

1 TO THE HONORABLE SENATE:

2 The Committee on Appropriations to which was referred House Bill No.  
3 868 entitled “An act relating to the fiscal year 2025 Transportation Program  
4 and miscellaneous changes to laws related to transportation” respectfully  
5 reports that it has considered the same and recommends that the report of the  
6 Committee on Transportation be amended as follows:

7 First: By striking out Sec. 24, 19 V.S.A. §§ 2402 and 2043, and its reader  
8 assistance heading, in their entirety and inserting in lieu thereof the  
9 following:

10 \* \* \* Complete Streets; Traffic Calming Measures; Designated Centers \* \* \*

11 Sec. 24. 19 V.S.A. §§ 2402 and 2403 are amended to read:

12 § 2402. STATE POLICY

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

20 (b) Except in the case of projects or project components involving unpaved  
21 highways, for all transportation projects and project phases managed by the

1 Agency or a municipality, including planning, development, construction, or  
2 maintenance, it is the policy of this State for the Agency and municipalities, as  
3 applicable, to incorporate complete streets principles that:

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

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

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

10 (4) when desired by the municipality or specifically identified in the  
11 regional plan, implement street design for purposes of calming and slowing  
12 traffic in State-designated centers under 24 V.S.A. chapter 76A.

13 § 2403. PROJECTS NOT INCORPORATING COMPLETE STREETS

14 PRINCIPLES

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

19 \* \* \*

20 (2) The cost of incorporating complete streets principles is  
21 disproportionate to the need or probable use as determined by factors including

1 land use, current and projected user volumes, population density, crash data,  
2 historic and natural resource constraints, and maintenance requirements. The  
3 Agency shall consult local and regional plans, as appropriate, in assessing  
4 these and any other relevant factors. If the project manager bases the written  
5 determination required under this subsection in whole or in part on this  
6 subdivision then the project manager shall provide a supplemental written  
7 determination with specific details on costs, needs, and probable uses, as  
8 applicable. The supplemental written determination shall also address any  
9 design elements that were desired by the municipality or specifically identified  
10 in the regional plan pursuant to subdivision 2402(b)(4) of this chapter but were  
11 not incorporated.

12 \* \* \*

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

17 \* \* \*

18 (2) The cost of incorporating complete streets principles is  
19 disproportionate to the need or probable use as determined by factors such as  
20 land use, current and projected user volumes, population density, crash data,  
21 historic and natural resource constraints, and maintenance requirements. The

1 municipality shall consult local and regional plans, as appropriate, in assessing  
2 these and any other relevant factors. If the municipality managing the project  
3 bases the written determination required under this subsection in whole or in  
4 part on this subdivision then the project manager shall provide a supplemental  
5 written determination with specific details on costs, needs, and probable uses,  
6 as applicable. The supplemental written determination shall also address any  
7 design elements that were desired by the municipality or specifically identified  
8 in the regional plan pursuant to subdivision 2402(b)(4) of this chapter but were  
9 not incorporated.

10 \* \* \*

11 Second: By striking out Secs. 27–29, and their reader assistance heading, in  
12 their entireties and inserting in lieu thereof the following:

13 \* \* \* Electric and Plug-In Hybrid Vehicles; EV Infrastructure Fee \* \* \*

14 Sec. 27. 23 V.S.A. § 361 is amended to read:

15 § 361. PLEASURE CARS

16 (a) The annual registration fee for a pleasure car, as defined in subdivision  
17 4(28) of this title, ~~and~~ including a pleasure car that is a plug-in electric vehicle,  
18 as defined in subdivision 4(85) of this title, shall be \$89.00, and the biennial  
19 fee shall be \$163.00.

20 (b) In addition to the registration fee set forth in subsection (a) of this  
21 section, there shall be an annual electric vehicle (EV) infrastructure fee for a

1 pleasure car that is a battery electric vehicle, as defined in subdivision 4(85)(A)  
2 of this title, equal to the amount of the annual fee collected in subsection (a) of  
3 this section, or a biennial EV infrastructure fee equal to two times the annual  
4 fee collected in subsection (a) of this section.

5 (c) In addition to the registration fee set forth in subsection (a) of this  
6 section, there shall be an annual EV infrastructure fee for a pleasure car that is  
7 a plug-in hybrid electric vehicle, as defined in subdivision 4(85)(B) of this  
8 title, equal to one-half the amount of the annual fee collected in subsection (a)  
9 of this section, or a biennial EV infrastructure fee equal to the annual fee  
10 collected in subsection (a) of this section.

11 (d) The annual and biennial EV infrastructure fees collected in subsections  
12 (b) and (c) of this section shall be allocated to the Transportation Fund for the  
13 purpose of increasing Vermonters' access to electric vehicle supply equipment  
14 (EVSE) charging ports through a program or programs selected by the  
15 Secretary, which may include programs administered by the Agency of  
16 Commerce and Community Development.

17 Sec. 28. EV INFRASTRUCTURE FEE; ELECTRIC VEHICLES

18 The Department of Motor Vehicles shall implement a public outreach  
19 campaign regarding EV infrastructure fees for battery electric vehicles and  
20 plug-in electric hybrid vehicles not later than October 1, 2024. The campaign

1 shall disseminate information on the Department’s web page and through other  
2 outreach methods.

3 Sec. 29. 23 V.S.A. § 361 is amended to read:

4 § 361. PLEASURE CARS

5 \* \* \*

6 (b) ~~In addition to the registration fee set forth in subsection (a) of this~~  
7 ~~section, there shall be an annual electric vehicle (EV) infrastructure fee for a~~  
8 ~~pleasure car that is a battery electric vehicle, as defined in subdivision 4(85)(A)~~  
9 ~~of this title, equal to the amount of the annual fee collected in subsection (a) of~~  
10 ~~this section, or a biennial EV infrastructure fee equal to two times the annual~~  
11 ~~fee collected in subsection (a) of this section. [Repealed.]~~

12 \* \* \*

13 (d) The annual and biennial EV infrastructure fees collected in ~~subsections~~  
14 ~~(b) and subsection~~ (c) of this section shall be allocated to the Transportation  
15 Fund for the purpose of increasing Vermonters’ access to electric vehicle  
16 supply equipment (EVSE) charging ports through a program or programs  
17 selected by the Secretary, which may include programs administered by the  
18 Agency of Commerce and Community Development.

19 Third: In Sec. 34, 19 V.S.A. § 42, following “subsections”, by striking out  
20 “7(k),” and inserting in lieu thereof “7(k),”

1        Fourth: By adding a new reader assistance heading and a new section to be  
2        Sec. 34a to read as follows:

3                                \* \* \* MileageSmart; Income Eligibility \* \* \*

4        Sec. 34a. 19 V.S.A. § 2903 is amended to read:

5                § 2903. MILEAGESMART

6                (a) Creation; administration.

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

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

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

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

