

Final Proposed Filing - Coversheet

Instructions:

In accordance with Title 3 Chapter 25 of the Vermont Statutes Annotated and the “Rule on Rulemaking” adopted by the Office of the Secretary of State, this filing will be considered complete upon filing and acceptance of these forms with the Office of the Secretary of State, and the Legislative Committee on Administrative Rules.

All forms shall be submitted at the Office of the Secretary of State, no later than 3:30 pm on the last scheduled day of the work week.

The data provided in text areas of these forms will be used to generate a notice of rulemaking in the portal of “Proposed Rule Postings” online, and the newspapers of record if the rule is marked for publication. Publication of notices will be charged back to the promulgating agency.

**PLEASE REMOVE ANY COVERSHEET OR FORM NOT
REQUIRED WITH THE CURRENT FILING BEFORE DELIVERY!**

Certification Statement: As the adopting Authority of this rule (see 3 V.S.A. § 801 (b) (11) for a definition), I approve the contents of this filing entitled:

**Vermont Low Emission Vehicle and Zero Emission Vehicle
Rules**

_____/s/ Julie S. Moore_____, on 11/1/2022
(signature) (date)

Printed Name and Title:

Julie Moore, Secretary, Agency of Natural Resources

RECEIVED BY: _____

- Coversheet
- Adopting Page
- Economic Impact Analysis
- Environmental Impact Analysis
- Strategy for Maximizing Public Input
- Scientific Information Statement (if applicable)
- Incorporated by Reference Statement (if applicable)
- Clean text of the rule (Amended text without annotation)
- Annotated text (Clearly marking changes from previous rule)
- ICAR Minutes
- Copy of Comments
- Responsiveness Summary

1. TITLE OF RULE FILING:
Vermont Low Emission Vehicle and Zero Emission Vehicle Rules

2. PROPOSED NUMBER ASSIGNED BY THE SECRETARY OF STATE
22P021

3. ADOPTING AGENCY:
Agency of Natural Resources

4. PRIMARY CONTACT PERSON:
(A PERSON WHO IS ABLE TO ANSWER QUESTIONS ABOUT THE CONTENT OF THE RULE).

Name: Megan O'Toole

Agency: Agency of Natural Resources

Mailing Address: 1 National Life Dr. Davis 4 Montpelier,
Vermont 05620

Telephone: (802) 249-9882 Fax:

E-Mail: megan.otoole@vermont.gov

Web URL *(WHERE THE RULE WILL BE POSTED)*:

<https://dec.vermont.gov/air-quality/laws>

5. SECONDARY CONTACT PERSON:
(A SPECIFIC PERSON FROM WHOM COPIES OF FILINGS MAY BE REQUESTED OR WHO MAY ANSWER QUESTIONS ABOUT FORMS SUBMITTED FOR FILING IF DIFFERENT FROM THE PRIMARY CONTACT PERSON).

Name: Deirdra Ritzer

Agency: Agency of Natural Resources

Mailing Address: 1 National Life Dr. Davis 4 Montpelier,
Vermont 05620

Telephone: (802) 233-8052 Fax:

E-Mail: deirdra.ritzer@vermont.gov

6. RECORDS EXEMPTION INCLUDED WITHIN RULE:
(DOES THE RULE CONTAIN ANY PROVISION DESIGNATING INFORMATION AS CONFIDENTIAL; LIMITING ITS PUBLIC RELEASE; OR OTHERWISE, EXEMPTING IT FROM INSPECTION AND COPYING?) No

IF YES, CITE THE STATUTORY AUTHORITY FOR THE EXEMPTION:

PLEASE SUMMARIZE THE REASON FOR THE EXEMPTION:

7. LEGAL AUTHORITY / ENABLING LEGISLATION:

(THE SPECIFIC STATUTORY OR LEGAL CITATION FROM SESSION LAW INDICATING WHO THE ADOPTING ENTITY IS AND THUS WHO THE SIGNATORY SHOULD BE. THIS SHOULD BE A SPECIFIC CITATION NOT A CHAPTER CITATION).

