

1 H.479

2 An act relating to the Transportation Program and miscellaneous changes to
3 laws related to transportation

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

5 * * * Transportation Program Adopted as Amended; Definitions;

6 Technical Corrections * * *

7 Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS;

8 TECHNICAL CORRECTIONS

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

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

14 (1) “Agency” means the Agency of Transportation.

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

20 (3) “Development and evaluation (D&E) project” means a project
21 approved by the General Assembly that is anticipated to have preliminary
22 engineering expenditures or right-of-way expenditures, or both, during the

1 budget year and that the Agency is committed to delivering to construction on
2 a timeline driven by priority and available funding.

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

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

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

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

20 (c) Technical corrections.

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

10 (2) In the Agency of Transportation’s Proposed Fiscal Year 2024
11 Transportation Program for Aviation, in the summary chart, the value
12 “\$11,335,874” is struck and the value “\$10,885,874” is inserted in lieu thereof
13 to correct a typographic error; the value “\$4,759,078” is struck and the value
14 “\$4,719,078” is inserted in lieu thereof to correct a typographic error; and the
15 value “\$17,764,405” struck and the value “\$17,274,405” is inserted in lieu
16 thereof to correct a typographic error.

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

20 (A) Rail Statewide – Railroad Bridges; and

21 (B) Rail Statewide STRBMATN – Various-Railroads.

1 * * * Summary of Transportation Investments * * *

2 Sec. 2. FISCAL YEAR 2024 TRANSPORTATION INVESTMENTS
3 INTENDED TO REDUCE TRANSPORTATION-RELATED
4 GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL
5 USE, AND SAVE VERMONT HOUSEHOLDS MONEY

6 This act includes the State’s fiscal year 2024 transportation investments
7 intended to reduce transportation-related greenhouse gas emissions, reduce
8 fossil fuel use, and save Vermont households money in furtherance of the
9 policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive
10 Energy Plan and the Vermont Climate Action Plan and to satisfy the Executive
11 and Legislative Branches’ commitments to the Paris Agreement climate goals.
12 In fiscal year 2024, these efforts will include the following:

13 (1) Park and Ride Program. This act provides for a fiscal year
14 expenditure of \$2,266,045.00, which will fund one construction project to
15 create a new park-and-ride facility; the design and construction of
16 improvements to one existing park-and-ride facility; the design of
17 improvements to one existing park-and-ride facility scheduled for construction
18 in future fiscal years; and paving projects for existing park-and-ride facilities.
19 This year’s Park and Ride Program will create 202 new State-owned spaces.

20 Specific additions and improvements include:

21 (A) Manchester—construction of 50 new spaces;

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

2 (C) Williston—construction of 142 new spaces.

3 (2) Bike and Pedestrian Facilities Program.

4 (A) This act provides for a fiscal year expenditure, including local
5 match, of \$13,039,521.00, which will fund 33 bike and pedestrian construction
6 projects; 18 bike and pedestrian design, right-of-way, or design and right-of
7 way projects for construction in future fiscal years; 15 scoping studies; and
8 three projects to improve signage. The construction projects include the
9 creation, improvement, or rehabilitation of walkways, sidewalks, shared-use
10 paths, bike paths, and cycling lanes. Projects are funded in Arlington,
11 Bennington, Berlin, Bethel, Brattleboro, Bristol, Burke, Burlington, Castleton,
12 Chester, Coventry, Dorset, Dover, Enosburg Falls, Fair Haven, Fairfax,
13 Franklin, Hartford, Hartland, Hinesburg, Jericho, Lyndonville, Middlebury,
14 Middlesex, Montpelier, Moretown, New Haven, Newfane, Newport City,
15 Northfield, Pawlet, Proctor, Richford, Royalton, Rutland City, Rutland Town,
16 Shaftsbury, Shelburne, South Burlington, South Hero, Springfield, St. Albans
17 City, St. Albans Town, Sunderland, Swanton, Tunbridge, Vergennes,
18 Wallingford, Waterbury, West Rutland, and Wilmington. This act also
19 provides funding for:

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

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

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

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

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

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

11 (3) Transportation Alternatives Program. This act provides for a fiscal
12 year expenditure of \$5,195,346.00, including local funds, which will fund 22
13 transportation alternatives construction projects; 19 transportation alternatives
14 design, right-of-way, or design and right-of-way projects; and seven studies,
15 including scoping, historic preservation, and connectivity. Of these 48
16 projects, 16 involve environmental mitigation related to clean water or
17 stormwater concerns, or both clean water and stormwater concerns, and 29
18 involve bicycle and pedestrian facilities. Projects are funded in Bennington,
19 Brandon, Bridgewater, Bristol, Burke, Burlington, Colchester, Derby,
20 Duxbury, Enosburg, Fair Haven, Fairfax, Franklin, Hartford, Hinesburg, Hyde
21 Park, Jericho, Johnson, Killington, Mendon, Milton, Montgomery, Moretown,

1 Newfane, Norwich, Proctor, Putney, Rockingham, Rutland City, South
2 Burlington, Stowe, Swanton, Tinmouth, Vergennes, Wardsboro, Warren, West
3 Rutland, Williston, Wilmington, and Winooski.

