

**YELLOW HIGHLIGHTING INDICATES A CHANGE FROM THE COLUMN TO THE LEFT**  
**GRAY HIGHLIGHTING INDICATES A COMMENT FROM LEGISLATIVE COUNSEL**

VTrans Proposal of Transportation Bill (as Modified by Legislative Counsel) <u>DR No. 20-0504 v. 3.1 (2/26/20)</u> <sup>1</sup>	Transportation Bill as Introduced <u>H.942 (3/13/20)</u>	VTrans’s Proposed “Must Pass” T. Bill (as Modified by Legislative Counsel) <u>v. 3.4 (4/6/20)</u> <sup>2</sup>	Rep. McCarthy Proposal <u>v. 2.2</u>
<p>*** Transportation Program Adopted as Amended; Definitions ***</p> <p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS</p> <p>(a) <u>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>*** Transportation Program Adopted as Amended; Definitions ***</p> <p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS</p> <p>(a) <u>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>*** Transportation Program Adopted as Amended; Definitions ***</p> <p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS</p> <p>(a) <u>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>*** Transportation Program Adopted as Amended; <b>Intent; Reports;</b> Definitions ***</p> <p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; <b>INTENT; REPORTS;</b> DEFINITIONS</p> <p>(a) <b>Transportation program adopted.</b> <u>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><b>(b) Intent.</b></p> <p><b>(1) It is the intent of the General Assembly that the Agency’s top priority should be the transportation program adopted</b></p>

<sup>1</sup> Prior versions posted to committee page include [1.1](#) and [2.1](#).

<sup>2</sup> Prior version posted to committee page includes [2.1](#).

			<p><u>under subsection (a) of this section, including preserving all funding to municipalities.</u></p> <p><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. 1a and 1b of this act, will serve to support and help drive growth in Vermont’s economy during this uncertain time.</u></p> <p><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><u>(c) Reports.</u></p> <p><u>(1) The Agency shall, on or before August 15, 2020, file a written report with the Joint Transportation Oversight Committee and the House and Senate Committees on</u></p>
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			<p>Appropriations and on Transportation with the following information:</p> <p>(A) the anticipated shortfall in revenues for fiscal year 2021 based on the July 2020 forecast;</p> <p>(B) an update on enacted and anticipated federal COVID-19 legislation;</p> <p>(C) 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;</p> <p>(D) 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;</p> <p>(E) the status of and funding remaining for the electric vehicle incentive programs established pursuant to 2019 Acts and Resolves No. 59, Sec. 34;</p> <p>(F) the balance of funding available for public transit under federal COVID-19 legislation; and</p>
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			<p>(G) any expected reduction in funding available for municipalities.</p> <p>(2) The Agency shall, on or before February 1, 2021, file a written report with the House and Senate Committees on Appropriations and on Transportation with the following information:</p> <p>(A) the anticipated shortfall in revenues for fiscal year 2021 based on the January 2021 forecast;</p> <p>(B) an update on enacted and anticipated federal COVID-19 legislation;</p> <p>(C) 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;</p> <p>(D) 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;</p> <p>(E) the status of and funding remaining for the electric vehicle incentive programs established pursuant to 2019 Acts and Resolves No. 59, Sec. 34;</p>
