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S.75

Introduced by Senators White, Clarkson, Gulick, Major and Watson

Referred to Committee on

Date:

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

Statement of purpose of bill as introduced: This bill proposes to do the
following: (1) appropriate funds for the Incentive Program for New Plug-in
Electric Vehicles; the MileageSmart Incentive Program, the Replace Your
Ride Program, and the eBike Incentive Program; (2) provide additional State
funding for local public transit agencies in fiscal year 2026 to ensure that
agencies maintain the existing level of service; (3) impose a fee on retail
deliveries that are subject to the sales and use tax; (4) create a revenue-neutral
system of motor vehicle efficiency fees and motor vehicle efficiency rebates;
(5) require the Agency of Transportation to implement public outreach
campaigns related to public transportation, active transportation, electric
vehicles, idling, and safe passing distances; (6) provide funding to the Agency
of Transportation to enhance public-private partnerships promoting electric

1 vehicles and eBikes; (7) require the Agency of Transportation to consider
2 reductions in vehicle miles traveled and greenhouse gas emissions reductions
3 when evaluating projects; (8) reduce the local share due from smaller
4 municipalities seeking State funding for projects; (9) direct the Agency of
5 Transportation to provide technical assistance to municipalities in relation to
6 implementation of complete streets; (10) require the updated Vermont State
7 Standards to incorporate complete streets principles and consideration of green
8 infrastructure; (11) establish right-to-charge laws to permit property owners
9 and tenants to install electric vehicle supply equipment (EVSE); (12) require
10 EVSE that is available for public use to accept credit cards for payment; (13)
11 require the Agency of Transportation to examine the possibility of generating
12 revenue from utilities located in State-owned rights of way, to permit parking
13 in State-owned rights of way in downtowns, and to identify locations for
14 collocating EVSE and on-street parking in State-owned rights of way; (14)
15 amend the traffic-control signals a bicycle operator must follow; (15) provide
16 additional funding and support for projects to improve resiliency of municipal
17 highways; (16) study potential cost savings for education-related
18 transportation; and (17) provide funding for first-time car buyer classes.

19 An act relating to transportation initiatives to improve equity and
20 infrastructure, increase resiliency, and reduce emissions

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

2 * * * Short Title * * *

3 Sec. 1. SHORT TITLE

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

6 * * * Efficient Vehicle Incentive Program Funding * * *

7 Sec. 2. APPROPRIATIONS FOR VEHICLE INCENTIVE PROGRAMS

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

11 (b) The sum of \$10,000,000.00 is appropriated from the General Fund to
12 the Agency of Transportation in fiscal year 2026 for the purpose of funding the
13 Incentive Program for New Plug-In Electric Vehicles established pursuant to
14 19 V.S.A. § 2901.

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

18 (d) The sum of \$150,000.00 is appropriated from the General Fund to the
19 Agency of Transportation in fiscal year 2026 for the purpose of funding the
20 eBike Incentive Program established pursuant to 2021 Acts and Resolves No.
21 55, Sec. 28, as amended by 2022 Acts and Resolves No. 184, Sec. 23.

1 Sec. 3. ONE-TIME PUBLIC TRANSIT MONIES

2 (a) Project addition. The following project is added to the Agency of
3 Transportation’s Proposed Fiscal Year 2026 Transportation Program:
4 Increased One-Time Monies for Public Transit for Fiscal Year 2026.

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

7 <u>FY25</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
8 Other	\$0.00	\$1,280,000.00	\$1,280,000.00
9 Total	\$0.00	\$1,280,000.00	\$1,280,000.00
10 <u>Sources of funds</u>			
11 State	\$0.00	\$1,280,000.00	\$1,280,000.00
12 Total	\$0.00	\$1,280,000.00	\$1,280,000.00

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

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

1 *** Retail Delivery Fee ***

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

3 CHAPTER 26. RETAIL DELIVERY FEE

4 § 2551. DEFINITIONS

5 As used in this chapter:

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

7 (2) “Persons required to collect tax” has the same meaning as in
8 32 V.S.A. § 9701.

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

13 (4) “Tangible personal property” has the same meaning as in 32 V.S.A.
14 § 9701, except that it shall not include electricity, water, gas, steam, and
15 prewritten computer software.

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

17 § 2552. FEE ON RETAIL DELIVERIES

18 (a)(1) All retail deliveries by persons required to collect tax pursuant to
19 32 V.S.A. chapter 233 shall be subject to a delivery fee of \$0.30.

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

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

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

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

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

10 (2) shipments needed to deliver the items of tangible personal property
11 purchased.

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

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

19 § 2553. RETURNS; PAYMENT OF RETAIL DELIVERY FEES

20 (a) A vendor shall report the amount of fees collected on a return
21 prescribed by the Commissioner. The return shall include any other

1 information that the Commissioner deems necessary for the administration of
2 this chapter.

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

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

9 § 2554. ADMINISTRATION; OVERPAYMENTS; REFUNDS;

10 ENFORCEMENT; PENALTIES

11 The provisions of 32 V.S.A. chapter 233 relating to administration, refunds
12 of overpayments, enforcement, penalties, and appeals shall apply to this
13 chapter.