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

6 Included in the authorization are:

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

11 (B) Mobility and Transportation Innovations (MTI) Grant Program,
12 with an authorization of \$500,000.00. This authorization continues to support
13 projects that improve both mobility and access to services for transit-dependent
14 Vermonters, reduce the use of single-occupancy vehicles, and reduce
15 greenhouse gas emissions.

16 (5) Rail Program. This act provides for a fiscal year expenditure of
17 \$43,008,320.00, including local funds, for intercity passenger rail service and
18 rail infrastructure throughout the State, including the recent addition of New
19 York City–Burlington passenger rail service.

20 (6) Transformation of the State Vehicle Fleet. The Department of
21 Buildings and General Services, which manages the State Vehicle Fleet,

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

8 (7) Electric vehicle supply equipment (EVSE). This act provides for a
9 fiscal year expenditure of \$7,625,000.00 to increase the presence of EVSE in
10 Vermont in accordance with the State's federally approved National Electric
11 Vehicle Infrastructure (NEVI) Plan, which will lead to the installation of
12 Direct Current Fast Charging (DC/FC) along designated alternative fuel
13 corridors. This is in addition to monies that were previously appropriated, but
14 not yet expended, for EVSE at multiunit dwellings, workplaces, and public
15 venues and attractions.

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

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

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

| | <u>FY24</u> | <u>As Proposed</u> | <u>As Amended</u> | <u>Change</u> |
|---|-------------------------|--------------------|-------------------|---------------|
| 1 | | | | |
| 2 | Person. Svcs. | 42,637,277 | 42,637,277 | 0 |
| 3 | Operat. Exp. | 65,893,488 | 65,043,488 | -850,000 |
| 4 | Total | 108,530,765 | 107,680,765 | -850,000 |
| 5 | <u>Sources of funds</u> | | | |
| 6 | State | 107,784,950 | 106,934,950 | -850,000 |
| 7 | Federal | 645,815 | 645,815 | 0 |
| 8 | Inter Unit | 100,000 | 100,000 | 0 |
| 9 | Total | 108,530,765 | 107,680,765 | -850,000 |

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

14 (1) If there are unexpended State fiscal year 2023 appropriations of
15 Transportation Fund monies then, at the close of State fiscal year 2023, an
16 amount up to \$850,000.00 of any unencumbered Transportation Fund monies
17 appropriated in 2022 Acts and Resolves No. 185, Secs. B.900–B.922, as
18 amended by 2023 Acts and Resolves No. 3, Secs. 43–44a, that would
19 otherwise be authorized to carry forward is reappropriated for the Agency of
20 Transportation’s Proposed Fiscal Year 2024 Transportation Program for
21 Maintenance 30 days after the Agency sends written notification of the request

1 for the unencumbered Transportation Fund monies to be reappropriated to the
2 Joint Transportation Oversight Committee, provided that the Joint
3 Transportation Oversight Committee does not send written objection to the
4 Agency.

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

10 (3) If any unencumbered Transportation Fund monies are reappropriated
11 pursuant to subdivision (1) of this subsection or made available pursuant to
12 subdivision (2) of this subsection, then, within the Agency of Transportation's
13 Proposed Fiscal Year 2024 Transportation Program for Maintenance,
14 authorized spending is further amended to increase operating expenses by not
15 more than \$850,000.00 in Transportation Fund monies.

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

1 * * * One-Time Appropriations * * *

2 Sec. 5. ONE-TIME APPROPRIATIONS

3 (a) Within the Agency of Transportation’s Proposed Fiscal Year 2024

4 Transportation Program for One-Time Appropriations, authorized spending is
5 amended as follows:

| 6 | <u>FY24</u> | <u>As Proposed</u> | <u>As Amended</u> | <u>Change</u> |
|----|-------------------------|--------------------|-------------------|---------------|
| 7 | Operating | 3,500,000 | 3,500,000 | 0 |
| 8 | Grants | 3,000,000 | 1,000,000 | -2,000,000 |
| 9 | Total | 6,500,000 | 4,500,000 | -2,000,000 |
| 10 | <u>Sources of funds</u> | | | |
| 11 | General | 3,000,000 | 0 | -3,000,000 |
| 12 | Capital | 3,500,000 | 0 | -3,500,000 |
| 13 | Other | 0 | 4,500,000 | 4,500,000 |
| 14 | Total | 6,500,000 | 4,500,000 | -2,000,000 |

15 (b) Within the Agency of Transportation’s Proposed Fiscal Year 2024

16 Transportation Program for One-Time Appropriations, “St. Albans District
17 Maintenance Facility - \$3.5M Capital Fund Operating” is struck and “St.
18 Albans District Maintenance Facility - \$3.5M Cash Fund for Capital and
19 Essential Investments funds (21952, Other Infrastructure, Essential
20 Investments, and Reserves subaccount)” is inserted in lieu thereof.

