation for the Replace Your Ride Program, established in 2021 Acts and Resolves No. 55, Sec. 27, as amended.*

*\* \* \* Mileage-Based User Fee (MBUF) \* \* \**

*Sec. 27. MILEAGE-BASED USER FEE LEGISLATIVE INTENT*

*It is the intent of the General Assembly for the State:*

(1) to start collecting a mileage-based user fee from all battery-electric vehicles registered in Vermont starting on July 1, 2025, which is expected to be the first day of the first fiscal year when more than 15 percent of new pleasure car registrations in the State are plug-in electric vehicles (PEVs);

(2) to start subjecting plug-in hybrid electric vehicles (PHEVs) that are a pleasure car to an increased annual or a biennial registration fee starting on July 1, 2025, and that PHEVs shall not be subject to a mileage-based user fee;

(3) to work towards collecting a fee on kWhs that are dispensed through certain electric vehicle supply equipment available to the public so as to supplant lost gas tax revenue from PEVs; and

(4) to not commence collecting a mileage-based user fee until such authorizing language is codified in statute and becomes effective.

**Sec. 28. MILEAGE-BASED USER FEE AUTHORIZATION**

(a) Within the Agency of Transportation's Proposed Fiscal Year 2024 Transportation Program for Environmental Policy and Sustainability, the Agency of Transportation, including the Department of Motor Vehicles, is authorized to apply for and accept a competitive federal Strategic Innovation for Revenue Collection grant established pursuant to the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA), Sec. 13001, with up to \$350,000.00 in Transportation Fund monies authorized for the nonfederal

match in fiscal year 2024 and a to-be-determined amount for the nonfederal match in subsequent fiscal years.

(b) As permitted under federal regulations and grant terms, the Agency shall utilize grant monies to design a mileage-based user fee that is consistent with Secs. 27 and 29 of this act.

(c) Subject to State procurement requirements, the Agency may retain one or more contractors or consultants, or both, to assist with the design of a process to commence collecting a mileage-based user fee on July 1, 2025.

**Sec. 29. MILEAGE-BASED USER FEE DESIGN**

(a) Definitions. As used in Secs. 27–30 of this act:

(1) “Account manager” means a person under contract with the Agency of Transportation or Department of Motor Vehicles to administer and manage the mileage-based user fee.

(2) “Annual vehicle miles traveled” means the total number of miles that a BEV is driven between annual inspections as reported by an inspection mechanic to the Department of Motor Vehicles.

(3) “Mileage-based user fee” means the total amount that an owner or lessee of a BEV registered in Vermont owes the State and is calculated by multiplying the mileage-based user fee rate by the annual vehicle miles traveled or, in the case of a terminating event, by multiplying the mileage-

based user fee rate by the vehicle miles traveled between the last Vermont annual inspection and the terminating event.

(4) “Mileage-based user fee rate” means the per-mile usage fee charged to the owner or lessee of a BEV registered in Vermont.

(5) “Mileage reporting period” means the time between annual inspections or the time between an annual inspection and a terminating event.

(6) “Pleasure car” has the same meaning as in 23 V.S.A. § 4(28).

(7) “Plug-in electric vehicle (PEV)” has the same meaning as in 23 V.S.A. § 4(85) and includes battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs), which have the same meaning as in 23 V.S.A. § 4(85)(A) and (B).

(8) “Terminating event” means either the registering of a BEV that had been registered in Vermont in a different state or a change in ownership or lesseeship of the BEV, or both.

(b) Commencement date. The Agency shall design a process to collect a mileage-based user fee for miles driven by a BEV registered in Vermont to commence collecting revenue on July 1, 2025.

(c) Covered vehicles. The Agency shall design a process to collect a mileage-based user fee based on the annual vehicle miles traveled by BEVs registered in the State.

(d) Imposition of a mileage-based user fee. The Agency shall design a process to collect a mileage-based user fee from the owner or lessee of a BEV registered in Vermont for each mileage reporting period within 60 days after the Vermont annual inspection or terminating event that closes the mileage reporting period.