14 § 2555. DEPOSIT AND USE OF FEES

15 Retail delivery fees collected pursuant to this chapter shall be deposited into
16 the Transportation Fund and used to support public transit services in the State.

17 * * * Efficiency Fees and Rebates * * *

18 Sec. 5. 23 V.S.A. § 383 is added to read:

19 § 383. EFFICIENCY FEESf AND REBATES

20 (a) As used in this section:

1 (1) “Covered vehicles” includes new light trucks, new passenger
2 automobiles, and new sport utility vehicles.

3 (2) “Light truck” means a motor vehicle, without regard to whether the
4 motor vehicle could be categorized as a special purpose vehicle, that would be
5 categorized as a small pickup truck, standard pickup truck, van, or minivan by
6 the Administrator of the Environmental Protection Agency or authorized
7 representative for purposes of fuel economy labeling pursuant to 40 C.F.R.
8 § 600.315-08.

9 (3) “Motor vehicle” has the same meaning as in subdivision 4(21) of
10 this title.

11 (4) “Motor vehicle type” means a light duty truck, passenger
12 automobile, or sport utility vehicle.

13 (5) “New motor vehicle” has the same meaning as in subdivision 4(62)
14 of this title.

15 (6) “Passenger automobile” means a motor vehicle, without regard to
16 whether the motor vehicle could be categorized as a special purpose vehicle,
17 that would be categorized as a two seater, minicompact car, subcompact car,
18 compact car, midsize car, large car, small station wagon, midsize station
19 wagon, or large station wagon by the Administrator of the Environmental
20 Protection Agency or authorized representative for purposes of fuel economy
21 labeling pursuant to 40 C.F.R. § 600.315-08.

1 (7) “Sport utility vehicle” means a motor vehicle, without regard to
2 whether the motor vehicle could be categorized as a special purpose vehicle,
3 that would be categorized as a small sport utility vehicle or standard sport
4 utility vehicle by the Administrator of the Environmental Protection Agency or
5 authorized representative for purposes of fuel economy labeling pursuant to
6 40 C.F.R. § 600.315-08.

7 (8) “Vehicle efficiency” means the combined fuel economy in miles per
8 gallon or miles per gallon equivalent (MPGe) of the motor vehicle as rated by
9 the Environmental Protection Agency.

10 (b) All covered vehicles shall, at the time of initial registration in the State,
11 be subject to an efficiency fee or entitled to an efficiency rebate under a system
12 that:

13 (1) is designed to provide a rebate for motor vehicles within each motor
14 vehicle type that have a high vehicle efficiency as compared to the average
15 vehicle efficiency for motor vehicles of that motor vehicle type in the State and
16 collect a fee for motor vehicles within each motor vehicle type that have a low
17 vehicle efficiency as compared to the average vehicle efficiency for motor
18 vehicles of that motor vehicle type in the State;

19 (2) is divided into at least four tiers, not including a tier that is not
20 subject to an efficiency fee or rebate, for each motor vehicle type;

1 (3) is designed to be revenue neutral to the State within each motor
2 vehicle type;

3 (4) is recalculated on an annual basis for the subsequent fiscal year
4 based on actual new motor vehicle registration data for the prior fiscal year and
5 adjusted as necessary to maintain revenue neutrality;

6 (5) applies to the purchase and lease of new covered vehicles; and

7 (6) may differ between a purchased and a leased covered vehicle.

8 (c) The efficiency fees and rebates applicable for a fiscal year shall be
9 prominently displayed on the website for the Department of Motor Vehicles
10 and at all dealership locations and on the websites for all dealers registered
11 pursuant to chapter 7, subchapter 4 of this title.

12 Sec. 6. EFFICIENCY FEES AND REBATES TASK FORCE

13 (a) Creation. There is created the Efficiency Fees and Rebates Task Force
14 to formulate a method for calculating the initial and recalculating the
15 subsequent efficiency fees and rebates to be collected and distributed under
16 23 V.S.A. § 383 as added by Sec. 5 of this act.

17 (b) Membership. The Task Force shall be composed of the following
18 members:

19 (1) one current member of the House of Representatives, who shall be
20 appointed by the Speaker of the House;

1 (2) one current member of the Senate, who shall be appointed by the

2 Committee on Committees;

3 (3) the Commissioner of Financial Regulation or designee;

4 (4) the Commissioner of Motor Vehicles or designee;

5 (5) the Secretary of Transportation or designee;

6 (6) one member, who shall be an economist and appointed by the

7 Speaker of the House; and

8 (7) one member, who shall be a member of the Vermont Vehicle and

9 Automotive Distributors Association and appointed by the Committee on

10 Committees.

11 (c) Duties.

12 (1) The Task Force shall make recommendations that are consistent with

13 the Climate Action Plan about:

14 (A) efficiency fees and rebates to be collected and distributed under

15 23 V.S.A. § 383 as added by Sec. 5 of this act in fiscal year 2027;

16 (B) a formula or method for calculating efficiency fees and rebates to

17 be collected and distributed under 23 V.S.A. § 383 as added by Sec. 5 of this

18 act in fiscal years subsequent to fiscal year 2027;

19 (C) any modifications to 23 V.S.A. § 383 as added by Sec. 5 of this

20 act that are necessary for implementation of a revenue-neutral system of

21 efficiency fees and rebates; and

1 (D) best practices, policies, and guidelines for successful
2 implementation of a revenue-neutral system of efficiency fees and rebates.