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

7 * * * St. Albans District Maintenance Facility * * *

8 Sec. 6. ST. ALBANS DISTRICT MAINTENANCE FACILITY

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

12 * * * Rail Trail Community Connectivity Grants * * *

13 Sec. 7. RAIL TRAIL COMMUNITY CONNECTIVITY GRANTS

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

17 (b) Purpose. The purpose of the Rail Trail Community Connectivity
18 Grants is to continue the build-out and enhancement of Lamoille Valley Rail
19 Trail (LVRT) amenities and improve visitor experience, which shall be
20 consistent with the priorities outlined in the recently completed LVRT
21 Management Plan.

1 according to the terms of a purchase and sale agreement or through a long-term
2 lease.

3 (c) Any such conveyance shall:

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

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

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

15 (4) ensure that the Airport continues to be identified as a public-use
16 airport within the National Plan of Integrated Airport Systems until at least
17 2050, subject to federal determination;

18 (5) include, if the Airport is conveyed through a purchase and sale
19 agreement, a six-month right of first refusal, running from the date that the
20 owner of the Airport provides notice to the State of an intent to sell the Airport,

1 for the State to repurchase the Airport at fair market value before the Airport is
2 resold or transferred to a new owner; and

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

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

7 (1) there is a fair market value offer, as required under 19 V.S.A.
8 § 10k(b) or 26a(a), that meets the requirements of subsection (c) of this
9 section; and

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

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

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

15 CALEDONIA COUNTY STATE AIRPORT

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

17 * * * Project Cancellations; Project Addition * * *

18 Sec. 10. PROJECT CANCELLATIONS; PROJECT ADDITION

19 (a) Town of Bennington.

20 (1) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation
21 of projects), the General Assembly approves cancellation of the following

1 project within the Roadway Program: Bennington Bypass South NH F 019-
2 1(4) – Southern Segment of the Bennington Bypass.

3 (2) The Agency shall engage with the Town of Bennington to
4 understand the planned municipal transportation projects or potential
5 municipal transportation projects, or both, within the right-of-way purchased
6 for the Bennington Bypass South NH F 019-1(4) – Southern Segment of the
7 Bennington Bypass project.

8 (b) Town of Sheldon.

9 (1) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation
10 of projects), the General Assembly approves cancellation of the following
11 project within the Town Highway Bridge Program: Sheldon BO 1448(47) –
12 Scoping for Bridge #20 on TH #22.

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

17 * * * Transportation Alternatives Grant Program * * *

18 Sec. 11. TRANSPORTATION ALTERNATIVES GRANT PROGRAM

19 AWARDS IN STATE FISCAL YEARS 2024 TO 2027

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 (c);

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

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

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

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

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

7 (g) [Repealed.]

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

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

14 Notwithstanding 19 V.S.A. § 13(c)(2)(B), the amount appropriated from the
15 Central Garage Fund exclusively for the purposes specified in 19 V.S.A.

16 § 13(b) in State fiscal years 2024–2026 shall be:

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

18 (2) the amount of the equipment depreciation expense from the prior

19 fiscal year or, for equipment that is fully depreciated and still actively in

20 service, an amount equal to the depreciation on that piece of equipment from

21 the prior year; and

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

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

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

9 (e) Plan for tiered-fare service.

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

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

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

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

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

9 Sec. 15. RECOMMENDATIONS ON FUNDING SOURCE FOR

10 NONFEDERAL MATCH; PUBLIC TRANSIT; REPORT

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

17 Sec. 16. STATEWIDE PUBLIC TRANSIT SYSTEM;

18 RECOMMENDATIONS; REPORT

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

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

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

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

13 Sec. 17. SEPARATING THE MOBILITY AND TRANSPORTATION

14 INNOVATIONS (MTI) GRANT PROGRAM FROM GO!

15 VERMONT

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

| 19 | <u>FY24</u> | <u>As Proposed</u> | <u>As Amended</u> | <u>Change</u> |
|----|-------------|--------------------|-------------------|---------------|
| 20 | Other | 905,000 | 405,000 | -500,000 |
| 21 | Total | 905,000 | 405,000 | -500,000 |

| | | | | |
|---|-------------------------|---------|---------|----------|
| 1 | <u>Sources of funds</u> | | | |
| 2 | State | 30,000 | 30,000 | 0 |
| 3 | Federal | 875,000 | 375,000 | -500,000 |
| 4 | Total | 905,000 | 405,000 | -500,000 |

