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H.101

Introduced by Representatives Burke of Brattleboro, Stebbins of Burlington,
Anthony of Barre City, Bartholomew of Hartland, Bluemle of
Burlington, Brown of Richmond, Campbell of St. Johnsbury,
Carroll of Bennington, Casey of Montpelier, Christie of
Hartford, Cina of Burlington, Coffey of Guilford, Cole of
Hartford, Cordes of Lincoln, Demrow of Corinth, Dodge of
Essex, Dolan of Essex Junction, Elder of Starksboro, Goldman
of Rockingham, Headrick of Burlington, Houghton of Essex
Junction, James of Manchester, Jerome of Brandon, Kornheiser
of Brattleboro, Krasnow of South Burlington, Lalley of
Shelburne, LaLonde of South Burlington, Logan of Burlington,
Long of Newfane, Masland of Thetford, McCarthy of St.
Albans City, Mrowicki of Putney, Mulvaney-Stanak of
Burlington, Nicoll of Ludlow, Notte of Rutland City, Ode of
Burlington, Patt of Worcester, Pouech of Hinesburg, Priestley
of Bradford, Rachelson of Burlington, Rice of Dorset, Sheldon
of Middlebury, Sims of Craftsbury, Stone of Burlington, Toleno
of Brattleboro, and Torre of Moretown

Referred to Committee on
Date:

1 Subject: Transportation; transportation planning; climate; greenhouse gas
2 emissions; federal funding; regional transportation climate initiative;
3 Transportation and Climate Initiative Program; feebates; high-
4 consumption fuel users; plug-in electric vehicles (PEVs); electric
5 vehicle supply equipment (EVSE); vehicle incentive programs;
6 Incentive Program for New PEVs; Replace Your Ride Program;
7 eBike Incentive Program; Mobility and Transportation Innovation
8 Grant Program; public transit; complete streets; Vermont State
9 Standards; Amtrak; zero-fare

10 Statement of purpose of bill as introduced: This bill proposes to:

11 (1) require the Agency of Transportation to present a written plan with
12 recommendations on how to fund State efforts to reduce greenhouse gas
13 emissions and increase access to higher-efficiency, lower-cost transportation
14 options;

15 (2) create the Legislative Regional Transportation Climate Initiative
16 Working Group to study regional climate initiatives such as the Transportation
17 and Climate Initiative Program;

18 (3) implement a self-funded feebate program based on pleasure car
19 efficiency;

1 (4) require the Agency of Transportation to assess motor vehicle fuel
2 use in Vermont in order to identify the most effective actions to transition
3 operators to plug-in electric vehicles;

4 (5) appropriate money for the Mobility and Transportation Innovation
5 Grant Program, Bicycle and Pedestrian Program, and eBike Incentive Program;

6 (6) require the Agency of Transportation to provide a written
7 recommendation on a dedicated funding source for the local match required of
8 public transit providers in Vermont;

9 (7) make modifications to the Incentive Program for New PEVs and
10 Replace Your Ride Program and the annual reporting requirements for the
11 State's motor vehicle incentive programs;

12 (8) amend the State's transportation planning policy related to
13 greenhouse gas emissions and infrastructure resilience;

14 (9) update the State's complete streets policy and require the Agency of
15 Transportation to provide municipalities with training on complete streets;

16 (10) require the Agency of Transportation to update the Vermont State
17 Standards;

18 (11) require the Agency of Transportation to work with Amtrak, and
19 other entities, on certain modifications to Amtrak service in Vermont; and

20 (12) appropriate money to maintain zero-fare service on all urban public
21 transit routes.

1 An act relating to transportation initiatives to reduce carbon emissions

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

3 * * * Short Title; Legislative Findings * * *

4 Sec. 1. SHORT TITLE

5 This act may be cited as the Transportation Affordability Act of 2023.

6 Sec. 2. LEGISLATIVE FINDINGS

7 (a) Inaction on the part of government has led to a successively warmer
8 planet than was previously predicted. It is unequivocal that human influence
9 has warmed the atmosphere, ocean, and land and that widespread and rapid
10 changes in the atmosphere, ocean, cryosphere, and biosphere have occurred.
11 The scale of recent changes is unprecedented, and human-induced climate
12 change is already affecting many weather and climate extremes in every region
13 across the globe.

14 (b) Global surface temperature will continue to increase until at least the
15 mid-21st century, and global warming of 2°C will be exceeded during the 21st
16 century unless deep reductions in carbon dioxide (CO₂) and other greenhouse
17 gas emissions occur in the coming decades. While irreversible damage has
18 already occurred, it is not too late to act to avoid human-induced damage that
19 will be considerably worse than the damage that has already been caused.

1 (c) Limiting human-induced global warming to a specific level requires
2 limiting cumulative CO2 emissions and reaching at least net zero CO2
3 emissions, along with strong reductions in other greenhouse gas emissions.

4 (d) The transportation sector generates approximately 40 percent of the
5 State's greenhouse gas emissions, which makes it the greatest contributor to
6 the greenhouse gas emissions in Vermont.

7 (e) Research has shown that rural Vermonters have the most to gain from
8 higher-efficiency, lower-cost transportation options.

9 (f) The State cannot afford to leave Vermonters behind in the transition to
10 clean, renewable energy, and the programmatic decisions that will make
11 significant reductions in the State's climate pollution must prioritize those
12 most impacted by current inequities and the future consequences of the climate
13 crisis.

14 (g) Vermont can and should provide leadership to demonstrate how even a
15 small state can reduce greenhouse gas emissions and increase access to higher
16 efficiency, lower-cost transportation options.

17 (h) Through State fiscal year 2023, Vermont has appropriated more than
18 \$205,000,000.00 in one-time federal funding from the American Rescue Plan
19 Act of 2021, Pub. L. No. 117-2 (ARPA) and more than \$63,700,000.00 in one-
20 time General Fund monies for climate action initiatives.