3 (2) The Task Force shall prepare a report containing its
4 recommendations and proposed legislation based upon its recommendations.

5 (d) Assistance. The Task Force shall have:

6 (1) drafting assistance from the Office of Legislative Counsel; and

7 (2) other assistance, including the writing of the report containing
8 recommendations, fiscal assistance, and committee support services, from the
9 Agency of Transportation.

10 (e) Report. On or before January 15, 2026, the Task Force shall submit a
11 report to the House and Senate Committees on Transportation with its
12 recommendations and proposed legislation.

13 (f) Meetings.

14 (1) The Secretary of Transportation or designee shall call the first
15 meeting of the Task Force to occur on or before July 1, 2025.

16 (2) The Secretary of Transportation or designee shall be the Chair.

17 (3) A majority of the membership shall constitute a quorum.

18 (4) The Task Force shall cease to exist on February 15, 2026.

19 (g) Compensation and reimbursement.

20 (1) For attendance at meetings during adjournment of the General
21 Assembly, a legislative member of the Task Force serving in that capacity shall

1 be entitled to per diem compensation and reimbursement of expenses pursuant
2 to 2 V.S.A. § 23 for not more than eight meetings. These payments shall be
3 made from monies appropriated to the General Assembly.

4 (2) Other members of the Task Force who are not State employees shall
5 be entitled to per diem compensation and reimbursement of expenses as
6 permitted under 32 V.S.A. § 1010 for not more than eight meetings. These
7 payments shall be made from monies appropriated to the Agency of
8 Transportation.

9 Sec. 7. 23 V.S.A. § 383 is amended to read:

10 § 383. EFFICIENCY FEES AND REBATES

11 * * *

12 (d)(1) Light trucks.

13 (A) The efficiency fees for light trucks shall be:

14 (i) \$500.00 if the vehicle efficiency is less than 16 MPGe; and

15 (ii) \$170.00 if the vehicle efficiency is 16 MPGe or more and less
16 than 20 MPGe.

17 (B) The efficiency rebates for light trucks shall be:

18 (i) \$925.00 if the vehicle efficiency is 26 MPGe or more and less
19 than 28 MPGe; and

20 (ii) \$1,500.00 if the vehicle efficiency is 28 MPGe or more.

21 (2) Passenger automobiles.

1 (A) The efficiency fees for passenger automobiles shall be:

2 (i) \$750.00 if the vehicle efficiency is less than 21 MPGe; and

3 (ii) \$400.00 if the vehicle efficiency is 21 MPGe or more and less
4 than 24 MPGe.

5 (B) The efficiency rebates for passenger automobiles shall be:

6 (i) \$700.00 if the vehicle efficiency is 30 MPGe or more and less
7 than 35 MPGe; and

8 (ii) \$1,000.00 if the vehicle efficiency is 35 MPGe or more.

9 (3) Sport utility vehicles.

10 (A) The efficiency fees for sport utility vehicles shall be:

11 (i) \$500.00 if the vehicle efficiency is less than 16 MPGe; and

12 (ii) \$250.00 if the vehicle efficiency is 16 MPGe or more and less
13 than 20 MPGe.

14 (B) The efficiency rebates for sport utility vehicles shall be:

15 (i) \$1,000.00 if the vehicle efficiency is 26 MPGe or more and
16 less than 30 MPGe; and

17 (ii) \$1,500.00 if the vehicle efficiency is more than 30 MPGe.

18 Sec. 8. OUTREACH ON EFFICIENCY FEES AND REBATES;

19 APPROPRIATION

20 The sum of \$20,000.00 is appropriated from the Transportation Fund to the
21 Agency of Transportation in fiscal year 2026 to expand the Agency's public-

1 private partnership with Drive Electric Vermont to provide marketing and
2 outreach efforts on motor vehicle efficiency fees and rebates in the fourth
3 quarter of fiscal year 2026 in advance of 23 V.S.A. § 383, as added by Secs. 5
4 and 7 of this act, taking effect.

5 Sec. 9. ANNUAL FEEBATE REPORT

6 (a) The Agency of Transportation shall annually submit a report to the
7 House and Senate Committees on Transportation that evaluates the
8 implementation and effectiveness of 23 V.S.A. § 383. The report shall be
9 submitted not later than January 15 each year starting in 2028 and continuing
10 to 2033.

11 (b) At a minimum, the report shall contain:

12 (1) the rates of all efficiency fees and rebates for the prior fiscal year;

13 (2) the total amount collected in efficiency fees for each motor vehicle
14 type and the total amount distributed in efficiency rebates for each motor
15 vehicle type in the prior fiscal year;

16 (3) an estimate of the costs to administer the system of efficiency fees
17 and rebates during the prior fiscal year; and

18 (4) recommendations on changes to the system of efficiency fees and
19 rebates.