*Sec. 30. REPORTS*

The Secretary of Transportation and the Commissioner of Motor Vehicles shall file a written report not later than January 31, 2024 with the House and Senate Committees on Transportation, the House Committee on Ways and Means, and the Senate Committee on Finance that provides the following:

(1) a comprehensive implementation plan to commence collecting, on July 1, 2025, a mileage-based user fee for miles driven by a BEV registered in Vermont;

(2) a recommendation on what language should be codified in statute to enable the State to commence collecting, on July 1, 2025, a mileage-based user fee for miles driven by a BEV registered in Vermont, which shall include a recommendation for the mileage-based user fee rate and that includes, for that recommendation:

(A) an explanation for how the recommended mileage-based user fee rate was calculated;



(B) what the recommended mileage-based user fee rate is estimated to yield in revenue for the State in total per year; and

(C) how the anticipated mileage-based user fee for a pleasure car is expected to compare to the amount collected by the State in gas tax revenue from the use of a non-PEV pleasure car registered in Vermont and the amount collected by the State in gas tax revenue and increased registration fee from the use of a PHEV pleasure car registered in Vermont based on estimates of low, medium, and high annual vehicle miles traveled;

(3) a recommendation on what should be required in annual reporting on the mileage-based user fee starting in 2026 for fiscal year 2025, which shall, at a minimum, address whether the following should be reported on:

(A) the total amount of revenue collected in mileage-based user fees for the prior fiscal year and an estimate of the total amount of revenue anticipated to be collected in mileage-based user fees during the subsequent fiscal year;

(B) the average mileage-based user fee collected for a BEV with low, medium, and high annual vehicle miles traveled in the prior fiscal year;

(C) an estimate of the average amount in motor fuel revenue that was collected for a pleasure car that is not a PEV with low, medium, and high annual vehicle miles traveled in the prior fiscal year;

(D) an estimate of the average amount in motor fuel revenue and increased registration fee that was collected for a pleasure car that is a PHEV with low, medium, and high annual vehicle miles traveled in the prior fiscal year;

(E) the total number of delinquent mileage-based user fees in the prior fiscal year;

(F) the total number of outstanding payment plans for delinquent mileage-based user fees; and

(G) the cost to collect the mileage-based user fees in the prior fiscal year;

(4) an outline of what the Agency intends to adopt, if authorized, as rule in order to commence collecting, on July 1, 2025, a mileage-based user fee for miles driven by a BEV registered in Vermont, which shall, at a minimum, establish:

(A) a process to calculate and report the annual vehicle miles traveled by a BEV registered in Vermont;

(B) payment periods and other payment methods and procedures for the payment of the mileage-based user fee, which shall include the option to prepay the anticipated mileage-based user fee in installments on a monthly, quarterly, or annual basis;

(C) standards for mileage reporting mechanisms for an owner or lessee of a BEV to report vehicle miles traveled throughout the year;

(D) procedures to provide security and protection of personal information and data connected to a mileage-based user fee;

(E) penalty and appeal procedures necessary for the collection of a mileage-based user fee, which, to the extent practicable, shall duplicate and build upon existing Department of Motor Vehicles processes; and

(F) Agency oversight of any account manager, including privacy protection of personal information and access and auditing capability of financial and other records related to administration of the process to collect a mileage-based user fee; and

(5) an update on what other states and the federal government are doing to address lost gas tax revenue from the adoption of PEVs along with any applicable suggestions for opportunities for regional collaboration and an explanation of the source of the information provided under this subdivision.

\* \* \* Transportation Programs; Federal Carbon Reduction Program;

PROTECT Formula Program; Prioritization; Equity \* \* \*

Sec. 31. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT

THE FEDERAL CARBON REDUCTION PROGRAM AND

PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY

(a) The Agency of Transportation, through its development of the State's Carbon Reduction Strategy, shall:

(1) develop a methodology to:

(A) quantify the emissions reductions the Agency will achieve from the State's Transportation Program;

(B) measure the gap between the emissions reductions calculated under subdivision (A) of this subdivision (a)(1) and the emissions reductions required under the Global Warming Solutions Act, as codified in 10 V.S.A. § 578; and

(C) evaluate what additional emissions reductions are possible through the implementation of additional policies and programs within the State's Transportation Program;

(2) articulate the ongoing investments, particularly under the Carbon Reduction Program, established through the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA) and codified as 23 U.S.C. § 175, that the Agency intends to implement through the State's annual Transportation Program in order to reduce emissions from activities within the control of the Agency;