1 (i) From federal fiscal year 2022 through federal fiscal year 2026, Vermont
2 expects to receive approximately \$1,700,000,000.00 in formula funding for
3 transportation from the Infrastructure Investment and Jobs Act, Pub. L. No.
4 117-58 (IIJA). This anticipated formula funding includes approximately
5 \$21,200,000.00 for plug-in electric vehicle charging infrastructure,
6 approximately \$32,800,000.00 for carbon reduction programs, and
7 approximately \$37,300,000.00 for climate resilience. In addition to these
8 formula funds, Vermont will be eligible to apply for numerous competitive
9 federal grant opportunities for specific activities and projects related to climate
10 action initiatives.

11 (j) The State will need to strategically fund efforts to transition Vermont’s
12 transportation sector and for transportation initiatives that will reduce
13 greenhouse gas emissions once the available federal monies are depleted,
14 including the possibility that federal formula funds will not remain at the
15 current levels authorized under the IIJA.

16 (k) As Vermont’s Transportation Fund revenues begin to drop due to the
17 antiquated gas tax and evolution of higher efficiency vehicles, Vermont needs
18 to explore new revenue streams to finance all transportation needs, whether it
19 is for roads, transit, plug-in electric vehicle infrastructure, or bike and
20 pedestrian programs.

1 * * * Plan for Future Fiscal Years * * *

2 Sec. 3. PLAN FOR FUTURE STATE FISCAL YEARS

3 (a) On or before January 15, 2024, the Agency of Transportation shall
4 present a written plan to the House and Senate Committees on Appropriations
5 and on Transportation, the House Committee on Ways and Means, and the
6 Senate Committee on Finance with a recommendation, or recommendations,
7 on how to fund State efforts to reduce greenhouse gas emissions and increase
8 access to higher-efficiency, lower-cost transportation options at a pace
9 necessary to achieve the reduction requirements enacted in 10 V.S.A. § 578.

10 (b) The written plan shall cover both how to best utilize federal funding
11 made available to Vermont through the Infrastructure Investment and Jobs Act,
12 Pub. L. No. 117-58 and what options the State has, including the addition of a
13 new funding source, for after any nonrecurring federal funding made available
14 through the American Rescue Plan Act of 2021, Pub. L. No. 117-2 (ARPA)
15 and the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA) is
16 depleted.

17 (c) The written plan shall expand upon the work that has already been
18 done, and will continue to be done, by the Agency and its consultants to secure
19 federal funding under the Carbon Reduction Program and develop the State’s
20 Carbon Reduction Strategies.

1 * * * Regional Transportation Climate Initiative * * *

2 Sec. 4. LEGISLATIVE COMMITTEE ON A REGIONAL
3 TRANSPORTATION CLIMATE INITIATIVE; REPORT

4 (a) Finding. The General Assembly finds that efforts are underway among
5 legislators in several New England states to revive a regional transportation
6 climate initiative that would cut greenhouse gas emissions from the
7 transportation sector while at the same time provide funding for transforming
8 the transportation system to low carbon options.

9 (b) Creation. There is created the Legislative Regional Transportation
10 Climate Initiative Working Group to study regional transportation climate
11 initiatives such as the Transportation and Climate Initiative Program (TCI-P)
12 and make recommendations on legislative action related to Vermont's
13 participation in a regional transportation climate initiative.

14 (c) Membership. The Working Group shall be composed of the following
15 members:

16 (1) two current members of the House of Representatives who shall be
17 appointed by the Speaker of the House; and

18 (2) one current member of the Senate who shall be appointed by the
19 Committee on Committees.

20 (d) Powers and duties. The Working Group shall study regional
21 transportation climate initiatives such as TCI-P by:

1 (1) reviewing the December 2020 memorandum of understanding for
2 TCI-P;

3 (2) receiving two updates—not later than June 15, 2023 and November
4 1, 2023—on the State’s development of Carbon Reduction Strategies as
5 required to secure federal funding under the Carbon Reduction Program;

6 (3) attending regional meetings on regional transportation climate
7 initiatives such as TCI-P;

8 (4) soliciting public testimony through public hearings and written
9 comments on regional transportation climate initiatives such as TCI-P; and

10 (5) consulting with legislators and organizations in New England about
11 regional transportation climate initiatives such as TCI-P, including ways to
12 collaborate.

13 (e) Assistance. For purposes of scheduling meetings and preparing
14 recommended legislation and a written report, the Working Group shall have
15 the assistance of the Office of Legislative Operations, the Office of Legislative
16 Counsel, and the Joint Fiscal Office.

17 (f) Report. On or before December 15, 2023, the Working Group shall
18 submit a written report to the House Committees on Environment and Energy
19 and on Transportation and the Senate Committees on Natural Resources and
20 Energy and on Transportation with its findings and any recommendations for
21 legislative action. At a minimum, the report shall include:

1 (1) a brief summary of what the Working Group learned through
2 participation in regional meetings, through public hearings and the review of
3 written comments, and from other legislators and organizations in New
4 England;

5 (2) a recommendation on whether or not the Working Group should
6 remain in existence;

7 (3) a determination on any areas of participation in a regional
8 transportation climate initiative that need clarification, including requisite
9 legislative action needed for Vermont to enter into an agreement to participate
10 in a regional transportation climate initiative;

11 (4) a recommendation on the percentage of monies received through
12 participation in a regional transportation climate initiative that should go to
13 disadvantaged communities;

14 (5) a recommendation on a definition of disadvantaged communities;

15 (6) a recommendation on what entity should review and approve the
16 distribution of monies received through participation in a regional
17 transportation climate initiative; and

18 (7) a recommendation on legislation to be enacted in 2024, if applicable.

19 (g) Meetings.

20 (1) The Senator appointed by the Committee on Committees shall call
21 the first meeting of the Working Group to occur on or before August 1, 2023.

1 (2) The Working Group shall select a chair from among its members at
2 the first meeting.

