

<u>As Passed By House</u>	<u>Senate Transportation Proposal of Amendment</u>
<p data-bbox="191 233 753 300">* * * Transportation Program Adopted as Amended; Intent; Reports; Definitions * * *</p> <p data-bbox="147 344 699 447">Sec. 1. TRANSPORTATION PROGRAM ADOPTED; INTENT; REPORTS; DEFINITIONS</p> <p data-bbox="147 491 789 741"><u>(a) Transportation program adopted. The Agency of Transportation’s proposed fiscal year 2021 Transportation Program appended to the Agency of Transportation’s proposed fiscal year 2021 budget, as amended by this act, is adopted to the extent federal, State, and local funds are available.</u></p> <p data-bbox="185 785 321 814"><u>(b) Intent.</u></p> <p data-bbox="147 858 794 1035"><u>(1) It is the intent of the General Assembly that the Agency’s top priority should be the transportation program adopted under subsection (a) of this section, including preserving all funding to municipalities.</u></p> <p data-bbox="147 1079 789 1436"><u>(2) In response to the unprecedented challenges posed by the COVID-19 pandemic, the General Assembly acknowledges that continued funding of infrastructure will help boost our local economy and support the health and welfare of Vermonters. Accordingly, it is the intent of the General Assembly that the projects funded in this act, including under Secs. 2 and 3 of this act, will serve to support and help drive growth in Vermont’s economy during this uncertain time.</u></p> <p data-bbox="147 1480 781 1730"><u>(3) In light of the long-term and ongoing climate change emergency, it is the intent of the General Assembly to continue to invest in and prioritize measures that will directly contribute to the reduction of greenhouse gas emissions consistent with the State’s 2016 Comprehensive Energy Plan.</u></p> <p data-bbox="185 1774 344 1803"><u>(c) Reports.</u></p> <p data-bbox="147 1848 761 1906"><u>(1) The Agency shall, on or before September 1, 2020, file a written report with the</u></p>	<p data-bbox="873 233 1435 300">* * * Transportation Program Adopted as Amended; Intent; Reports; Definitions * * *</p> <p data-bbox="823 344 1375 447">Sec. 1. TRANSPORTATION PROGRAM ADOPTED; INTENT; REPORTS; DEFINITIONS</p> <p data-bbox="823 491 1464 741"><u>(a) Transportation program adopted. The Agency of Transportation’s proposed fiscal year 2021 Transportation Program appended to the Agency of Transportation’s proposed fiscal year 2021 budget, as amended by this act, is adopted to the extent federal, State, and local funds are available.</u></p> <p data-bbox="860 785 997 814"><u>(b) Intent.</u></p> <p data-bbox="823 858 1463 1035"><u>(1) It is the intent of the General Assembly that the Agency’s top priority should be the transportation program adopted under subsection (a) of this section, including preserving all funding to municipalities.</u></p> <p data-bbox="823 1079 1468 1436"><u>(2) In response to the unprecedented challenges posed by the COVID-19 pandemic, the General Assembly acknowledges that continued funding of infrastructure will help boost our local economy and support the health and welfare of Vermonters. Accordingly, it is the intent of the General Assembly that the projects funded in this act, including under Secs. 2 and 3 of this act, will serve to support and help drive growth in Vermont’s economy during this uncertain time.</u></p> <p data-bbox="823 1480 1456 1730"><u>(3) In light of the long-term and ongoing climate change emergency, it is the intent of the General Assembly to continue to invest in and prioritize measures that will directly contribute to the reduction of greenhouse gas emissions consistent with the State’s 2016 Comprehensive Energy Plan.</u></p> <p data-bbox="860 1774 1019 1803"><u>(c) Reports.</u></p> <p data-bbox="823 1848 1437 1906"><u>(1) The Agency shall, on or before September 1, 2020, file a written report with the</u></p>

Joint Transportation Oversight Committee and the House and Senate Committees on Appropriations and on Transportation with the following information:

(A) an update on enacted and anticipated federal COVID-19 legislation;

(B) an update on projects in the transportation program adopted under subsection (a) of this section that are not anticipated to proceed as planned in fiscal year 2021 and the reasons why;

(C) an update on projects not in the transportation program adopted under subsection (a) of this section that will proceed in fiscal year 2021 and the source of funding;

(D) the status of and funding remaining for the electric vehicle incentive programs established pursuant to 2019 Acts and Resolves No. 59, Sec. 34;

(E) the balance of funding available for public transit under federal COVID-19 legislation; and

(F) any expected reduction in funding available for municipalities.

(2) The Agency shall, on or before February 15, 2021, file a written report with the House and Senate Committees on Appropriations and on Transportation with the following information:

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(F) any expected reduction in funding available for municipalities.

(d) Definitions. As used in this act, unless otherwise indicated:

(1) “Agency” means the Agency of Transportation.

(2) “Electric vehicle supply equipment” has the same meaning as in 30 V.S.A. § 201 and is abbreviated “EVSE.”

(3) “Federal COVID-19 legislation” includes any federal infrastructure bills or other federal legislation that provide the State with additional federal funding for transportation-related projects in fiscal year 2021 or was enacted as a result of COVID-19.

(4) “Plug-in electric vehicle,” “plug-in hybrid electric vehicle,” and “battery electric vehicle” have the same meanings as in 23 V.S.A. § 4(85) as amended by this act and are abbreviated “PEV,” “PHEV,” and “BEV.”

(5) “Secretary” means the Secretary of Transportation.

(6) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.

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<p><u>(7) The table heading “As Proposed” means the proposed Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific amendments, the aggregate sum of which equals the net “Change” in the applicable table heading.</u></p>	<p><u>(7) The table heading “As Proposed” means the proposed Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific amendments, the aggregate sum of which equals the net “Change” in the applicable table heading.</u></p>
	<p style="text-align: center;">* * * Summary of Transportation Investments * * *</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><u>This act includes the State’s fiscal year 2021 transportation investments intended to reduce transportation-related greenhouse gas emissions, reduce fossil fuel use, and save Vermont households money in furtherance of the policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive Energy Plan and to satisfy the Executive and Legislative Branches’ commitments to the Paris Agreement climate goals. In fiscal year 2021, these efforts will include the following:</u></p> <p><u>(1) Park and Ride Program. This act provides for a fiscal year expenditure of \$5,580,568.00, which will fund five park and ride construction projects and the design of four additional facilities scheduled for construction in fiscal year 2022. This year’s park and ride program will create 330 new State-owned spaces and result in the installation of 43 level 1 EVSE charging ports. Specific additions and improvements include:</u></p>

(A) Williston—Construction of 142 new spaces:

(B) Royalton—Construction of 91 new spaces:

(C) Cambridge—Improvements to existing spaces:

(D) Thetford—Construction of 42 new spaces:

(E) Berlin (Exit 6)—Design for 65 spaces:

(F) Berlin (Exit 7)—Design for 75 spaces:

(G) Manchester—Design for 50 spaces:
and

(H) Williamstown—Construction of 55 new spaces.