1 * * * Transit; Active Transportation; Electric Vehicles; Idling; Safe Passing;
2 Outreach * * *

3 Sec. 10. PUBLIC TRANSPORTATION; ACTIVE TRANSPORTATION;
4 ELECTRIC VEHICLES; IDLING; SAFE PASSING; OUTREACH

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

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

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

13 (A) ways to access public transportation;

14 (B) modes of public transportation available; and

15 (C) economic and environmental benefits of utilizing public
16 transportation;

17 (2) for the public outreach campaign related to active transportation:

18 (A) forms of active transportation;

19 (B) methods for utilizing active transportation for commuting and
20 running errands;

1 (C) infrastructure and public amenities that are available to facilitate
2 active transportation; and

3 (D) economic, environmental, and health benefits of utilizing active
4 transportation;

5 (3) for the public outreach campaign related to electric vehicles:

6 (A) incentive programs for the purchase of electric vehicles and the
7 installation of electrical vehicle supply equipment that are available through
8 the State, the federal government, and utilities; and

9 (B) economic and environmental benefits of utilizing an electric
10 vehicle for transportation in place of a vehicle with an internal combustion
11 engine;

12 (4) for the public outreach campaign related to idling:

13 (A) the instances when idling violates Vermont law;

14 (B) the impact of idling on the environment and health;

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

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

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

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

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

4 (B) information on the potential to reduce accidents, injuries, and
5 fatalities by following Vermont’s law relating to motor vehicles passing
6 vulnerable users.

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

12 * * * Expansion of PEV and eBike Market * * *

13 Sec. 11. EXPANSION OF PEV AND EBIKE MARKET

14 (a) The sum of \$100,000.00 is appropriated from the General Fund to the
15 Agency of Transportation in fiscal year 2026 to expand the Agency’s public-
16 private partnership with Drive Electric Vermont. The amounts appropriated
17 pursuant to this subsection shall be used to support the expansion of the PEV
18 market in Vermont through events that offer members of the public
19 opportunities to drive PEVs or learn about PEVs or EVSE, or both.

20 (b) The sum of \$250,000.00 is appropriated from the General Fund to the
21 Agency of Transportation in fiscal year 2026 to enter into and expand public-

1 private partnerships with Vermont organizations promoting the use of eBikes
2 for transportation.

3 * * * Consideration of Vehicle Miles Traveled in Project Planning * * *

4 Sec. 12. 19 V.S.A. § 1 is amended to read:

5 § 1. DEFINITIONS

6 As used in this title:

7 * * *

8 (26) “Vehicle miles traveled” means the estimated sum of the miles
9 traveled by all motor vehicle trips within a specific area during a calendar year.

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

11 § 10b. STATEMENT OF POLICY; GENERAL

12 (a) The Agency shall be the responsible agency of the State for the
13 development of transportation policy. It shall develop a mission statement to
14 reflect:

15 (1) that State transportation policy shall be to encompass, coordinate,
16 and integrate all modes of transportation and to consider complete streets, as
17 defined in section 2401 of this title, principles; and

18 (2) the need for transportation projects that will improve the State’s
19 economic infrastructure; ~~as well as the use of~~ resources in efficient,
20 coordinated, integrated, cost-effective, and environmentally sound ways;
21 reduce vehicle miles traveled within the State; and that will be consistent with

1 the recommendations of the Comprehensive Energy Plan (CEP) issued under
2 30 V.S.A. § 202b.

3 * * *

4 (c) In developing the State's annual Transportation Program, the Agency
5 shall, consistent with the planning goals listed in 24 V.S.A. § 4302 and with
6 appropriate consideration to local, regional, and State agency plans:

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

10 * * *

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

14 * * *

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

19 Sec. 14. 19 V.S.A. § 10c is amended to read:

20 § 10c. STATEMENT OF POLICY; HIGHWAYS AND BRIDGES

21 * * *

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

3 * * *

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

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

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

10 * * *

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

15 Sec. 15. 19 V.S.A. § 10i is amended to read:

16 § 10i. TRANSPORTATION PLANNING PROCESS

17 * * *

18 (c) Transportation Program. The Transportation Program shall be
19 developed in a fiscally responsible manner to accomplish the following
20 objectives:

21 * * *

1 (3) strengthening the economy, protecting the quality of the natural
2 environment, and improving Vermonters' quality of life; ~~and~~
3 (4) achieving the recommendations of the CEP; and
4 (5) reducing vehicle miles traveled or otherwise reducing greenhouse
5 gas emissions.

6 * * *

7 * * * Increased Highway Funding for Rural Towns * * *

8 Sec. 16. 19 V.S.A. § 306 is amended to read:

9 § 306. APPROPRIATION; STATE AID FOR TOWN HIGHWAYS

10 * * *

11 (d) State aid for nonfederal disasters.

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

18 ~~(A)~~ The Secretary of Transportation shall determine that the disaster
19 is of such magnitude that State aid is both reasonable and necessary to preserve
20 the public good. If total cumulative damages to town highways and drainage
21 structures are less than the value of 10 percent of the town's overall total

1 highway budget excluding the town's winter maintenance budget, the disaster
2 shall not qualify for assistance under this subsection.

3 ~~(2)~~(B) The disaster shall not qualify for major disaster assistance from
4 the Federal Emergency Management Agency (FEMA) under the Robert T.
5 Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. §§ 5121 et
6 seq., or from the Federal Highway Administration (FHWA) under the 23
7 C.F.R. Part 668 Emergency Relief Program for federal-aid highways.