3 (3) A majority of the membership of the Working Group shall constitute
4 a quorum.

5 (4) The Working Group shall identify regional meetings on a regional
6 transportation climate initiative such as TCI-P and shall ensure that a quorum
7 of the Working Group attends up to six regional meetings on a regional
8 transportation climate initiative such as TCI-P.

9 (5) Notwithstanding any contrary provision of the Vermont Open
10 Meeting Law (1 V.S.A. chapter 5, subchapter 2), that a quorum of the Working
11 Group attends a regional meeting shall not cause the regional meeting to
12 otherwise be open to the public.

13 (6) The Working Group shall cease to exist on July 1, 2024.

14 (h) Compensation and reimbursement. For attendance at meetings during
15 adjournment of the General Assembly, a legislative member of the Working
16 Group serving in the member's capacity as a legislator shall be entitled to per
17 diem compensation and reimbursement of expenses pursuant to 2 V.S.A. § 23
18 for not more than six regional meetings, for not more than three public
19 hearings, and for not more than three additional meetings. These payments
20 shall be made from monies appropriated to the General Assembly.

1 * * * Efficiency Fees and Rebates * * *

2 * * * Statutory Structure; Fee and Rebate Categories * * *

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

4 § 383. EFFICIENCY FEES AND REBATES

5 (a) As used in this section:

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

8 (2) “Light truck” means a motor vehicle, without regard to whether the
9 motor vehicle could be categorized as a special purpose vehicle, that would be
10 categorized as a small pickup truck, standard pickup truck, van, or minivan by
11 the Administrator of the Environmental Protection Agency or authorized
12 representative for purposes of fuel economy labeling pursuant to 40 C.F.R.
13 § 600.315-08.

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

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

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

20 (6) “Passenger automobile” means a motor vehicle, without regard to
21 whether the motor vehicle could be categorized as a special purpose vehicle,

1 that would be categorized as a two seater, minicompact car, subcompact car,
2 compact car, midsize car, large car, small station wagon, midsize station
3 wagon, or large station wagon by the Administrator of the Environmental
4 Protection Agency or authorized representative for purposes of fuel economy
5 labeling pursuant to 40 C.F.R. § 600.315-08.

6 (7) “Sport utility vehicle” means a motor vehicle, without regard to
7 whether the motor vehicle could be categorized as a special purpose vehicle,
8 that would be categorized as a small sport utility vehicle or standard sport
9 utility vehicle by the Administrator of the Environmental Protection Agency or
10 authorized representative for purposes of fuel economy labeling pursuant to
11 40 C.F.R. § 600.315-08.

12 (8) “Vehicle efficiency” means the combined fuel economy in miles per
13 gallon or miles per gallon equivalent (MPG(e)) of the motor vehicle as rated by
14 the Environmental Protection Agency.

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

18 (1) is designed to provide a rebate for motor vehicles within each motor
19 vehicle type that have a high vehicle efficiency as compared to the average
20 vehicle efficiency for motor vehicles of that motor vehicle type in the State and
21 collect a fee for motor vehicles within each motor vehicle type that have a low

1 vehicle efficiency as compared to the average vehicle efficiency for motor
2 vehicles of that motor vehicle type in the State;

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

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

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

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

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

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

16 * * * Efficiency Fees and Rebates Task Force * * *

17 Sec. 6. EFFICIENCY FEES AND REBATES TASK FORCE

18 (a) Creation. There is created the Efficiency Fees and Rebates Task Force
19 to formulate a method for calculating the initial and recalculating the

1 subsequent efficiency fees and rebates to be collected and distributed under
2 23 V.S.A. § 383 as added by Sec. 5 of this act.

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

5 (1) two current members of the House of Representatives, who shall be
6 appointed by the Speaker of the House;

7 (2) one current member of the Senate, who shall be appointed by the
8 Committee on Committees;

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

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

11 (5) the Secretary of Transportation or designee;

12 (6) one member, who shall be an economist, appointed by the Speaker
13 of the House;

14 (7) one member, who shall be a representative of Drive Electric
15 Vermont, appointed by the Speaker of the House;

16 (8) one member, who shall be a member of the Vermont Vehicle and
17 Automotive Distributors Association, appointed by the Committee on
18 Committees;

19 (9) one member, who shall be a representative of Capstone Community
20 Action, appointed by the Committee on Committees; and

1 (10) one member, who shall be a representative of a statewide
2 environmental organization, appointed by the Committee on Committees.

3 (c) Duties.

4 (1) The Task Force shall make recommendations, which are consistent
5 with the Climate Action Plan, about:

6 (A) efficiency fees and rebates to be collected and distributed under
7 23 V.S.A. § 383 as added by Sec. 5 of this act in fiscal year 2025 that are
8 proportionally designed to meet the needs of incentives as well as the impacts
9 from low-efficiency motor vehicles and are targeted to contribute to meeting
10 the requirements established under 10 V.S.A. § 578(a);

11 (B) a formula or method for calculating efficiency fees and rebates to
12 be collected and distributed under 23 V.S.A. § 383 as added by Sec. 5 of this
13 act in fiscal years subsequent to fiscal year 2025 that are proportionally
14 designed to meet the needs of incentives as well as the impacts from low-
15 efficiency motor vehicles and are targeted to contribute to meeting the
16 requirements established under 10 V.S.A. § 578(a);

17 (C) any modifications to 23 V.S.A. § 383 as added by Sec. 5 of this
18 act that are necessary for implementation of a revenue-neutral system of
19 efficiency fees and rebates; and

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

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

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

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

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

8 (e) Report. On or before January 15, 2024, the Task Force shall submit a
9 report to the House and Senate Committees on Transportation with its
10 recommendations and proposed legislation.

11 (f) Meetings.

12 (1) The Secretary of Transportation or designee shall call the first
13 meeting of the Task Force to occur on or before July 1, 2023.

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

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

16 (4) The Task Force shall cease to exist on February 15, 2024.

