

1 H.426

2 Introduced by Representatives Burke of Brattleboro, Lalley of Shelburne,  
3 Pouech of Hinesburg, Tomlinson of Winooski, Bartholomew of  
4 Hartland, Burkhardt of South Burlington, Campbell of St.  
5 Johnsbury, Chapin of East Montpelier, Cole of Hartford,  
6 Critchlow of Colchester, Dodge of Essex, Duke of Burlington,  
7 Graning of Jericho, Holcombe of Norwich, Logan of  
8 Burlington, McGill of Bridport, Minier of South Burlington,  
9 Morris of Springfield, Morrow of Weston, Nelson of Derby,  
10 Nugent of South Burlington, Ode of Burlington, Satcowitz of  
11 Randolph, Sheldon of Middlebury, and White of Waitsfield

12 Referred to Committee on

13 Date:

14 Subject: Motor vehicles; vehicle incentive programs; public transit; retail  
15 delivery fees; electric vehicles; eBikes; vehicle miles traveled; electric  
16 vehicle supply equipment; local highway aid; complete streets;  
17 Vermont State Standards; traffic signals; bicycles; first-time car  
18 buyers

19 Statement of purpose of bill as introduced: This bill proposes to do the  
20 following: (1) appropriate funds for the Incentive Program for New Plug-in  
21 Electric Vehicles; the MileageSmart Incentive Program, the Replace Your

1 Ride Program, and the eBike Incentive Program; (2) provide additional State  
2 funding for local public transit agencies in fiscal year 2026 to ensure that  
3 agencies maintain the existing level of service; (3) impose a fee on retail  
4 deliveries that are subject to the sales and use tax; (4) require the Agency of  
5 Transportation to implement public outreach campaigns related to public  
6 transportation, active transportation, electric vehicles, idling, and safe passing  
7 distances; (5) direct the Agency of Transportation to enhance public-private  
8 partnerships promoting electric vehicles and eBikes; (6) require the Agency of  
9 Transportation to consider reductions in vehicle miles traveled and greenhouse  
10 gas emissions reductions when evaluating projects; (7) reduce the local share  
11 due from smaller municipalities seeking State funding for projects; (8) direct  
12 the Agency of Transportation to provide technical assistance to municipalities  
13 in relation to implementation of complete streets; (9) require the updated  
14 Vermont State Standards to incorporate complete streets principles and  
15 consideration of green infrastructure; (10) establish right-to-charge laws to  
16 permit property owners and tenants to install electric vehicle supply equipment  
17 (EVSE); (11) require EVSE that is available for public use to accept credit  
18 cards for payment; (12) require the Agency of Transportation to examine the  
19 possibility of generating revenue from utilities located in State-owned rights of  
20 way, to permit parking in State-owned rights of way in downtowns, and to  
21 identify locations for collocating EVSE and on-street parking in State-owned

1 rights of way; (13) amend the traffic-control signals a bicycle operator must  
2 follow; (14) provide additional funding and support for projects to improve  
3 resiliency of municipal highways; (15) study potential cost savings for  
4 education-related transportation; and (16) provide funding for first-time car  
5 buyer classes.

6 An act relating to transportation initiatives to improve equity and  
7 infrastructure, increase resiliency, and reduce emissions

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

9 \* \* \* Short Title \* \* \*

10 Sec. 1. SHORT TITLE

11 This act may be cited as “An Act Relating to Creating a Unified Resilient  
12 Transportation System” or “Curt’s Act.”

13 \* \* \* Efficient Vehicle Incentive Program Funding \* \* \*

14 Sec. 2. APPROPRIATIONS FOR VEHICLE INCENTIVE PROGRAMS

15 (a) The sum of \$3,000,000.00 is appropriated from the General Fund to the  
16 Agency of Transportation in fiscal year 2026 for the purpose of funding the  
17 MileageSmart Program established pursuant to 19 V.S.A. § 2902.

18 (b) The sum of \$6,000,000.00 is appropriated from the General Fund to the  
19 Agency of Transportation in fiscal year 2026 for the purpose of funding the

1 Incentive Program for New Plug-In Electric Vehicles established pursuant to  
2 19 V.S.A. § 2901.

3 (c) The sum of \$1,000,000.00 is appropriated from the General Fund to the  
4 Agency of Transportation in fiscal year 2026 for the purpose of funding the  
5 Replace Your Ride program established pursuant to 19 V.S.A. § 2904.

6 (d) The sum of \$150,000.00 is appropriated from the General Fund to the  
7 Agency of Transportation in fiscal year 2026 for the purpose of funding 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.

10 Sec. 3. ONE-TIME PUBLIC TRANSIT MONIES

11 (a) Project addition. The following project is added to the Agency of  
12 Transportation's Proposed Fiscal Year 2026 Transportation Program:  
13 Increased One-Time Monies for Public Transit for Fiscal Year 2026.

14 (b) Authorization. Spending authority for Increased One-Time Monies for  
15 Public Transit for Fiscal Year 2025 is authorized as follows:

<u>FY25</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Other	\$0.00	\$2,844,991.00	\$2,844,991.00
Total	\$0.00	\$2,844,991.00	\$2,844,991.00
<u>Sources of funds</u>			
State	\$0.00	\$2,844,991.00	\$2,844,991.00
Total	\$0.00	\$2,844,991.00	\$2,844,991.00

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

5        (d) Implementation. The Agency shall distribute the authorization in  
6        subsection (b) of this section to local transit agencies as one-time bridge  
7        funding for fiscal year 2026 to ensure that local transit agencies are able to  
8        maintain the existing level of service and make planned capital investments in  
9        fiscal year 2026.

10                                \* \* \* Retail Delivery Fee \* \* \*

11        Sec. 4. 23 V.S.A. chapter 26 is added to read:

12                                CHAPTER 26. RETAIL DELIVERY FEE

13        § 2551. DEFINITIONS

14        As used in this chapter:

15                (1) “Commissioner” means the Commissioner of Taxes.

16                (2) “Persons required to collect tax” has the same meaning as in  
17        32 V.S.A. § 9701.

18                (3) “Retail delivery” means a delivery of tangible personal property to a  
19        person located in Vermont as part of a retail sale by a vendor. Retail delivery  
20        does not include pickup of tangible personal property at a vendor’s place of  
21        business, including curbside pickup.

1           (4) “Tangible personal property” has the same meaning as in 32 V.S.A.  
2           § 9701, except that it shall not include electricity, water, gas, steam, and  
3           prewritten computer software.

4           (5) “Vendor” has the same meaning as in 32 V.S.A. § 9701.

5           § 2552. FEE ON RETAIL DELIVERIES

6           (a)(1) All retail deliveries by persons required to collect tax pursuant to  
7           32 V.S.A. chapter 233 shall be subject to a delivery fee of \$0.30.