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

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

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

| 11 | <u>FY24</u> | <u>As Proposed</u> | <u>As Amended</u> | <u>Change</u> |
|----|-------------------------|--------------------|-------------------|---------------|
| 12 | Other | 0 | 500,000 | 500,000 |
| 13 | Total | 0 | 500,000 | 500,000 |
| 14 | <u>Sources of funds</u> | | | |
| 15 | Federal | 0 | 500,000 | 500,000 |
| 16 | Total | 0 | 500,000 | 500,000 |

17 * * * Vehicle Incentive Programs * * *

18 * * * Repeal of Existing Vehicle Incentive Programs * * *

19 Sec. 18. REPEALS

20 (a) 2019 Acts and Resolves No. 59, Sec. 34, as amended by 2020 Acts and
21 Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, 2021

1 Acts and Resolves No. 3, Sec. 56, 2021 Acts and Resolves No. 55, Secs. 18,
2 19, and 21–24, and 2022 Acts and Resolves No. 184, Sec. 6, is repealed.

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

5 * * * Codification of Vehicle Incentive Programs * * *

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

7 CHAPTER 29. VEHICLE INCENTIVE PROGRAMS

8 § 2901. DEFINITIONS

9 As used in this chapter:

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

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

14 (3) “Electric cargo bicycle” means a motor-assisted bicycle, as defined
15 in 23 V.S.A. § 4(45)(B)(i), with an electric motor, as defined under 23 V.S.A.
16 § 4(45)(B)(i)(II), that is specifically designed and constructed for transporting
17 loads, including at least one or more of the following: goods; one or more
18 individuals in addition to the operator; or one or more animals. A motor-
19 assisted bicycle that is not specifically designed and constructed for
20 transporting loads, including a motor-assisted bicycle that is only capable of

1 transporting loads because an accessory rear or front bicycle rack has been
2 installed, is not an electric cargo bicycle.

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

6 § 2902. INCENTIVE PROGRAM FOR NEW PLUG-IN ELECTRIC

7 VEHICLES

8 (a) Creation; administration.

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

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

15 (b) Program structure. The Incentive Program for New PEVs shall
16 structure PEV purchase and lease incentive payments by income to help all
17 Vermonters benefit from electric driving, including Vermont’s most
18 vulnerable. Specifically, the Incentive Program for New PEVs:

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

1 20 miles or greater per complete charge as rated by the Environmental
2 Protection Agency when the vehicle was new;

3 (2) shall provide not more than one incentive of not more than
4 \$3,000.00 for a PEV, per individual per year, to:

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

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

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

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

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

1 the laws of the United States greater than \$60,000.00 and at or below
2 \$100,000.00;

3 (3) shall provide not more than one incentive of not more than
4 \$6,000.00 for a PEV, per individual per year, to:

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

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

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

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

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

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

3 (5) shall apply to:

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

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

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

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

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

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

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

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

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

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

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

18 § 2903. MILEAGESMART

19 (a) Creation; administration.

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

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

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

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

16 (2) provide not more than one point-of-sale voucher worth up to
17 \$5,000.00 to an individual who is a member of a household with an adjusted
18 gross income that is at or below 80 percent of the State median income.

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

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

8 § 2904. REPLACE YOUR RIDE PROGRAM

9 (a) Creation; administration.

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

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

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

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

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

11 (1) Income eligibility.

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

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

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

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

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

8 (v) an individual who is part of a married couple with at least one
9 spouse domiciled in the State and at least one spouse whose federal income tax
10 filing status is married filing separately with an adjusted gross income under
11 the laws of the United States greater than \$60,000.00 and at or below
12 \$100,000.00.

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

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

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

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

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

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

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

15 (2) Vehicle removal.

16 (A) In order for an individual to qualify for an incentive under the
17 Replace Your Ride Program, the individual must remove an older low-
18 efficiency vehicle from operation and switch to a mode of transportation that
19 produces fewer greenhouse gas emissions. The entity that administers the
20 Replace Your Ride Program, in conjunction with the Agency of
21 Transportation, shall establish Program guidelines that specifically provide for

1 how someone can show that the vehicle removal eligibility requirement has
2 been, or will be, met.

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

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

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

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

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

10 (IV) is at least 10 model years old;

11 (V) has an internal combustion engine; and

12 (VI) passed the annual inspection required under 23 V.S.A.
13 § 1222 within the prior year.

14 (ii) Removing the older low-efficiency vehicle from operation
15 must be done by disabling the vehicle’s engine from further use and fully
16 dismantling the vehicle for either donation to a nonprofit organization to be
17 used for parts or destruction.