(3) identify and evaluate the effectiveness of other policies and programs to reduce transportation sector greenhouse gas emissions as required by the Global Warming Solutions Act, as codified in 10 V.S.A. § 578,

and as identified in the Vermont Climate Action Plan, as amended, which shall include:

(A) an analysis of the potential to generate revenue sources sufficient for ongoing greenhouse gas emissions reduction implementation; and

(B) recommendations regarding additional policy or revenue sources to close any implementation gaps identified in subdivision (a)(1)(B) of this section;

(4) engage in public outreach through the following:

(A) establishing an advisory committee with a broad group of stakeholders, including representatives of the Vermont Climate Council, to help guide the identification and evaluation of policies and programs to reduce transportation sector greenhouse gas emissions;

(B) working with stakeholders, including environmental groups; community-based organizations that represent equity and environmental justice interests; business community groups, including chambers of commerce; transportation industry associations, including those representing rail and trucking; municipalities; regional planning commissions; and elected officials on ways to reduce transportation sector greenhouse gas emissions; and

(C) hosting not less than two public meetings, with at least one to gather input on proposed policies and programs to reduce transportation

sector greenhouse gas emissions and at least one to address the evaluation of the anticipated outcomes of the draft of the State's Carbon Reduction Strategy; and

(5) coordinate with the Climate Action Office within the Agency of Natural Resources to track and report progress towards achieving the State's greenhouse gas emissions as required by the Global Warming Solutions Act and codified in 10 V.S.A. § 578.

(b) The Agency shall develop the State's Resilience Improvement Plan to establish how it will use federal monies available under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program, established through the IIJA and codified as 23 U.S.C. § 176, and existing tools and processes to address transportation resilience, specifically for:

(1) resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments, community response strategies, or evacuation planning and preparation;

(2) resilience projects to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster; and

(3) community resilience and evacuation route activities that strengthen and protect routes that are essential for providing and supporting evacuations caused by emergency events.

(c) The Agency shall develop recommendations for the integration of carbon reduction, resilience, and equity factors into its project prioritization system through the Agency's existing prioritization process and the development of the Equity Framework Project.

*Sec. 32. REPORT ON TRANSPORTATION POLICY STATUTES*

The Agency of Transportation shall provide a written report summarizing the work completed pursuant to Sec. 31 of this act and written recommendations on how to amend statute, including 19 V.S.A. §§ 10b and 10i, to reflect the work completed pursuant to Sec. 31 of this act to the House and Senate Committees on Transportation on or before November 15, 2023.

*\* \* \* Complete Streets \* \* \**

*Sec. 33. 19 V.S.A. § 10b is amended to read:*

*§ 10b. STATEMENT OF POLICY; GENERAL*

*(a) The Agency shall be the responsible agency of the State for the development of transportation policy. It shall develop a mission statement to reflect:*

*(1) that State transportation policy shall be to encompass, coordinate, and integrate all modes of transportation and to consider “complete streets”;*

~~as defined in section 2401 of this title, principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference; and~~

~~(2) the need for transportation projects that will improve the State's economic infrastructure, as well as the use of resources in efficient, coordinated, integrated, cost-effective, and environmentally sound ways, and that will be consistent with the recommendations of the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b.~~

~~(b) The Agency shall coordinate planning and, education, and training efforts with those of the ~~Vermont Climate Change Oversight Committee~~ and ~~those of~~ local and regional planning entities to:~~

~~(1) to ensure that the transportation system as a whole is integrated; that access to the transportation system as a whole is integrated;~~ and that statewide, local, and regional conservation and efficiency opportunities and practices are integrated; and

~~(2) to support employer-led or local or regional government-led conservation, efficiency, rideshare, and bicycle programs and other innovative transportation advances, especially employer-based incentives.~~

~~(c) In developing the State's annual Transportation Program, the Agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended~~



~~by 1988 Acts and Resolves No. 200 and with appropriate consideration to local, regional, and State agency plans:~~

~~(1) Develop develop or incorporate designs that provide integrated, safe, and efficient transportation and that are consistent with the recommendations of the CEP;~~