10 V.S.A. Sections 554, 558, 567, 593(b).

8. EXPLANATION OF HOW THE RULE IS WITHIN THE AUTHORITY OF THE AGENCY:

10 V.S.A. Section 593 of the Vermont Global Warming Solutions Act requires ANR to adopt the proposed rules by December 1, 2022 because they were incorporated into the Climate Action Plan adopted by the Vermont Climate Council in December of 2021. 10 V.S.A. §§558 and 567 of the Vermont Air Pollution Control Laws allow the ANR Secretary to set emission control requirements on sources of air contaminants in Vermont and specifically to control such emissions from motor vehicles through the prescription of requirements for the use of equipment that will reduce or eliminate emissions.

9. THE FILING HAS CHANGED SINCE THE FILING OF THE PROPOSED RULE.

10. THE AGENCY HAS INCLUDED WITH THIS FILING A LETTER EXPLAINING IN DETAIL WHAT CHANGES WERE MADE, CITING CHAPTER AND SECTION WHERE APPLICABLE.

11. SUBSTANTIAL ARGUMENTS AND CONSIDERATIONS WERE RAISED FOR OR AGAINST THE ORIGINAL PROPOSAL.

12. THE AGENCY HAS INCLUDED COPIES OF ALL WRITTEN SUBMISSIONS AND SYNOPSES OF ORAL COMMENTS RECEIVED.

13. THE AGENCY HAS INCLUDED A LETTER EXPLAINING IN DETAIL THE REASONS FOR THE AGENCY'S DECISION TO REJECT OR ADOPT THEM.

14. CONCISE SUMMARY (150 WORDS OR LESS):

ANR proposes to amend its existing Low and Zero Emission Vehicle Rules by adopting, via incorporation by reference, California's Advanced Clean Cars II (which amends Advanced Clean Cars I, currently in effect), Advanced Clean Trucks, Low NOx Heavy-Duty Omnibus, and the Phase 2 Greenhouse Gas Rule. The Low Emission Vehicle Rules set standards for emissions of criteria air pollutants and greenhouse gases from passenger cars, light-duty trucks, and medium- and heavy-duty vehicles and engines that are delivered for

sale or placed in service in Vermont. The Zero Emission Vehicle Rules set standards that ultimately require auto manufacturers to deliver more electric vehicles to Vermont. Lower emitting and electric vehicle technology will save Vermonters money, improve public health and air quality, and help to mitigate the impacts of climate change. See attached Regulation Summary Document for more information on the requirements of the rules.

15. EXPLANATION OF WHY THE RULE IS NECESSARY:

In response to the threat of climate change, in September 2020 the General Assembly enacted the Global Warming Solutions Act (GWSA), Act 153, which set goals to achieve greenhouse gas emission reductions and created a Climate Council charged with adopting an Initial Climate Action Plan in December 2021. The Initial Climate Action Plan directed ANR to adopt California's Advanced Clean Cars II, Advanced Clean Trucks, the Low NOx Heavy-Duty Omnibus, and the Phase 2 Greenhouse Gas emission standards for trucks and trailers because these rules are critical to meet Vermont's required reductions of greenhouse gas emissions from the transportation sector. These rules also further reduce emissions of criteria air pollutants from motor vehicles, which improve air quality and public health. ANR must adopt these regulatory amendments by December 1, 2022 to meet the deadlines in the GWSA and by the end of 2022 to mirror California's implementation of the rules.

16. EXPLANATION OF HOW THE RULE IS NOT ARBITRARY:

The decision made by the Agency to adopt or amend the proposed rules is rationally connected to the fact that reducing emissions of air contaminants, including greenhouse gases, will benefit public health and mitigate the impacts of climate change.

17. LIST OF PEOPLE, ENTERPRISES AND GOVERNMENT ENTITIES AFFECTED BY THIS RULE:

Individuals, businesses (including fleet owners), automobile manufacturers and dealers, the Agencies of Transportation (including the Department of Motor Vehicles), Agriculture Food and Markets, and Commerce and Community Development, the Departments of Public

Service, Buildings and General Services, and Health, the Public Utilities Commission, and local governments.