(2) Bike and Pedestrian Facilities Program. This act, in concert with the Capital Construction Act, provides for a fiscal year expenditure of \$18,230,970.00, which will fund 39 bike and pedestrian construction projects, and 12 bike and pedestrian design, right-of-way, or design and right-of way projects for construction in fiscal year 2021. The construction projects include the creation, improvement, or rehabilitation of walkways, sidewalks, shared use paths, bike paths, and cycling lanes. Projects are funded in Arlington, Bennington, Burlington, Chester, Colchester-Essex, Dover, East Montpelier, Enosburg Falls, Fairfield, Hardwick, Hartford, Hinesburg, Jericho, Johnson, Lake Champlain causeway, Middlebury, Milton, Montpelier-Berlin, Moretown, Pittsford, Plainfield, Proctor, Richford, Rochester, Rutland City, Shelburne, South Burlington, Springfield, St. Albans City, St. George, St. Johnsbury, Swanton, Underhill, Waitsfield, Waterbury, West Rutland, Williston, and Wilmington.

(3) Transportation Alternatives Program. This act provides for a fiscal year expenditure of \$2,763,408.00, which will fund 16 transportation alternatives construction projects and 22 design, right-of-way, or design and right-of-way projects. Of these 38 projects, 22 involve environmental mitigation related to clean water, stormwater, or both clean water and stormwater concerns, and the remaining 15 involve bicycle and pedestrian facilities. Projects are funded in Bennington, Bridgewater, Bridport, Castleton, Chester, Colchester, Derby, Duxbury, East Montpelier, Enosburg, Essex, Essex Junction, Fair Haven, Franklin, Granville, Hartford, Hyde Park, Jericho, Middletown Springs, Montgomery, Newfane, Norwich, Pittsford, Rutland City, Shelburne, South Burlington, St. Albans, St. Johnsbury, Thetford, Vergennes, Warren, Wilmington, and Winooski.

(4) Public Transit Program. This act authorizes \$37,852,845.00 in funding for public transit uses throughout the State, which is a 30.4 percent increase over fiscal year 2019 levels. An additional \$3,000,000.00 flows through the State directly to the Green Mountain Transportation Authority. Included in the authorization are:

(A) Go! Vermont with an authorization of \$858,434.00. This authorization supports the promotion and use of carpools and vanpools.

(B) Barre Transit Expansion with an authorization of \$275,000.00. This authorization increases service available through Barre Transit.

(C) Capital Commuters with an authorization of \$100,000.00. This program provides discounted bus passes to those commuting to work in Montpelier.

(D) Vermont Kidney Association Grant with an authorization of \$50,000.00. This authorization supports the transit needs of Vermonters in need of dialysis services.

(E) Transportation Demand Management and Micro-Transit Innovations Grant Program with an authorization of \$500,000.00. Sec. 16 of this act creates the Transportation Demand Management and Micro-Transit Innovations Grant Program, to be administered by the Agency of Transportation, that will provide grant funding to incentivize and continue support for the advancement of transportation demand management programs and new transit initiatives that improve mobility and access for transit-dependent Vermonters, reduce greenhouse gas emissions, or both.

(5) Rail Program. This act authorizes \$30,815,640.00 for intercity passenger rail service and rail infrastructure throughout the State, including modifications to the Burlington Vermont Rail Systems railyard to accommodate overnight servicing to facilitate New York City-Burlington rail service.

(6) Transformation of the State Vehicle Fleet. The Department of Buildings and General Services, which manages the State Vehicle Fleet, added 44 additional hybrid vehicles to the fleet in fiscal year 2020. In fiscal year 2021, the Department of Buildings and General Services expects to add 24 additional PHEVs and three additional BEVs to the fleet. The Capital Construction Act authorizes \$75,000.00 for the installation of EVSE in State-owned parking lots under the jurisdiction of the Department of Buildings and General Services. This will increase the number of charging stations by eight to 10 stations, with 16 to 20 charging ports in total and is in addition to the following EVSE that will be installed by the Department of Buildings and General Services during the first two months of fiscal year 2021:

(A) Rutland Parking Garage—four stations, with eight charging ports in total;

(B) 134–136 State Street, Montpelier—seven stations, with 12 charging ports in total;

	<p><u>(C) Southern State Correctional Facility—one station, with two charging ports in total; and</u></p> <p><u>(D) Newport Emory Hebard Office Building—one station, with two charging ports in total.</u></p> <p><u>(7) Electric vehicle supply equipment. In furtherance of the State’s goal to have a direct current (DC) fast-charging station within 30 miles of every residence in Vermont, the Capital Construction Act authorizes \$750,000.00 to the VW EVSE Grant Program.</u></p> <p><u>(8) Vehicle incentive programs. Sec. 14 of this act authorizes an additional \$50,000.00 to support administrative costs associated with MileageSmart, which is the State’s used high fuel efficiency vehicle incentive program, and to ensure that the State’s emissions repair program is operational not later than July 1, 2021. Secs. 3 and 5 of this act also authorize the Secretary of Transportation to expend additional monies on the New PEV Incentive Program and MileageSmart if such funding becomes available.</u></p>																								
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<p style="text-align: center;">*** Highway Maintenance ***</p> <p>Sec. 5. HIGHWAY MAINTENANCE</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Maintenance, spending is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY21</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Personal Services</td> <td>45,757,089</td> <td>45,757,089</td> <td>0</td> </tr> <tr> <td>Operating Expenses</td> <td>52,896,134</td> <td>51,596,134</td> <td>-1,300,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Personal Services	45,757,089	45,757,089	0	Operating Expenses	52,896,134	51,596,134	-1,300,000	<p style="text-align: center;">*** Highway Maintenance ***</p> <p>Sec. 5. HIGHWAY MAINTENANCE</p> <p><u>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Maintenance, authorized spending is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY21</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Personal Services</td> <td>45,757,089</td> <td>45,757,089</td> <td>0</td> </tr> <tr> <td>Operating Expenses</td> <td>52,896,134</td> <td>52,296,134</td> <td>-600,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Personal Services	45,757,089	45,757,089	0	Operating Expenses	52,896,134	52,296,134	-600,000
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Grants	240,200	240,200	0	Grants	240,200	240,200	0
Total	98,893,423	97,593,423	-1,300,000	Total	98,893,423	98,293,423	-600,000
<u>Sources of funds</u>				<u>Sources of funds</u>			
State	96,415,636	95,115,636	-1,300,000	State	96,415,636	95,815,636	-600,000
Federal	2,377,787	2,377,787	0	Federal	2,377,787	2,377,787	0
Interdepart. Transfer	100,000	100,000	0	Interdepart. Transfer	100,000	100,000	0
Total	98,893,423	97,593,423	-1,300,000	Total	98,893,423	98,293,423	-600,000
				<p>(b) If, as of June 30, 2021, the Agency of Transportation has expended less on Maintenance Operating Expenses in fiscal year 2021 than it did in fiscal year 2020 then:</p> <p>(1) authorized spending in the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Maintenance is further amended by decreasing Operating Expenses by the difference between the amount expended on Maintenance Operating Expenses in fiscal year 2020 and the amount expended on Maintenance Operating Expenses in fiscal year 2021 through June 30, 2021, but not to exceed \$700,000.00, and</p> <p>(2) the Secretary shall authorize the expenditure of the difference between the amount expended on Maintenance Operating Expenses in fiscal year 2020 and the amount expended on Maintenance Operating Expenses in fiscal year 2021 through June 30, 2021, but not to exceed \$700,000.00, in equal proportions, on the New PEV Incentive Program and MileageSmart established pursuant to 2019 Acts and Resolves No. 59, Sec. 34 as amended by this act.</p>			
				<p style="text-align: center;">* * * Aviation * * *</p> <p>Sec. 5a. CLARENDON SRE BUILDING</p> <p>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation</p>			

