

<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. 3.2</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. Small changes to public transit (restoration of the \$500k to increase ridership) and vehicle incentives (\$1M).</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. C:</p> <ul style="list-style-type: none"> - No changes in subsections (a)–(d) or (f). - 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. - Cleanup language in subsection (g) because there is only one report.
<p>Sec. 4. ADDITION OF BURLINGTON RAIL YARD REALIGNMENT FOR AMTRAK PROJECT</p>	<p>Sec. D:</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). - Reduces Amtrak Contract spending authority by \$750k in Transportation Fund spending authority. - Reduces Administration spending authority by \$21,192 in Transportation Fund spending authority. - Language shortened to remove charts.

<p>Sec. 5. HIGHWAY MAINTENANCE</p>	<p>Sec. E:</p> <ul style="list-style-type: none"> - Amends authorized spending (overall, an increase in Transportation Funds). - Repeals the contingency language for the possible increase in EV incentives by \$700k if FY21 operating expenses are less than FY20 operating expenses (now in Sec. L). - Restores the maintenance changes to what was proposed by the Agency in conjunction with the Governor’s restatement. - Side handout with language that requires the CGF IOU to be paid back.
<p>Sec. 5a. CLARENDON SRE BUILDING</p>	<p>Sec. F:</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. - Language shortened to remove charts.
<p>Sec. 5b. MORRISTOWN FUEL FARM</p>	<p>SEE ABOVE/REPEALED IN SEC. L</p>
<p>Sec. 5c. LUNENBURG GARAGE</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 6. PROGRAM DEVELOPMENT; ROADWAY</p>	<p>Sec. G: Adds a new subsection to amend an additional Roadway project. Language shortened to remove charts.</p>
<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. H:</p> <ul style="list-style-type: none"> - Adds new sections (7b and 7c) amending Transportation Program spending authority in Program Development (Paving and State Highway Bridges). - Program Development vacancy savings moved to Sec. 12e(d) (added by Sec. K). - Additional money for vehicle incentives and for Capstone no longer specifically included, but authorization included in Act 121, Secs. 14 (\$50k for Capstone) and 12f(a)(3) (\$1M for vehicle incentives/development costs) (latter added by Sec. K). - Language shortened to remove charts.
<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 (\$500k funding source is now one-time Transportation Fund monies in Sec. 12f(a)(4) (added by Sec. K)).</p>
	<p>Sec. I:</p> <ul style="list-style-type: none"> - Adds a new Sec. 9a (used to be 9b but the TDM language was not included to minimize additional language) to: (a) reduce Transportation Fund spending authority for State Public Transportation (swap with federal funds) and add additional federal funds (grant for new buses) (new subdivision added to explain these different moving pieces) and (b) reduces Admin Support spending authority by \$5,577 in Transportation Fund monies (language shortened to remove chart).
<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 \$600k. Funding source for the additional \$600k to minimize the reduction is included in one-time Transportation Fund monies (Sec. 12f(a)(5) as added by Sec. K.</p>
<p>Sec. 12. CENTRAL GARAGE EQUIPMENT</p>	<p>Sec. M (continued): Authorized spending for replacement equipment reduced by \$600k. Funding source for the additional \$600k to minimize the reduction is included in one-time Transportation Fund monies (Sec. 12f(a)(5) as added by Sec. K.</p>

	<p>Sec. L:</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). Increased by \$600k across the board because of one-time Transportation Fund monies (Sec. 12f(a)(5)).- Adds a new section that increases authorized spending (TIB/fed. funds) for Brattleboro-Hinsdale town highway bridge project (Sec. 12b).- Adds a new section (Sec. 12c) on monies for municipalities that:<ul style="list-style-type: none">- 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 (subsection (a));- 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 (subsection (b)); and- 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) (subsection (c)). <p>Language shortened to remove chart.</p> <ul style="list-style-type: none">- Adds a new section that reduces authorized spending in Transportation Funds for the Department of Motor Vehicles (vacancy savings /allocated cost reductions and increase in personal services) (Sec. 12d) (chart removed to shorten language);- Adds a new consolidated section (Sec. 12e) for the vacancy savings/allocated cost reductions in:<ul style="list-style-type: none">- Finance and Administration (subsection (a));- Policy and Planning (subsection (b));- Transportation Board (subsection (c)); and- Program Development (subsection (d)).- Adds a new subsection (Sec. 12f(a)) that authorizes \$6.9M in one-time spending in Transportation Fund monies for:<ul style="list-style-type: none">- \$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) (subdivision (1));
--	---

	<ul style="list-style-type: none"> - \$500k for maintenance and roadside mowing (subdivision (2)); - \$1M for New PEV Incentive Program incentives and program development costs (subdivision (3)); - \$500k to increase public transit ridership (subdivision (4)); - \$600k for the Central Garage Fund (subdivision (5)); - \$2.4M for paving and leveling (subdivision (6)); and - \$900k for information technology modernization for the Department of Motor Vehicles (subdivision (7)). <p>- Adds a new subsection (Sec. 12f(b)) increases spending authority by \$1,557,438 in CRF monies.</p>
Sec. 13. 23 V.S.A. § 4(85) is amended to read:	NOT INCLUDED, NO CHANGES
Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34 is amended to read:	Sec. M. Cleanup language and removal of the \$200k to Drive Electric authorization, which is addressed in the one-time funding section (extra \$50k to Capstone remains).
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