8           (2) A vendor may elect to collect the fee imposed pursuant to this  
9           section from the purchaser.

10           (3) For purposes of 32 V.S.A. chapter 233, the delivery fee imposed  
11           pursuant to this section shall not be included in the sales price of the tangible  
12           personal property sold as part of a retail sale and shall be separately stated on  
13           any invoice, bill or sale, or similar document given to the purchaser.

14           (b) If the vendor collects the delivery fee from the purchaser, the delivery  
15           fee must be charged in addition to any other delivery fee.

16           (c) The delivery fee imposed pursuant to this section shall only be charged  
17           once per retail transaction regardless of the number of:

18           (1) items of tangible personal property purchased; or

19           (2) shipments needed to deliver the items of tangible personal property  
20           purchased.

1       (d)(1) The delivery fee imposed pursuant to this section shall be  
2       nonrefundable if any or all items of tangible personal property that were  
3       purchased are returned to the vendor or the vendor provides a refund or credit  
4       in an amount that is equal to or less than the purchase price of the items.

5       (2) The delivery fee imposed pursuant to this section shall be refunded  
6       to the purchaser if the retail delivery is canceled by the purchaser, vendor, or  
7       the delivery provider.

8       § 2553. RETURNS; PAYMENT OF RETAIL DELIVERY FEES

9       (a) A vendor shall report the amount of fees collected on a return  
10       prescribed by the Commissioner. The return shall include any other  
11       information that the Commissioner deems necessary for the administration of  
12       this chapter.

13       (b) Returns required pursuant to this section shall be submitted to the  
14       Commissioner on the same schedule as the vendor is required to submit sales  
15       tax returns pursuant to 32 V.S.A. § 9775.

16       (c) All fees collected by a vendor for the time period covered by a return  
17       shall be remitted to the Commissioner at the same time the vendor submits the  
18       return.

1     § 2554. ADMINISTRATION; OVERPAYMENTS; REFUNDS;

2             ENFORCEMENT; PENALTIES

3             The provisions of 32 V.S.A. chapter 233 relating to administration, refunds  
4             of overpayments, enforcement, penalties, and appeals shall apply to this  
5             chapter.

6     § 2555. DEPOSIT AND USE OF FEES

7             Retail delivery fees collected pursuant to this chapter shall be deposited into  
8             the Transportation Fund and used to support the provision of Town Highway  
9             Aid pursuant to 19 V.S.A. § 306(a).

10     Sec. 5. 19 V.S.A. § 306 is amended to read:

11     § 306. APPROPRIATION; STATE AID FOR TOWN HIGHWAYS

12         (a) General State aid to town highways.

13             (1) An annual appropriation to class 1, 2, and 3 town highways shall be  
14             made. This appropriation shall increase over the previous fiscal year's  
15             appropriation pursuant to this subdivision by the same percentage change as  
16             the following, whichever is less, or shall remain at the previous fiscal year's  
17             appropriation pursuant to this subdivision if either of the following are  
18             negative or zero:

19   \* \* \*

20             (3) In addition to the amounts appropriated pursuant to subdivision (1)  
21             of this subsection, the total amount of retail delivery fees collected pursuant to



1 chapter 26 of this title for the prior fiscal year shall be included in the amount  
2 appropriated pursuant to this subsection but shall not be counted for purposes  
3 of determining the amount by which the amounts appropriated pursuant to  
4 subdivision (1) shall increase each fiscal year.

5 (4) The funds appropriated shall be distributed to towns as follows:

6 \* \* \*

7 \* \* \* Transit; Active Transportation; Electric Vehicles; Idling; Safe Passing;

8 Outreach \* \* \*

9 Sec. 6. PUBLIC TRANSPORTATION; ACTIVE TRANSPORTATION;

10 ELECTRIC VEHICLES; IDLING; SAFE PASSING; OUTREACH

11 (a) On or before January 1, 2026, the Agency of Transportation, in  
12 consultation with the Departments of Environmental Conservation and of  
13 Public Safety and with Drive Electric Vermont, shall implement public  
14 outreach campaigns related to public transportation, active transportation,  
15 electric vehicles, idling, and safe passing distances.

16 (b) The public outreach campaigns shall include, at a minimum,  
17 information related to:

18 (1) for the public outreach campaign related to public transportation:

19 (A) ways to access public transportation;

20 (B) modes of public transportation available; and

- 1           (C) economic and environmental benefits of utilizing public  
2 transportation;
- 3           (2) for the public outreach campaign related to active transportation:
- 4           (A) forms of active transportation;
- 5           (B) methods for utilizing active transportation for commuting and  
6 running errands;
- 7           (C) infrastructure and public amenities that are available to facilitate  
8 active transportation; and
- 9           (D) economic, environmental, and health benefits of utilizing active  
10 transportation;
- 11          (3) for the public outreach campaign related to electric vehicles:
- 12          (A) incentive programs for the purchase of electric vehicles and the  
13 installation of electrical vehicle supply equipment that are available through  
14 the State, the federal government, and utilities; and
- 15          (B) economic and environmental benefits of utilizing an electric  
16 vehicle for transportation in place of a vehicle with an internal combustion  
17 engine;
- 18          (4) for the public outreach campaign related to idling:
- 19          (A) the instances when idling violates Vermont law;
- 20          (B) the impact of idling on the environment and health;

1           (C) the estimated amount of fuel that is wasted each year because of  
2           motor vehicles idling in Vermont and the estimated cost of the wasted fuel;

3           (D) the estimated savings in fuel and fuel costs that would result from  
4           reducing idling by just one minute per day; and

5           (E) the estimated reduction in greenhouse gas emissions and air  
6           pollution that would result from reducing idling by just one minute per day;  
7           and

8           (5) for the public outreach campaign related to safe passing distances:

9           (A) the requirement in Vermont law to reduce speed and provide at  
10          least four feet of space to vulnerable users when passing; and

11          (B) information on the potential to reduce accidents, injuries, and  
12          fatalities by following Vermont's law relating to motor vehicles passing  
13          vulnerable users.

14          (c) The public outreach campaigns required pursuant to this section shall  
15          disseminate information through email; dedicated web pages that are linked  
16          through the websites for the Departments of Motor Vehicles, of Environmental  
17          Conservation, and of Public Safety; social media platforms; community  
18          posting websites; radio; television; and printed written materials.

1   \* \* \* Expansion of PEV and eBike Market \* \* \*

2           Sec. 7. EXPANSION OF PEV AND EBIKE MARKET

3                 (a)(1) To the extent that federal or State funds are appropriated to support  
4                 the provision of incentives for the purchase of PEVs or the installation of  
5                 electric vehicle supply equipment (EVSE), the Agency of Transportation shall  
6                 renew its contract with Drive Electric Vermont for fiscal year 2026.