17 (g) Compensation and reimbursement.

18 (1) For attendance at meetings during adjournment of the General
19 Assembly, a legislative member of the Task Force serving in that capacity shall
20 be entitled to per diem compensation and reimbursement of expenses pursuant

1 to 2 V.S.A. § 23 for not more than eight meetings. These payments shall be
2 made from monies appropriated to the General Assembly.

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

8 * * * Fees and Rebates Effective July 1, 2024

9 if Alternative Fees and Rebates Not Enacted * * *

10 Sec. 7. 23 V.S.A. § 383(d) is added to read:

11 (d)(1) Light trucks.

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

13 (i) \$500.00 if the vehicle efficiency is less than 16 MPG(e); and

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

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

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

19 (ii) \$1,500.00 if the vehicle efficiency is 28 MPG(e) or more.

20 (2) Passenger automobiles.

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

1 (i) \$750.00 if the vehicle efficiency is less than 21 MPG(e); and

2 (ii) \$400.00 if the vehicle efficiency is 21 MPG(e) or more and

3 less than 24 MPG(e).

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

5 (i) \$700.00 if the vehicle efficiency is 30 MPG(e) or more and less

6 than 35 MPG(e); and

7 (ii) \$1,000.00 if the vehicle efficiency is 35 MPG(e) or more.

8 (3) Sport utility vehicles.

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

10 (i) \$500.00 if the vehicle efficiency is less than 16 MPG(e); and

11 (ii) \$250.00 if the vehicle efficiency is 16 MPG(e) or more and

12 less than 20 MPG(e).

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

14 (i) \$1,000.00 if the vehicle efficiency is 26 MPG(e) or more and

15 less than 30 MPG(e); and

16 (ii) \$1,500.00 if the vehicle efficiency 30 MPG(e) or more.

17 * * * Outreach; Annual Report * * *

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 2024 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 2024 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 evaluate the
7 implementation of 23 V.S.A. § 383 to gauge its effectiveness and submit a
8 report accordingly to the House and Senate Committees on Transportation not
9 later than January 15 each year starting in 2026 and continuing to 2031.

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

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

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

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

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

1 * * * Optimizing PEV Adoption; High-Consumption Fuel Users * * *

2 Sec. 10. OPTIMIZING PEV ADOPTION AND REDUCING HIGH-
3 CONSUMPTION FUEL USERS; REPORT

4 (a) As used in this section, “high-consumption fuel user” means someone
5 who purchase more than 1,000 gallons of motor vehicle fuel per year.

6 (b) The Agency of Transportation, in consultation with Drive Electric
7 Vermont, shall assess motor vehicle fuel use in Vermont in order to identify
8 the most effective actions to transition operators to plug-in electric vehicles
9 (PEV). The Agency shall establish a baseline demographic and geographic
10 profile of the Vermont operators that use the most gasoline and diesel, with a
11 particular focus on high-consumption fuel users, that can be used to:

12 (1) inform decisions on State programs designed to reduce greenhouse
13 gas emissions from the transportation sector; and

14 (2) make recommendations on whether the State should modify any of
15 the State’s existing vehicle incentive programs and electric vehicle supply
16 equipment (EVSE) grant programs to incentivize high-consumption fuel users,
17 especially ones with low and moderate income, to transition to vehicles with
18 lower greenhouse gas emissions.

19 (c) The Agency of Transportation shall file a written report on the
20 assessment required under subsection (b) of this section with the House and
21 Senate Committees on Transportation on or before December 1, 2023.

1 * * * Mobility and Transportation Innovation Grant Program * * *

2 Sec. 11. MOBILITY AND TRANSPORTATION INNOVATION GRANT
3 PROGRAM; APPROPRIATION

4 (a) Implementation. The Agency of Transportation shall continue to
5 administer the Mobility and Transportation Innovation (MTI) Grant Program,
6 which was created pursuant to 2020 Acts and Resolves No. 121, Sec. 16. The
7 Program shall continue to support innovative strategies and projects that
8 improve both mobility and access to services for transit-dependent
9 Vermonters, reduce the use of single-occupancy vehicles, and reduce
10 greenhouse gas emissions. Individual grant awards shall be capped at either:

11 (1) \$250,000.00 per recipient that may be used for one or more of the
12 following: matching funds for other grant awards, program delivery costs, or
13 for the extension of existing programs; or

14 (2) \$2,000,000.00 per recipient, for not more than four recipients, that
15 may be used to operate microtransit programs, with equal consideration given
16 to existing and proposed microtransit programs.

17 (b) Appropriation. The sum of \$10,000,000.00 is appropriated from the
18 Transportation Fund to the Agency of Transportation in fiscal year 2023 for
19 the purpose of implementing subsection (a) of this section.

1 * * * Bicycle and Pedestrian Program; Grant Awards * * *

2 Sec. 12. BICYCLE AND PEDESTRIAN PROGRAM; GRANT AWARDS

3 In fiscal year 2024, the Agency of Transportation shall award not less than
4 \$10,000,000.00 in grant awards through the Bicycle and Pedestrian Program
5 for federal-aid and small-scale grant awards.

6 * * * Recommendation on Local Funding Source for Public Transit * * *

7 Sec. 13. RECOMMENDATIONS ON FUNDING SOURCE FOR
8 LOCAL MATCH; PUBLIC TRANSIT; REPORT

9 The Agency of Transportation, in consultation with the Vermont Public
10 Transportation Association and the Vermont League of Cities and Towns, shall
11 provide the House and Senate Committees on Transportation with a written
12 recommendation on a dedicated funding source for the local match required of
13 public transit providers in Vermont not later than December 1, 2023.

14 * * * Vehicle Incentive Programs * * *

15 * * * eBike Incentive Program * * *

16 Sec. 14. EBIKE INCENTIVES

17 The sum of \$500,000.00 is appropriated from the Transportation Fund to
18 the Agency of Transportation in fiscal year 2024 to continue to provide eBike
19 incentives under the programmatic guidelines established to implement
20 2022 Acts and Resolves No. 184, Sec. 5(d).