18. BRIEF SUMMARY OF ECONOMIC IMPACT (150 WORDS OR LESS):

The analysis of economic impact is addressed in direct and indirect costs and benefits. Auto manufacturers will be directly impacted, while most other Vermonters and Vermont entities will be indirectly impacted by the overall shift to vehicle electrification over time. The proposed rules would provide a positive economic impact to individuals and entities in Vermont in the form of cost savings related to vehicle ownership, monetized public health benefits, and avoided costs associated with the long term impacts of climate change on the economy, the environment and individuals. For example, the Low NOx Heavy-Duty Omnibus rule will result in increased upfront cost of vehicle ownership, however consumer benefits, such as lengthened vehicle useful life and enhanced warranty requirements, should result in savings over the period of vehicle ownership. See supplemental Technical Support Document for further information.

19. A HEARING WAS HELD.

20. HEARING INFORMATION

(THE FIRST HEARING SHALL BE NO SOONER THAN 30 DAYS FOLLOWING THE POSTING OF NOTICES ONLINE).

IF THIS FORM IS INSUFFICIENT TO LIST THE INFORMATION FOR EACH HEARING, PLEASE ATTACH A SEPARATE SHEET TO COMPLETE THE HEARING INFORMATION.

Date: 9/21/2022

Time: 05:00 PM

Street Address: Aldrich Public Library, Milne Room, 6 Washington Street, Barre, VT

Zip Code: 05641

Date: 9/23/2022

Time: 12:00 PM

Street Address: Virtual Hearing: Remote participation option available at climatechange.vermont.gov; Zoom link: <https://us06web.zoom.us/j/84646719364?pwd=ejhqU2YyeGhnR2pqMld4VnJJVG90UT09>, Meeting ID: 846 4671 9364, Passcode: 313515, Dial-in Option: 1 (309) 205 3325.

Zip Code: N/A

Date:

Time: PM

Street Address:

Zip Code:

Date:

Time: PM

Street Address:

Zip Code:

21. DEADLINE FOR COMMENT (NO EARLIER THAN 7 DAYS FOLLOWING LAST HEARING):

9/30/2022

KEYWORDS (PLEASE PROVIDE AT LEAST 3 KEYWORDS OR PHRASES TO AID IN THE SEARCHABILITY OF THE RULE NOTICE ONLINE).

climate change

greenhouse gas emissions

air pollutants

motor vehicle emissions

transportation electrification

electric vehicles

air quality

Global Warming Solutions Act

Adopting Page

Instructions:

This form must accompany each filing made during the rulemaking process:

Note: To satisfy the requirement for an annotated text, an agency must submit the entire rule in annotated form with proposed and final proposed filings. Filing an annotated paragraph or page of a larger rule is not sufficient. Annotation must clearly show the changes to the rule.

When possible, the agency shall file the annotated text, using the appropriate page or pages from the Code of Vermont Rules as a basis for the annotated version. New rules need not be accompanied by an annotated text.

1. TITLE OF RULE FILING:

Vermont Low Emission Vehicle and Zero Emission Vehicle Rules

2. ADOPTING AGENCY:

Agency of Natural Resources

3. TYPE OF FILING (*PLEASE CHOOSE THE TYPE OF FILING FROM THE DROPDOWN MENU BASED ON THE DEFINITIONS PROVIDED BELOW*):

- **AMENDMENT** - Any change to an already existing rule, even if it is a complete rewrite of the rule, it is considered an amendment if the rule is replaced with other text.
- **NEW RULE** - A rule that did not previously exist even under a different name.
- **REPEAL** - The removal of a rule in its entirety, without replacing it with other text.

This filing is **A NEW RULE** .