7                 (2) In the event that federal or State funds are not appropriated as  
8                 described in subdivision (1) of this subsection, to the extent that funds are  
9                 available, the Agency of Transportation shall consider contracting with Drive  
10                Electric Vermont to provide educational and outreach services related to the  
11                successful ownership and operation of PEVs.

12                (b) The sum of \$12,000.00 is appropriated from the General Fund to the  
13                Agency of Transportation in fiscal year 2026 to enter into and expand public-  
14                private partnerships with Vermont organizations promoting the use of eBikes  
15                for transportation.

16   \* \* \* Consideration of Vehicle Miles Traveled in Project Planning \* \* \*

17           Sec. 8. 19 V.S.A. § 1 is amended to read:

18           § 1. DEFINITIONS

19                 As used in this title:

20   \* \* \*



1 (1) develop or incorporate designs that provide integrated, safe, and  
2 efficient transportation; that reduce vehicle miles traveled in the State; and that  
3 are consistent with the recommendations of the CEP;

4 \* \* \*

5 (d) The Agency of Transportation, in developing each of the program  
6 prioritization systems schedules for all modes of transportation, shall include  
7 the following throughout the process:

8 \* \* \*

9 (2) Each year, the Agency shall provide in the front of the  
10 Transportation Program book a detailed explanation describing the factors in  
11 the prioritization system that creates each project list, which shall include a  
12 reduction in vehicle miles traveled in the State.

13 Sec. 10. 19 V.S.A. § 10c is amended to read:

14 § 10c. STATEMENT OF POLICY; HIGHWAYS AND BRIDGES

15 \* \* \*

16 (c) In choosing between the improvement of an existing highway and  
17 complete reconstruction, the Agency shall weigh the following factors:

18 \* \* \*

19 (9) the impact on the historic, scenic, and aesthetic values of the  
20 municipality, as interpreted by the municipality, in which the highway is  
21 located; ~~and~~

1 (10) if it is a forest highway under federal jurisdiction; and

2 (11) opportunities to reduce vehicle miles traveled or otherwise reduce  
3 greenhouse gas emissions related to the highway.

4 \* \* \*

5 (k) It shall be the policy of the State to develop plans for the improvement  
6 and reconstruction of highways and bridges in a manner that reduces vehicle  
7 miles traveled or otherwise reduces greenhouse gas emissions related to the  
8 highway or bridge.

9 Sec. 11. 19 V.S.A. § 10i is amended to read:

10 § 10i. TRANSPORTATION PLANNING PROCESS

11 \* \* \*

12 (c) Transportation Program. The Transportation Program shall be  
13 developed in a fiscally responsible manner to accomplish the following  
14 objectives:

15 \* \* \*

16 (3) strengthening the economy, protecting the quality of the natural  
17 environment, and improving Vermonters' quality of life; ~~and~~

18 (4) achieving the recommendations of the CEP; and

19 (5) reducing vehicle miles traveled or otherwise reducing greenhouse  
20 gas emissions.

21 \* \* \*

1           \* \* \* Increased Highway Funding for Rural Towns \* \* \*

2           Sec. 12. 19 V.S.A. § 306 is amended to read:

3           § 306. APPROPRIATION; STATE AID FOR TOWN HIGHWAYS

4   \* \* \*

5           (d) State aid for nonfederal disasters.

6           (1) There shall be an annual appropriation for emergency aid in  
7           repairing, building, or reconstructing class 1, 2, or 3 town highways and for  
8           repairing or replacing drainage structures including bridges on class 1, 2, 3,  
9           and 4 town highways damaged by natural or man-made disasters. Eligibility  
10           for use of emergency aid under this appropriation shall be subject to the  
11           following criteria:

12           ~~(1)~~(A) The Secretary of Transportation shall determine that the disaster  
13           is of such magnitude that State aid is both reasonable and necessary to preserve  
14           the public good. If total cumulative damages to town highways and drainage  
15           structures are less than the value of 10 percent of the town's overall total  
16           highway budget excluding the town's winter maintenance budget, the disaster  
17           shall not qualify for assistance under this subsection.

18           ~~(2)~~(B) The disaster shall not qualify for major disaster assistance from  
19           the Federal Emergency Management Agency (FEMA) under the Robert T.  
20           Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. §§ 5121 et



1 seq., or from the Federal Highway Administration (FHWA) under the 23  
2 C.F.R. Part 668 Emergency Relief Program for federal-aid highways.

3 (C) Additional criteria established by the Secretary through  
4 rulemaking under 3 V.S.A. chapter 25.

5 ~~(3)(2)(A) Towns~~ Except as otherwise provided in subdivision (B) of this  
6 subdivision (d)(2), towns shall be eligible for reimbursement for repair or  
7 replacement costs of either up to 90 percent of the eligible repair or  
8 replacement costs or the eligible repair or replacement costs, minus an amount  
9 equal to 10 percent of the overall total highway budget, minus the town's  
10 winter maintenance budget, whichever is greater.

11 (B) Rural towns, as that term is defined in 24 V.S.A. § 4303, shall be  
12 eligible for reimbursement for repair or replacement costs of either up to 95  
13 percent of the eligible repair or replacement costs or the eligible repair or  
14 replacement costs, minus an amount equal to five percent of the overall total  
15 highway budget, minus the rural town's winter maintenance budget, whichever  
16 is greater.

17 ~~(4)(3)~~ For towns that have adopted road and bridge standards, eligibility  
18 for reimbursement for repair or replacement of infrastructure shall be to those  
19 standards. For towns that have not adopted these standards, eligibility for  
20 reimbursement for repair or replacement of infrastructure shall be limited to  
21 the specifications of the infrastructure that preexisted the emergency event;

1 however, the repair or replacement shall be to standards approved by the  
2 Agency of Transportation.

3 ~~(5)(4)~~ For a drainage structure on a class 4 town highway to be eligible  
4 for repair or replacement under this subsection, the town must document that it  
5 maintained the structure prior to the nonfederal disaster.

6 ~~(6) Such additional criteria as may be adopted by the Agency of~~  
7 ~~Transportation through rulemaking under 3 V.S.A. chapter 25.~~

8 \* \* \*

9 (f) State aid for federal disasters.

10 (1) Towns receiving assistance under the Federal Highway  
11 Administration's Emergency Relief Program for federal-aid highways shall be  
12 eligible for State aid when a nonfederal match is required. Eligibility for aid  
13 under this subsection shall be subject to the following criteria:

14 ~~(A)(i) Towns~~ Except as otherwise provided in subdivision (ii) of this  
15 subdivision (f)(1)(A), towns shall be responsible for ~~up to~~ not more than 10  
16 percent of the total eligible project costs.