1 * * * Incentive Reduction for Sales Over Sticker Price;

2 Increased MSRP Eligibility for BEVs * * *

3 * * * Incentive Program for New PEVs * * *

4 Sec. 15. 2019 Acts and Resolves No. 59, Sec. 34(b), as amended by 2020 Acts
5 and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112,
6 2021 Acts and Resolves No. 3, Sec. 56, 2021 Acts and Resolves No. 55,
7 Sec. 19, and 2022 Acts and Resolves No. 184, Sec. 6 is further amended to
8 read:

9 (b) Electric vehicle incentive program. An incentive program for Vermont
10 residents to purchase and lease new PEVs shall structure PEV purchase and
11 lease incentive payments by income to help Vermonters benefit from electric
12 driving, including Vermont's most vulnerable. The program shall be known as
13 the Incentive Program for New PEVs. Specifically, the Incentive Program for
14 New PEVs shall:

15 (1) apply to both purchases and leases of new PEVs with an emphasis
16 on creating and matching incentives for BEVs;

17 (2) provide not more than one incentive of \$1,500.00 for a PHEV or
18 \$2,500.00 for a BEV, per individual per year, to:

19 (A) an individual domiciled in the State whose federal income tax
20 filing status is single or head of household with an adjusted gross income

1 under the laws of the United States greater than \$50,000.00 and at or below
2 \$100,000.00;

3 (B) an individual domiciled in the State whose federal income tax
4 filing status is surviving spouse with an adjusted gross income under the laws
5 of the United States greater than \$75,000.00 and at or below \$125,000.00;

6 (C) an individual who is part of a married couple with at least one
7 spouse domiciled in the State whose federal income tax filing status is married
8 filing jointly with an adjusted gross income under the laws of the United States
9 greater than \$75,000.00 and at or below \$125,000.00; or

10 (D) an individual who is part of a married couple with at least one
11 spouse domiciled in the State and at least one spouse whose federal income tax
12 filing status is married filing separately with an adjusted gross income under
13 the laws of the United States greater than \$50,000.00 and at or below
14 \$100,000.00;

15 (3) provide not more than one incentive of \$3,000.00 for a PHEV or
16 \$4,000.00 for a BEV, per individual per year, to:

17 (A) an individual domiciled in the State whose federal income tax
18 filing status is single or head of household with an adjusted gross income
19 under the laws of the United States at or below \$50,000.00;

1 (B) an individual domiciled in the State whose federal income tax
2 filing status is surviving spouse with an adjusted gross income under the laws
3 of the United States at or below \$75,000.00;

4 (C) an individual who is part of a married couple with at least one
5 spouse domiciled in the State whose federal income tax filing status is married
6 filing jointly with an adjusted gross income under the laws of the United States
7 at or below \$75,000.00; or

8 (D) an individual who is part of a married couple with at least one
9 spouse domiciled in the State and at least one spouse whose federal income tax
10 filing status is married filing separately with an adjusted gross income under
11 the laws of the United States at or below \$50,000.00;

12 (4) ~~provide not more than five incentives of either \$3,000.00 for a~~
13 ~~PHEV or \$4,000.00 for a BEV, or a combination thereof, in fiscal year 2022 to~~
14 ~~a tax-exempt organization incorporated in the State for the purpose of~~
15 ~~providing Vermonters with transportation alternatives to personal vehicle~~
16 ~~ownership~~ be reduced by the amount that the sales or lease price charged by
17 the dealer is over the sticker price, which is calculated as the Base MSRP plus
18 the MSRP for any options included by the manufacturer and the destination
19 charges;

1 (5) apply to:

2 (A) manufactured PHEVs with a Base Manufacturer's Suggested
3 Retail Price (MSRP) of \$40,000.00 or less;

4 (B) manufactured BEVs with a Base MSRP of ~~\$45,000.00~~
5 \$50,000.00 or less; and

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

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

17 * * * Replace Your Ride Program * * *

18 Sec. 16. 2021 Acts and Resolves No. 55, Sec. 27(b) is amended to read:

19 (b) Incentive amount. The Replace Your Ride Program shall provide up to
20 a \$3,000.00 incentive, which may be in addition to any other available
21 incentives, including through a program funded by the State, to individuals

1 who qualify based on both income and the removal of an internal combustion
2 vehicle. Only one incentive per individual is available under the Replace Your
3 Ride Program and incentives shall be provided on a first-come, first-served
4 basis once the Replace Your Ride Program is operational. If the incentive is
5 used for the purchase or lease of a new PEV, it shall be reduced by the amount
6 that the sales or lease price charged by the dealer is over the sticker price,
7 which is calculated as the Base Manufacturer's Suggested Retail Price (MSRP)
8 plus the MSRP for any options included by the manufacturer and the
9 destination charges.

10 * * * Annual Reports on Vehicle Incentive Programs * * *

11 Sec. 17. 2019 Acts and Resolves No. 59, Sec. 34(a)(5), as amended by 2020
12 Acts and Resolves No. 121, Sec. 14 is further amended to read:

13 (5)(A) The Agency shall annually evaluate the programs to gauge
14 effectiveness and submit a written report on the effectiveness of the programs
15 to the House and Senate Committees on Transportation, the House Committee
16 on Energy and Technology, and the Senate Committee on Finance on or before
17 the 31st day of January in each year following a year that an incentive voucher
18 was provided through one of the programs.