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

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

16 (B) Rural towns, as that term is defined in 24 V.S.A. § 4303, shall be
17 eligible for reimbursement for repair or replacement costs of either up to 95
18 percent of the eligible repair or replacement costs or the eligible repair or
19 replacement costs, minus an amount equal to 5 percent of the overall total
20 highway budget, minus the rural town's winter maintenance budget, whichever
21 is greater.

1 ~~(4)~~(3) For towns that have adopted road and bridge standards, eligibility
2 for reimbursement for repair or replacement of infrastructure shall be to those
3 standards. For towns that have not adopted these standards, eligibility for
4 reimbursement for repair or replacement of infrastructure shall be limited to
5 the specifications of the infrastructure that preexisted the emergency event;
6 however, the repair or replacement shall be to standards approved by the
7 Agency of Transportation.

8 ~~(5)~~(4) For a drainage structure on a class 4 town highway to be eligible
9 for repair or replacement under this subsection, the town must document that it
10 maintained the structure prior to the nonfederal disaster.

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

13 * * *

14 (f) State aid for federal disasters.

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

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

1 (ii) Rural towns, as that term is defined pursuant to 24 V.S.A.
2 § 4303, shall be responsible for not more than five percent of the total eligible
3 project costs.

4 * * *

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

7 * * *

8 (i) Municipal Mitigation Assistance Program.

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

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

17 (B) Rural towns, as that term is defined pursuant to 24 V.S.A.
18 § 4303, shall match grants with local funds sufficient to cover 10 percent of the
19 project costs.

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

4 (3) From the operating expenses appropriated for the Program, the
5 Agency is authorized to pay costs billed to the Agency by municipal
6 stormwater utilities.

7 * * *

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

10 Sec. 17. 19 V.S.A. § 309a is amended to read:

11 § 309a. LOCAL HIGHWAY WORK UNIFORM LOCAL SHARE;

12 EXCEPTIONS

13 (a) Except as provided in subsection (b) or (c) of this section or in sections
14 309b and 309c of this title, in any case of highway or bridge construction in
15 which a federal/State/local or State/local funding match is authorized, the
16 municipality’s share shall be ten percent of the project costs.

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

18 * * *

19 (6) any project where, by the mutual agreement of the municipality and
20 Agency, rehabilitation of an existing bridge is the preferred alternative, in
21 which case the Agency shall use the appropriate combination of State and

1 federal funding to pay either 95 percent of the cost of rehabilitation, or 97.5
2 percent if the municipality closes the bridge and does not construct a
3 temporary bridge for the duration of the project; ~~or~~

4 (7) any project or portion of a project involving a structure that is part of
5 the Historic Bridge Program, where the Agency shall use the appropriate
6 combination of State and federal funding to pay 100 percent of the cost of
7 rehabilitation; or

8 (8) any project in a rural town, as that term is defined pursuant to
9 24 V.S.A. § 4303, in which case the municipal share shall be 2.5 percent of the
10 project costs or a lesser amount authorized by statute or the General Assembly.

11 * * *

12 Sec. 18. 19 V.S.A. § 309b is amended to read:

13 § 309b. LOCAL MATCH; CERTAIN TOWN HIGHWAY PROGRAMS

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

1 (2) Grants provided to rural towns, as that term is defined pursuant to
2 24 V.S.A. § 4303, under the Town Highway Structures Program shall be
3 matched by local funds sufficient to cover 10 percent of the project costs,
4 unless the rural town has adopted road and bridge standards, has completed a
5 network inventory, and has submitted an annual certification of compliance for
6 town road and bridge standards to the Secretary, in which event the local
7 match shall be sufficient to cover 5 percent of the project costs.

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

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

20 (2) Grants provided to rural towns, as that term is defined pursuant to
21 24 V.S.A. § 4303, under the Class 2 Town Highway Roadway Program shall

1 be matched by local funds sufficient to cover 15 percent of the project costs,
2 unless the rural town has adopted road and bridge standards, has completed a
3 network inventory, and has submitted an annual certification of compliance for
4 town road and bridge standards to the Secretary, in which event the local
5 match shall be sufficient to cover 10 percent of the project costs.

6 (3) The Secretary may adopt rules to implement the Class 2 Town
7 Highway Roadway Program. Class 2 town highway roadway projects
8 receiving funds pursuant to this subsection shall be the responsibility of the
9 applicant municipality, and a municipality shall not receive a grant in excess of
10 \$200,000.00.

11 * * *

12 * * * Complete Streets * * *

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

14 § 2405. TECHNICAL ASSISTANCE FOR MUNICIPALITIES

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

18 Sec. 20. 2024 Acts and Resolves No. 148, Sec. 31 is amended to read:

19 Sec. 31. REPLACEMENT FOR THE VERMONT STATE DESIGN
20 STANDARDS

21 * * *

1 (c) The Agency of Transportation shall ensure that the replacement for the
2 Vermont State Design Standards incorporates provisions addressing the
3 following:

4 (1) prioritization of reducing vehicle miles traveled in downtown and
5 village centers identified by a regional planning commission pursuant to
6 24 V.S.A. § 4348a;

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

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

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

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

18 (C) design engineering standards provide for ease of understanding
19 and implementation of:

20 (i) narrowed travel lanes;

21 (ii) slow zones for motor vehicle traffic;

1 (iii) crosswalks;

2 (iv) enhanced shoulders to accommodate travel by bicycles or
3 pedestrians, or both;

4 (v) sidewalks; and

5 (vi) public transit services;

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

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

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

16 * * * National Historic Preservation Act Review; Report * * *

17 Sec. 21. AMENDMENTS TO AGREEMENT RELATED TO REVIEW

18 UNDER THE NATIONAL HISTORIC PRESERVATION ACT

19 (a) The Agency of Transportation, in consultation with the Vermont State
20 Historic Preservation Officer and the Advisory Council on Historic
21 Preservation, shall seek to amend the Programmatic Agreement Among the

1 Federal Highway Administration, the Vermont State Historic Preservation
2 Officer, the Advisory Council on Historic Preservation, and the Vermont
3 Agency of Transportation Regarding the Federal-Aid Highway Program in
4 Vermont to categorize the creation of new bicycle and pedestrian facilities as
5 either exempt activities, listed in Appendix A, or screened activities, listed in
6 Appendix B.

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

10 * * * Local Speed Limits * * *

11 Sec. 22. 23 V.S.A. § 1007 is amended to read:

12 § 1007. LOCAL SPEED LIMITS

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

16 (A) ~~is not more than 50 miles per hour; however,~~ after considering
17 neighborhood character, abutting land use, bicycle and pedestrian use, and
18 physical characteristics of the highways, ~~the legislative body of a municipality~~
19 ~~may vote to set the maximum speed limit, without an engineering and traffic~~
20 ~~investigation, at~~ is not more than 50 miles per hour nor less than 35 miles per

1 hour, on all or a portion of unpaved town highways within its boundaries,
2 unless otherwise posted in accordance with the provisions of this section; or

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

4 * * *

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

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

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

10 * * *

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

14 [Repealed.]

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

19 (g) Notwithstanding any requirements of section 1025 of this title,
20 downtown development districts, village centers, and new town center

1 development districts designated under 24 V.S.A. chapter 76A may have
2 posted speed limits of less than 25 miles per hour.

3 * * * Regional Planning Commissions * * *

4 Sec. 23. 24 V.S.A. § 4345a is amended to read:

5 § 4345a. DUTIES OF REGIONAL PLANNING COMMISSIONS

6 A regional planning commission created under this chapter shall:

7 * * *

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

11 Sec. 24. REGIONAL PLANNING COMMISSIONS; REGIONAL
12 TRANSPORTATION PROJECT COORDINATION; TECHNICAL
13 ASSISTANCE; GRANTS

14 The sum of \$500,000.00 is appropriated from the Transportation Fund to
15 the Agency of Transportation to provide technical assistance and grants to
16 regional planning commissions to assist with the coordination of regional
17 transportation projects pursuant to 24 V.S.A. § 4345a(21).

18 * * * Electrical Vehicle Supply Equipment * * *

19 Sec. 25. 9 V.S.A. § 4468b is added to read:

20 § 4468b. ELECTRIC VEHICLE SUPPLY EQUIPMENT

21 (a) As used in this section:

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

4 (2) “EVSE time-of-use (TOU) meter” means an electric meter supplied
5 and installed by an electric distribution utility that is separate from, and in
6 addition to, any other electric meter and is devoted exclusively to the charging
7 of plug-in electric vehicles and that tracks the TOU when charging occurs. An
8 EVSE TOU meter includes any wiring or conduit necessary to connect the
9 meter to an EVSE, regardless of whether it is supplied or installed by an
10 electric utility.

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

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

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

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

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

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

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

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

10 (g) A tenant's written request to make a modification to the property in
11 order to install and use EVSE shall include the tenant's consent to enter into a
12 written agreement that includes the following:

13 (1) Compliance with the landlord's requirements for the installation,
14 use, maintenance, and removal of the EVSE or both the EVSE and EVSE TOU
15 meter and installation, use, and maintenance of the infrastructure for the EVSE
16 or both the EVSE and EVSE TOU meter.

17 (2) Compliance with the landlord's requirements for the tenant to
18 provide a complete financial analysis and scope of work regarding the
19 installation of the EVSE or both the EVSE and EVSE TOU meter and its
20 infrastructure.

1 (3) Obligation of the tenant to pay the landlord all costs associated with
2 the landlord's installation of the EVSE or both the EVSE and EVSE TOU
3 meter and related infrastructure prior to any modification or improvement
4 being made to the leased property. The costs associated with modifications
5 and improvements shall include the cost of permits, supervision, construction,
6 and, solely if required by the contractor and consistent with its past
7 performance of work for the landlord, performance bonds.

8 (4) Obligation of the tenant to pay as part of rent for the costs associated
9 with the electrical usage, whether or not through an EVSE TOU meter, of the
10 EVSE; and costs for damage, maintenance, repair, removal, and replacement
11 of the EVSE or both the EVSE and EVSE TOU meter; and modifications or
12 improvements made to the property associated with the EVSE or both the
13 EVSE and EVSE TOU meter.