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<p>(b) <u>As used in this act, unless otherwise indicated:</u></p> <p>(1) <u>“Agency” means the Agency of Transportation.</u></p> <p>(2) <u>“Electric vehicle supply equipment” has the same meaning as in 30 V.S.A. § 201 and is abbreviated “EVSE.”</u></p> <p>(3) <u>“Plug-in electric vehicle,” “plug-in hybrid electric vehicle,” and “battery electric” have the same meanings as in 23 V.S.A. § 4(85) as amended by this act and are abbreviated “PEV,” “PHEV,” and “BEV.”</u></p>	<p>(b) <u>As used in this act, unless otherwise indicated:</u></p> <p>(1) <u>“Agency” means the Agency of Transportation.</u></p> <p>(2) <u>“Electric vehicle supply equipment” has the same meaning as in 30 V.S.A. § 201 and is abbreviated “EVSE.”</u></p> <p>(3) <u>“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.”</u></p>	<p>(b) <u>As used in this act, unless otherwise indicated:</u></p> <p>(1) <u>“Agency” means the Agency of Transportation.</u></p> <p>[DELETED]</p> <p>(2) <u>“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.”</u></p>	<p>(F) <u>the balance of funding available for public transit under federal COVID-19 legislation; and</u></p> <p>(G) <u>any expected reduction in funding available for municipalities.</u></p> <p>(d) <u>Definitions.</u> <u>As used in this act, unless otherwise indicated:</u></p> <p>(1) <u>“Agency” means the Agency of Transportation.</u></p> <p>(2) <u>“Electric vehicle supply equipment” has the same meaning as in 30 V.S.A. § 201 and is abbreviated “EVSE.”</u></p> <p>(3) <u>“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.</u></p> <p>(4) <u>“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.”</u></p>
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<p><u>(4) “Secretary” means the Secretary of Transportation.</u></p> <p><u>(5) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</u></p> <p><u>(6) 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>(4) “Secretary” means the Secretary of Transportation.</u></p> <p><u>(5) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</u></p> <p><u>(6) 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>(3) “Secretary” means the Secretary of Transportation.</u></p> <p><u>(4) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</u></p> <p><u>(5) 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>(5) “Secretary” means the Secretary of Transportation.</u></p> <p><u>(6) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</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><b>*** Federal Funding ***</b></p> <p><b>Sec. 1a. FEDERAL INFRASTRUCTURE FUNDING</b></p> <p><b>(a) If a federal infrastructure bill or other federal legislation is enacted as a result of COVID-19 (federal COVID-19 legislation), the Secretary is authorized to:</b></p>	<p><b>*** Federal Funding ***</b></p> <p>Sec. 1a. FEDERAL INFRASTRUCTURE FUNDING</p> <p>(a) If <b>federal COVID-19 legislation</b> is enacted,</p> <p>the Secretary is authorized to:</p>

		<p>(1) exceed federal spending authority in the fiscal year 2020 Transportation Program and fiscal year 2021 Transportation Program and to obligate and expend the federal monies on:</p> <p>(A) eligible projects in the fiscal year 2020 Transportation Program and fiscal year 2021 Transportation Program; and</p> <p>(B) additional town highway projects or</p> <p>activities that meet federal eligibility and readiness criteria;</p> <p>(2) notwithstanding any provision of Title 19 of the Vermont Statutes Annotated to the contrary, waive any Title 19 match</p>	<p>(1) exceed federal spending authority in the fiscal year 2020 Transportation Program and fiscal year 2021 Transportation Program and to obligate and expend the federal monies on the following, with a priority placed on projects, such as the purchase of PEV buses for public transit and the construction of bicycle and pedestrian facilities and EVSE, that will directly contribute to the reduction of greenhouse gas emissions consistent with the State's 2016 Comprehensive Energy Plan and projects that will keep Vermonters employed, promote economic activity, and allow the State and municipalities to catch up on deferred maintenance:</p> <p>(A) eligible projects in the fiscal year 2020 Transportation Program and fiscal year 2021 Transportation Program;</p> <p>(B) additional town highway projects; and</p> <p>(C) activities that meet federal eligibility and readiness criteria;</p> <p>(2) notwithstanding any provision of Title 19 of the Vermont Statutes Annotated to the contrary, waive any Title 19 match</p>