17 (ii) Rural towns, as that term is defined pursuant to 24 V.S.A.  
18 § 4303, shall be responsible for not more than five percent of the total eligible  
19 project costs.

20 \* \* \*

1           (C) ~~Such additional~~ Additional criteria ~~as may be adopted~~ established  
2 by the ~~Agency~~ Secretary through rulemaking under 3 V.S.A. chapter 25.

3   \* \* \*

4           (i) Municipal Mitigation Assistance Program.

5                 (1) The Agency shall administer the Municipal Mitigation Assistance  
6 Program. Through the Program, the Agency shall provide assistance and  
7 grants to municipalities for environmental mitigation projects related to  
8 stormwater and highways and for the establishment and operation of  
9 stormwater utilities. ~~Municipalities~~

10                 (2)(A) Except as otherwise provided pursuant to subdivisions (B) and  
11 (C) of this subdivision (i)(2), municipalities shall match grants with local funds  
12 sufficient to cover 20 percent of the project costs, ~~except that the~~.

13                 (B) Rural towns, as that term is defined pursuant to 24 V.S.A.  
14 § 4303, shall match grants with local funds sufficient to cover 10 percent of the  
15 project costs.

16                 (C) Notwithstanding subdivisions (A) and (B) of this subdivision  
17 (i)(2), the Agency may issue grants for the establishment or operation of  
18 stormwater utilities without requiring a local match.

19                 (3) From the operating expenses appropriated for the Program, the  
20 Agency is authorized to pay costs billed to the Agency by municipal  
21 stormwater utilities.

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\* \* \*

(k) As used in this section, “town” includes a “rural town” as defined pursuant to 24 V.S.A. § 4303 unless otherwise expressly provided.

Sec. 13. 19 V.S.A. § 309a is amended to read:

§ 309a. LOCAL HIGHWAY WORK UNIFORM LOCAL SHARE;

EXCEPTIONS

(a) Except as provided in subsection (b) or (c) of this section or in sections 309b and 309c of this title, in any case of highway or bridge construction in which a federal/State/local or State/local funding match is authorized, the municipality’s share shall be ten percent of the project costs.

(b) ~~This~~ The provisions of subsection (a) of this section shall not apply to:

\* \* \*

(6) any project where, by the mutual agreement of the municipality and Agency, rehabilitation of an existing bridge is the preferred alternative, in which case the Agency shall use the appropriate combination of State and federal funding to pay either 95 percent of the cost of rehabilitation, or 97.5 percent if the municipality closes the bridge and does not construct a temporary bridge for the duration of the project; ~~or~~

(7) any project or portion of a project involving a structure that is part of the Historic Bridge Program, where the Agency shall use the appropriate

1 combination of State and federal funding to pay 100 percent of the cost of  
2 rehabilitation; or

3 (8) any project in a rural town, as that term is defined pursuant to  
4 24 V.S.A. § 4303, in which case the municipal share shall be 2.5 percent of the  
5 project costs or a lesser amount authorized by statute or the General Assembly.

6 \* \* \*

7 Sec. 14. 19 V.S.A. § 309b is amended to read:

8 § 309b. LOCAL MATCH; CERTAIN TOWN HIGHWAY PROGRAMS

9 (a)(1) Notwithstanding subsection 309a(a) of this title and except as  
10 provided in subdivision (2) of this subsection, grants provided to towns under  
11 the Town Highway Structures Program shall be matched by local funds  
12 sufficient to cover 20 percent of the project costs, unless the town has adopted  
13 road and bridge standards, has completed a network inventory, and has  
14 submitted an annual certification of compliance for town road and bridge  
15 standards to the Secretary, in which event the local match shall be sufficient to  
16 cover 10 percent of the project costs.

17 (2) Grants provided to rural towns, as that term is defined pursuant to  
18 24 V.S.A. § 4303, under the Town Highway Structures Program shall be  
19 matched by local funds sufficient to cover 10 percent of the project costs,  
20 unless the rural town has adopted road and bridge standards, has completed a  
21 network inventory, and has submitted an annual certification of compliance for

1 town road and bridge standards to the Secretary, in which event the local  
2 match shall be sufficient to cover 5 percent of the project costs.

3 (3) The Secretary may adopt rules to implement the Town Highway  
4 Structures Program. Town highway structures projects receiving funds  
5 pursuant to this subsection shall be the responsibility of the applicant  
6 municipality.

7 (b)(1) Notwithstanding subsection 309a(a) of this title and except as  
8 provided pursuant to subdivision (2) of this subsection, grants provided to  
9 towns under the Class 2 Town Highway Roadway Program shall be matched  
10 by local funds sufficient to cover 30 percent of the project costs, unless the  
11 town has adopted road and bridge standards, has completed a network  
12 inventory, and has submitted an annual certification of compliance for town  
13 road and bridge standards to the Secretary, in which event the local match shall  
14 be sufficient to cover 20 percent of the project costs.

15 (2) Grants provided to rural towns, as that term is defined pursuant to  
16 24 V.S.A. § 4303, under the Class 2 Town Highway Roadway Program shall  
17 be matched by local funds sufficient to cover 15 percent of the project costs,  
18 unless the rural town has adopted road and bridge standards, has completed a  
19 network inventory, and has submitted an annual certification of compliance for  
20 town road and bridge standards to the Secretary, in which event the local  
21 match shall be sufficient to cover 10 percent of the project costs.

1           (3) The Secretary may adopt rules to implement the Class 2 Town  
2 Highway Roadway Program. Class 2 town highway roadway projects  
3 receiving funds pursuant to this subsection shall be the responsibility of the  
4 applicant municipality, and a municipality shall not receive a grant in excess of  
5 \$200,000.00.

6   \* \* \*

7   \* \* \* Complete Streets \* \* \*

8           Sec. 15. 19 V.S.A. § 2405 is added to read:

9           § 2405. TECHNICAL ASSISTANCE FOR MUNICIPALITIES

10           The Agency shall provide technical and planning assistance to  
11 municipalities to assist with the incorporation of complete streets principles  
12 into municipal projects and compliance with the provisions of this chapter.