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

20 (I) purchasing or leasing a new or used PEV;

1 (II) purchasing a new or used bicycle, electric bicycle, electric
2 cargo bicycle, adaptive electric cycle, or motorcycle that is fully electric, and
3 the necessary safety equipment; and

4 (III) utilizing shared-mobility services.

5 (e) Administrative costs. Up to 15 percent of any appropriations for the
6 Replace Your Ride Program may be used for any costs associated with
7 administering and promoting the Replace Your Ride Program.

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

15 § 2905. ANNUAL REPORTING

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

1 (b) The report shall also include:

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

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

11 (c) Notwithstanding 2 V.S.A. § 20(d), the annual report required under this
12 section shall continue to be required if an incentive is provided through one of
13 the programs unless the General Assembly takes specific action to repeal the
14 report requirement.

15 * * * Vehicle Incentive Program; Fiscal Year 2023 Authorizations * * *

16 Sec. 20. 2022 Acts and Resolves No. 184, Sec. 5 is amended to read:

17 Sec. 5. VEHICLE INCENTIVE PROGRAMS

18 (a) Incentive Program for New PEVs. The Agency is authorized to spend
19 up to \$12,000,000.00 as appropriated in the fiscal year 2023 budget on the
20 Incentive Program for New PEVs established in 2019 Acts and Resolves No.
21 59, Sec. 34, as amended, and subsequently codified in 19 V.S.A. chapter 29.

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

5 (c) Replace Your Ride Program. The Agency is authorized to spend up to
6 \$3,000,000.00 as appropriated in the fiscal year 2023 budget on the Replace
7 Your Ride Program established in 2021 Acts and Resolves No. 55, Sec. 27, as
8 amended, and subsequently codified in 19 V.S.A. chapter 29.

9 * * *

10 * * * Electrify Your Fleet Program and eBike Incentive Program * * *

11 * * * Creation of Electrify Your Fleet Program and Authorization * * *

12 Sec. 21. ELECTRIFY YOUR FLEET PROGRAM; AUTHORIZATION

13 (a) Creation; administration.

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

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

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

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

3 (d) Program structure. The Electrify Your Fleet Program shall reduce the
4 greenhouse gas emissions of persons operating a motor vehicle fleet in
5 Vermont by structuring purchase and lease incentive payments on a first-come,
6 first-served basis to replace vehicles other than a plug-in electric vehicle (PEV)
7 cycled out of a motor vehicle fleet or avoid the purchase of vehicles other than
8 a PEV for a motor vehicle fleet. Specifically, the Electrify Your Fleet Program
9 shall:

10 (1) provide incentives to Vermont municipalities and business entities
11 registered in Vermont that maintain a fleet of motor vehicles that are registered
12 in Vermont with no single applicant being eligible for more than 20 incentives
13 over the existence of the Program;

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

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

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

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

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

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

20 (C) electric bicycles and electric cargo bicycles with a base MSRP of

21 \$6,000.00 or less;

- 1 (D) adaptive electric cycles with any base MSRP;
- 2 (E) electric motorcycles with a base MSRP of \$30,000.00 or less; and
- 3 (F) electric snowmobiles with a base MSRP of \$20,000.00 or less;
- 4 (3) require a showing that the incentive will be used to electrify the
- 5 applicant's motor vehicle fleet; and
- 6 (4) require a showing of any other requirements implemented by the
- 7 Agency of Transportation that are designed to maximize the impact of State-
- 8 funded Electrify Your Fleet Program incentives by ensuring that, as applicable,
- 9 other incentives, subsidies, and credits are fully taken advantage of.
- 10 (e) Increased incentives for nonprofit mobility services organizations.
- 11 Nonprofit mobility services organizations incorporated in the State of Vermont
- 12 for the purpose of providing Vermonters with transportation alternatives to
- 13 personal vehicle ownership shall be entitled to:
- 14 (1) up to 15 \$2,500.00 incentives available under subsection (d) of this
- 15 section on a first-come, first-served basis amongst all applicants for incentives
- 16 under the Electrify Your Fleet Program over the existence of the Program,
- 17 provided that the requirements of subsection (d) of this section are met; and
- 18 (2) notwithstanding subdivisions (d)(1) and (2) of this section, up to five
- 19 increased incentives at the incentive amount available to individuals who
- 20 purchase or lease a BEV and who qualify for an incentive under 19 V.S.A.
- 21 § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs),

1 as added by Sec. 19 of this act, for BEVs with a base MSRP of \$55,000.00 or
2 less, provided that the requirements of subdivisions (d)(3) and (4) of this
3 section are met.

4 (f) Administrative costs. Up to 15 percent of any appropriations for the
5 Electrify Your Fleet Program may be used for any costs associated with
6 administering and promoting the Electrify Your Fleet Program.