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		<p><u>requirements for projects funded under federal COVID-19 legislation; and</u></p> <p><u>(3) require that municipalities meet nonfederal match requirements for projects not authorized in the fiscal year 2020 Transportation Program or fiscal year 2021 Transportation Program funded under federal COVID-19 legislation.</u></p> <p><u>(b) The Agency shall promptly report the obligation or expenditure of monies under the authority of subsection (a) of this section in writing to the House and Senate Committees on Transportation and to the Joint Fiscal Office while the General Assembly is in session, and to the Joint Fiscal Office, the Joint Fiscal Committee, and the Joint Transportation Oversight Committee when the General Assembly is not in session.</u></p> <p><u>(c) Nothing in this section shall be construed to authorize the Secretary to obligate or expend State Transportation Funds, General Funds, or TIB funds above amounts authorized in the fiscal year 2020 Transportation Program or fiscal year 2021 Transportation Program.</u></p> <p><u>(d) Subsections (a) and (b) of this section shall continue in effect until February 1, 2021.</u></p>	<p><u>requirements for projects funded under federal COVID-19 legislation; and</u></p> <p><u>(3) require that municipalities meet nonfederal match requirements for projects not authorized in the fiscal year 2020 Transportation Program or fiscal year 2021 Transportation Program funded under federal COVID-19 legislation.</u></p> <p><u>(b) The Agency shall promptly report the obligation or expenditure of monies under the authority of subsection (a) of this section in writing to the House and Senate Committees on Transportation and to the Joint Fiscal Office while the General Assembly is in session, and to the Joint Fiscal Office, the Joint Fiscal Committee, and the Joint Transportation Oversight Committee when the General Assembly is not in session.</u></p> <p><u>(c) Nothing in this section shall be construed to authorize the Secretary to obligate or expend State Transportation Funds, General Funds, or TIB funds above amounts authorized in the fiscal year 2020 Transportation Program or fiscal year 2021 Transportation Program.</u></p> <p><u>(d) Subsections (a) and (b) of this section shall continue in effect until February 1, 2021.</u></p>
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		<p style="text-align: center;">* * * Additional Agency Spending;                  Redirection * * *</p> <p>Sec. 1b. AGENCY SPENDING;                  AUTHORITY TO REDIRECT;                  REPORT</p> <p>(a) Notwithstanding Sec. 1 of this act, 2019 Acts and Resolves No. 59, Sec. 1, 19 V.S.A. §§ 10g(n) and 11f(d), and 32 V.S.A. § 706, the Secretary is authorized to utilize appropriated TIB funds, after the transfer required pursuant to 19 V.S.A. § 11f(c) for fiscal years 2020 and 2021; State monies; and federal monies for any of the following purposes</p> <p style="text-align: center;">in fiscal years 2020                  and 2021 provided that the Agency expects to accept and obligate federal monies pursuant to subsection 1a(a) of this act in an amount sufficient to cover the additional expenditures:</p> <p>(1) bridge maintenance;</p> <p>(2) paving and surface maintenance;</p>	<p style="text-align: center;">* * * Additional Agency Spending;                  Redirection * * *</p> <p>Sec. 1b. AGENCY SPENDING;                  AUTHORITY TO REDIRECT;                  REPORT</p> <p>(a) Notwithstanding Sec. 1 of this act, 2019 Acts and Resolves No. 59, Sec. 1, 19 V.S.A. §§ 10g(n) and 11f(d), and 32 V.S.A. § 706, the Secretary is authorized to utilize appropriated TIB funds, after the transfer required pursuant to 19 V.S.A. § 11f(c) for fiscal years 2020 and 2021; State monies; and federal monies for any of the following activities that will keep Vermonters employed, promote economic activity, and allow the State and municipalities to catch up on deferred maintenance in fiscal years 2020 and 2021, provided that the Agency expects to accept and obligate federal monies pursuant to subsection 1a(a) of this act in an amount sufficient to cover the additional expenditures:</p> <p>(1) bridge maintenance;</p> <p>(2) paving and surface maintenance;</p>