	<p><u>Program for Aviation, authorized spending for Clarendon AV-FY20-001 is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY21</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>PE</td> <td>20,000</td> <td>0</td> <td>-20,000</td> </tr> <tr> <td>Construction</td> <td>575,000</td> <td>0</td> <td>-575,000</td> </tr> <tr> <td>Total</td> <td>595,000</td> <td>0</td> <td>-595,000</td> </tr> </tbody> </table> <p><u>Sources of funds</u></p> <table border="1"> <tbody> <tr> <td>State</td> <td>595,000</td> <td>0</td> <td>-595,000</td> </tr> <tr> <td>Total</td> <td>595,000</td> <td>0</td> <td>-595,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	PE	20,000	0	-20,000	Construction	575,000	0	-575,000	Total	595,000	0	-595,000	State	595,000	0	-595,000	Total	595,000	0	-595,000
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	<p><u>Sec. 5b. MORRISTOWN FUEL FARM</u></p> <p><u>Within the Agency of Transportation's Proposed Fiscal Year 2021 Transportation Program for Aviation, authorized spending for Morristown AV-FY21-015 is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY21</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>150,000</td> <td>345,000</td> <td>195,000</td> </tr> <tr> <td>Total</td> <td>150,000</td> <td>345,000</td> <td>195,000</td> </tr> </tbody> </table> <p><u>Sources of funds</u></p> <table border="1"> <tbody> <tr> <td>State</td> <td>150,000</td> <td>345,000</td> <td>195,000</td> </tr> <tr> <td>Total</td> <td>150,000</td> <td>345,000</td> <td>195,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	150,000	345,000	195,000	Total	150,000	345,000	195,000	State	150,000	345,000	195,000	Total	150,000	345,000	195,000				
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	<p style="text-align: center;">*** Transportation Buildings ***</p> <p>Sec. 5c. LUNENBURG GARAGE</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Transportation Buildings, authorized spending for Transportation Buildings Lunenburg is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY21</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>PE</td> <td>25,000</td> <td>25,000</td> <td>0</td> </tr> <tr> <td>Construction</td> <td>350,000</td> <td>0</td> <td>–350,000</td> </tr> <tr> <td>Total</td> <td>375,000</td> <td>25,000</td> <td>–350,000</td> </tr> </tbody> </table> <p><u>Sources of funds</u></p> <table border="1"> <tbody> <tr> <td>State</td> <td>375,000</td> <td>25,000</td> <td>–350,000</td> </tr> <tr> <td>Total</td> <td>375,000</td> <td>25,000</td> <td>–350,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	PE	25,000	25,000	0	Construction	350,000	0	–350,000	Total	375,000	25,000	–350,000	State	375,000	25,000	–350,000	Total	375,000	25,000	–350,000
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<p>Sec. 7 – No changes</p>	<p>Sec. 7 – No changes</p>																								
	<p style="text-align: center;">*** Bicycle and Pedestrian Facilities ***</p> <p>Sec. 7a. PROGRAM DEVELOPMENT; BICYCLE AND PEDESTRIAN GRANT PROGRAM</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bicycle and Pedestrian Facilities, authorized spending for Statewide State-Aid Construction Projects is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY21</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Construction</td> <td>468,500</td> <td>868,500</td> <td>400,000</td> </tr> <tr> <td>Total</td> <td>468,500</td> <td>868,500</td> <td>400,000</td> </tr> </tbody> </table> <p><u>Sources of funds</u></p>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	468,500	868,500	400,000	Total	468,500	868,500	400,000												
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Construction	468,500	868,500	400,000																						
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	State	234,250	434,250	200,000			
	Local	234,250	434,250	200,000			
	Total	468,500	868,500	400,000			
Sec. 8 – No changes	Sec. 8 – No changes						
Sec. 9 – No changes	Sec. 9 – No changes						
*** Lamoille Valley Rail Trail ***				*** Lamoille Valley Rail Trail ***			
Sec. 10. LAMOILLE VALLEY RAIL TRAIL				Sec. 10. LAMOILLE VALLEY RAIL TRAIL			
<u>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike & Pedestrian Facilities, authorized spending for Swanton-St. Johnsbury LVRT () is amended as follows:</u>				<u>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike & Pedestrian Facilities, authorized spending for Swanton-St. Johnsbury LVRT () is amended as follows:</u>			
	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>		<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
<u>FY21</u>				<u>FY21</u>			
Other	2,500,000	7,000,000	4,500,000	Other	2,500,000	7,030,000	4,530,000
Total	2,500,000	7,000,000	4,500,000	Total	2,500,000	7,030,000	4,530,000
<u>FY22</u>				<u>FY22</u>			
Other	3,500,000	7,000,000	3,500,000	Other	3,500,000	7,000,000	3,500,000
Total	3,500,000	7,000,000	3,500,000	Total	3,500,000	7,000,000	3,500,000
<u>FY23</u>				<u>FY23</u>			
Other	4,500,000	0	-4,500,000	Other	4,500,000	0	-4,500,000
Total	4,500,000	0	-4,500,000	Total	4,500,000	0	-4,500,000
<u>FY24</u>				<u>FY24</u>			
Other	3,500,000	0	-3,500,000	Other	3,500,000	0	-3,500,000
Total	3,500,000	0	-3,500,000	Total	3,500,000	0	-3,500,000
<u>Sources of funds FY21</u>	<u>Sources of funds FY21</u>						

State	0	700,000	700,000	State	0	0	0
Other	500,000	700,000	200,000	Other	500,000	1,430,000	930,000
Federal	2,000,000	5,600,000	3,600,000	Federal	2,000,000	5,600,000	3,600,000
Total	2,500,000	7,000,000	4,500,000	Total	2,500,000	7,030,000	4,530,000
<u>Sources of funds FY22</u>				<u>Sources of funds FY22</u>			
State	0	0	0	State	0	0	0
Other	0	1,400,000	1,400,000	Other	0	1,400,000	1,400,000
Federal	0	5,600,000	5,600,000	Federal	0	5,600,000	5,600,000
Total	0	7,000,000	7,000,000	Total	0	7,000,000	7,000,000
<p><u>(b) In the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike & Pedestrian Facilities, “Other funds of \$500,000 are General Obligation Bond proceeds appropriated in the capital bill for the Lamoille Valley Rail Trail” is struck, and “Other funds of \$2,100,000 are General Obligation Bond proceeds appropriated in the capital construction act for the Lamoille Valley Rail Trail, but if matching federal funds are not available or if federal funds do not require a state match, the funds shall be used for projects in a future capital construction act” is inserted in lieu thereof.</u></p>				<p><u>(b) In the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike & Pedestrian Facilities, “Other funds of \$500,000 are General Obligation Bond proceeds appropriated in the capital bill for the Lamoille Valley Rail Trail” is struck, and “Other funds of \$2,830,000 are General Obligation Bond proceeds appropriated in the capital construction act for the Lamoille Valley Rail Trail, but if matching federal funds are not available or if federal funds do not require a state match, the funds shall be used for projects in a future capital construction act” is inserted in lieu thereof.</u></p>			
Sec. 11 – No changes				Sec. 11 – No changes			
Sec. 12 – No changes				Sec. 12 – No changes			
Sec. 13 – No changes				Sec. 13 – No changes			
<p>*** Programs and Incentives to Foster PEV Adoption ***</p> <p>Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34 is amended to read:</p> <p>Sec. 34. VEHICLE INCENTIVE AND EMISSIONS REPAIR PROGRAMS</p> <p>(a) Vehicle incentive and emissions repair programs administration.</p>				<p>*** Programs and Incentives to Foster Efficient Vehicle Adoption ***</p> <p>Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34 is amended to read:</p> <p>Sec. 34. VEHICLE INCENTIVE AND EMISSIONS REPAIR PROGRAMS</p> <p>(a) Vehicle incentive and emissions repair programs administration.</p>			