4. LAST ADOPTED (*PLEASE PROVIDE THE SOS LOG#, TITLE AND EFFECTIVE DATE OF THE LAST ADOPTION FOR THE EXISTING RULE*):

This rule was previously adopted in CVR 12-031-001 and is being moved to a new Chapter of the Department of Environmental Conservation rules (CVR 12-030-040) via this rule filing. This rule was previously adopted as part of the Air Pollution Control Regulations and was

last amended by 18-048 entitled: Amendments to Subchapter XI, Low Emission Vehicle Program, Vermont Air Pollution Control Regulations, that went into effect 12/31/2018.

Economic Impact Analysis

Instructions:

In completing the economic impact analysis, an agency analyzes and evaluates the anticipated costs and benefits to be expected from adoption of the rule; estimates the costs and benefits for each category of people enterprises and government entities affected by the rule; compares alternatives to adopting the rule; and explains their analysis concluding that rulemaking is the most appropriate method of achieving the regulatory purpose. If no impacts are anticipated, please specify “No impact anticipated” in the field.

Rules affecting or regulating schools or school districts must include cost implications to local school districts and taxpayers in the impact statement, a clear statement of associated costs, and consideration of alternatives to the rule to reduce or ameliorate costs to local school districts while still achieving the objectives of the rule (see 3 V.S.A. § 832b for details).

Rules affecting small businesses (excluding impacts incidental to the purchase and payment of goods and services by the State or an agency thereof), must include ways that a business can reduce the cost or burden of compliance or an explanation of why the agency determines that such evaluation isn’t appropriate, and an evaluation of creative, innovative or flexible methods of compliance that would not significantly impair the effectiveness of the rule or increase the risk to the health, safety, or welfare of the public or those affected by the rule.

1. TITLE OF RULE FILING:

Vermont Low Emission Vehicle and Zero Emission Vehicle Rules

2. ADOPTING AGENCY:

Agency of Natural Resources

3. CATEGORY OF AFFECTED PARTIES:

LIST CATEGORIES OF PEOPLE, ENTERPRISES, AND GOVERNMENTAL ENTITIES POTENTIALLY AFFECTED BY THE ADOPTION OF THIS RULE AND THE ESTIMATED COSTS AND BENEFITS ANTICIPATED:

This rule is expected to impact individual and fleet vehicles owners, auto manufacturers, and individual Vermonters in general. For a complete explanation of the categories of affected parties potentially affected by this rule, please refer to the Economic Impact Statement Supplemental Information, attached.

4. IMPACT ON SCHOOLS:

INDICATE ANY IMPACT THAT THE RULE WILL HAVE ON PUBLIC EDUCATION, PUBLIC SCHOOLS, LOCAL SCHOOL DISTRICTS AND/OR TAXPAYERS CLEARLY STATING ANY ASSOCIATED COSTS:

This rule is expected to have an overall positive impacts on school districts related to public health benefits from improved air quality and potential cost savings of electric school buses. Additional costs for schools could be the need to install electric vehicle charging infrastructure. For a complete discussion of impacts on schools, please refer to the Economic Impact Statement Supplemental Information, attached.

5. ALTERNATIVES: *CONSIDERATION OF ALTERNATIVES TO THE RULE TO REDUCE OR AMELIORATE COSTS TO LOCAL SCHOOL DISTRICTS WHILE STILL ACHIEVING THE OBJECTIVE OF THE RULE.*

Pursuant to the Clean Air Act, the only alternative available for consideration is to not adopt the rules as proposed. For a complete discussion related to alternatives, please refer to the Economic Impact Statement Supplemental Information, attached.

6. IMPACT ON SMALL BUSINESSES:

INDICATE ANY IMPACT THAT THE RULE WILL HAVE ON SMALL BUSINESSES (EXCLUDING IMPACTS INCIDENTAL TO THE PURCHASE AND PAYMENT OF GOODS AND SERVICES BY THE STATE OR AN AGENCY THEREOF):

Small businesses that elect to take advantage of the opportunity that these rules provide by making more EVs available may see higher upfront vehicle purchase costs which may be offset by lower costs of vehicle ownership. For example, the Low NOx Heavy-Duty Omnibus rule will result in increased upfront cost of vehicle ownership, however consumer benefits, such as lengthened vehicle useful life and enhanced warranty requirements, should result in savings over the period of vehicle ownership. For a discussion of impacts to small businesses, please refer to the Economic Impact Statement Supplemental Information, attached.