7 (g) 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 the
10 Electrify Your Fleet Program so that persons who are eligible for an incentive
11 can easily learn how to secure an incentive and such costs shall be considered
12 administrative costs for purposes of subsection (f) of this section.

13 (h) Reporting. The reporting requirements of 19 V.S.A. § 2905, as added
14 by Sec. 19 of this act, shall, notwithstanding 2 V.S.A. § 20(d), apply to the
15 Electrify Your Fleet Program if an incentive is provided through the Electrify
16 Your Fleet Program unless the General Assembly takes specific action to
17 repeal the report requirement.

1 * * * eBike Incentive Program; Authorization * * *

2 Sec. 22. MODIFICATIONS TO EBIKE INCENTIVE PROGRAM;

3 REPORT

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

6 (b) Authorization and modifications. The Agency is authorized to spend up
7 to \$50,000.00 in one-time General Fund monies on the continuation of the
8 eBike Incentive Program established pursuant to 2021 Acts and Resolves No.
9 55, Sec. 28, as amended by 2022 Acts and Resolves No. 184, Sec. 23, with the
10 following modifications:

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

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

14 (A) meeting income eligibility requirements under 19 V.S.A.
15 § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs),
16 as added by Sec. 19 of this act; and

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

1 (3) only electric bicycles with a base Manufacturer’s Suggested Retail
2 Price (MSRP) of \$4,000.00 or less shall be eligible for an incentive;

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

5 (5) an adaptive electric cycle with any base MSRP shall be eligible for
6 an incentive; and

7 (6) only electric bicycles, electric cargo bicycles, and adaptive electric
8 cycles that meet one or more of the following standards shall be eligible for an
9 incentive:

10 (A) American National Standard (ANSI)/Controller Area Network
11 (CAN)/Underwriters Laboratories (UL) 2849 – Standard for Electrical Systems
12 for eBikes, as amended, and any standards incorporated by reference in
13 ANSI/CAN/UL 2849;

14 (B) Europäische Norm (EN) 15194 – Electrically Power Assisted
15 Cycles (EPAC Bicycles), as amended; or

16 (C) another applicable standard designed to reduce the serious risk of
17 dangerous fires, as determined by the Agency of Transportation, if neither of
18 the standards in subdivisions (A) and (B) of this subdivision (6) are applicable.

19 (c) Administrative costs. Up to 15 percent of the authorization in
20 subsection (b) of this section may be used for any costs associated with
21 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. 19 of this act, including:

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

7 (2) a breakdown of where vouchers were redeemed;

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

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

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

14 Sec. 23. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY
15 INCOME ELIGIBILITY REQUIREMENTS FOR EBIKE

16 INCENTIVE PROGRAM ON PASSAGE; LEGISLATIVE INTENT

17 (a) Notwithstanding 2022 Acts and Resolves No. 55, Sec. 28(a)(3), the
18 Agency of Transportation may choose to only provide incentives under an
19 eBike Incentive Program to individuals who self-certify as to meeting income
20 eligibility requirements under 19 V.S.A. § 2902(b)(3) (the lower-income tier
21 for the Incentive Program for New PEVs), as added by Sec. 19 of this act.

1 (b) It is the intent of the General Assembly that:

2 (1) the \$100,000.00 made available for the eBike Incentive Program
3 under 2023 Acts and Resolves No. 3, Secs. 83 and 85, less administrative costs
4 allowed under 2022 Acts and Resolves No. 184, Sec. 5(f), be expeditiously
5 distributed under the first eBike Incentive Program established pursuant to
6 2022 Acts and Resolves No. 55, Sec. 28(a)(3) while the Agency works with its
7 contractor to establish the modified eBike Incentive Program in accordance
8 with Sec. 22 of this act; and

9 (2) the balance of the \$100,000.00 made available for the eBike
10 Incentive Program under 2023 Acts and Resolves No. 3, Secs. 83 and 85, less
11 administrative costs allowed under 2022 Acts and Resolves No. 184, Sec. 5(f),
12 that is not yet expended as of the implementation of the modified eBike
13 Incentive Program in accordance with Sec. 22 of this act and the \$50,000.00
14 made available for the eBike Incentive Program under Sec. 22(b) of this act,
15 less administrative costs allowed under Sec. 22(c) of this act, shall be
16 distributed under the modified eBike Incentive Program, which shall launch
17 not later than July 1, 2023.