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		<p><u>(3) clearing of trees and brush in rights-of-way;</u></p> <p><u>(4) ledge and slope remediation;</u></p> <p><u>(5) culvert repair and replacement; and</u></p> <p><u>(6) any other maintenance activities that are expected to provide an economic stimulus in Vermont communities.</u></p>	<p><u>(3) clearing of trees and brush in rights-of-way;</u></p> <p><u>(4) ledge and slope remediation;</u></p> <p><u>(5) culvert repair and replacement; and</u></p> <p><u>(6) any other maintenance activities that are expected to provide an economic stimulus in Vermont communities.</u></p> <p><u>(b) Notwithstanding Sec. 1 of this act, 2019 Acts and Resolves No. 59, Sec. 1, 19 V.S.A. §§ 10g(n) and 11f(d), and 32 V.S.A. § 706, the Secretary is authorized to utilize appropriated TIB funds, after the transfer required pursuant to 19 V.S.A. § 11f(c) for fiscal years 2020 and 2021; State monies; and federal monies for any of the following greenhouse gas emissions reduction efforts in fiscal years 2020 and 2021, provided that the Agency expects to accept and obligate federal monies pursuant to subsection 1a(a) of this act in an amount sufficient to cover the additional expenditures:</u></p> <p><u>(1) funding for a grant program for the installation of EVSE that builds upon the existing VW EVSE Grant Program that the Department of Housing and Community Development has been administering on</u></p>
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		<p>(b) If the expenditure of monies on a specific project pursuant to subsection (a) of this section will not significantly delay the planned work schedule of a project in the fiscal year 2020 and 2021 Transportation Programs, the Secretary may enter into a contract for the activity and shall give prompt notice of the contract to the Joint Fiscal Office and to the House and Senate Committees on Transportation when the General Assembly is in session and to the Joint Fiscal Office and the Joint Transportation Oversight Committee when the General Assembly is not in session.</p>	<p>behalf of the Department of Environmental Conservation;</p> <p>(2) PEV buses for public transit;</p> <p>(3) PEVs for the State motor vehicle fleet; and</p> <p>(4) funding, not to exceed \$1,000,000.00, for the New PEV Incentive Program created pursuant to 2019 Acts and Resolves No. 59, Sec. 34 as amended by the act.</p> <p>(c) If the expenditure of monies pursuant to subsection (a) or (b) of this section will not significantly delay the planned work schedule of a project in the fiscal year 2020 and 2021 Transportation Programs, the Secretary may enter into a contract for the activity or proceed with the expenditure and shall give prompt notice of the contract or expenditure to the Joint Fiscal Office and to the House and Senate Committees on Transportation when the General Assembly is in session and to the Joint Fiscal Office and the Joint Transportation Oversight Committee when the General Assembly is not in session.</p>
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		<p>(c) If the expenditure of monies on a specific project pursuant to subsection (a) of this section will significantly delay the planned work schedule of a project, the Secretary may enter into a contract for the activity but shall give advance notice of at least 10 business days prior to executing the contract to the House and Senate Committees on Transportation when the General Assembly is in session and to the Joint Fiscal Office, Joint Fiscal Committee, and Joint Transportation Oversight Committee when the General Assembly is not in session.</p> <p>(d) The Secretary of Administration shall, on or before July 31, 2020, file a written report listing all expenditures made during fiscal year 2020 under the authority of subsection (a) of this section to the House and Senate Committees on Transportation, Joint Fiscal Office, Joint Fiscal Committee, and Joint Transportation Oversight Committee.</p> <p>(e) The Secretary of Administration shall, on or before July 31, 2020, file a written report listing all expenditures made during fiscal year 2021 under the authority of subsection (a) of this section to the</p>	<p>(d) If the expenditure of monies pursuant to subsection (a) or (b) of this section will significantly delay the planned work schedule of a project, the Secretary may enter into a contract for the activity or proceed with the expenditure but shall give advance notice of at least 10 business days prior to executing the contract or making the expenditure to the House and Senate Committees on Transportation when the General Assembly is in session and to the Joint Fiscal Office, Joint Fiscal Committee, and Joint Transportation Oversight Committee when the General Assembly is not in session.