14 (h) The tenant and each successor tenant shall obtain personal liability
15 coverage in an amount not to exceed 10 times the annual rent charged for the
16 dwelling unit covering property damage and personal injury proximately
17 caused by the installation or operation of the EVSE or both the EVSE and
18 EVSE TOU meter. The policy shall be maintained in full force and effect from
19 the time of installation of the EVSE or both the EVSE and EVSE TOU meter
20 until the EVSE or the EVSE and EVSE TOU meter is removed or the tenant
21 forfeits possession of the dwelling unit to the landlord.

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

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

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

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

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

16 Sec. 26. 27A V.S.A. § 1-204 is amended to read:

17 § 1-204. PREEXISTING COMMON INTEREST COMMUNITIES

18 (a)(1) Unless excepted under section 1-203 of this title, the following
19 sections and subdivisions of this title apply to a common interest community
20 created in this State before January 1, 1999: sections 1-103, 1-105, 1-106, 1-
21 107, 2-103, 2-104, and 2-121, subdivisions 3-102(a)(1) through (6) and (11)

1 through (16), and sections 3-111, 3-116, 3-118, 4-109, and 4-117 to the extent
2 necessary to construe the applicable sections. The sections and subdivisions
3 described in this subdivision apply only to events and circumstances occurring
4 after December 31, 1998 and do not invalidate existing provisions of the
5 declarations, bylaws, plats, or plans of those common interest communities.

6 * * *

7 (3) Unless excepted under section 1-203 of this title, section 3-125 of
8 this title shall apply to a common interest community created in this State
9 before January 1, 1999. Section 3-125 applies only to events and
10 circumstances occurring after June 30, 2025 and does not invalidate existing
11 provisions of the declarations, bylaws, plats, or plans of those common interest
12 communities.

13 * * *

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

15 § 3-125. ELECTRIC VEHICLE SUPPLY EQUIPMENT

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

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

20 (2) “EVSE owner” means the unit owner who applies to install an EVSE
21 and each successive unit owner associated with the initial application to install

1 the EVSE unless there is a specific change in ownership of the EVSE, in which
2 case the EVSE owner shall be the owner specified in a conveying document
3 memorializing the change in ownership of the EVSE.

4 (3) “EVSE time-of-use (TOU) meter” means an electric meter supplied
5 and installed by an electric distribution utility that is separate from, and in
6 addition to, any other electric meter and is devoted exclusively to the charging
7 of plug-in electric vehicles and that tracks the TOU when charging occurs. An
8 EVSE TOU meter includes any wiring or conduit necessary to connect the
9 meter to an EVSE, regardless of whether it is supplied or installed by an
10 electric utility.

11 (4) “Plug-in electric vehicles” has the same meaning as in 23 V.S.A.
12 § 4(85).

13 (5) “Reasonable restrictions” are restrictions that do not significantly
14 increase the cost of the EVSE or EVSE TOU meter, or both, or significantly
15 decrease the efficiency or specified performance of the EVSE or EVSE TOU
16 meter, or both.

17 (b) Protected uses.

18 (1) Any covenant, restriction, or condition contained in any deed,
19 contract, security instrument, or other instrument affecting the transfer or sale
20 of any interest in a common interest community, and any provision of a
21 governing document associated with a common interest community, such as a

1 declaration or bylaws, that either effectively prohibits or unreasonably restricts
2 the installation or use of EVSE or an EVSE TOU meter, or both, within a unit
3 owner's unit or in a designated parking space, including a deeded parking
4 space, a parking space in a unit owner's exclusive use common element, or a
5 parking space that is specifically designated for use by a particular unit owner,
6 or is in conflict with this section is void and unenforceable.

7 (2) This subsection (b) shall not apply to provisions that impose
8 reasonable restrictions on EVSE or EVSE TOU meters, or both. However, it is
9 the policy of the State to promote, encourage, and remove obstacles to the use
10 of plug-in electric vehicles, including access to EVSE at home.

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

15 (4) If approval is required for the installation or use of EVSE or EVSE
16 TOU meters, or both, the application for approval shall be processed and
17 approved by the association in the same manner as an application for approval
18 of an architectural modification to the common interest community and shall
19 not be intentionally avoided or delayed. The approval or denial of an
20 application shall be in writing. If an application is not denied in writing within
21 60 days from the date of receipt of the application, the application shall be

1 deemed approved, unless that delay is the result of a reasonable request for
2 additional information.

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

6 (A) The unit owner first shall obtain approval from the association to
7 install the EVSE or EVSE TOU meter, or both, and the association shall
8 approve the installation if the unit owner agrees in writing to do all of the
9 following:

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

12 (ii) engage a licensed contractor to install the EVSE and, if
13 necessary, to install wiring or conduit necessary to connect the EVSE to an
14 EVSE TOU meter;

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

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

1 (v) pay for both the costs associated with the installation of the
2 EVSE or both the EVSE and EVSE TOU meter and the electricity usage
3 associated with the EVSE.