13           Sec. 16. 2024 Acts and Resolves No. 148, Sec. 31 is amended to read:

14           Sec. 31. REPLACEMENT FOR THE VERMONT STATE DESIGN  
15   STANDARDS

16   \* \* \*

17           (c) The Agency of Transportation shall ensure that the replacement for the  
18 Vermont State Design Standards incorporates provisions addressing the  
19 following:

1           (1) prioritization of reducing vehicle miles traveled in downtown and  
2           village centers identified by a regional planning commission pursuant to  
3           24 V.S.A. § 4348a;

4           (2) alignment of eligible transportation improvements with future land  
5           use in downtown and village centers identified by a regional planning  
6           commission pursuant to 24 V.S.A. § 4348a through the use of transect maps;

7           (3) context sensitive design standards for downtown and village centers  
8           identified by a regional planning commission pursuant to 24 V.S.A. § 4348a to  
9           ensure that:

10           (A) standards are compatible with the existing size of the community  
11           and intensity of activity within the community as well as the settlement scale  
12           for the community depicted on future land use maps;

13           (B) investments are directed to the development of a comprehensive  
14           pedestrian network consistent with existing and future land use; and

15           (C) design engineering standards provide for ease of understanding  
16           and implementation of:

17                   (i) narrowed travel lanes;

18                   (ii) slow zones for motor vehicle traffic;

19                   (iii) crosswalks;

20                   (iv) enhanced shoulders to accommodate travel by bicycles or  
21           pedestrians, or both;



1                   (v) sidewalks; and

2                   (vi) public transit services;

3                   (4) identification of standards for reducing vehicle travel lane widths  
4                   and other traffic calming methods that can be incorporated by regional  
5                   planning commissions into downtown and village centers identified pursuant  
6                   to 24 V.S.A. § 4348a;

7                   (5) requirements that reconstructed bridges and upsized culverts within  
8                   downtown and village centers identified pursuant to 24 V.S.A. § 4348a shall  
9                   incorporate pedestrian facilities; and

10                  (6) consideration of guidance from the Department of Forests, Parks and  
11                  Recreation’s Vermont Urban and Community Forestry Program Green Streets  
12                  Guide into the design of State highways in downtown and village centers.

13                  \* \* \* National Historic Preservation Act Review; Report \* \* \*

14                  Sec. 17. AMENDMENTS TO AGREEMENT RELATED TO REVIEW

15                  UNDER THE NATIONAL HISTORIC PRESERVATION ACT

16                  (a) The Agency of Transportation, in consultation with the Vermont State  
17                  Historic Preservation Officer and the Advisory Council on Historic  
18                  Preservation, shall seek to amend the Programmatic Agreement Among the  
19                  Federal Highway Administration, the Vermont State Historic Preservation  
20                  Officer, the Advisory Council on Historic Preservation, and the Vermont  
21                  Agency of Transportation Regarding the Federal-Aid Highway Program in

1 Vermont to categorize the creation of new bicycle and pedestrian facilities as  
2 either exempt activities, listed in Appendix A, or screened activities, listed in  
3 Appendix B.

4 (b) The Agency of Transportation shall provide a written update on its  
5 efforts pursuant to subsection (a) of this section to the House and Senate  
6 Committees on Transportation not later than November 15, 2025.

7 \* \* \* Local Speed Limits \* \* \*

8 Sec. 18. 23 V.S.A. § 1007 is amended to read:

9 § 1007. LOCAL SPEED LIMITS

10 (a)(1) The legislative body of a municipality may establish, ~~on the basis of~~  
11 ~~an engineering and traffic investigation,~~ a speed limit on all or a part of any  
12 city, town, or village highway within its jurisdiction, which:

13 (A) ~~is not more than 50 miles per hour; however,~~ after considering  
14 neighborhood character, abutting land use, bicycle and pedestrian use, and  
15 physical characteristics of the highways, ~~the legislative body of a municipality~~  
16 ~~may vote to set the maximum speed limit, without an engineering and traffic~~  
17 ~~investigation,~~ at is not more than 50 miles per hour nor less than 35 miles per  
18 hour, on all or a portion of unpaved town highways within its boundaries,  
19 unless otherwise posted in accordance with the provisions of this section; or

20 (B) is not less than 25 miles per hour.

21 \* \* \*

1 (b) The legislative body of a city may establish, ~~on the basis of an~~  
2 ~~engineering and traffic investigation,~~ a speed limit on all or a part of any State  
3 highway, other than a limited access highway, within its jurisdiction, ~~which:~~

4 (1) ~~that~~ that is not more than 50 miles per hour; ~~or~~

5 (2) ~~is not~~ nor less than 25 miles per hour.

6 \* \* \*

7 (e) ~~Lack of evidence of a traffic and engineering study will not invalidate a~~  
8 ~~local speed limit ordinance as adopted or amended under this section after five~~  
9 ~~years following the day on which the speed limit ordinance took effect.~~

10 [Repealed.]

11 (f) Notwithstanding the procedure outlined in this section for enacting a  
12 local speed limit, a town or village may adopt a local speed ordinance on a  
13 State highway, other than on limited access highways, provided the ordinance  
14 duplicates the speed limit established under section 1003 of this title.

15 (g) Notwithstanding any requirements of section 1025 of this title,  
16 downtown development districts, village centers, and new town center  
17 development districts designated under 24 V.S.A. chapter 76A may have  
18 posted speed limits of less than 25 miles per hour.

19 \* \* \* Regional Planning Commissions \* \* \*

1 Sec. 19. 24 V.S.A. § 4345a is amended to read:

2 § 4345a. DUTIES OF REGIONAL PLANNING COMMISSIONS

3 A regional planning commission created under this chapter shall:

4 \* \* \*

5 (21) Coordinate regional transportation projects with affected  
6 municipalities to enhance transportation resilience and implementation of the  
7 Climate Action Plan adopted pursuant to 10 V.S.A. § 5902.

8 \* \* \* Electrical Vehicle Supply Equipment \* \* \*

9 Sec. 20. 9 V.S.A. § 4468b is added to read:

10 § 4468b. ELECTRIC VEHICLE SUPPLY EQUIPMENT

11 (a) As used in this section:

12 (1) “Electric vehicle supply equipment (EVSE)” means a device or  
13 system designed and used specifically to transfer electrical energy to a plug-in  
14 electric vehicle.

15 (2) “EVSE time-of-use (TOU) meter” means an electric meter supplied  
16 and installed by an electric distribution utility that is separate from, and in  
17 addition to, any other electric meter and is devoted exclusively to the charging  
18 of plug-in electric vehicles and that tracks the TOU when charging occurs. An  
19 EVSE TOU meter includes any wiring or conduit necessary to connect the  
20 meter to an EVSE, regardless of whether it is supplied or installed by an  
21 electric utility.

1        (b) For any rental agreement executed, extended, or renewed on and after  
2        January 1, 2026, a landlord shall approve a written request of a tenant to install  
3        EVSE at a parking space allotted for the tenant that meets the requirements of  
4        this section and complies with the landlord's procedural approval process for  
5        modification to the property.

6        (c) This section does not apply to residential rental properties where:

7            (1) EVSE already exist for tenants in a ratio that is equal to or greater  
8        than 10 percent of the designated parking spaces;

9            (2) parking is not provided as part of the lease agreement; or

10          (3) there are fewer than five parking spaces.

11        (d) A landlord shall not be obligated to provide an additional parking space  
12        to a tenant in order to accommodate EVSE.