(1) The Agency of Transportation (Agency), in consultation with the ~~Agency of Natural Resources, the Agency of Human Services, the Department~~ Departments of Environmental Conservation and of Public Service, Vermont electric distribution utilities ~~that are offering incentives for PEVs~~, and the State's network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section.

(2) The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget

and any additional monies as appropriated in the fiscal year 2021 budget or Transportation Fund monies authorized to be expended by the Secretary of Transportation pursuant to Sec. 3 of this act, or both, on the two programs described in subsections (b) and (c) of this section. Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, appropriations for the two programs described in subsections (b) and (c) of this section remaining unexpended on June 30, 2021 shall be carried forward and designated for expenditure on these programs in the subsequent fiscal year.

(3) Subject to State procurement requirements, the Agency may, in fiscal year 2020, retain a contractor or contractors to assist with marketing, program development, and administration of the two programs and up to \$150,000.00 of program funding may be set aside for this purpose.

In fiscal year 2021, the Agency is authorized to spend up to \$200,000.00 in program funding to continue and expand the Agency's public-private partnership with Drive Electric Vermont to support the

(1) The Agency of Transportation (Agency), in consultation with the ~~Agency of Natural Resources, the Agency of Human Services, the Department~~ Departments of Environmental Conservation and of Public Service, Vermont electric distribution utilities ~~that are offering incentives for PEVs~~, and the State's network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section.

(2) The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget, \$50,000.00 in Transportation Fund monies, and any additional monies as appropriated

in the fiscal year 2021 budget or Transportation Fund monies authorized to be expended by the Secretary of Transportation pursuant to Secs. 3 and 5 of this act, or both, on the two programs described in subsections (b) and (c) of this section. Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, appropriations for the programs described in subsections (b) and (c) of this section remaining unexpended on June 30, 2021 shall be carried forward and designated for expenditure on these programs in the subsequent fiscal year.

(3) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the two programs and up to \$150,000.00 of program funding may be set aside for this purpose- for the programs described in subsection (c) of this section in fiscal year 2020 and \$50,000.00 of program funding shall be set aside for this purpose for the programs described in subsection (c) of this section in fiscal year 2021 and to ensure that the emissions repair program is operational not later than July 1, 2021. In fiscal year 2021, the Agency is authorized to spend up to \$200,000.00 in program funding to continue and expand the Agency's public-private partnership with Drive Electric Vermont to support the

expansion of the PEV market in the State through technical and consumer assistance; auto dealer education; outreach and incentive program management, including marketing, consumer support, record keeping and reporting, program development and modification, and general program administration for the program described in subsection (b) of this section; and PEV promotional efforts. The Agency shall develop, in consultation with the Departments of Environmental Conservation and of Public Service, a scope of work for funding the Agency's grants to Drive Electric Vermont pursuant to this section.

(4) The Agency shall administer the program described in subsection (b) of this section through no-cost contracts with the State's electric distribution utilities.

(5) The Agency shall annually evaluate the two programs to gauge effectiveness and submit a written report on the effectiveness of the programs to the House and Senate Committees on Transportation, the House Committee on Energy and Technology, and the Senate Committee on Finance on or before the 31st day of ~~December~~ January in each year following a year that an incentive or repair voucher ~~is~~ was provided through one of the programs. Notwithstanding 2 V.S.A. § 20(d), the annual report required under this section shall continue to be required if an incentive or repair voucher is provided through one of the programs unless the General Assembly takes specific action to repeal the report requirement.

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

expansion of the PEV market in the State through technical and consumer assistance; auto dealer education; outreach and incentive program management, including marketing, consumer support, record keeping and reporting, program development and modification, and general program administration for the program described in subsection (b) of this section; and PEV promotional efforts. The Agency shall develop, in consultation with the Departments of Environmental Conservation and of Public Service, a scope of work for funding the Agency's grants to Drive Electric Vermont pursuant to this section.

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

(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for ~~exclusively electric powered vehicles that do not contain an onboard combustion engine~~ BEVs;

(2) provide ~~incentives not more than one incentive of \$1,500.00 for a PHEV or \$2,500.00 for a BEV to Vermont households with low and moderate income at or below 160 percent of the State's prior five year average Median Household Income (MHI) level;~~

(A) an individual domiciled in the State whose federal income tax filing status is single or head of household with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$100,000.00;

(B) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$125,000.00;

(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$125,000.00; or

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

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

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

(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for ~~exclusively electric powered vehicles that do not contain an onboard combustion engine~~ BEVs;

(2) provide ~~incentives not more than one incentive of \$1,500.00 for a PHEV or \$2,500.00 for a BEV to Vermont households with low and moderate income at or below 160 percent of the State's prior five year average Median Household Income (MHI) level;~~

(A) an individual domiciled in the State whose federal income tax filing status is single or head of household with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$100,000.00;

(B) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$125,000.00;

(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$125,000.00; or

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

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

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

(B) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States at or below \$50,000.00; or

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

(4) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less; and

(4)(5) provide ~~no~~ not less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, and up to an additional \$2,050,000.00 in fiscal year 2021 in PEV purchase and lease incentives.

(B) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross income under the laws of the United States at or below \$50,000.00; or

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

(4) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less; and

(4)(5) provide ~~no~~ not less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, and up to an additional \$2,050,000.00 in fiscal year 2021 in PEV purchase and lease incentives.

(c) High fuel efficiency vehicle incentive and emissions repair ~~program~~ programs. A ~~used~~ Used high fuel efficiency vehicle purchase incentive and emissions repair ~~program~~ programs for Vermont residents shall structure high fuel efficiency purchase incentive payments and emissions repair vouchers by income to help ~~all~~ Vermonters benefit from more efficient driving, including Vermont’s most vulnerable. Not less than \$750,000.00 shall be provided in point-of-sale and point-of repair vouchers.

(1) Specifically, the The high fuel efficiency vehicle incentive program shall be known as MileageSmart and shall:

(1)(A) apply to purchases of used high fuel-efficient motor vehicles, which for purposes of this program shall be pleasure cars with a combined city/highway fuel efficiency of at least 40 miles per gallon or miles per gallon equivalent as rated by the Environmental Protection Agency when the vehicle was new, ~~and repairs of certain~~

vehicles that failed the on board diagnostic (OBD) systems inspection;

(2)(B) provide point-of-sale vouchers through the State's network of community action agencies and base eligibility for the point-of-sale voucher on the same criteria used for income qualification for weatherization services through the Weatherization Program and eligibility for the point-of-repair vouchers on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services Division within the Department for Children and Families; and

(3)(C) provide one of the following to qualifying individuals:

(A) a point-of-sale voucher of up to \$5,000.00 to assist in the purchase of a used high fuel-efficient motor vehicle that may require that a condition of the voucher be that if the individual is the owner of either a motor vehicle that failed the OBD systems inspection or a motor vehicle that is more than 15 years old and has a combined city/highway fuel efficiency of less than 25 miles per gallon as rated by the Environmental Protection Agency when the vehicle was new that the vehicle will be removed from operation and either donated to a nonprofit organization to be used for parts or destroyed; or.