7. SMALL BUSINESS COMPLIANCE: *EXPLAIN WAYS A BUSINESS CAN REDUCE THE COST/BURDEN OF COMPLIANCE OR AN EXPLANATION OF WHY THE AGENCY DETERMINES THAT SUCH EVALUATION ISN'T APPROPRIATE.*

Small business that elect to transition to electric technology may be eligible for financial and technical assistance via complimentary state programs. For a discussion of small business compliance assistance, please refer to the Economic Impact Statement Supplemental Information, attached.

8. COMPARISON:

COMPARE THE IMPACT OF THE RULE WITH THE ECONOMIC IMPACT OF OTHER ALTERNATIVES TO THE RULE, INCLUDING NO RULE ON THE SUBJECT OR A RULE HAVING SEPARATE REQUIREMENTS FOR SMALL BUSINESS:

If Vermont does not adopt or amend these rules, this will result in a reversion to the federal motor vehicle emission standards, which are less stringent and would represent significant regulatory backsliding. It would also stall or stifle in the progress Vermont has so far made in reducing criteria pollutant emissions and greenhouse gas emissions as a result of implementation of these rules. For a discussion of the comparison of the proposed rule to other alternatives, please refer to the Economic Impact Statement Supplemental Information, attached.

9. SUFFICIENCY: DESCRIBE HOW THE ANALYSIS WAS CONDUCTED, IDENTIFYING RELEVANT INTERNAL AND/OR EXTERNAL SOURCES OF INFORMATION USED.

To complete a thorough and sophisticated analysis of the emissions and economic benefits and impacts of the suite of rules proposed, Vermont has collaborated with several other "Section 177 states" and the Northeast States for Coordinated Air Use Management (NESCAUM). ANR's analysis uses models such as the MOtor Vehicle Emission Simulator (MOVES) , the CO-benefits Risk Assessment Health Impacts Screening and Mapping Tool (COBRA) , and other tools to aid in understanding the how implementation of these rules will benefit Vermonters, and what economic impacts may result. For a discussion of the supporting resources for the proposed rule, please refer to the Economic Impact Statement Supplemental Information, attached.

Environmental Impact Analysis

Instructions:

In completing the environmental impact analysis, an agency analyzes and evaluates the anticipated environmental impacts (positive or negative) to be expected from adoption of the rule; compares alternatives to adopting the rule; explains the sufficiency of the environmental impact analysis. If no impacts are anticipated, please specify “No impact anticipated” in the field.

Examples of Environmental Impacts include but are not limited to:

- Impacts on the emission of greenhouse gases
- Impacts on the discharge of pollutants to water
- Impacts on the arability of land
- Impacts on the climate
- Impacts on the flow of water
- Impacts on recreation
- Or other environmental impacts

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3. GREENHOUSE GAS: *EXPLAIN HOW THE RULE IMPACTS THE EMISSION OF GREENHOUSE GASES (E.G. TRANSPORTATION OF PEOPLE OR GOODS; BUILDING INFRASTRUCTURE; LAND USE AND DEVELOPMENT, WASTE GENERATION, ETC.):*

The transportation sector is one of the largest emitters of air contaminants, including greenhouse gases, in Vermont. Electrifying methods of transporting people and goods will reduce these emissions.

Therefore, greenhouse gas emissions will decrease as a result of these rules and help to mitigate the impacts of climate change and improve air quality. For a discussion of greenhouse gas emission impacts of the proposed rule, please refer to the Environmental Impact Statement Supplemental Information, attached.

4. **WATER:** *EXPLAIN HOW THE RULE IMPACTS WATER (E.G. DISCHARGE / ELIMINATION OF POLLUTION INTO VERMONT WATERS, THE FLOW OF WATER IN THE STATE, WATER QUALITY ETC.):*

Indirect improvements to water quality in Vermont will occur as a result of these rules. For a discussion of water quality impacts of the proposed rule, please refer to the Environmental Impact Statement Supplemental Information, attached.