13        (e) If the EVSE has the effect of providing the tenant with a reserved  
14        parking space, the landlord may charge a monthly rental amount for that  
15        parking space.

16        (f) The EVSE or EVSE TOU meter, or both, and all modifications and  
17        improvements to the property shall comply with federal, State, and local law,  
18        and all applicable zoning requirements, land use requirements, and covenants,  
19        conditions, and restrictions.

1       (g) A tenant’s written request to make a modification to the property in  
2       order to install and use EVSE shall include the tenant’s consent to enter into a  
3       written agreement that includes the following:

4               (1) Compliance with the landlord’s requirements for the installation,  
5       use, maintenance, and removal of the EVSE or both the EVSE and EVSE TOU  
6       meter and installation, use, and maintenance of the infrastructure for the EVSE  
7       or both the EVSE and EVSE TOU meter.

8               (2) Compliance with the landlord’s requirements for the tenant to  
9       provide a complete financial analysis and scope of work regarding the  
10       installation of the EVSE or both the EVSE and EVSE TOU meter and its  
11       infrastructure.

12               (3) Obligation of the tenant to pay the landlord all costs associated with  
13       the landlord’s installation of the EVSE or both the EVSE and EVSE TOU  
14       meter and related infrastructure prior to any modification or improvement  
15       being made to the leased property. The costs associated with modifications  
16       and improvements shall include the cost of permits, supervision, construction,  
17       and, solely if required by the contractor and consistent with its past  
18       performance of work for the landlord, performance bonds.

19               (4) Obligation of the tenant to pay as part of rent for the costs associated  
20       with the electrical usage, whether or not through an EVSE TOU meter, of the  
21       EVSE; and costs for damage, maintenance, repair, removal, and replacement

1 of the EVSE or both the EVSE and EVSE TOU meter; and modifications or  
2 improvements made to the property associated with the EVSE or both the  
3 EVSE and EVSE TOU meter.

4 (h) The tenant and each successor tenant shall obtain personal liability  
5 coverage in an amount not to exceed 10 times the annual rent charged for the  
6 dwelling unit covering property damage and personal injury proximately  
7 caused by the installation or operation of the EVSE or both the EVSE and  
8 EVSE TOU meter. The policy shall be maintained in full force and effect from  
9 the time of installation of the EVSE or both the EVSE and EVSE TOU meter  
10 until the EVSE or the EVSE and EVSE TOU meter is removed or the tenant  
11 forfeits possession of the dwelling unit to the landlord.

12 (i) Notwithstanding subsection (h) of this section, no insurance shall be  
13 required of a tenant installing an EVSE or both an EVSE and EVSE TOU  
14 meter if the following are satisfied:

15 (1) the EVSE has been certified by a Nationally Recognized Testing  
16 Laboratory that is approved by the Occupational Safety and Health  
17 Administration of the U.S. Department of Labor; and

18 (2) the EVSE and any associated alterations to the dwelling's electrical  
19 system are performed by a licensed electrician and the EVSE TOU meter, if  
20 applicable, is installed by the electric distribution utility providing service.

1       (j) A landlord that intentionally violates this section shall be liable to the  
2       tenant or other party for actual damages and shall pay a civil penalty to the  
3       tenant or other party in an amount not to exceed \$1,000.00.

4       (k) In any action by a tenant requesting to have an EVSE installed and  
5       seeking to enforce compliance with this section, the prevailing plaintiff shall  
6       be awarded reasonable attorney’s fees.

7       Sec. 21. 27A V.S.A. § 1-204 is amended to read:

8       § 1-204. PREEXISTING COMMON INTEREST COMMUNITIES

9       (a)(1) Unless excepted under section 1-203 of this title, the following  
10       sections and subdivisions of this title apply to a common interest community  
11       created in this State before January 1, 1999: sections 1-103, 1-105, 1-106, 1-  
12       107, 2-103, 2-104, and 2-121, subdivisions 3-102(a)(1) through (6) and (11)  
13       through (16), and sections 3-111, 3-116, 3-118, 4-109, and 4-117 to the extent  
14       necessary to construe the applicable sections. The sections and subdivisions  
15       described in this subdivision apply only to events and circumstances occurring  
16       after December 31, 1998 and do not invalidate existing provisions of the  
17       declarations, bylaws, plats, or plans of those common interest communities.

18                               \* \* \*

19       (3) Unless excepted under section 1-203 of this title, section 3-125 of  
20       this title shall apply to a common interest community created in this State  
21       before January 1, 1999. Section 3-125 applies only to events and



1 circumstances occurring after June 30, 2025 and does not invalidate existing  
2 provisions of the declarations, bylaws, plats, or plans of those common interest  
3 communities.

4 \* \* \*

5 Sec. 22. 27A V.S.A. § 3-125 is added to read:

6 § 3-125. ELECTRIC VEHICLE SUPPLY EQUIPMENT

7 (a) Definitions. As used in this section:

8 (1) “Electric vehicle supply equipment (EVSE)” means a device or  
9 system designed and used specifically to transfer electrical energy to a plug-in  
10 electric vehicle.

11 (2) “EVSE owner” means the unit owner who applies to install an EVSE  
12 and each successive unit owner associated with the initial application to install  
13 the EVSE unless there is a specific change in ownership of the EVSE, in which  
14 case the EVSE owner shall be the owner specified in a conveying document  
15 memorializing the change in ownership of the EVSE.

16 (3) “EVSE time-of-use (TOU) meter” means an electric meter supplied  
17 and installed by an electric distribution utility that is separate from, and in  
18 addition to, any other electric meter and is devoted exclusively to the charging  
19 of plug-in electric vehicles and that tracks the TOU when charging occurs. An  
20 EVSE TOU meter includes any wiring or conduit necessary to connect the

1 meter to an EVSE, regardless of whether it is supplied or installed by an  
2 electric utility.

3 (4) “Plug-in electric vehicles” has the same meaning as in 23 V.S.A.  
4 § 4(85).

5 (5) “Reasonable restrictions” are restrictions that do not significantly  
6 increase the cost of the EVSE or EVSE TOU meter, or both, or significantly  
7 decrease the efficiency or specified performance of the EVSE or EVSE TOU  
8 meter, or both.

9 (b) Protected uses.

10 (1) Any covenant, restriction, or condition contained in any deed,  
11 contract, security instrument, or other instrument affecting the transfer or sale  
12 of any interest in a common interest community, and any provision of a  
13 governing document associated with a common interest community, such as a  
14 declaration or bylaws, that either effectively prohibits or unreasonably restricts  
15 the installation or use of EVSE or an EVSE TOU meter, or both, within a unit  
16 owner’s unit or in a designated parking space, including a deeded parking  
17 space, a parking space in a unit owner’s exclusive use common element, or a  
18 parking space that is specifically designated for use by a particular unit owner,  
19 or is in conflict with this section is void and unenforceable.