(B)(2) The emissions repair program, which shall be operational on or before July 1, 2021, shall:

(A) apply to repairs of certain vehicles that failed the on board diagnostic (OBD) systems inspection;

(B) provide point-of-repair vouchers through the State's network of community action agencies and base eligibility for voucher on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services

<p style="text-align: center;">* * *</p>	<p><u>Division within the Department for Children and Families; and</u></p> <p><u>(C) provide a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection, requires repairs that are not under warranty, and will be able to pass the State’s vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00.</u></p> <p style="text-align: center;">* * *</p>
<p>Sec. 15 – No changes</p>	<p>Sec. 15 – No changes</p>
<p style="text-align: center;">* * * Telecommuting Report * * *</p> <p>Sec. 16. TELECOMMUTING REPORT</p> <p><u>The Agency of Transportation shall, in consultation with the Agency of Commerce and Community Development, submit a written report on or before September 30, 2021 to the House Committees on Commerce and Economic Development and on Transportation and the Senate Committees on Economic Development, Housing and General Affairs and on Transportation that addresses, at a minimum, the following:</u></p> <p><u>(1) how telecommuting practices changed in the State in response to COVID-19;</u></p> <p><u>(2) how telecommuting practices changed in the State during fiscal year 2021;</u></p> <p><u>(3) best practices for telecommuting;</u></p> <p><u>(4) an estimate of the expenses and savings to Vermont employers and their employees generated by telecommuting during fiscal year 2021;</u></p>	<p style="text-align: center;">* * * Transportation Demand Management and Micro-Transit Innovations Grant Program * * *</p> <p><u>Sec. 16. TRANSPORTATION DEMAND MANAGEMENT AND MICRO TRANSIT INNOVATIONS GRANT PROGRAM</u></p> <p><u>(a) The Agency shall establish and administer a transportation demand management and micro-transit innovations grant program within the Public Transit Program to incentivize and continue support for the advancement of transportation demand management programs and new transit initiatives.</u></p> <p><u>(b) The Agency shall distribute \$500,000.00 in grant awards, with each recipient only eligible to receive up to \$100,000.00 in grant awards.</u></p> <p><u>(c) Grant awards may be used for one or more of the following: matching funds for other grant awards; program delivery costs; or for the extension of existing programs.</u></p> <p><u>(d) Grant awards shall be distributed not later than November 30, 2020 and shall incentivize innovative strategies that improve both mobility and access for transit-dependent Vermonters.</u></p>

<p><u>(5) an estimate of the annual expenses and savings to Vermont employers in an industry conducive to telecommuting with more than 50 employees that could be generated by greater utilization of telecommuting;</u></p> <p><u>(6) an estimate of the annual expenses and savings to employees of employers identified in subdivision (5) of this section that could be generated by greater utilization of telecommuting;</u></p> <p><u>(7) an estimate of the statewide reduction in vehicle miles traveled (VMT), trips, or both and greenhouse gas emissions associated with telecommuting in fiscal year 2021;</u></p> <p><u>(8) an estimate of the statewide reduction in VMT, trips, or both and greenhouse gas emissions that could be generated by greater utilization of telecommuting; and</u></p> <p><u>(9) recommendations on ways to increase the use of telecommuting in the State.</u></p>	<p><u>reduce the use of single occupancy vehicles for work trips, and reduce greenhouse gas emissions.</u></p>
<p style="text-align: center;">* * * All-Terrain Vehicles * * *</p> <p>Sec. 17. 23 V.S.A. §§ 3501 and 3502 are amended to read:</p> <p>§ 3501. DEFINITIONS</p> <p>As used in this chapter:</p> <p>(1) “Commissioner” means the Commissioner of Motor Vehicles unless otherwise stated.</p> <p>(2) “Department” means Department of Motor Vehicles unless otherwise stated.</p> <p>(3) “Operate” includes an attempt to operate and shall be construed to cover all matters and things connected with the presence and use of all-terrain vehicles whether they be at motion or rest.</p>	<p style="text-align: center;">* * * All-Terrain Vehicles * * *</p> <p>Sec. 17. 23 V.S.A. §§ 3501 and 3502 are amended to read:</p> <p>§ 3501. DEFINITIONS</p> <p>As used in this chapter:</p> <p>(1) “Commissioner” means the Commissioner of Motor Vehicles unless otherwise stated.</p> <p>(2) “Department” means Department of Motor Vehicles unless otherwise stated.</p> <p>(3) “Operate” includes an attempt to operate and shall be construed to cover all matters and things connected with the presence and use of all-terrain vehicles whether they be at motion or rest.</p>

<p>(4) “Secretary” means the Secretary of Natural Resources.</p> <p>(5) “All-terrain vehicle” or “ATV” means any nonhighway recreational vehicle, except snowmobiles, having no <u>not</u> less than two low pressure tires (10 pounds per square inch, or less), not wider than 64 inches with two-wheel ATVs having permanent, full-time power to both wheels, and having a dry weight of less than 1,700 pounds, when used for cross-country travel on trails or on any one of the following or a combination thereof: land, water, snow, ice, marsh, swampland, and natural terrain. An ATV on a public highway shall be considered a motor vehicle, as defined in section 4 of this title, only for the purposes of those offenses listed in subdivisions 2502(a)(1)(H), (N), (R), (U), (Y), (FF), (GG), (II), and (AAA); (2)(A) and (B); (3)(A), (B), (C), and (D); (4)(A) and (B) and (5) of this title and as provided in section 1201 of this title. An ATV shall not include an electric personal assistive mobility device.</p> <p><u>(2) “Department” means the Department of Motor Vehicles unless otherwise stated.</u></p> <p><u>(3) “Direct supervision” means that the supervisor shall be sufficiently close and able to control, by communicating visually or orally, the operation of an ATV by an operator under 16 years of age, taking into account the noise created by an ATV and protective headgear worn by the operator.</u></p> <p><u>(4) “Farm” means a parcel or parcels of land owned, leased, or managed by a person and devoted primarily to farming.</u></p> <p><u>(5) “Secretary” means the Secretary of Natural Resources.</u></p> <p><u>(6) “State lands” means land owned, leased, or otherwise controlled by the State.</u></p>	<p>(4) “Secretary” means the Secretary of Natural Resources.</p> <p>(5) “All-terrain vehicle” or “ATV” means any nonhighway recreational vehicle, except snowmobiles, having no <u>not</u> less than two low pressure tires (10 pounds per square inch, or less), not wider than 64 inches with two-wheel ATVs having permanent, full-time power to both wheels, and having a dry weight of less than 1,700 pounds, when used for cross-country travel on trails or on any one of the following or a combination thereof: land, water, snow, ice, marsh, swampland, and natural terrain. An ATV on a public highway shall be considered a motor vehicle, as defined in section 4 of this title, only for the purposes of those offenses listed in subdivisions 2502(a)(1)(H), (N), (R), (U), (Y), (FF), (GG), (II), and (AAA); (2)(A) and (B); (3)(A), (B), (C), and (D); (4)(A) and (B) and (5) of this title and as provided in section 1201 of this title. An ATV shall not include an electric personal assistive mobility device.</p> <p><u>(2) “Department” means the Department of Motor Vehicles unless otherwise stated.</u></p> <p><u>(3) “Direct supervision” means that the supervisor shall be sufficiently close and able to control, by communicating visually or orally, the operation of an ATV by an operator under 16 years of age, taking into account the noise created by an ATV and protective headgear worn by the operator.</u></p> <p><u>(4) “Farm” means a parcel or parcels of land owned, leased, or managed by a person and devoted primarily to farming.</u></p> <p><u>(5) “Forestry operation” has the same meaning as in 10 V.S.A. § 2602.</u></p> <p><u>(6) “Secretary” means the Secretary of Natural Resources.</u></p> <p><u>(7) “State lands” means land owned, leased, or otherwise controlled by the State.</u></p>
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~~(6)(7)~~ “~~Club or association~~” means an all-terrain vehicle club or “VASA” means the Vermont ATV Sportsman’s Association, a statewide association of ATV clubs.