19 (B) The Agency shall submit a written report to the House and Senate
20 Committees on Transportation on or before the 31st day of January and the
21 31st day of July each year with:

1 (i) the monies that were available for incentives for each program,
2 and the Replace Your Ride Program established pursuant to 2021 Acts and
3 Resolves No. 55, Sec. 27 on the prior first day of July, for the report due on the
4 31st day of January, and on the prior first day of January, for the report due on
5 the 31st day of July;

6 (ii) the monies that were available for incentives for each program
7 and the Replace Your Ride Program established pursuant to 2021 Acts and
8 Resolves No. 55, Sec. 27 on the prior 31st day of December, for the report due
9 on the 31st day of January, and on the prior 30th day of June, for the report due
10 on the 31st day of July;

11 (iii) the monies appropriated for each program and the Replace
12 Your Ride Program established pursuant to 2021 Acts and Resolves No. 55,
13 Sec. 27 for the applicable fiscal year;

14 (iv) the number of incentives given out under each program and
15 the Replace Your Ride Program established pursuant to 2021 Acts and
16 Resolves No. 55, Sec. 27 between the first day of July and the 31st day of
17 December, for the report due on the 31st day of January, and between the first
18 day of January and the 30th day of June, for the report due on the 31st day of
19 July;

1 (v) current and ongoing efforts to market each program and the
2 Replace Your Ride Program established pursuant to 2021 Acts and Resolves
3 No. 55, Sec. 27; and

4 (vi) any other pertinent data points as determined by the Agency.

5 (C) Notwithstanding 2 V.S.A. § 20(d), the ~~annual report~~ reports required
6 under this ~~section~~ subdivision (5) shall continue to be required if an incentive
7 or repair voucher is provided through one of the programs unless the General
8 Assembly takes specific action to repeal the report requirement.

9 * * * General Statement of Policy; Transportation Planning * * *

10 Sec. 18. 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”
17 principles, which are principles of safety and accommodation of all
18 transportation system users, regardless of age, ability, or modal preference; ~~and~~

19 (2) the need for transportation projects that will improve the State’s
20 economic infrastructure, as well as the use of resources in efficient,
21 coordinated, integrated, cost-effective, and environmentally sound ways, and

1 that will be consistent with the recommendations of the Comprehensive
2 Energy Plan (CEP) issued under 30 V.S.A. § 202b, the recommendations of
3 the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592, and
4 any rules adopted in accordance with 10 V.S.A. § 593;

5 (3) the need for the Agency to lead, assist, and partner in the
6 transformation of the transportation sector to meet the emissions reduction
7 requirements of the Global Warming Solutions Act, codified at 10 V.S.A.
8 § 578, and ensure that there is an environmentally clean, efficient, multimodal
9 system that will have economic, environmental, equity, and public health
10 benefits for all Vermonters; and

11 (4) the importance of transportation infrastructure resilience and
12 strategies to construct or retrofit, or both, transportation infrastructure to
13 prepare for and adapt to changes in the climate; add redundancy and efficiency
14 to the transportation network; and use maintenance and operational strategies
15 to address transportation disruptions.

16 (b) The Agency shall coordinate planning and education efforts with those
17 of the Vermont Climate ~~Change Oversight Committee~~ Council, established
18 under 10 V.S.A. § 591, and those of local and regional planning entities to:

19 (1) ~~to ensure that the transportation system as a whole is integrated;~~₂ that
20 access to the transportation system as a whole is integrated;₂ and that statewide,

1 local, and regional conservation and efficiency opportunities and practices are
2 integrated; and

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

6 (c) In developing the State's annual Transportation Program, the Agency
7 shall, consistent with the planning goals listed in 24 V.S.A. § 4302 ~~as amended~~
8 ~~by 1988 Acts and Resolves No. 200~~ and with appropriate consideration to
9 local, regional, and State agency plans:

10 (1) Develop or incorporate designs that provide integrated, safe, and
11 efficient transportation and that are consistent with the recommendations of the
12 CEP and the CAP.

13 * * *

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

15 § 10i. TRANSPORTATION PLANNING PROCESS

16 (a) Long-range systems plan. The Agency shall establish and implement a
17 planning process through the adoption of a long-range ~~multi-modal~~ multimodal
18 systems plan integrating all modes of transportation. The long-range ~~multi-~~
19 ~~modal~~ multimodal systems plan shall be based upon Agency transportation
20 policy developed under section 10b of this title; other policies approved by the
21 General Assembly; Agency goals, mission, and objectives; demographic and

1 travel forecasts; design standards; performance criteria; and funding
2 availability. The long-range systems plan shall be developed with participation
3 of the public and local and regional governmental entities and pursuant to the
4 planning goals and processes set forth in 1988 Acts and Resolves No. 200.
5 The plan shall be consistent with the Comprehensive Energy Plan (CEP) issued
6 under 30 V.S.A. § 202b and the Vermont Climate Action Plan (CAP) issued
7 under 10 V.S.A. § 592.

8 * * *

9 (c) Transportation Program. The Transportation Program shall be
10 developed in a fiscally responsible manner to accomplish the following
11 objectives:

12 (1) managing, maintaining, and improving the State's existing
13 transportation infrastructure to provide capacity, safety, ~~and~~ flexibility, and
14 resiliency in the most cost-effective and efficient manner;

15 (2) developing an integrated transportation system that provides
16 Vermonters with transportation choices;

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

19 (4) achieving the recommendations of the CEP and the CAP; and

20 (5) transforming the transportation sector to meet the State's emissions
21 reduction requirements and ensure that there is an environmentally clean,

1 efficient, multimodal system that will have economic, environmental, equity,
2 and public health benefits for all Vermonters.

3 * * *

4 (f) Emissions modeling.

5 (1) The Agency of Natural Resources shall coordinate with the Agency
6 of Transportation to consider and incorporate relevant elements of the
7 proposed Transportation Program and the effectiveness of those elements in
8 reducing greenhouse gas emissions when developing and updating the
9 Tracking and Measuring Progress Tool pursuant to 10 V.S.A. § 591(b)(3).

