

Bill	Title	VERY Brief Summary	Sponsor
<a href="#">H.526</a>	An act relating to the redesign of Bridge 9 in Barre City	<p>Would:</p> <ul style="list-style-type: none"> <li>- add the redesign of Bridge 9, the bridge over Stevens Branch at Berlin Street in Barre City, to the Agency of Transportation’s Town Highway Bridges Program with a project completion date on or before June 30, 2028, with minimum design standards; and</li> <li>- as an alternative if the bridge cannot be sufficiently redesigned, add the removal of the bridge to the Agency of Transportation’s Town Highway Bridges Program with a project completion date on or before June 30, 2028.</li> </ul> <p>NOTE: There are legislative findings.</p>	Rep. Peter Anthony+ <sup>1</sup>
<a href="#">H.542</a>	An act relating to speed limits in State-designated centers	<p>Would allow all State-designated centers under 24 V.S.A. chapter 76A, not just downtown development districts, to have posted speed limits of less than 25 miles per hour.</p> <p>NOTE: Page 2, line 6 to page 3, line 5 is just cleanup, no substantive changes.</p>	Rep. Kate Nugent+

<sup>1</sup> + Designates that there are additional sponsors.

<p><a href="#">H.547</a></p>	<p>An act relating to the repeal of the automated license plate recognition (ALPR) system statutes and the enactment of laws allowing for the use of automated law enforcement (SF)<sup>2</sup></p>	<p>Would allow the current regulations on the use of automated license plate recognition (ALPR) system statutes to sunset on July 1, 2024, and enact new laws allowing for ALPR systems and automated traffic law enforcement (ATLE) systems to be used for legitimate law enforcement purposes.</p> <p>NOTE: Another ATLE bill introduced in the House (<a href="#">H.562</a>) and in the Senate (<a href="#">S.184</a>)</p>	<p>Rep. James Harrison</p>
<p><a href="#">H.562</a></p>	<p>An act relating to the temporary use of automated traffic law enforcement (ATLE)</p>	<p>Would:</p> <ul style="list-style-type: none"> <li>- allow for the use of automated traffic law enforcement (ATLE) on a temporary basis, from July 1, 2025, until July 1, 2027, in work zones and at two other locations in the State provided certain requirements are met (calibration, signage, outreach, traffic engineering analysis, only rear plate photos are taken, daily logging, notice to registered owner, etc.);</li> <li>- have tickets be monetary only (no points), with the first violation in a year being \$0.00 and issued to the registered owner of the motor vehicle that was going 11+ mph over the speed limit;</li> </ul>	<p>Rep. Sara Coffey+</p>

<sup>2</sup> (SF) Designates that the bill is a short-form bill.

		<ul style="list-style-type: none"> <li>- limit uses of data/recorded images and only be preserved for a year (violation lookback window);</li> <li>- require annual reporting; and</li> <li>- prohibit the use of both automated license plate recognition (ALPR) and ATLE systems starting on July 1, 2027.</li> </ul> <p>NOTE: Another ATLE bill introduced in the House (<a href="#">H.547</a>) and in the Senate (<a href="#">S.184</a>)</p>	
<p><a href="#">H.623</a></p>	<p>An act relating to access to public transit in rural Vermont (SF)</p>	<p>Would:</p> <ul style="list-style-type: none"> <li>- require the implementation of a public transit service model based on the benefit and risk assessments required under <a href="#">2023 Acts and Resolves No. 62, Sec. 16</a> that provides sufficient and appropriate public transit service to rural Vermonters, is sustainable by rural public transit providers, and fully utilizes Medicaid reimbursements, as applicable, and other available federal funding; and</li> <li>- require consideration and, if practicable, establishment and funding of the Mobility for All Pilot Program through Rural Community Transportation, Inc.</li> </ul>	<p>Rep. Melanie Carpenter+</p>