§ 3502. REGISTRATION AND TRAIL ACCESS DECAL (TAD) REQUIRED; EXCEPTIONS

~~(a)(1)~~ An all-terrain vehicle may not be operated Except as otherwise provided in this section, an individual shall not operate an ATV on the VASA Trail System, on State land designated by the Secretary pursuant to subdivision 3506(b)(4) of this title, or along any highway that is not adjacent to the property of the operator unless the ATV:

~~(A)~~ is registered pursuant to this chapter or any other section of this title by the State of Vermont and unless the all-terrain vehicle or in accordance with subsection (e) of this section; and

~~(B)~~ displays a valid Vermont ATV Sportsman’s Association (VASA) VASA Trail Access Decal (TAD) when operating on a VASA trail, except when operated;

~~(4)(2)~~ Notwithstanding subdivision (1) of this subsection, neither registration nor display of a TAD is required to operate an ATV:

~~(A)~~ ~~On~~ on the property of the owner of the all-terrain vehicle. ATV;

~~(B)(2)~~ ~~Off the highway, In~~ in a ski area while being used, off the highway, for the purpose of grooming snow, maintenance, or in rescue operations;

~~(3)(C)~~ ~~For~~ for official use by a federal, State, or municipal agency ~~and only~~ if the all-terrain vehicle ATV is identified with the name or seal of the agency in a manner approved by the Commissioner; or

~~(6)~~⁽⁸⁾ “~~Club or association~~” means an all-terrain vehicle club or “VASA” means the Vermont ATV Sportsman’s Association, a statewide association of ATV clubs.

§ 3502. REGISTRATION AND TRAIL ACCESS DECAL (TAD) REQUIRED; EXCEPTIONS

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~~(A)~~ is registered pursuant to this chapter or any other section of this title by the State of Vermont and unless the all-terrain vehicle or in accordance with subsection (e) of this section; and

~~(B)~~ displays a valid Vermont ATV Sportsman’s Association (VASA) VASA Trail Access Decal (TAD) when operating on a VASA trail, except when operated;

~~(4)(2)~~ Notwithstanding subdivision (1) of this subsection, neither registration nor display of a TAD is required to operate an ATV:

~~(A)~~ ~~On~~ on the property of the owner of the all-terrain vehicle. ATV;

~~(B)(2)~~ ~~Off the highway, In~~ in a ski area while being used, off the highway, for the purpose of grooming snow, maintenance, or in rescue operations;

~~(3)(C)~~ ~~For~~ for official use by a federal, State, or municipal agency ~~and only~~ if the all-terrain vehicle ATV is identified with the name or seal of the agency in a manner approved by the Commissioner; or

~~(D)~~(4) ~~Solely~~ on privately owned land when the operator is specifically invited to do so by the owner of ~~that the~~ property and ~~has on his or her person~~ carries the written consent of the owner.

~~(3)~~(5) ~~By a person who~~ Notwithstanding subdivision (1) of this subsection, an operator may operate an ATV without a TAD displayed if the operator possesses a completed TAD form processed electronically ~~and~~ within the prior 10 days that is either printed out or displayed on a portable electronic device. ~~The printed or electronic TAD form shall be valid for 10 days after the electronic transaction.~~ Use of a portable electronic device to display a completed TAD form does not in itself constitute consent for an enforcement officer to access other contents of the device.

* * *

(c) The possession of a valid TAD or registration of an ~~all-terrain vehicle~~ ATV does not constitute a license to ~~cross or~~ operate an ~~all-terrain vehicle~~ ATV on public or private lands, even if temporarily while crossing the public or private lands.

(d) An ~~all-terrain vehicle~~ ATV that does not comply with the provisions of this chapter ~~may~~ shall not be registered by the Commissioner.

(e) An ~~all-terrain vehicle~~ ATV owned by a person who is a resident of any other state or province shall be deemed to be properly registered for the purposes of this chapter if it is registered in accordance with the laws of the state or province in which its owner resides. An operator who is a resident of any other state or province shall be subject to the provisions of this chapter while operating an ATV within this State, including possessing a valid TAD in the same circumstances that a resident of this State is required to possess a valid TAD.

(4)(D) ~~Solely~~ on privately owned land when the operator is specifically invited to do so by the owner of ~~that the~~ property and ~~has on his or her person~~ carries the written consent of the owner.

(5)(3) ~~By a person who~~ Notwithstanding subdivision (1) of this subsection, an operator may operate an ATV without a TAD displayed if the operator possesses a completed TAD form processed electronically ~~and~~ within the prior 10 days that is either printed out or displayed on a portable electronic device. ~~The printed or electronic TAD form shall be valid for 10 days after the electronic transaction.~~ Use of a portable electronic device to display a completed TAD form does not in itself constitute consent for an enforcement officer to access other contents of the device.

* * *

(c) The possession of a valid TAD or registration of an ~~all-terrain vehicle~~ ATV does not constitute a license to ~~cross or~~ operate an ~~all-terrain vehicle~~ ATV on public or private lands, even if temporarily while crossing the public or private lands.

(d) An ~~all-terrain vehicle~~ ATV that does not comply with the provisions of this chapter ~~may~~ shall not be registered by the Commissioner.

(e) An ~~all-terrain vehicle~~ ATV owned by a person who is a resident of any other state or province shall be deemed to be properly registered for the purposes of this chapter if it is registered in accordance with the laws of the state or province in which its owner resides. An operator who is a resident of any other state or province shall be subject to the provisions of this chapter while operating an ATV within this State, including possessing a valid TAD in the same circumstances that a resident of this State is required to possess a valid TAD.

Sec. 18. 23 V.S.A. § 3506 is amended to read:

§ 3506. OPERATION; PROHIBITED ACTS;
FINANCIAL RESPONSIBILITY;
HEADGEAR

(a) A person shall only operate an ATV, or permit an ~~all-terrain vehicle~~ ATV owned by him or her or under his or her control to be operated, in accordance with this chapter.