~~(2)(A) Consider the safety and accommodation of all transportation system users, including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities, consider complete streets principles in all State- and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a State-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the Agency, that one or more of the following circumstances exist:~~

~~(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.~~

~~(ii) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density,~~

~~crash data, historic and natural resource constraints, and maintenance requirements.—The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.~~

~~(iii) Incorporating complete streets principles is outside the scope of a project because of its very nature.~~

~~(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.;~~

~~(3) Promote promote economic opportunities for Vermonters and the best use of the State's environmental and historic resources; and~~

~~(4) Manage manage available funding to:~~

\* \* \*

*Sec. 34. REPEAL*

~~19 V.S.A. § 309d (policy for municipally managed transportation projects)  
is repealed.~~

*Sec. 35. 19 V.S.A. chapter 24 is added to read:*

CHAPTER 24. COMPLETE STREETS

§ 2401. DEFINITION

~~As used in this chapter, “complete streets” means streets that provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles.~~

§ 2402. STATE POLICY

(a) Agency of Transportation funded, designed, or funded and designed projects shall seek to increase and encourage more pedestrian, bicycle, and public transit trips, with the State goal to promote intermodal access to the maximum extent feasible, which will help the State meet the transportation-related recommendations outlined in the Comprehensive Energy Plan (CEP) issued under 30 V.S.A. § 202b and the recommendations of the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592.

(b) Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by the Agency or a municipality, including planning, development, construction, or maintenance, it is the policy of this State for the Agency and municipalities, as applicable, to incorporate complete streets principles that:

(1) serve individuals of all ages and abilities, including vulnerable users as defined in 23 V.S.A. § 4(81);

(2) follow state-of-the-practice design guidance; and

(3) are sensitive to the surrounding community, including current and planned buildings, parks, and trails and current and expected transportation needs.

§ 2403. PROJECTS NOT INCORPORATING COMPLETE STREETS

PRINCIPLES

(a) State projects. A State-managed project shall incorporate complete streets principles unless the project manager makes a written determination, supported by documentation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors. If the project manager bases the written determination required under this subsection in whole or in part on this subdivision then the project manager shall provide a supplemental written determination with specific details on costs, needs, and probable uses, as applicable.

(3) Incorporating complete streets principles is outside the limited scope of a project as defined in the latest version of the Agency's Complete Streets Guidance.

(b) Municipal projects. A municipally managed project shall incorporate complete streets principles unless the municipality managing the project makes

a written determination, supported by documentation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors. If the municipality managing the project bases the written determination required under this subsection in whole or in part on this subdivision then the project manager shall provide a supplemental written determination with specific details on costs, needs, and probable uses, as applicable.

(3) Incorporating complete streets principles is outside the limited scope of a project as defined in the latest version of the Agency's Complete Streets Guidance.

(c) Finality of determinations. The written determinations required by subsections (a) and (b) of this section shall be final and shall not be subject to appeal or further review.

(d) Posting and availability of determinations. The written determinations required by subsections (a) and (b) of this section shall be posted to a web page on the Agency of Transportation's website dedicated to complete streets, in the case of a State-managed project, and made available for public inspection at the office of the municipal clerk, in the case of a municipally managed project.

§ 2404. ANNUAL REPORT; PUBLIC DATA SOURCE

(a) Annual report. Notwithstanding 2 V.S.A. § 20(d), the Agency shall annually, on or before September 1 starting in 2025, submit a report detailing the State's efforts in following the complete streets policy established in section 2402 of this chapter during the previous fiscal year to the House and Senate Committees on Transportation.

(b) Public data source.

(1) The Agency of Transportation shall maintain a web-accessible and web-searchable data source dedicated to complete streets on the Agency's website that shall contain information on all State-managed transportation projects that have been bid since January 1, 2023, including a description of the project, the location of the project, which complete streets principles were incorporated in the project, as applicable, and an explanation as to which circumstance or circumstances contained in subsection 2403(a) of this chapter existed in the case of projects not incorporating complete streets principles.

(2) The web-accessible and web-searchable data source required under this subsection shall be updated on at least an annual basis.

*Sec. 36. IMPLEMENTATION; PUBLIC DATA SOURCE*

The Agency shall create and make accessible to the general public the web-accessible and web-searchable data source required under 19 V.S.A. § 2404(b), as added by Sec. 35 of this act, on or before January 1, 2024.

