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<p style="text-align: center;"><u>Act 121</u> (just section headings)</p>	<p style="text-align: center;">House Transportation Committee’s T. Bill Adjustment Language v. 2.2</p>
<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; INTENT; REPORTS; DEFINITIONS</p>	<p>Sec. A: 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. B: Adjusts numbers throughout and uses *** for language that is not amended.</p>
<p>Sec. 2. FEDERAL INFRASTRUCTURE AND CAPITAL FUNDING</p>	<p>Sec. C: Eliminates authority to exceed federal spending that was not used for FY20 and extends when authority lasts to June 30, 2021 as opposed to February 1, 2021.</p>
<p>Sec. 3. AGENCY SPENDING; AUTHORITY TO REDIRECT; REPORT</p>	<p>Sec. D:</p> <ul style="list-style-type: none"> - Eliminates authority to redirect that was not used for FY20 and report that would have been due on July 31, 2020. - Sets an additional \$500k for the New PEV Incentive Program as the top priority for redirection spending but gives the Agency discretion, within the established parameters, if there is more than \$500k available.
<p>Sec. 4. ADDITION OF BURLINGTON RAIL YARD REALIGNMENT FOR AMTRAK PROJECT</p>	<p>Sec. F:</p> <ul style="list-style-type: none"> - Moves the Amtrak realignment project to the construction list for FY21 and adds \$1,450,000 in Transportation Fund spending authority (previously no spending authority).

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	<ul style="list-style-type: none"> - Reduces Amtrak Contract spending authority by \$750k in Transportation Fund spending authority. - Reduces Administration spending authority by \$21,192 in Transportation Fund spending authority.
Sec. 5. HIGHWAY MAINTENANCE	<p>Sec. G:</p> <ul style="list-style-type: none"> - Amends authorized spending (overall, an increase in Transportation Funds) and repeals the contingency language for the possible increase in EV incentives by \$700k if FY21 operating expenses are less than FY20 operating expenses. - Amends the Agency's restatement recommendation to delay payback of \$500k of the IOU to the CGF.
Sec. 5a. CLARENDON SRE BUILDING	<p>Sec. H:</p> <ul style="list-style-type: none"> - Makes the two Aviation project sections (5a and 5b) subsections in Sec. 5a. - Adds a reduction in Transportation Fund spending authority (swap with federal funds) for the Coventry 5/23 project and two paving projects (no reduction in overall spending authority). - Reduces Admin. Support spending authority by \$17,846 in Transportation Fund spending authority.
Sec. 5b. MORRISTOWN FUEL FARM	SEE ABOVE
Sec. 5c. LUNENBURG GARAGE	NOT INCLUDED, NO CHANGES
Sec. 6. PROGRAM DEVELOPMENT; ROADWAY	Sec. I : Adds a new subsection to amend an additional Roadway project (not new language post v. 1.2, just moved).
Sec. 7. PROGRAM DEVELOPMENT; SAFETY AND TRAFFIC OPERATIONS	NOT INCLUDED, NO CHANGES
Sec. 7a. PROGRAM DEVELOPMENT; BICYCLE AND PEDESTRIAN GRANT PROGRAM	NOT INCLUDED, NO CHANGES

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	<p>Sec. J:</p> <ul style="list-style-type: none"> - Adds new sections (7b–7d) amending Transportation Program spending authority in Program Development (Paving, Administration, and State Highway Bridges). - Includes, as new subsec. 7c(b), spending authority for \$500k for the EV incentive programs in addition to the \$50k in Act 121 (money for Capstone), which is reflected in Program Development—Administration.
<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>Sec. K: Removes spending authority for the \$500k for initiatives to increase public transit ridership, but keeps the project and the possibility of using unobligated federal funds for the project.</p>
	<p>Sec. L:</p> <ul style="list-style-type: none"> - Adds a new Sec. 9a to clarify the authorized spending, and funding source, for the TDM and Micro-Transit Innovations Grant Program (no changes to the program itself) (Sec. 9a). - Adds a new Sec. 9b to: (a) reduce Transportation Fund 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
<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. M: Transfer reduced by \$1.2M.</p>
<p>Sec. 12. CENTRAL GARAGE EQUIPMENT</p>	<p>Sec. M (continued): Authorized spending for replacement equipment reduced by \$1.2M.</p>

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	<p>Sec. N:</p> <ul style="list-style-type: none"> - Adds a new section that reduces authorized spending in internal service funds for the Central Garage (Sec. 12a). - Adds a new section that increases authorized spending (TIB/fed. funds) for Brattleboro-Hinsdale town highway bridge project (Sec. 12b). - Adds a new section that 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 (Sec. 12c). - Adds a new section that 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 (Sec. 12d). - Adds new sections that reduce authorized spending in Transportation Funds for: <ul style="list-style-type: none"> - Department of Motor Vehicles (Sec. 12e); - Finance and Administration (Sec. 12f); - Policy and Planning (Sec. 12g); and - Transportation Board (Sec. 12h). - Adds a new section that authorizes one-time spending, which is not included in any subsequent calculations for the annual town highway aid appropriation, for: <ul style="list-style-type: none"> - \$7M in Transportation Fund monies to municipalities, in town highway aid apportionments; - \$1M in Transportation Fund monies for maintenance and roadside mowing; - \$4M in Transportation Fund monies for leveling and paving projects; - \$900k in Transportation Fund monies for information technology modernization for the Department of Motor Vehicles; and - \$1,557,438 in CRF monies for the Transportation Program.
<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. O.</p> <ul style="list-style-type: none"> - Adds an additional \$500k for incentives in the New PEV Incentive Program.

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	- Cleanup language and removal of the \$200k to Drive Electric authorization.
Sec. 15. 19 V.S.A. § 306(h) is amended to read:	NOT INCLUDED, NO CHANGES
Sec. 16. TRANSPORTATION DEMAND MANAGEMENT AND MICRO-TRANSIT INNOVATIONS GRANT PROGRAM	NOT INCLUDED, NO CHANGES
Sec. 17. 23 V.S.A. §§ 3501 and 3502 are amended to read:	NOT INCLUDED, NO CHANGES
Sec. 18. 23 V.S.A. § 3506 is amended to read:	NOT INCLUDED, NO CHANGES
Sec. 19. 2017 Acts and Resolves No. 71, Sec. 31(a)(4) is amended to read:	NOT INCLUDED, NO CHANGES
Sec. 20. AUTHORITY TO WAIVE RIGHT-OF-WAY PERMIT FEES	NOT INCLUDED, NO CHANGES
Sec. 21. USE OF POZZOLANS AS AN ALTERNATIVE TO PORTLAND CEMENT	NOT INCLUDED, NO CHANGES
Sec. 22. STUDY ON DIRECT-TO-CONSUMER MOTOR VEHICLE SALES; REPORT	NOT INCLUDED, NO CHANGES
Sec. 23. EFFECTIVE DATES	NOT INCLUDED, NO CHANGES