10 (2) The following shall be included in the reports required pursuant to
11 section 10g of this chapter:

12 (A) the portion of the Tracking and Measuring Progress Tool related
13 to the Transportation Program;

14 (B) a quantitative estimation of how effective the relevant elements
15 of the proposed Transportation Program for the upcoming fiscal year will be in
16 reducing greenhouse gas emissions and a quantitative estimation, based on the
17 emission projections published in the Greenhouse Gas Inventory, if available,
18 of how much more the greenhouse gas emissions from the transportation sector
19 need to be reduced for the State to achieve its emissions reductions
20 requirements; and

1 (C) a strategy and plan for how to reduce the greenhouse gas
2 emissions from the transportation sector to achieve the recommendations in the
3 CEP and the CAP during fiscal years beyond the upcoming fiscal year, with
4 the expectation that the strategy and plan shall be used in the Agency of
5 Transportation's ongoing planning.

6 * * * Complete Streets * * *

7 Sec. 20. 19 V.S.A. § 10b is amended to read:

8 § 10b. STATEMENT OF POLICY; GENERAL

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

12 (1) that State transportation policy shall be to encompass, coordinate,
13 and integrate all modes of transportation and to consider “complete streets”, as
14 defined in section 2401 of this title, principles, ~~which are principles of safety~~
15 ~~and accommodation of all transportation system users, regardless of age,~~
16 ~~ability, or modal preference;~~ and

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

1 the Vermont Climate Action Plan (CAP) issued under 10 V.S.A. § 592, and
2 any rules adopted in accordance with 10 V.S.A. § 593.

3 (b) The Agency shall coordinate planning, ~~and education, and training~~
4 efforts with those of the Vermont Climate ~~Change Oversight Committee~~
5 Council, established under 10 V.S.A. § 591, and those of local and regional
6 planning entities to:

7 (1) ~~to ensure that the transportation system as a whole is integrated;~~ that
8 access to the transportation system as a whole is integrated; and that statewide,
9 local, and regional conservation and efficiency opportunities and practices are
10 integrated; and

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

14 * * *

15 (c) In developing the State's annual Transportation Program, the Agency
16 shall, consistent with the planning goals listed in 24 V.S.A. § 4302 ~~as amended~~
17 ~~by 1988 Acts and Resolves No. 200~~ and with appropriate consideration to
18 local, regional, and State agency plans:

19 (1) ~~Develop~~ develop or incorporate designs that provide integrated, safe,
20 and efficient transportation and that are consistent with the recommendations
21 of the CEP, and CAP;

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

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

14 ~~(ii) The cost of incorporating complete streets principles is~~
15 ~~disproportionate to the need or probable use as determined by factors including~~
16 ~~land use, current and projected user volumes, population density, crash data,~~
17 ~~historic and natural resource constraints, and maintenance requirements. The~~
18 ~~Agency shall consult local and regional plans, as appropriate, in assessing~~
19 ~~these and any other relevant factors.~~

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

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

4 (3) ~~Promote~~ promote economic opportunities for Vermonters and the
5 best use of the State’s environmental and historic resources; and

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

7 * * *

8 Sec. 21. REPEAL

9 19 V.S.A. § 309d (policy for municipally managed transportation projects)
10 is repealed.

11 Sec. 22. 19 V.S.A. chapter 24 is added to read:

12 CHAPTER 24. COMPLETE STREETS

13 § 2401. DEFINITION

14 As used in this chapter, “complete streets” means streets that provide safe
15 and accessible options for multiple travel modes for individuals of all ages and
16 abilities, including walking, cycling, public transportation, and motor vehicles.

1 § 2402. STATE POLICY

2 Except in the case of projects or project components involving unpaved
3 highways, for all transportation projects and project phases managed by the
4 Agency or a municipality, including planning, development, construction, or
5 maintenance, it is the policy of this State for the Agency and municipalities, as
6 applicable, to incorporate complete streets principles that:

7 (1) are both permanent and temporary, as necessary, for each project
8 phase;

9 (2) prioritize underserved communities that have been historically
10 harmed and segmented by the transportation network;

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

13 (4) follow best state-of-the-practice design guidance; and

14 (5) are sensitive to the surrounding community, including current and
15 planned buildings, parks, and trails and current and expected transportation
16 needs.

17 § 2403. PROJECTS NOT INCORPORATING COMPLETE STREETS

18 PRINCIPLES

19 (a) State projects. A State-managed project shall incorporate complete
20 streets principles unless the project manager makes a written determination,

1 supported by documentation, that one or more of the following circumstances
2 exist:

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

5 (2) The cost of incorporating complete streets principles is grossly
6 disproportionate to the need or probable use as determined by factors including
7 land use, current and projected user volumes, population density, crash data,
8 historic and natural resource constraints, and maintenance requirements. The
9 Agency shall consult local and regional plans, as appropriate, in assessing
10 these and any other relevant factors.

11 (3) Incorporating complete streets principles is outside the limited scope
12 of a maintenance project that does not involve the reconstruction of any
13 infrastructure.

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

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

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

1 land use, current and projected user volumes, population density, crash data,
2 historic and natural resource constraints, and maintenance requirements. The
3 municipality shall consult local and regional plans, as appropriate, in assessing
4 these and any other relevant factors.

5 (3) Incorporating complete streets principles is outside the limited scope
6 of a maintenance project that does not involve the reconstruction of any
7 infrastructure.

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

11 (d) Posting of determinations. The written determinations required by
12 subsections (a) and (b) of this section shall be posted to the municipality's
13 website, in the case of a municipally managed project, and a page on the
14 Agency of Transportation's website dedicated to complete streets, in the case
15 of a State- or municipally managed project.

16 § 2404. ANNUAL REPORT; PUBLIC DATABASE

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

1 (b) Public database.

2 (1) The Agency of Transportation shall post to a page dedicated to
3 complete streets on the Agency’s website a database of all State- and
4 municipally managed transportation projects for which preliminary
5 engineering is completed after July 1, 2011 along with a description of the
6 project, the location of the project, whether or not the project incorporated
7 complete streets principles, and an explanation as to which circumstance or
8 circumstances contained in subsections 2403(a) and (b) of this chapter existed
9 in the case of projects not incorporating complete streets principles.