</p> <p>(e) The Secretary of Administration shall, on or before July 31, 2020, file a written report listing all expenditures made during fiscal year 2020 under the authority of subsections (a) and (b) of this section to the House and Senate Committees on Transportation, Joint Fiscal Office, Joint Fiscal Committee, and Joint Transportation Oversight Committee.</p> <p>(f) The Secretary of Administration shall, on or before July 31, 2021, file a written report listing all expenditures made during fiscal year 2021 under the authority of subsections (a) and (b) of this section to the</p>
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		<p><u>House and Senate Committees on Transportation, Joint Fiscal Office, Joint Fiscal Committee, and Joint Transportation Oversight Committee.</u></p> <p><u>(f) The reports required pursuant to subsections (d) and (e) of this section shall be in addition to the report required pursuant to 19 V.S.A. § 10g(e).</u></p>	<p><u>House and Senate Committees on Transportation, Joint Fiscal Office, Joint Fiscal Committee, and Joint Transportation Oversight Committee.</u></p> <p><u>(g) The reports required pursuant to subsections (e) and (f) of this section shall be in addition to the report required pursuant to 19 V.S.A. § 10g(e).</u></p>
		<p><u>*** Amtrak; Burlington Rail Yard Realignment ***</u></p> <p><u>Sec. 1c. ADDITION OF BURLINGTON RAIL YARD REALIGNMENT FOR AMTRAK PROJECT</u></p> <p><u>The following project is added to the candidate list of Rail within the Agency's Fiscal Year 2020 Transportation Program, as adopted pursuant to 2019 Acts and Resolves No. 59, Sec. 1, and the candidate list of Rail within the Agency's Proposed Fiscal Year 2021 Transportation Program: Burlington – Railyard Realignment for Amtrak.</u></p>	<p>[NOT ADDRESSED IN REP. McCARTHY'S PROPOSAL]</p>
	<p><u>*** Highway Maintenance ***</u></p> <p><u>Sec. 2. HIGHWAY MAINTENANCE</u></p>	<p>Sec. 2. [Deleted.]</p>	<p><u>*** Highway Maintenance ***</u></p> <p>Sec. 2. <u>HIGHWAY MAINTENANCE</u></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>49,471,134</td> <td>-3,425,000</td> </tr> <tr> <td>Grants</td> <td>240,200</td> <td>240,200</td> <td>0</td> </tr> <tr> <td><b>Total</b></td> <td><b>98,893,423</b></td> <td><b>95,468,423</b></td> <td><b>-3,425,000</b></td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>State</td> <td>96,415,636</td> <td>92,990,636</td> <td>-3,425,000</td> </tr> <tr> <td>Federal</td> <td>2,377,787</td> <td>2,377,787</td> <td>0</td> </tr> <tr> <td>Interdepart. Transfer</td> <td>100,000</td> <td>100,000</td> <td>0</td> </tr> <tr> <td><b>Total</b></td> <td><b>98,893,423</b></td> <td><b>95,468,423</b></td> <td><b>-3,425,000</b></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	49,471,134	-3,425,000	Grants	240,200	240,200	0	<b>Total</b>	<b>98,893,423</b>	<b>95,468,423</b>	<b>-3,425,000</b>	<u>Sources of funds</u>				State	96,415,636	92,990,636	-3,425,000	Federal	2,377,787	2,377,787	0	Interdepart. Transfer	100,000	100,000	0	<b>Total</b>	<b>98,893,423</b>	<b>95,468,423</b>	<b>-3,425,000</b>		<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> <tr> <td>Grants</td> <td>240,200</td> <td>240,200</td> <td>0</td> </tr> <tr> <td><b>Total</b></td> <td><b>98,893,423</b></td> <td><b>97,593,423</b></td> <td><b>-1,300,000</b></td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>State</td> <td>96,415,636</td> <td>95,115,636</td> <td>-1,300,000</td> </tr> <tr> <td>Federal</td> <td>2,377,787</td> <td>2,377,787</td> <td>0</td> </tr> <tr> <td>Interdepart. Transfer</td> <td>100,000</td> <td>100,000</td> <td>0</td> </tr> <tr> <td><b>Total</b></td> <td><b>98,893,423</b></td> <td><b>97,593,423</b></td> <td><b>-1,300,000</b></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	Grants	240,200	240,200	0	<b>Total</b>	<b>98,893,423</b>	<b>97,593,423</b>	<b>-1,300,000</b>	<u>Sources of funds</u>				State	96,415,636	95,115,636	-1,300,000	Federal	2,377,787	2,377,787	0	Interdepart. Transfer	100,000	100,000	0	<b>Total</b>	<b>98,893,423</b>	<b>97,593,423</b>	<b>-1,300,000</b>
