

<p style="text-align: center;"><u><a href="#">Act 121</a></u> (just section headings)</p>	<p style="text-align: center;"><b>House Transportation Committee’s T. Bill Adjustment Language for FY21 Budget Bill (<a href="#">v. 4.1</a>)</b></p>
<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; INTENT; REPORTS; DEFINITIONS</p>	<p>Sec. G.100: Amends the definition of “federal COVID-19 legislation” to specifically include “an extension of the Fixing America’s Surface Transportation Act, Pub. L. No. 114-94 (FAST Act) that provides additional federal funding or flexibility with how federal funding can be used, such as eliminating state match requirements, or any transportation-related infrastructure stimulus bill.”</p>
<p>Sec. 1a. FISCAL YEAR 2021 TRANSPORTATION INVESTMENTS INTENDED TO REDUCE TRANSPORTATION-RELATED GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL USE, AND SAVE VERMONT HOUSEHOLDS MONEY</p>	<p>Sec. G.101: Adjusts numbers throughout to reflect changes in Bike and Pedestrian Facilities (mathematical error from June), Public Transit, Rail and vehicle incentives.</p>
<p>Sec. 2. FEDERAL INFRASTRUCTURE AND CAPITAL FUNDING</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 3. AGENCY SPENDING; AUTHORITY TO REDIRECT; REPORT</p>	<p>Sec. G.102:</p> <ul style="list-style-type: none"> <li>- Eliminates an unnecessary report (former subsec. (e)).</li> <li>- Sets an additional \$1.6M for paving and leveling as the top priority for redirection spending but gives the Agency discretion, within the established parameters, if there is more than \$1.6M available.</li> <li>- Cleanup language in subsec. (g) because there is only one report.</li> </ul>
<p>Sec. 4. ADDITION OF BURLINGTON RAIL YARD REALIGNMENT FOR AMTRAK PROJECT</p>	<p>Sec. G.103:</p> <ul style="list-style-type: none"> <li>- Moves the Amtrak realignment project to the construction list for FY21 and adds \$1,450,000 in Transportation Fund monies spending authority (previously no spending authority).</li> </ul>

	<ul style="list-style-type: none"> <li>- Reduces Amtrak Contract spending authority by \$750k in Transportation Fund monies.</li> <li>- Reduces Administration spending authority by \$21,192 in Transportation Fund monies.</li> </ul>
Sec. 5. HIGHWAY MAINTENANCE	<p>Sec. G.104:</p> <ul style="list-style-type: none"> <li>- Amends authorized spending (an overall increase in Transportation Fund monies) exactly per the Agency’s recommendation.</li> <li>- Requires that the Central Garage Fund be made whole in accordance with the Agency’s <a href="#">reported plan</a>.</li> </ul> <p>Sec. G.111: Repeals Sec. 5(b) (the contingency language for the possible increase in vehicle incentives by \$700k if FY21 operating expenses are less than FY20 operating expenses).</p>
Sec. 5a. CLARENDON SRE BUILDING	<p>Sec. G.105:</p> <ul style="list-style-type: none"> <li>- Makes the two Aviation project sections (5a and 5b) subsections in Sec. 5a.</li> <li>- Adds a reduction in Transportation Fund monies spending authority (swap with federal funds) for the Coventry 5/23 project and two paving projects (no reduction in overall spending authority).</li> <li>- Reduces Admin. Support spending authority by \$17,846 in Transportation Fund monies.</li> </ul>
Sec. 5b. MORRISTOWN FUEL FARM	<p>Sec. G.105: Moves language to Sec. 5a(b).</p> <p>Sec. G.111: Repeals Sec. 5b.</p>
Sec. 5c. LUNENBURG GARAGE	NOT INCLUDED, NO CHANGES
Sec. 6. PROGRAM DEVELOPMENT; ROADWAY	Sec. G.106: Adds a new subsection to amend an additional Roadway project.

<p>Sec. 7. PROGRAM DEVELOPMENT; SAFETY AND TRAFFIC OPERATIONS</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 7a. PROGRAM DEVELOPMENT; BICYCLE AND PEDESTRIAN GRANT PROGRAM</p>	<p>NOT INCLUDED, NO CHANGES</p>
	<p>Sec. G.107: Adds new Secs. 7b and 7c amending Transportation Program spending authority in Program Development (Paving and State Highway Bridges).</p>
<p>Sec. 8. PUBLIC TRANSIT; FARE-FREE</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 9. PUBLIC TRANSIT; ADDITION OF INCREASED PUBLIC TRANSIT FOR FISCAL YEAR 2021</p>	<p>NOT INCLUDED, NO CHANGES</p> <p>Sec. G.110: Adds Sec. 12f(a)(4), which provides that the funding source for the \$500k authorization is one-time Transportation Fund monies.</p>
	<p>Sec. G.108:</p> <ul style="list-style-type: none"> <li>- Adds a new Sec. 9a to: (a) reduce Transportation Fund monies spending authority for State Public Transportation (swap with federal funds) and add additional federal funds (grant for new buses) and (b) reduces Admin Support spending authority by \$5,577 in Transportation Fund monies.</li> </ul>
<p>Sec. 10. LAMOILLE VALLEY RAIL TRAIL</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 11. TRANSFER TO CENTRAL GARAGE FUND</p>	<p>Sec. G.109: Transfer reduced by \$600k. Funding source for \$600k of this transfer is one-time Transportation Fund monies (Sec. 12f(a)(5) as added by Sec. K).</p>
<p>Sec. 12. CENTRAL GARAGE EQUIPMENT</p>	<p>Sec. G.109: Authorized spending for replacement equipment reduced by \$600k. Funding source for \$600k of this authorized spending is one-time Transportation Fund monies (Sec. 12f(a)(5) as added by Sec. K).</p>