20 (2) This subsection (b) shall not apply to provisions that impose  
21 reasonable restrictions on EVSE or EVSE TOU meters, or both. However, it is

1 the policy of the State to promote, encourage, and remove obstacles to the use  
2 of plug-in electric vehicles, including access to EVSE at home.

3 (3) The EVSE or EVSE TOU meter, or both, and all modifications and  
4 improvements to the common interest community shall comply with federal,  
5 State, and local law, and all applicable zoning requirements, land use  
6 requirements, and covenants, conditions, and restrictions.

7 (4) If approval is required for the installation or use of EVSE or EVSE  
8 TOU meters, or both, the application for approval shall be processed and  
9 approved by the association in the same manner as an application for approval  
10 of an architectural modification to the common interest community and shall  
11 not be intentionally avoided or delayed. The approval or denial of an  
12 application shall be in writing. If an application is not denied in writing within  
13 60 days from the date of receipt of the application, the application shall be  
14 deemed approved, unless that delay is the result of a reasonable request for  
15 additional information.

16 (5) If the EVSE or EVSE TOU meter, or both, is to be placed in a  
17 common element or a limited common element, as designated in the common  
18 interest community's declaration, the following provisions apply:

19 (A) The unit owner first shall obtain approval from the association to  
20 install the EVSE or EVSE TOU meter, or both, and the association shall

1 approve the installation if the unit owner agrees in writing to do all of the  
2 following:

3 (i) comply with the association's architectural standards for the  
4 installation of the EVSE or EVSE TOU meter, or both;

5 (ii) engage a licensed contractor to install the EVSE and, if  
6 necessary, to install wiring or conduit necessary to connect the EVSE to an  
7 EVSE TOU meter;

8 (iii) engage the electric distribution utility providing service to  
9 install the EVSE TOU meter, if applicable;

10 (iv) provide a certificate of insurance that names the association as  
11 an additional insured under the unit owner's insurance policy within 14 days  
12 after approval; and

13 (v) pay for both the costs associated with the installation of the  
14 EVSE or both the EVSE and EVSE TOU meter and the electricity usage  
15 associated with the EVSE.

16 (B) The unit owner and each successive owner of the EVSE or both  
17 the EVSE and EVSE TOU meter shall be responsible for all of the following:

18 (i) costs for damage to the EVSE or EVSE TOU meter, or both; a  
19 common element; or a limited common element resulting from the installation,  
20 maintenance, repair, removal, or replacement of the EVSE or EVSE TOU  
21 meter, or both;

1                   (ii) costs for the maintenance, repair, and replacement of the  
2 EVSE or EVSE TOU meter, or both, until the EVSE has been removed and for  
3 the restoration of the common element or limited common element after  
4 removal;

5                   (iii) cost of electricity associated with the EVSE; and

6                   (iv) disclosing to prospective buyers of the unit the existence of  
7 any EVSE or EVSE TOU meters, or both, and the related responsibilities of  
8 the unit owner under this section.

9                   (C) The owner of EVSE, whether the EVSE is located within a unit  
10 or within a common element or a limited common element, shall, at all times,  
11 maintain a liability coverage policy that names the association as an additional  
12 insured. The unit owner that submitted the application to install the EVSE or  
13 EVSE TOU meter, or both, shall provide the association with the  
14 corresponding certificate of insurance within 14 days following approval of the  
15 application. That unit owner and each successor EVSE owner shall annually  
16 provide the association with the certificate of insurance.

17                   (D) An EVSE owner shall not be required to maintain a homeowner  
18 liability coverage policy for an existing National Electrical Manufacturers  
19 Association standard alternating current power plug.

20                   (6) Installation of EVSE or both EVSE and an EVSE TOU meter for the  
21 exclusive use of a unit owner in a common element or limited common

1 element shall be authorized by the association only if installation in the unit  
2 owner's unit or designated parking space is impossible or unreasonably  
3 expensive. In such cases, the association shall enter into a license agreement  
4 with the unit owner for the use of the space in a common element or limited  
5 common element and the unit owner shall comply with all of the requirements  
6 in subdivision (5) of this subsection.

7 (7) The association may install EVSE or both EVSE and an EVSE TOU  
8 meter in the common element or limited common element for the use of all  
9 unit owners in the association and, in that case, the association shall develop  
10 appropriate terms of use for the EVSE.

11 (8) Subject to subdivision (3) of this subsection, an association may  
12 create a new parking space where one did not previously exist to facilitate the  
13 installation of an EVSE.

14 (9) An association that intentionally violates this subsection shall be  
15 liable to the applicant unit owner or other party for actual damages and shall  
16 pay a civil penalty to the applicant unit owner or other party in an amount not  
17 to exceed \$1,000.00.

18 (10) In any action by a unit owner requesting to have an EVSE installed  
19 and seeking to enforce compliance with this section, the prevailing plaintiff  
20 shall be awarded reasonable attorney's fees.

1       Sec. 23. 19 V.S.A. § 2908 is added to read:

2       § 2908. PUBLIC EVSE; REQUIRED FORMS OF PAYMENT

3           All EVSE available to the public that requires payment for use shall accept  
4       credit cards for payment of all applicable charges and fees in addition to any  
5       other form of payment accepted by the EVSE.

6                                   \* \* \* State Rights-of-Way \* \* \*

7       Sec. 24. USE OF STATE-OWNED RIGHTS-OF-WAY; REVENUE  
8                                   GENERATION; PARKING; EVSE

9           (a)(1) The Secretary of Transportation shall develop a comprehensive map  
10       of utilities located within State-owned rights-of-way in Vermont and determine  
11       whether the State is receiving compensation for the location of utilities within  
12       State-owned right-of-way.

13           (2) The Secretary of Transportation shall develop a plan for the State to  
14       begin receiving compensation for the ongoing location of utilities within State-  
15       owned rights-of-way and for increasing the amount of compensation received  
16       in relation to utilities located in State-owned right-of-way for which the State  
17       is already receiving compensation.

18           (3) On or before January 15, 2026, the Secretary shall submit a written  
19       report detailing the Secretary's findings pursuant to subdivision (1) of this  
20       subsection and plan pursuant to subdivision (2) of this subsection to the House

1 and Senate Committees on Transportation, the House Committee on Ways and  
2 Means, and the Senate Committee on Finance.

3 (b)(1) The Agency of Transportation shall, if adequate space exists within a  
4 State-owned right-of-way that is located within a downtown and village center  
5 identified by the regional planning commission pursuant to 24 V.S.A. § 4348a,  
6 permit the creation of on-street parking within that right-of-way.