1 * * * Mileage-Based User Fee (MBUF) * * *

2 Sec. 27. MILEAGE-BASED USER FEE LEGISLATIVE INTENT

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

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

8 (2) to start subjecting plug-in hybrid electric vehicles (PHEVs) that are a
9 pleasure car to an increased annual or a biennial registration fee starting on
10 July 1, 2025, and that PHEVs shall not be subject to a mileage-based user fee;

11 (3) to work towards collecting a fee on kWhs that are dispensed through
12 certain electric vehicle supply equipment available to the public so as to
13 supplant lost gas tax revenue from PEVs; and

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

16 Sec. 28. MILEAGE-BASED USER FEE AUTHORIZATION

17 (a) Within the Agency of Transportation's Proposed Fiscal Year 2024
18 Transportation Program for Environmental Policy and Sustainability, the
19 Agency of Transportation, including the Department of Motor Vehicles, is
20 authorized to apply for and accept a competitive federal Strategic Innovation
21 for Revenue Collection grant established pursuant to the Infrastructure

1 Investment and Jobs Act, Pub. L. No. 117-58 (IIJA), Sec. 13001, with up to
2 \$350,000.00 in Transportation Fund monies authorized for the nonfederal
3 match in fiscal year 2024 and a to-be-determined amount for the nonfederal
4 match in subsequent fiscal years.

5 (b) As permitted under federal regulations and grant terms, the Agency
6 shall utilize grant monies to design a mileage-based user fee that is consistent
7 with Secs. 27 and 29 of this act.

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

11 Sec. 29. MILEAGE-BASED USER FEE DESIGN

12 (a) Definitions. As used in Secs. 27–30 of this act:

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

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

19 (3) “Mileage-based user fee” means the total amount that an owner or
20 lessee of a BEV registered in Vermont owes the State and is calculated by
21 multiplying the mileage-based user fee rate by the annual vehicle miles

1 traveled or, in the case of a terminating event, by multiplying the mileage-
2 based user fee rate by the vehicle miles traveled between the last Vermont
3 annual inspection and the terminating event.

4 (4) “Mileage-based user fee rate” means the per-mile usage fee charged
5 to the owner or lessee of a BEV registered in Vermont.

6 (5) “Mileage reporting period” means the time between annual
7 inspections or the time between an annual inspection and a terminating event.

8 (6) “Pleasure car” has the same meaning as in 23 V.S.A. § 4(28).

9 (7) “Plug-in electric vehicle (PEV)” has the same meaning as in
10 23 V.S.A. § 4(85) and includes battery electric vehicles (BEVs) and plug-in
11 hybrid electric vehicles (PHEVs), which have the same meaning as in
12 23 V.S.A. § 4(85)(A) and (B).

13 (8) “Terminating event” means either the registering of a BEV that had
14 been registered in Vermont in a different state or a change in ownership or
15 lesseeship of the BEV, or both.

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

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

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

6 Sec. 30. REPORTS

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

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

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

19 (A) an explanation for how the recommended mileage-based user fee
20 rate was calculated;

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

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

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

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

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

18 (C) an estimate of the average amount in motor fuel revenue that was
19 collected for a pleasure car that is not a PEV with low, medium, and high
20 annual vehicle miles traveled in the prior fiscal year;

1 (D) an estimate of the average amount in motor fuel revenue and
2 increased registration fee that was collected for a pleasure car that is a PHEV
3 with low, medium, and high annual vehicle miles traveled in the prior fiscal
4 year;

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

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

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

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

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

17 (B) payment periods and other payment methods and procedures for
18 the payment of the mileage-based user fee, which shall include the option to
19 prepay the anticipated mileage-based user fee in installments on a monthly,
20 quarterly, or annual basis;

1 (C) standards for mileage reporting mechanisms for an owner or
2 lessee of a BEV to report vehicle miles traveled throughout the year;

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

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

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

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

16 * * * Transportation Programs; Federal Carbon Reduction Program;
17 PROTECT Formula Program; Prioritization; Equity * * *

18 Sec. 31. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT
19 THE FEDERAL CARBON REDUCTION PROGRAM AND
20 PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY

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

3 (1) develop a methodology to:

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

6 (B) measure the gap between the emissions reductions calculated
7 under subdivision (A) of this subdivision (a)(1) and the emissions reductions
8 required under the Global Warming Solutions Act, as codified in 10 V.S.A.
9 § 578; and

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

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

19 (3) identify and evaluate the effectiveness of other policies and
20 programs to reduce transportation sector greenhouse gas emissions as required
21 by the Global Warming Solutions Act, as codified in 10 V.S.A. § 578, and as

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

2 include:

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

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

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

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

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

20 (C) hosting not less than two public meetings, with at least one to
21 gather input on proposed policies and programs to reduce transportation sector

1 greenhouse gas emissions and at least one to address the evaluation of the
2 anticipated outcomes of the draft of the State's Carbon Reduction Strategy;
3 and

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

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

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

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

1 ~~defined in section 2401 of this title, principles, which are principles of safety~~
2 ~~and accommodation of all transportation system users, regardless of age,~~
3 ~~ability, or modal preference; and~~