(b) An ~~all-terrain vehicle~~ ATV shall not be operated:

(1) Along a public highway except if one or more of the following applies:

(A) ~~the highway is not being maintained during the snow season;~~

~~(B)~~ the highway has been opened to ~~all-terrain vehicle~~ ATV travel by the ~~selectboard or trustees or local governing body~~ legislative body of the municipality where the town highway is located or, for State highways, the Secretary of Transportation and is so posted by the municipality;

~~(C)~~(B) the ~~all-terrain vehicle~~ ATV is being used for agricultural purposes and is operated not closer than three feet from the traveled portion of any highway for the purpose of traveling within the confines of the farm; or

~~(D)~~(C) the ~~all-terrain vehicle~~ ATV is being used by an employee or agent of an electric transmission or distribution company subject to the jurisdiction of the Public Utility Commission under 30 V.S.A. § 203 for utility purposes, including safely accessing utility corridors, provided that the ~~all-terrain vehicle~~ ATV shall be

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(C) the ATV is being use for forestry purposes and is operated not closer than three feet from the traveled portion of any highway for the purpose of traveling within the confines of the forestry operation; or

(D) the ~~all-terrain vehicle~~ ATV is being used by an employee or agent of an electric transmission or distribution company subject to the jurisdiction of the Public Utility Commission under 30 V.S.A. § 203 for utility purposes, including safely accessing utility corridors, provided that the ~~all-terrain vehicle~~ ATV shall be

operated along the edge of the roadway and shall yield to other vehicles.

(2) Across a public highway ~~unless~~ except if all of the following conditions are met:

(A) the crossing is made at an angle of approximately 90 degrees to the direction of the highway and at a place where no obstruction prevents a quick and safe crossing; ~~and~~

(B) the operator brings the ~~all-terrain vehicle~~ ATV to a complete stop before entering the ~~travelled~~ traveled portion of the highway; ~~and~~

(C) the operator yields the ~~right-of-way~~ right of way to motor vehicles and pedestrians using the highway; ~~and~~

(D) the operator is 12 years of age or older; ~~and that~~

(E) in the case of an operator under 16 years of age, ~~must be the operator is~~ under the direct supervision of ~~a person~~ an individual 18 years of age or older who does not have a suspended operator's license or privilege to operate.

(3) On any privately owned land or privately owned body of ~~private~~ water unless either:

(A) the operator is the owner, or member of the immediate family of the owner of the land; ~~or~~

(B) the operator ~~has, on his or her person,~~ carries the written consent of the owner or lessee of the land or the land surrounding the privately owned body of water to operate an ~~all-terrain vehicle~~ ATV in the specific area and during specific hours ~~and/or~~ or days, or both in which the operator is operating; ~~or;~~

(C) the ~~all-terrain vehicle~~ ATV displays a valid ~~TAD decal~~ VASA Trail Access Decal

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(C) the ~~all-terrain vehicle~~ ATV displays a valid ~~TAD decal~~ VASA Trail Access Decal

(TAD) as required by subsection 3502(a) of this title that serves as proof that the ~~all-terrain vehicle~~ ATV and its operator, by virtue of the TAD, are members of a ~~VASA affiliated club to which such VASA and~~ consent has been given orally or in writing to operate an ~~all-terrain vehicle~~ ATV in the area ~~in which~~ where the operator is operating; or

~~(C)~~(D) the owner of the land ~~has~~ or the land surrounding the privately owned body of water designated the area for use by ~~all-terrain vehicles~~ ATVs by posting the area in a manner approved by the Secretary to give reasonable notice that use is permitted.

(4) On any ~~public land~~ municipal lands unless opened to ATV travel by the legislative body of the municipality where the land is located or on any State lands, body of public water, or natural area established under the provisions of 10 V.S.A. § 2607 unless ~~the Secretary has~~ designated the area by the Secretary for use by ~~all-terrain vehicles pursuant to~~ ATVs in rules promulgated adopted under provisions of 3 V.S.A. chapter 25.

(5) By ~~a person~~ an individual under 12 years of age unless he or she is wearing on his or her head protective headgear of a type approved by the Commissioner while operating the ATV or riding as a passenger on the ATV and either:

(A) he or she is on land owned by his or her parents, family, or guardian;

(B) he or she has written permission of the landowner or lessee; or

(C) he or she is under the direct supervision of ~~a person at least~~ an individual 18 years of age or older who does not have a suspended operator's license or privilege to operate.

(6) In any manner ~~intended or~~ that could reasonably ~~to~~ be expected to harm, harass, drive, or pursue any wildlife.

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(B) he or she has written permission of the landowner or lessee; or

(C) he or she is under the direct supervision of ~~a person at least~~ an individual 18 years of age or older who does not have a suspended operator's license or privilege to operate.

(6) In any manner ~~intended or~~ that could reasonably ~~to~~ be expected to harm, harass, drive, or pursue any wildlife.

(7) If the registration certificate or consent form is and proof of insurance are not available for inspection, and the registration number, or plate of a size and type approved by the Commissioner, is not displayed on the ~~all-terrain vehicle~~ ATV in a manner approved by the Commissioner.

(8) While the operator is under the influence of drugs or alcohol as defined by this title.

(9) In a careless or negligent manner ~~or in a manner~~ that is inconsistent with the duty of ordinary care, so as to endanger ~~a person~~ an individual or property.

(10) Within a cemetery, public or private, as defined in 18 V.S.A. § 5302.

(11) On limited access highways, ~~rights-of-way~~ rights-of-way, or approaches unless permitted by the Traffic Committee under section 1004 of this title. In no cases shall the use of ~~all-terrain vehicles~~ ATVs be permitted on any portion of the Dwight D. Eisenhower National System of Interstate and Defense Highways unless the Traffic Committee permits operation on these highways.

(12) On a sidewalk unless permitted by the ~~selectboard or trustees of the local governing legislative body~~ of the municipality where the sidewalk is located.

(13) Without liability insurance as described in this subdivision. The owner or operator of an ATV shall not operate or permit the operation of an ATV at locations where the ATV must be registered in order to be lawfully operated under section 3502 of this title without having in effect a bond or a liability policy in the amounts of at least \$25,000.00 for one individual and \$50,000.00 for two or more individuals killed or injured and \$10,000.00 for damages to property in any one accident. In lieu of a bond or liability

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policy, evidence of self-insurance in the amount of \$115,000.00 must be filed with the Commissioner. Financial responsibility shall be maintained and evidenced in a form prescribed by the Commissioner, and persons who self-insure shall be subject to the provisions of subsection 801(c) of this title.

(14) While the operator’s license or privilege to operate a motor vehicle is suspended, unless operated at a location described in subdivision 3502(a)(2)(A) or (D) of this title.

(15) Outside the boundaries of trails established by the VASA Trail System unless such operation is specifically authorized pursuant to another provision of this chapter.

(16) Unless the operator and all passengers wear properly secured protective headgear, of a type approved by the Commissioner and as intended by the manufacturer, if the ATV is operated at locations where the ATV must be registered in order to be lawfully operated under section 3502 of this title.