7 (2) The Agency of Transportation shall identify locations for the  
8 colocation of electrical vehicle supply equipment and on-street parking for all  
9 State-owned rights-of-way that are:

10 (A) located within a downtown and village center identified by a  
11 regional planning commission pursuant to 24 V.S.A. § 4348a;

12 (B) either have existing on-street parking or are sufficiently wide to  
13 accommodate on-street parking; and

14 (C) have three-phase power located within or adjacent to the State-  
15 owned right-of-way.

16 \* \* \* Bicycles \* \* \*

17 Sec. 25. 23 V.S.A. § 1139 is amended to read:

18 § 1139. RIDING ON ROADWAYS AND BICYCLE PATHS

19 (a) ~~A person~~ Due care and riding on the right. An individual operating a  
20 bicycle upon a roadway shall exercise due care when passing a standing  
21 vehicle or one proceeding in the same direction. Bicyclists generally shall ride



1 as near to the right side of the improved area of the highway right-of-way as is  
2 safe, except that a bicyclist:

3 (1) Shall ride to the left or in a left lane when:

4 (A) preparing for a left turn at an intersection or into a private  
5 roadway or driveway;

6 (B) approaching an intersection with a right-turn lane if not turning  
7 right at the intersection; or

8 (C) overtaking another vulnerable user.

9 (2) May ride to the left or in a left lane when taking reasonably  
10 necessary precautions to avoid hazards or road conditions. Examples include  
11 objects on the road, parked or moving vehicles, pedestrians, animals, surface  
12 conditions that may impair the bicyclist's stability, or safety hazards caused by  
13 a narrow road or steep embankment, road geometry, or unfavorable  
14 atmospheric conditions.

15 (b) ~~Persons riding~~ Riding two abreast. Individuals operating bicycles upon  
16 a roadway may not ride more than two abreast except on paths or parts of  
17 roadways set aside for the exclusive use of bicycles or except as otherwise  
18 permitted by the Commissioner of Public Safety in connection with a public  
19 sporting event in which case the Commissioner shall be authorized to adopt  
20 such rules as the public good requires. ~~Persons~~ Individuals riding two abreast

1 shall not impede the normal and reasonable movement of traffic and, on a  
2 laned roadway, shall ride within a single lane.

3 (c) Obedience to traffic-control devices and traffic-control signals. An  
4 individual operating a bicycle shall follow all traffic-control devices and  
5 traffic-control signals governing motor vehicles with the following exceptions:

6 (1) Stop sign or flashing red signal.

7 (A) An individual operating a bicycle approaching a stop sign or a  
8 traffic-control signal where a red lens is illuminated with rapid intermittent  
9 flashes shall:

10 (i) slow down;

11 (ii) if required to avoid an immediate hazard, stop pursuant to  
12 subsection 1048(b) of this title; and

13 (iii) yield the right-of-way to any vehicle in the intersection or  
14 approaching on another intersecting highway so closely as to constitute an  
15 immediate hazard during the time the bicyclist will be within the intersection.

16 (B) If an individual operating a bicycle meets the requirements of  
17 subdivision (A) of this subdivision (c)(1), the individual may cautiously make  
18 a turn or proceed through the intersection without stopping.

19 (2) Pedestrian-control devices and pedestrian-control signals. An  
20 individual operating a bicycle while crossing an intersection may follow  
21 pedestrian-control devices and pedestrian-control signals when present except

1 where otherwise indicated by traffic-control devices and traffic-control signals  
2 and provided that the bicyclist shall yield to pedestrians in the crosswalk.

3 (d) Riding on a partially controlled access highway. Bicycles may be  
4 operated on the shoulders of partially controlled access highways, which are  
5 those highways where access is controlled by public authority but where there  
6 are some connections with selected public highways, some crossings at grade,  
7 and some private driveway connections. The Traffic Committee may  
8 determine that any portion of these highways is unsafe and therefore closed to  
9 bicycle operation.

10 \* \* \* Municipal Resiliency Funding and Assistance \* \* \*

11 Sec. 26. MUNICIPAL HIGHWAY AND STORMWATER MITIGATION  
12 PROGRAM; ADDITIONAL FUNDING

13 The sum of \$7,143,000.00 is appropriated from the Transportation Fund to  
14 the Municipal Highway and Stormwater Mitigation Program in fiscal year  
15 2026 to support the provision of additional grants for projects designed to  
16 improve flood resiliency, including culvert resizing, culvert replacement, and  
17 stormwater management.

18 \* \* \* Education Transportation \* \* \*

19 Sec. 27. EDUCATION TRANSPORTATION COST; STUDY; REPORT

20 (a) The Secretary of Transportation, in consultation with the Secretary of  
21 Education, school districts, and supervisory unions, shall examine the actual

1 costs and the cost-efficiency of providing school-related transportation to  
2 Vermont public school students.

3 (b) The Secretary of Transportation shall specifically examine:

4 (1) to the extent data is available, the total cost, the cost per mile, the  
5 cost per passenger, and the cost per passenger mile for school-related  
6 transportation on a district or supervisory union basis, as well as on a regional  
7 and statewide basis;

8 (2) if data related to the information required under subdivision (1) of  
9 this subsection is not available, the Secretary shall select three school districts  
10 or supervisory unions that are diverse with respect to their location, size, and  
11 population density and determine the total cost, the cost per mile, the cost per  
12 passenger, and the cost per passenger mile of the school-related transportation  
13 provided in each of the districts or supervisory unions;

14 (3) potential opportunities to utilize public transit to reduce the total  
15 cost, the cost per mile, the cost per passenger, and the cost per passenger mile  
16 of education-related transportation in Vermont;

17 (4) potential issues that could prevent the utilization of public transit to  
18 reduce the cost of education-related transportation in Vermont, including  
19 restrictions on federal funding, capital expenses, and requirements of State or  
20 federal law; and

1           (5) anticipated advantages and disadvantages of utilizing public transit  
2           to reduce the cost of education-related transportation in Vermont.

3           (c) On or before January 15, 2026, the Secretary of Transportation shall  
4           submit a written report to the House and Senate Committees on Education and  
5           on Transportation regarding the Secretary’s findings pursuant to subsection (b)  
6           of this section and any recommendations for legislative action.

7                           \* \* \* First-Time Car Buyer Workshops \* \* \*

8           Sec. 28. FIRST-TIME CAR BUYER WORKSHOPS

9           The sum of \$15,000.00 is appropriated to the Agency of Transportation for  
10           the provision, in cooperation with community action agencies, of first-time car  
11           buyer workshops to educate new Americans and disadvantaged Vermonters  
12           about the process for buying a motor vehicle and incentives that are available  
13           to assist with the purchase of a motor vehicle.

14                           \* \* \* Effective Date \* \* \*

15           Sec. 29. EFFECTIVE DATE

16           This act shall take effect on passage.