<a href="#">H.685</a>	An act relating to pedestrians and pedestrian safety and bicycle and pedestrian facilities	Would: <ul style="list-style-type: none"><li>- amend the definition of “pedestrian” to include someone in a wheelchair or other personal mobility device;</li><li>- require, not recommend, a passing clearance of at least four feet when a motor vehicle is passing a vulnerable user;</li><li>- eliminate the requirement that a pedestrian use the sidewalk when one is present;</li><li>- modify what traffic signals bicyclists would need to follow in certain circumstances (stop sign treated as a yield and allowed to follow pedestrian-control devices and signals when crossing an intersection);</li><li>- allow for selectboards to install crossing flags at crosswalks on town highways if certain requirements are met; and</li><li>- require the Agency of Transportation, in consultation with the Vermont State Historic Preservation Officer and the Advisory Council on Historic Preservation, to seek to amend the <a href="#">Programmatic Agreement Among the Federal Highway Administration, the Vermont State Historic Preservation Officer, the Advisory Council on Historic</a></li></ul>	Rep. Kate Lalley+
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		<p><a href="#">Preservation, and the Vermont Agency of Transportation Regarding the Federal-Aid Highway Program in Vermont</a> to categorize the creation of new bicycle and pedestrian facilities as either exempt or screened activities.</p> <p>NOTE: Sec. 1 is identical to Sec. 1 of <a href="#">H.752</a> and Sec. 2 is very similar to Sec. 2 of H.752.</p>	
<p><a href="#">H.693</a></p>	<p>An act relating to 2024 transportation initiatives to improve infrastructure, increase resiliency, and reduce carbon emissions</p>	<p>Would:</p> <ul style="list-style-type: none"> <li>- increase the annual appropriations to the Agency of Transportation for the Better Roads Program and the Municipal Highway and Stormwater Mitigation Program within the Municipal Mitigation Assistance Program in fiscal year 2025;</li> <li>- appropriate \$250,000.00 to the Agency of Transportation for a continuation of the eBike Incentive Program in fiscal year 2025;</li> <li>- require that the annual report on the State’s vehicle incentive programs include information on the State’s outreach and marketing efforts and recommendations for improvement of how the State markets and conducts outreach related to the State’s vehicle incentive programs;</li> </ul>	<p>Rep. Sara Coffey+</p>

		<ul style="list-style-type: none"><li>- codify the existing State goals for electric vehicle supply equipment (EVSE) along the State highway network and requirement that the Agency of Transportation annually report on the State’s efforts to meet those goals and also require that the Agency report on efforts to increase EVSE in the State and the operational status of EVSE available to the public, which shall be informed, in part, by reports collected through a new EVSE complaint form;</li><li>- require the Agency of Transportation to prepare a written plan for how to fund and maintain the EVSE necessary for Vermont to meet the plug-in electric vehicle (PEV) goals in the Comprehensive Energy Plan and the Vermont Climate Action Plan;</li><li>- appropriate \$3,000,000.00 to the Agency of Commerce and Community Development for a continuation of the EVSE Grant Program in fiscal year 2025;</li><li>- require the Public Utility Commission to make written recommendations on what level of regulation, if any, should be placed on EVSE available to the public that is not owned and operated by an electric distribution utility;</li></ul>	
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		<ul style="list-style-type: none"><li>- establish right-to-charge laws to permit property owners and tenants to install EVSE;</li><li>- allow residential customers to upgrade their electric service to enable participation in substantial domestic electrification, including managed level 2 charging capability for PEVs, without incurring additional customer-specific charges from their electric utility;</li><li>- require the Agency of Transportation to prepare a written plan to determine what programmatic elements need to be in place to allow for the expansion of carsharing in Vermont;</li><li>- appropriate \$750,000.00 to the Agency of Transportation for a continuation of the Mobility and Transportation Innovation (MTI) Grant Program with an early application window for applicants that are seeking a grant award for a project in a rural community in fiscal year 2025;</li><li>- require the Agency of Transportation to request of Amtrak and coordinate efforts with Amtrak on the feasibility of adding additional service and increasing bicycle storage on Amtrak trains in Vermont and to report on those efforts;</li></ul>	
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		<ul style="list-style-type: none"><li>- eliminate the statutory requirement of 50 percent of Transportation Alternatives Grant Program awards being for environmental mitigation projects, thereby potentially increasing the number of bicycle and pedestrian facility projects that can be funded through the Program;</li><li>- increase the annual appropriation to the Agency of Transportation to provide grants for bicycle and pedestrian facilities projects in fiscal year 2025;</li><li>- increase the annual transfer from the Transportation Fund to the Downtown Transportation and Related Capital Improvement Fund and the annual appropriation to the Agency of Transportation for the Better Connections Program in fiscal year 2025;</li><li>- require the Agency of Transportation to incorporate complete streets standards in the replacement to the Vermont State Standards, develop a way to target funding for complete streets projects within State-designated centers, develop a pattern book or other design guidelines to provide safer bicycle and pedestrian accommodations, and establish clear standard treatment guidance for providing safer bicycle facilities on State highways;</li></ul>	
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		<ul style="list-style-type: none"> <li>- allow all State-designated centers to have posted speed limits of less than 25 miles per hour; and</li> <li>- require the State Treasurer to develop a written proposal for new revenue sources for dedicated and ongoing funding related to transportation and the environment.</li> </ul> <p>NOTE: There are legislative findings, short title is Transportation Infrastructure and Resiliency Act of 2024, and incorporates <a href="#">H.542</a> (speed limits in State-designated centers) and <a href="#">H.574</a> (residential service upgrades for beneficial electrification).</p>	
<a href="#">H.732</a>	An act relating to traffic cameras and traffic violations for illegally passing a school bus	Would: <ul style="list-style-type: none"> <li>- require video cameras on type I and II school buses that record images of the license plates of motor vehicles that violate the statute on passing a school bus when the school bus is stopped to allow passengers on or off the school bus with the flashing red signal lights are engaged (also could be the stop arm); and</li> <li>- eliminate the point assessment for passing a stopped school bus with flashing lights engaged but allow for violations, which would be monetary only, to be issued by a law enforcement officer based on the</li> </ul>	Rep. Dennis LaBounty+