5. **LAND:** *EXPLAIN HOW THE RULE IMPACTS LAND (E.G. IMPACTS ON FORESTRY, AGRICULTURE ETC.):*

This rule is anticipated to improve air quality and mitigate the impacts of climate change in Vermont, which will have a positive impact on forest and agricultural lands in Vermont. For a discussion of land-use impacts of the proposed rule, please refer to the Environmental Impact Statement Supplemental Information, attached.

6. **RECREATION:** *EXPLAIN HOW THE RULE IMPACT RECREATION IN THE STATE:*

This rule is anticipated to improve air quality and mitigate the impacts of climate change in Vermont, which will have a positive impact on recreation opportunities in Vermont. For a discussion of recreation impacts of the proposed rule, please refer to the Environmental Impact Statement Supplemental Information, attached.

7. **CLIMATE:** *EXPLAIN HOW THE RULE IMPACTS THE CLIMATE IN THE STATE:*

This rule is anticipated to improve air quality and mitigate the impacts of climate change in Vermont, which will have a positive impact on the Vermont climate. For a discussion of climate impacts of the proposed rule, please refer to the Environmental Impact Statement Supplemental Information, attached.

8. **OTHER:** *EXPLAIN HOW THE RULE IMPACT OTHER ASPECTS OF VERMONT'S ENVIRONMENT:*

Overall, this rule is expected to improve all aspects of Vermont's environment through improvements to air quality and the mitigation of climate change impacts. For a discussion of other impacts, such as battery manufacturing and disposal, please refer to the

Environmental Impact Statement Supplemental Information, attached.

9. **SUFFICIENCY:** *DESCRIBE HOW THE ANALYSIS WAS CONDUCTED, IDENTIFYING RELEVANT INTERNAL AND/OR EXTERNAL SOURCES OF INFORMATION USED.*

To complete a thorough and sophisticated analysis of the emissions and economic benefits and impacts of the suite of rules proposed, Vermont has collaborated with several other "Section 177 states" and the Northeast States for Coordinated Air Use Management (NESCAUM). ANR's analysis uses models such as the MOtor Vehicle Emission Simulator (MOVES) , the CO-benefits Risk Assessment Health Impacts Screening and Mapping Tool (COBRA) , and other tools to aid in understanding the how implementation of these rules will benefit Vermonters, and what economic impacts may result. For a discussion and list of the sources used to inform this analysis, please refer to the Environmental Impact Statement Supplemental Information, attached.

Public Input Maximization Plan

Instructions:

Agencies are encouraged to hold hearings as part of their strategy to maximize the involvement of the public in the development of rules. Please complete the form below by describing the agency's strategy for maximizing public input (what it did do, or will do to maximize the involvement of the public).

This form must accompany each filing made during the rulemaking process:

1. TITLE OF RULE FILING:

Vermont Low Emission Vehicle and Zero Emission Vehicle Rules

2. ADOPTING AGENCY:

Agency of Natural Resources

3. PLEASE DESCRIBE THE AGENCY'S STRATEGY TO MAXIMIZE PUBLIC INVOLVEMENT IN THE DEVELOPMENT OF THE PROPOSED RULE, LISTING THE STEPS THAT HAVE BEEN OR WILL BE TAKEN TO COMPLY WITH THAT STRATEGY:

In addition to complying with the public engagement requirements of the APA, the Agency is creating additional opportunities for public engagement in accordance with the rulemaking outreach requirements of the Global Warming Solutions Act. The GWSA requires that the Agency conduct public hearings across the state and in areas that are disproportionately impacted by climate change. ANR will hold six public meetings related to this rule. Two hearings will be held in accordance with procedural requirements of the APA, and four events will be held to meet the obligations of the GWSA with the assistance and support of Regional Planning Commissions and other local partners. Details on the four GWSA meeting events will be available on climatechange.vermont.gov. Updates and information about the proposed rules have also been, and will continue to be, provided separately and routinely at meetings of the Climate Council and its subcommittees

Public Input

and task groups, which are publicly accessible and recorded at climatechange.vermont.gov.