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Federal	2,377,787	2,377,787	0																																																																																
Interdepart. Transfer	100,000	100,000	0																																																																																
<b>Total</b>	<b>98,893,423</b>	<b>97,593,423</b>	<b>-1,300,000</b>																																																																																
		<p>[THIS LANGUAGE IS THE SAME AS SEC. 6a IN VTRANS'S PROPOSED "MUST PASS" T. BILL]</p>	<p><b>*** Program Development ***</b></p> <p><b>*** Roadway ***</b></p> <p>Sec. 2a. PROGRAM DEVELOPMENT; ROADWAY</p>																																																																																

			<p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Roadway, authorized spending for Burlington MEGC M 5000(1) 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>8,000,000</td> <td>6,420,000</td> <td>-1,580,000</td> </tr> <tr> <td>Total</td> <td>8,000,000</td> <td>6,420,000</td> <td>-1,580,000</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>TIB</td> <td>240,000</td> <td>192,600</td> <td>-47,400</td> </tr> <tr> <td>Federal</td> <td>7,600,000</td> <td>6,099,000</td> <td>-1,501,000</td> </tr> <tr> <td>Local</td> <td>160,000</td> <td>128,400</td> <td>-31,600</td> </tr> <tr> <td>Total</td> <td>8,000,000</td> <td>6,420,000</td> <td>-1,580,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	8,000,000	6,420,000	-1,580,000	Total	8,000,000	6,420,000	-1,580,000	<u>Sources of funds</u>				TIB	240,000	192,600	-47,400	Federal	7,600,000	6,099,000	-1,501,000	Local	160,000	128,400	-31,600	Total	8,000,000	6,420,000	-1,580,000
<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>																																
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Total	8,000,000	6,420,000	-1,580,000																																
		<p>[THIS LANGUAGE IS THE SAME AS SEC. 6b IN VTRANS’S PROPOSED “MUST PASS” T. BILL]</p>	<p>*** Safety and Traffic Operations ***</p> <p>Sec. 2b. PROGRAM DEVELOPMENT;  SAFETY AND TRAFFIC OPERATIONS</p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Safety and Traffic Operations authorized spending</u></p>																																

			<p><u>for Colchester HES NH 5600(14) 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>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> <tr> <td>Total</td> <td>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> <tr> <td colspan="4"><u>Source of funds</u></td> </tr> <tr> <td>Federal</td> <td>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> <tr> <td>Total</td> <td>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	7,000,000	4,900,000	-2,100,000	Total	7,000,000	4,900,000	-2,100,000	<u>Source of funds</u>				Federal	7,000,000	4,900,000	-2,100,000	Total	7,000,000	4,900,000	-2,100,000
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	<p style="text-align: center;"><b>*** Public Transit ***</b></p> <p><b>Sec. 3. PUBLIC TRANSIT; STATE PUBLIC TRANSPORTATION</b></p> <p><b><u>Within the Agency of Transportation's Proposed Fiscal Year 2021 Transportation Program for Public Transit, authorized spending for State Public Transportation is amended as follows:</u></b></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>Other</td> <td>6,241,403</td> <td>6,741,403</td> <td>500,000</td> </tr> <tr> <td>Total</td> <td>6,241,403</td> <td>6,741,403</td> <td>500,000</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Other	6,241,403	6,741,403	500,000	Total	6,241,403	6,741,403	500,000	<u>Sources of funds</u>				<p>Sec. 3. <b>[Deleted.]</b></p>	<p style="text-align: center;"><b>*** Public Transit ***</b></p> <p style="text-align: center;"><b>[DELETED]</b></p>								