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

6 (i) costs for damage to the EVSE or EVSE TOU meter, or both; a
7 common element; or a limited common element resulting from the installation,
8 maintenance, repair, removal, or replacement of the EVSE or EVSE TOU
9 meter, or both;

10 (ii) costs for the maintenance, repair, and replacement of the
11 EVSE or EVSE TOU meter, or both, until the EVSE has been removed and for
12 the restoration of the common element or limited common element after
13 removal;

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

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

18 (C) The owner of EVSE, whether the EVSE is located within a unit
19 or within a common element or a limited common element, shall, at all times,
20 maintain a liability coverage policy that names the association as an additional
21 insured. The unit owner that submitted the application to install the EVSE or

1 EVSE TOU meter, or both, shall provide the association with the
2 corresponding certificate of insurance within 14 days following approval of the
3 application. That unit owner and each successor EVSE owner shall annually
4 provide the association with the certificate of insurance.

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

8 (6) Installation of EVSE or both EVSE and an EVSE TOU meter for the
9 exclusive use of a unit owner in a common element or limited common
10 element shall be authorized by the association only if installation in the unit
11 owner's unit or designated parking space is impossible or unreasonably
12 expensive. In such cases, the association shall enter into a license agreement
13 with the unit owner for the use of the space in a common element or limited
14 common element and the unit owner shall comply with all of the requirements
15 in subdivision (5) of this subsection.

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

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

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

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

11 Sec. 28. 19 V.S.A. § 2908 is added to read:

12 § 2908. PUBLIC EVSE; REQUIRED FORMS OF PAYMENT

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

16 * * * State Rights of Way * * *

17 Sec. 29. USE OF STATE-OWNED RIGHTS-OF-WAY; REVENUE

18 GENERATION; PARKING; EVSE

19 (a)(1) The Secretary of Transportation shall develop a comprehensive map
20 of utilities located within State-owned rights-of-way in Vermont and determine

1 whether the State is receiving compensation for the location of utilities within
2 State-owned rights-of-way.

3 (2) The Secretary of Transportation shall develop a plan for the State to
4 begin receiving compensation for the ongoing location of utilities within State-
5 owned rights-of-way and for increasing the amount of compensation received
6 in relation to utilities located in State-owned rights-of-way for which the State
7 is already receiving compensation.

8 (3) On or before January 15, 2026, the Secretary shall submit a written
9 report detailing the Secretary's findings pursuant to subdivision (1) of this
10 subsection and plan pursuant to subdivision (2) of this subsection to the House
11 and Senate Committees on Transportation, the House Committee on Ways and
12 Means, and the Senate Committee on Finance.

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

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

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

1 conditions that may impair the bicyclist's stability, or safety hazards caused by
2 a narrow road or steep embankment, road geometry, or unfavorable
3 atmospheric conditions.

4 (b) ~~Persons riding~~ Riding two abreast. Individuals operating bicycles upon
5 a roadway may not ride more than two abreast except on paths or parts of
6 roadways set aside for the exclusive use of bicycles or except as otherwise
7 permitted by the Commissioner of Public Safety in connection with a public
8 sporting event in which case the Commissioner shall be authorized to adopt
9 such rules as the public good requires. ~~Persons~~ Individuals riding two abreast
10 shall not impede the normal and reasonable movement of traffic and, on a
11 laned roadway, shall ride within a single lane.

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

15 (1) Stop sign or flashing red signal.

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

19 (i) slow down;

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

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

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

7 (2) Pedestrian-control devices and pedestrian-control signals. An
8 individual operating a bicycle while crossing an intersection may follow
9 pedestrian-control devices and pedestrian-control signals when present except
10 where otherwise indicated by traffic-control devices and traffic-control signals
11 and provided that the bicyclist shall yield to pedestrians in the crosswalk.

12 (d) Riding on a partially controlled access highway. Bicycles may be
13 operated on the shoulders of partially controlled access highways, which are
14 those highways where access is controlled by public authority but where there
15 are some connections with selected public highways, some crossings at grade,
16 and some private driveway connections. The Traffic Committee may
17 determine that any portion of these highways is unsafe and therefore closed to
18 bicycle operation.

19 * * * Municipal Resiliency Funding and Assistance * * *

20 Sec. 31. MUNICIPAL HIGHWAY AND STORMWATER MITIGATION
21 PROGRAM; ADDITIONAL FUNDING

1 passenger, and the cost per passenger mile of the school-related transportation
2 provided in each of the districts or supervisory unions;

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

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

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

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

16 * * * First Time Car Buyer Workshops * * *

17 Sec. 33. FIRST TIME CAR BUYER WORKSHOPS

18 The sum of \$15,000.00 is appropriated to the Agency of Transportation for
19 the provision, in cooperation with community action agencies, of first-time car
20 buyer workshops to educate new Americans and disadvantaged Vermonters

1 about the process for buying a motor vehicle and incentives that are available
2 to assist with the purchase of a motor vehicle.

3 * * * Effective Dates * * *

4 Sec. 34. EFFECTIVE DATES

5 (a) This section and Secs. 6, 8, and 9 shall take effect on passage.

6 (b) Sec. 5 (efficiency fees and rebates; 23 V.S.A. § 383) shall take effect on
7 July 1, 2026.

8 (c) Sec. 7 (efficiency fees and rebates; 23 V.S.A. § 383(d)) shall take effect
9 on July 1, 2028, provided that the General Assembly has not enacted
10 legislation providing for alternative efficiency fees and rebates based in whole
11 or in part on the recommendations of the Efficiency Fees and Rebates Task
12 Force.

13 (d) The remaining sections shall take effect on July 1, 2025.