		<p>recorded images and a written attestation from the school bus operator.</p> <p>NOTE: Would take effect on August 1, 2025, and first apply to school buses operated during the 2025-2026 school year.</p>	
<a href="#">H.749</a>	An act relating to waived registration fees for volunteer firefighter motor vehicles	<p>Would waive the registration fee for a motor vehicle owned or leased by a volunteer firefighter and issued a permit for sirens and red or red and white signal lamps.</p>	Rep. Casey Toof+
<a href="#">H.752</a>	An act relating to pedestrians, pedestrian safety, and motor vehicle safety	<p>Would:</p> <ul style="list-style-type: none"> <li>- amend the definition of “pedestrian” to include someone in a wheelchair or other personal mobility device; and</li> <li>- require, not recommend, a passing clearance of at least four feet when a motor vehicle is passing a vulnerable user or stationary sanitation, maintenance, utility, or delivery vehicle with flashing lights.</li> </ul> <p>NOTE: Sec. 1 is identical to Sec. 1 of <a href="#">H.685</a> and Sec. 2 is very similar to Sec. 2 of H.685.</p>	Rep. Michael Morgan+
<a href="#">H.753</a>	An act relating to driver education for students participating in the home study program	<p>Would:</p> <ul style="list-style-type: none"> <li>- require the Commissioner of Motor Vehicles and the Secretary of Education to approve, by July 1, 2024, one or more</li> </ul>	Rep. Casey Toof+

		<p>driver education and training courses, with behind-the-wheel component, suitable for a parent or guardian of a high-school aged student enrolled in the home study program to use for teaching a home study student;</p> <ul style="list-style-type: none"> <li>- establish requirements on what is included in the course and who is eligible to teach the course; and</li> <li>- require a written report on aggregate data comparing students participating in a driver education program offered through a public or independent high school and students participating in a driver education program offered through the home study program by November 15, 2028.</li> </ul>	
<p><a href="#">H.761</a></p>	<p>An act relating to penalties and point assessments for using a portable electronic device while operating a moving motor vehicle and the Distracted Driving Diversion Program</p>	<p>Would modify the civil penalties and point assessments for the three, non-commercial driver’s license, distracted driving statutes and establish the Distracted Driving Diversion Program.</p> <p>NOTE: This is <a href="#">H.133 (2023)</a> with the inclusion of the creation of the Distracted Driving Diversion Program, as discussed by House Transportation in 2022 (as <a href="#">modified H.262 (2022)</a>, which is very similar to H.761 and a comparison chart to existing law is available <a href="#">here</a>).</p>	<p>Rep. Brian Smith+</p>

<p><a href="#">H.798</a></p>	<p>An act relating to prohibiting speed bumps and speed humps</p>	<p>Would:</p> <ul style="list-style-type: none"> <li>- prohibit the installation of speed bumps and speed humps unless the Agency of Transportation or municipality with jurisdiction over the public highway determines that there is no other traffic calming alternative and complies with the Manual on Uniform Traffic Control Devices (MUTCD); and</li> <li>- grandfather in existing speed bumps and humps that comply with the MUTCD, which cannot be replaced with a speed bump or hump except as otherwise allowed under law.</li> </ul>	<p>Rep. Seth Chase+</p>
<p><a href="#">H.803</a></p>	<p>An act relating to the modification of a motor vehicle’s exhaust system</p>	<p>Would prohibit the modification of a motor vehicle’s exhaust system so that it emits in excess of 95 decibels, with a requirement that the offense be proved by showing that the modifications resulted in noise amplification in excess of 95 decibels and a defense for reasonable belief that the vehicle was not operated in excess of 95 decibels and an exception for certain uses at public exhibitions.</p> <p>NOTE: Re-run of <a href="#">H.854 (2020)</a>, related to report that is required under <a href="#">2023 Acts and Resolves No. 41, Sec. 42</a> (due January 1, 2025).</p>	<p>Rep. Seth Chase+</p>

<a href="#">H.804</a>	An act relating to exhibition vehicle registration	Would expand the eligible uses of an exhibition vehicle to be based on total annual mileage (1,000 miles) and not usage frequency (once per year) and increase the registration fee (\$50.00) and length (five years).	Rep. Seth Chase+
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