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

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

12 (1) ~~to~~ ensure that the transportation system as a whole is integrated;~~;~~ that
13 access to the transportation system as a whole is integrated;~~;~~ and that statewide,
14 local, and regional conservation and efficiency opportunities and practices are
15 integrated; and

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

19 (c) In developing the State's annual Transportation Program, the Agency
20 shall, consistent with the planning goals listed in 24 V.S.A. § 4302 ~~as amended~~

1 by ~~1988 Acts and Resolves No. 200~~ and with appropriate consideration to
2 local, regional, and State agency plans:

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

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

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

19 (ii) ~~The cost of incorporating complete streets principles is~~
20 ~~disproportionate to the need or probable use as determined by factors including~~
21 ~~land use, current and projected user volumes, population density, crash data,~~

1 ~~historic and natural resource constraints, and maintenance requirements. The~~
2 ~~Agency shall consult local and regional plans, as appropriate, in assessing~~
3 ~~these and any other relevant factors.~~

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

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

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

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

12 * * *

13 Sec. 34. REPEAL

14 19 V.S.A. § 309d (policy for municipally managed transportation projects)
15 is repealed.

16 Sec. 35. 19 V.S.A. chapter 24 is added to read:

17 CHAPTER 24. COMPLETE STREETS

18 § 2401. DEFINITION

19 As used in this chapter, "complete streets" means streets that provide safe
20 and accessible options for multiple travel modes for individuals of all ages and
21 abilities, including walking, cycling, public transportation, and motor vehicles.

1 § 2402. STATE POLICY

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

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

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

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

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

1 § 2403. PROJECTS NOT INCORPORATING COMPLETE STREETS

2 PRINCIPLES

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

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

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

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

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

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

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

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

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

4 (d) Posting and availability of determinations. The written determinations
5 required by subsections (a) and (b) of this section shall be posted to a web page
6 on the Agency of Transportation's website dedicated to complete streets, in the
7 case of a State-managed project, and made available for public inspection at
8 the office of the municipal clerk, in the case of a municipally managed project.

9 § 2404. ANNUAL REPORT; PUBLIC DATA SOURCE

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

15 (b) Public data source.

16 (1) The Agency of Transportation shall maintain a web-accessible and
17 web-searchable data source dedicated to complete streets on the Agency's
18 website that shall contain information on all State-managed transportation
19 projects that have been bid since January 1, 2023, including a description of
20 the project, the location of the project, which complete streets principles were
21 incorporated in the project, as applicable, and an explanation as to which

1 circumstance or circumstances contained in subsection 2403(a) of this chapter
2 existed in the case of projects not incorporating complete streets principles.

3 (2) The web-accessible and web-searchable data source required under
4 this subsection shall be updated on at least an annual basis.

5 Sec. 36. IMPLEMENTATION; PUBLIC DATA SOURCE

6 The Agency shall create and make accessible to the general public the web-
7 accessible and web-searchable data source required under 19 V.S.A. § 2404(b),
8 as added by Sec. 35 of this act, on or before January 1, 2024.

9 Sec. 37. MUNICIPAL TRAINING ON COMPLETE STREETS

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

13 Sec. 38. REPLACEMENT OF THE CURRENT VERMONT STATE

14 STANDARDS

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

19 (b) The Agency shall provide an oral update on the process to replace the
20 current Vermont State Standards and related documents, standards, guidance,

1 and procedures to the House and Senate Committees on Transportation on or
2 before February 15, 2024.

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

4 Sec. 39. SUPPORT FOR A ROUTE 5 BICYCLE CORRIDOR; SURVEY
5 REPORT

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

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

18 (c) The Agency shall provide a report on outcome of the survey to the
19 House and Senate Committees on Transportation on or before January 15,
20 2024.

1 * * * Micromobility Safety Education Program; Report * * *

2 Sec. 40. MICROMOBILITY SAFETY EDUCATION PROGRAM; REPORT

3 (a) The Agency, in consultation with stakeholders identified by the
4 Agency, shall develop a comprehensive micromobility safety education
5 program that enhances and expands on current efforts to increase safety for
6 individuals who use roads, sidewalks, corridors, and paths in Vermont, with an
7 emphasis on bicycle safety.

8 (b) The Agency shall provide an oral report on micromobility safety
9 program design, recommended modifications to current efforts to increase
10 micromobility safety throughout the State, and any recommendations for
11 statutory changes, including how, if at all, the State’s driving under the
12 influence statutes should be amended to address utilizing micromobility while
13 under the influence, needed to support expanded micromobility safety in the
14 State to the House and Senate Committees on Transportation on or before
15 January 31, 2024.

16 (c) As used in this section, “micromobility” includes the following, as
17 defined in 23 V.S.A. § 4:

18 (1) bicycles;

19 (2) electric bicycles;

20 (3) electric personal assistive mobility devices,

21 (4) motor-driven cycles, which includes scooters; and