ANR will also hold a meeting specifically for medium- and heavy-duty stakeholders to address technical and compliance details of the Advanced Clean Trucks, Low NOx Heavy-Duty Omnibus, and the Phase 2 Greenhouse gas standards.

4. BEYOND GENERAL ADVERTISEMENTS, PLEASE LIST THE PEOPLE AND ORGANIZATIONS THAT HAVE BEEN OR WILL BE INVOLVED IN THE DEVELOPMENT OF THE PROPOSED RULE:

The Vermont Climate Council and its subcommittees and task groups.

The Agencies and Departments that participate in the Vermont Interagency Committee on Energy Policy and Climate.

The Northeast States for Coordinated Air Use Management

The California Air Resources Board

Vehicle and fleet operators in Vermont

Scientific Information Statement

THIS FORM IS ONLY REQUIRED IF THE RULE RELIES ON SCIENTIFIC INFORMATION FOR ITS VALIDITY.

PLEASE REMOVE THIS FORM PRIOR TO DELIVERY IF IT DOES NOT APPLY TO THIS RULE FILING:

Instructions:

In completing the Scientific Information Statement, an agency shall provide a summary of the scientific information including reference to any scientific studies upon which the proposed rule is based, for the purpose of validity.

1. TITLE OF RULE FILING:

Vermont Low Emission Vehicle and Zero Emission Vehicle Rules

2. ADOPTING AGENCY:

Agency of Natural Resources

3. BRIEF EXPLANATION OF SCIENTIFIC INFORMATION:

For an explanation of scientific information, please see the Scientific Information Statement Supplemental Information document, attached.

4. CITATION OF SOURCE DOCUMENTATION OF SCIENTIFIC INFORMATION:

For citations of source documentation, please see the Scientific Information Statement Supplemental Information document, attached.

5. INSTRUCTIONS ON HOW TO OBTAIN COPIES OF THE SOURCE DOCUMENTS OF THE SCIENTIFIC INFORMATION FROM THE AGENCY OR OTHER PUBLISHING ENTITY:

To obtain copies of source documents, please contact megan.otoole@vermont.gov.

Incorporation by Reference

THIS FORM IS ONLY REQUIRED WHEN INCORPORATING MATERIALS BY REFERENCE. PLEASE REMOVE PRIOR TO DELIVERY IF IT DOES NOT APPLY TO THIS RULE FILING:

Instructions:

In completing the incorporation by reference statement, an agency describes any materials that are incorporated into the rule by reference and how to obtain copies.

This form is only required when a rule incorporates materials by referencing another source without reproducing the text within the rule itself (e.g., federal or national standards, or regulations).

Incorporated materials will be maintained and available for inspection by the Agency.

1. TITLE OF RULE FILING:

Vermont Low Emission Vehicle and Zero Emission Vehicle Rules

2. ADOPTING AGENCY:

Agency of Natural Resources

3. DESCRIPTION (*DESCRIBE THE MATERIALS INCORPORATED BY REFERENCE*):

Please see the attached supplemental Scientific Information.

4. FORMAL CITATION OF MATERIALS INCORPORATED BY REFERENCE:

Please see the attached supplemental Scientific Information.

5. OBTAINING COPIES: (*EXPLAIN WHERE THE PUBLIC MAY OBTAIN THE MATERIAL(S) IN WRITTEN OR ELECTRONIC FORM, AND AT WHAT COST*):

Contact megan.otoole@vermont.gov for copies of referenced materials.

6. MODIFICATIONS (*PLEASE EXPLAIN ANY MODIFICATION TO THE INCORPORATED MATERIALS E.G., WHETHER ONLY PART OF THE MATERIAL IS ADOPTED AND IF SO, WHICH PART(S) ARE MODIFIED*):

N/A

Run Spell Check