	<p>Sec. G.110:</p> <ul style="list-style-type: none"><li>- Adds a new Sec. 12a that reduces authorized spending in internal service funds for the Central Garage.</li><li>- Adds a new Sec. 12b that increases authorized spending (TIB/fed. funds) for Brattleboro-Hinsdale town highway bridge project.</li><li>- Adds a new Sec. 12c on monies for municipalities that:<ul style="list-style-type: none"><li>- Reduces authorized spending in Transportation Funds for Town Highway Structures and says that the Agency shall not issue any new grants under the program in FY21 (subsec. (a));</li><li>- Reduces authorized spending in Transportation Funds for Town Highway Class 2 Roadway and says that the Agency shall not issue any new grants under the program in FY21 (subsec. (b)); and</li><li>- Increases aid to town highways by \$6M (language about this not altering the floor for future appropriations, apportionments, and when the additional money is disbursed) (subsec. (c)).</li></ul></li><li>- Adds a new Sec. 12d that reduces authorized spending in Transportation Fund monies for the Department of Motor Vehicles (vacancy savings /allocated cost reductions and increase in personal services).</li><li>- Adds a new Sec. 12e for the vacancy savings/allocated cost reductions in:<ul style="list-style-type: none"><li>- Finance and Administration (subsec. (a));</li><li>- Policy and Planning (subsec. (b));</li><li>- Transportation Board (subsec. (c)); and</li><li>- Program Development (subsec. (d)).</li></ul></li><li>- Adds a new subsection (Sec. 12f(a)) that authorizes \$6.9M in one-time</li></ul>
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	<p>spending in Transportation Fund monies for:</p> <ul style="list-style-type: none"> <li>- \$1M to municipalities, in town highway aid apportionments distributed by October 31, 2020 and in the same apportionments as THA, but does not increase future floor) (subdiv. (1));</li> <li>- \$500k for maintenance and roadside mowing (subdiv. (2));</li> <li>- \$1M for New PEV Incentive Program incentives with up to \$100k of that \$1M for program development costs (subdiv (3));</li> <li>- \$500k to increase public transit ridership, which was previously authorized in Act 121 but not with one-time Transportation Fund monies (subdiv (4));</li> <li>- \$600k for the Central Garage Fund, also reflected/referenced in Secs. 11, 12, and 12a (subdiv (5));</li> <li>- \$2.4M for paving and leveling (subdiv. (6)); and</li> <li>- \$900k for information technology modernization for the Department of Motor Vehicles (subdiv. (7)).</li> <li>- Adds a new subsection (Sec. 12f(b)) that increases spending authority by \$1,557,438 in CRF monies.</li> </ul>
<p>Sec. 13. 23 V.S.A. § 4(85) is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34 is amended to read:</p>	<p>Sec. G.112: Cleanup language and removal of the \$200k to Drive Electric authorization, which is dropped to \$100k and addressed in the one-time funding section (Sec. 12f(a)(3) as added by Sec. K).</p>
<p>Sec. 15. 19 V.S.A. § 306(h) is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 16. TRANSPORTATION DEMAND MANAGEMENT AND MICRO-TRANSIT INNOVATIONS GRANT PROGRAM</p>	<p>NOT INCLUDED, NO CHANGES</p>

<p>Sec. 17. 23 V.S.A. §§ 3501 and 3502 are amended to read:</p>	<p>Sec. G.113: Small amendment to 23 V.S.A. § 3502 (update of Sec. E.702 in <a href="#">Governor's proposed restatement language</a>) to allow ATVs to operate on designated frozen bodies of water without registration, a Vermont ATV Sportsman's Association (VASA) Trail Access Decal (TAD), or the operator wearing headgear so as to more closely align with snowmobile requirements.</p>
<p>Sec. 18. 23 V.S.A. § 3506 is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 19. 2017 Acts and Resolves No. 71, Sec. 31(a)(4) is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 20. AUTHORITY TO WAIVE RIGHT-OF-WAY PERMIT FEES</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 21. USE OF POZZOLANS AS AN ALTERNATIVE TO PORTLAND CEMENT</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 22. STUDY ON DIRECT-TO-CONSUMER MOTOR VEHICLE SALES; REPORT</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 23. EFFECTIVE DATES</p>	<p>NOT INCLUDED, NO CHANGES</p>