*Sec. 37. MUNICIPAL TRAINING ON COMPLETE STREETS*

The Agency of Transportation, in consultation with the Vermont League of Cities and Towns and regional planning commissions, shall design and implement a program to provide training on complete streets to municipalities.

*Sec. 38. REPLACEMENT OF THE CURRENT VERMONT STATE*

*STANDARDS*

(a) The Agency of Transportation will be preparing replacements to the current Vermont State Standards and related documents, standards, guidance, and procedures in accordance with the plan required pursuant to 2022 Acts and Resolves No. 184, Sec. 19.

(b) The Agency shall provide an oral update on the process to replace the current Vermont State Standards and related documents, standards, guidance, and procedures to the House and Senate Committees on Transportation on or before February 15, 2024.

*\* \* \* Municipal and Regional Support for a Route 5 Bicycle Corridor \* \* \**

*Sec. 39. SUPPORT FOR A ROUTE 5 BICYCLE CORRIDOR; SURVEY*

*REPORT*

(a) The Agency of Transportation, in partnership with regional planning commissions through the annual Transportation Planning Initiative, shall conduct a survey of municipal support for the creation of a bicycle corridor—consisting of one or more segments of bicycle lanes or bicycle paths, or both—to provide a safe means of travel via bicycle on or along a route that is roughly adjacent to U.S. Route 5 for the approximately 190 miles spanning between the State border with Massachusetts and the State border with Quebec, Canada.

(b) The survey shall address the level of interest of municipalities and regional planning commissions in prioritizing the creation of a bicycle corridor along some or all of U.S. Route 5, including the consideration of the costs of creation and benefits to the tourism industry in Vermont in general and to the municipalities along U.S. Route 5 in particular.

(c) The Agency shall provide a report on outcome of the survey to the House and Senate Committees on Transportation on or before January 15, 2024.

*\* \* \* Micromobility Safety Education Program; Report \* \* \**

*Sec. 40. MICROMOBILITY SAFETY EDUCATION PROGRAM; REPORT*

(a) The Agency, in consultation with stakeholders identified by the Agency, shall develop a comprehensive micromobility safety education program that



enhances and expands on current efforts to increase safety for individuals who use roads, sidewalks, corridors, and paths in Vermont, with an emphasis on bicycle safety.

(b) The Agency shall provide an oral report on micromobility safety program design, recommended modifications to current efforts to increase micromobility safety throughout the State, and any recommendations for statutory changes, including how, if at all, the State's driving under the influence statutes should be amended to address utilizing micromobility while under the influence, needed to support expanded micromobility safety in the State to the House and Senate Committees on Transportation on or before January 31, 2024.

(c) As used in this section, "micromobility" includes the following, as defined in 23 V.S.A. § 4:

(1) bicycles;

(2) electric bicycles;

(3) electric personal assistive mobility devices,

(4) motor-driven cycles, which includes scooters; and

(5) motor-assisted bicycles.

\* \* \* Sunset Extension \* \* \*

*Sec. 41. 2018 Acts and Resolves No. 158, Sec. 21 is amended to read:*

*Sec. 21. REPEAL OF TRANSPORTATION P3 AUTHORITY*

*19 V.S.A. §§ 2613 (Agency of Transportation's P3 authority) and 2614 (legislative approval of P3 proposals) chapter 26, subchapter 2 shall be repealed on July 1, 2023 2026.*

*\* \* \* Repeals \* \* \**

*Sec. 42. REPEALS*

*(a) 5 V.S.A. § 3616 (connection of passenger trains; Board may determine) is repealed.*

*(b) 19 V.S.A. § 314 (covered bridges restrictions; vote at town meeting) is repealed.*

*\* \* \* Effective Dates \* \* \**

*Sec. 43. EFFECTIVE DATES*

*(a) This section and Secs. 22 (eBike Incentive Program), 23 (authority to modify eBike Incentive Program eligibility requirements and legislative intent), 24–26 (reallocation of funding for incentive programs), and 41 (extension of sunset for Agency of Transportation's P3 authority) shall take effect on passage.*

*(b) All other sections shall take effect on July 1, 2023.*