10 (2) The database required under this subsection shall be updated on at
11 least an annual basis.

12 Sec. 23. IMPLEMENTATION; PUBLIC DATABASE

13 The Agency shall create and post the database required under 19 V.S.A.
14 § 2404(b), as added by Sec. 22 of this act, on or before January 1, 2024.

15 Sec. 24. UPDATE OF VERMONT STATE STANDARDS

16 In accordance with the plan required pursuant to 2022 Acts and Resolves
17 No. 184, Sec. 19, the Agency shall update the Vermont State Standards and
18 documents, standards, guidance, and procedures related to the Vermont State
19 Standards not later than July 1, 2024.

1 Sec. 25. FUNDING FOR MUNICIPAL TRAINING ON COMPLETE
2 STREETS

3 The sum of \$50,000.00 is appropriated from the Transportation Fund to the
4 Agency of Transportation in fiscal year 2024 for the Agency of Transportation,
5 in consultation with the Vermont Climate Council, the Vermont League of
6 Cities and Towns, and regional planning commissions, to provide training on
7 complete streets to municipalities.

8 * * * Amtrak * * *

9 Sec. 26. AMTRAK SERVICE; REPORT

10 (a) Extension of Amtrak service to White River Junction, Vermont.

11 (1) The Agency shall work with Amtrak and the Massachusetts
12 Department of Transportation to extend Amtrak service on the Valley Flyer to
13 White River Junction, Vermont. The Agency shall ensure that there is Amtrak
14 service to and from White River Junction, Vermont, on the Valley Flyer, with
15 at least the last trip on the Valley Flyer overnighting in White River Junction,
16 Vermont each night and the first trip on the Valley flyer originating in White
17 River Junction, Vermont each morning.

18 (2) The sum of \$2,000,000.00 is appropriated from the Transportation
19 Fund to the Agency of Transportation in fiscal year 2024 for purposes of
20 complying with subdivision (1) of this subsection.

1 (b) Extension of Amtrak service to Montreal, Quebec. The Agency of
2 Transportation shall continue to work with Amtrak, the Canada Border
3 Security Agency, the U.S. Customs and Border Protection, the Federal
4 Railroad Administration, and the Ministry of Transportation of Quebec to
5 extend Amtrak service on the Vermonter to Montreal, Quebec.

6 (c) Track improvement and extension of service between Burlington,
7 Vermont and Essex Junction, Vermont. The Agency of Transportation shall
8 continue to work with Amtrak and New England Central Railroad to improve
9 the track between Burlington, Vermont, and Essex Junction, Vermont, in order
10 to bring the track to passenger rail standards and, at a minimum, extend service
11 on the Ethan Allen to Essex Junction, Vermont.

12 (d) Food service on Amtrak. The Agency of Transportation shall take over
13 food service on all Amtrak service operating in Vermont and shall ensure that
14 the snack cars on Amtrak service operating in Vermont serve Vermont food
15 products and Vermont beers, provide advertisements for Vermont food
16 products and Vermont tourism, and practice disposable waste reduction and
17 recycling strategies.

18 (e) Use of cab and combination cab and baggage cars. The Agency of
19 Transportation shall work with Amtrak to operate the Ethan Allen train with an
20 engine-less cab car—preferably one that is a combination baggage car, also

1 known as a cabbage car—at the end of the train as opposed to operating the
2 Ethan Allen train with a second locomotive at the end of the train.

3 (f) Amtrak call center; Amtrak website. The Agency of Transportation
4 shall continue to work with Amtrak to remedy issues with the Amtrak call
5 center and the Amtrak website not having reliable information about the
6 extension of Ethan Allen service to Burlington, Vermont, as soon as
7 practicable.

8 (g) Reporting. The Agency of Transportation shall provide written updates
9 on its progress to meet the requirements under subsections (a)–(f) of this
10 section to the House and Senate Committees on Transportation every six
11 months commencing on January 1, 2024 and terminating on July 1, 2026.

12 * * * Zero-Fare Public Transit * * *

13 Sec. 27. ZERO-FARE PUBLIC TRANSIT

14 The sum of \$1,200,000.00 is appropriated from the Transportation Fund to
15 the Agency of Transportation in fiscal year 2024 for the Agency of
16 Transportation to, in its sole discretion, distribute to transit agencies in the
17 State that are eligible to receive grant funds pursuant to 49 U.S.C. § 5307 or
18 5311, or both. The appropriation shall, as practicable and in the sole discretion
19 of the transit agencies in the State, only be used to operate routes other than
20 commuter and LINK Express on a zero-fare basis in fiscal year 2024.

* * * Effective Dates * * *

Sec. 28. EFFECTIVE DATES

(a) Sec. 8 (outreach on efficiency fees and rebates); Sec. 11 (Mobility and Transportation Innovation Grant Program), Sec. 12 (Bicycle and Pedestrian Grant Program), Secs. 14–17 (vehicle incentive programs), Secs. 18 and 19 (transportation planning; 19 V.S.A. §§ 10b and 10i), and Sec. 26(a)(2) (Amtrak extension) shall take effect on July 1, 2023.

(b) Secs. 20–23 and 25 (complete streets) shall take effect on July 1, 2023 and apply to all State- and municipally managed transportation projects for which preliminary engineering is completed after January 1, 2024.

(c) Sec. 5 (efficiency fees and rebates; 23 V.S.A. § 383) shall take effect on July 1, 2024.

(d) Sec. 7 (efficiency fees and rebates; 23 V.S.A. § 383(d)) shall take effect on July 1, 2024, provided that the General Assembly has not enacted legislation providing for alternative efficiency fees and rebates based in whole or in part on the recommendations of the Efficiency Fees and Rebates Task Force.

(e) All other sections shall take effect on passage.