(c) No public or private landowner shall be liable for any property damage or personal injury sustained by any ~~person~~ individual operating or riding as a passenger on an ~~all-terrain vehicle~~ ATV or upon a vehicle or other device drawn by an ~~all-terrain vehicle~~ ATV upon the public or private landowner’s property, whether or not the public or private landowner has given permission to use the land, unless the public or private landowner charges a cash fee to the operator or owner of the ~~all-terrain vehicle~~ ATV for the use of the property or unless damage or injury is intentionally inflicted by the landowner.

(d) In addition to all other requirements, an ~~all-terrain vehicle~~ ATV may not be operated:

(1) if equipped with an exhaust system with a cut out, bypass, or similar device; or

policy, evidence of self-insurance in the amount of \$115,000.00 must be filed with the Commissioner. Financial responsibility shall be maintained and evidenced in a form prescribed by the Commissioner, and persons who self-insure shall be subject to the provisions of subsection 801(c) of this title.

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(d) In addition to all other requirements, an ~~all-terrain vehicle~~ ATV may not be operated:

(1) if equipped with an exhaust system with a cut out, bypass, or similar device; or

<p>(2) with the spark arrester removed or modified, except for use in closed course competition events.</p> <p>(e) In addition to all other requirements, an all-terrain vehicle <u>ATV</u> may not be operated by an operator who is less than 18 years of age unless one of the following criteria is met:</p> <p>(1) the operator is operating on property owned or leased by the operator or his or her parents or guardian; or</p> <p>(2) the operator is taking a prescribed safety education training course and operating under the direct supervision of a certified all-terrain vehicle <u>ATV</u> safety instructor; or</p> <p>(3) the operator holds an appropriate safety education certificate issued by this State or issued under the authority of another state or province of Canada.</p> <p>(f) A person <u>An individual</u> who is required to hold an appropriate safety education certificate under the provisions of subsection (e) of this section shall exhibit the safety education certificate upon demand of a law enforcement officer having authority to enforce the provisions of this section.</p> <p>(g) Notwithstanding any other provision of law or rule to the contrary, the Commissioner may authorize the temporary operation of all-terrain vehicles not registered in this State on Route 253 in Beecher Falls for an annual special event, provided the all-terrain vehicle is registered in another state or province. [Repealed.]</p>	<p>(2) with the spark arrester removed or modified, except for use in closed course competition events.</p> <p>(e) In addition to all other requirements, an all-terrain vehicle <u>ATV</u> may not be operated by an operator who is less than 18 years of age unless one of the following criteria is met:</p> <p>(1) the operator is operating on property owned or leased by the operator or his or her parents or guardian; or</p> <p>(2) the operator is taking a prescribed safety education training course and operating under the direct supervision of a certified all-terrain vehicle <u>ATV</u> safety instructor; or</p> <p>(3) the operator holds an appropriate safety education certificate issued by this State or issued under the authority of another state or province of Canada.</p> <p>(f) A person <u>An individual</u> who is required to hold an appropriate safety education certificate under the provisions of subsection (e) of this section shall exhibit the safety education certificate upon demand of a law enforcement officer having authority to enforce the provisions of this section.</p> <p>(g) Notwithstanding any other provision of law or rule to the contrary, the Commissioner may authorize the temporary operation of all-terrain vehicles not registered in this State on Route 253 in Beecher Falls for an annual special event, provided the all-terrain vehicle is registered in another state or province. [Repealed.]</p>
<p>Sec. 19 – No changes</p>	<p>Sec. 19 – No changes</p>
<p>Sec. 20 – No changes</p>	<p>Sec. 20 – No changes</p>
<p>Sec. 21 – No changes</p>	<p>Sec. 21 – No changes</p>
	<p>* * * Study on Direct-to-Consumer Motor Vehicle Sales; Report * * *</p> <p>Sec. 22. STUDY ON DIRECT-TO-CONSUMER MOTOR VEHICLE SALES; REPORT</p>

(a) The Agency of Transportation, in consultation with the Attorney General's Office, the Department of Financial Regulation, a manufacturer that engages in direct-to-consumer motor vehicle sales to Vermont consumers, and the Vermont Vehicle and Automotive Distributors Association, shall conduct a study and, on or before December 15, 2020, file a written report on the findings of its study, sources reviewed, and recommendations regarding the regulation of direct-to-consumer motor vehicle sales with the Senate Committees on Economic Development, Housing and General Affairs and on Transportation and the House Committees on Commerce and Economic Development and on Transportation.

(b) The report shall, at a minimum, include a review of:

(1) all Vermont consumer protection laws and regulations that currently apply when a consumer purchases a motor vehicle from a dealer registered pursuant to 23 V.S.A. chapter 7, subchapter 4, whether those consumer protections currently apply to direct-to-consumer motor vehicle sales, and, if not, whether those consumer protections should apply to direct-to-consumer motor vehicle sales;

(2) how consumers currently obtain financing in direct-to-consumer motor vehicle sales and any proposals that would better protect Vermont consumers who engage in direct-to-consumer motor vehicle sales;

(3) how consumers are currently taxed in direct-to-consumer motor vehicle sales and whether there are steps the State can take to maximize the collection of taxes owed on direct-to-consumer motor vehicle sales where the vehicles are operated in Vermont;

(4) any enforcement issues related to direct-to-consumer motor vehicle sales;

(5) what reasons, if any, exist to prohibit manufacturers engaged in direct-to-consumer motor vehicle sales from owning, operating, or controlling a motor vehicle warranty or service facility in the State and a recommendation on whether a sales center should be required if a manufacturer engaged in direct-to-consumer motor vehicle sales is permitted to own, operate, or control a motor vehicle warranty or service facility in the State;

(6) laws, rules, and best practices from other jurisdictions and any model legislation related to the regulation of direct-to-consumer motor vehicle sales; and

(7) how any proposed amendments to Vermont law regulating direct-to-consumer motor vehicle sales will affect dealers registered pursuant to 23 V.S.A. chapter 7, subchapter 4; franchisors and franchisees, as defined in 9 V.S.A. § 4085; and other persons who are selling motor vehicles to Vermonters.

(c) As used in this section, “direct-to-consumer motor vehicle sales” means sales made by:

(1) motor vehicle manufacturers that sell or lease vehicles they manufacture directly to Vermont consumers and not through dealers registered pursuant to 23 V.S.A. chapter 7, subchapter 4; or

(2) other persons that sell or lease new or used motor vehicles directly to Vermont consumers and not through Vermont licensed dealers registered pursuant to 23 V.S.A. chapter 7, subchapter 4 on websites such as Carvana, Vroom, and TrueCar.

*** Effective Dates ***	*** Effective Dates ***
<p>Sec. 22. EFFECTIVE DATES</p> <p><u>(a) This section and Secs. 2 (federal funding), 3 (spending redirection), 4 (Amtrak), 19 (U.S. Postal Service vehicle inspection exemption sunset repeal; 23 V.S.A. § 1222(e)), and 20 (section 1111 permit fee waiver) shall take effect on passage.</u></p> <p><u>(b) All other sections shall take effect on July 1, 2020.</u></p>	<p>Sec. 23. EFFECTIVE DATES</p> <p><u>(a) This section and Secs. 2 (federal funding), 3 (spending redirection), 4 (Amtrak), 19 (U.S. Postal Service vehicle inspection exemption sunset repeal; 23 V.S.A. § 1222(e)), and 20 (section 1111 permit fee waiver) shall take effect on passage.</u></p> <p><u>(b) All other sections shall take effect on July 1, 2020.</u></p>