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	<p><b>Sec. 4. PUBLIC TRANSIT; ADDITION OF FARE FREE PILOT PROGRAM</b></p> <p>(a) The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Public Transit: Fare Free Pilot Program.</p> <p>(b) Spending authority for the Fare Free Pilot Program is authorized as follows:</p> <table border="1"> <thead> <tr> <th>FY21</th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> </tbody> </table> <p><b>Sources of funds</b></p> <table border="1"> <tbody> <tr> <td>State</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> </tbody> </table> <p>(c) The Agency of Transportation shall design and administer a fare free pilot program that conforms with the specifications in the Report on Methods to Increase the Use of Public Transit in Vermont prepared</p>	FY21	As Proposed	As Amended	Change	Other	0	500,000	500,000	Total	0	500,000	500,000	State	0	500,000	500,000	Total	0	500,000	500,000	<p>Sec. 4. [Deleted.]</p>	<p><b>Sec. 4. PUBLIC TRANSIT; FARE-FREE</b></p> <p>It is the intent of the General Assembly that public transit operated by transit agencies that are eligible to receive grant funds pursuant to 49 U.S.C. § 5307 or 5311, or both, in the State shall be operated on a fare-free basis until monies for public transit from the Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136 (CARES Act) are fully depleted.</p>
FY21	As Proposed	As Amended	Change																				
Other	0	500,000	500,000																				
Total	0	500,000	500,000																				
State	0	500,000	500,000																				
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	<p>pursuant to 2019 Acts and Resolves No. 59, Sec. 20. The pilot program shall be fully designed not later than October 1, 2020 and operational not later than January 1, 2021. Spending shall include: replacement of lost revenue to transit providers; route performance, including ridership, analysis; marketing; and administration.</p>																																		
	<p><b>Sec. 5. PUBLIC TRANSIT; ADDITION OF INCREASED PUBLIC TRANSIT FOR FISCAL YEAR 2021</b></p> <p>(a) The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Public Transit: Increased Public Transit for Fiscal Year 2021.</p> <p>(b) Spending authority for Increased Public Transit for Fiscal Year 2021 is authorized as follows:</p> <table border="1"> <thead> <tr> <th>FY21</th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> </tbody> </table> <p>Sources of funds</p> <table border="1"> <tbody> <tr> <td>State</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> </tbody> </table>	FY21	As Proposed	As Amended	Change	Other	0	500,000	500,000	Total	0	500,000	500,000	State	0	500,000	500,000	<p>Sec. 5. [Deleted.]</p>	<p><b>Sec. 5. PUBLIC TRANSIT; ADDITION OF INCREASED PUBLIC TRANSIT FOR FISCAL YEAR 2021</b></p> <p>(a) The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Public Transit: Increased Public Transit for Fiscal Year 2021.</p> <p>(b) Spending authority for Increased Public Transit for Fiscal Year 2021 is authorized as follows:</p> <table border="1"> <thead> <tr> <th>FY21</th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> </tbody> </table> <p>Sources of funds</p> <table border="1"> <tbody> <tr> <td>State</td> <td>0</td> <td>500,000</td> <td>500,000</td> </tr> </tbody> </table>	FY21	As Proposed	As Amended	Change	Other	0	500,000	500,000	Total	0	500,000	500,000	State	0	500,000	500,000
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	<p><u>(c) To the extent that the Agency is able to secure additional unobligated federal funds for Increased Public Transit for Fiscal Year 2021, the spending authority for Increased Public Transit for Fiscal Year 2021 is increased by that same amount in federal funds.</u></p> <p><u>(d) The Agency shall increase public transit initiatives in fiscal year 2021 in conformance with the implementation plan in the Agency of Transportation’s 2019 Public Transit Policy Plan (PTPP) and findings of the Report on Methods to Increase the Use of Public Transit in Vermont prepared pursuant to 2019 Acts and Resolves No. 59, Sec. 20. Additional initiatives may include:</u></p> <p><u>(1) adding new local and regional service connections to improve rural ridership;</u></p> <p><u>(2) providing support for technology improvements for transit;</u></p> <p><u>(3) expanding access to available seats in transit vehicles; and</u></p>		<p><u>(c) To the extent that the Agency is able to secure additional unobligated federal funds for Increased Public Transit for Fiscal Year 2021, the spending authority for Increased Public Transit for Fiscal Year 2021 is increased by that same amount in federal funds.</u></p> <p><u>(d) The Agency shall increase public transit initiatives in fiscal year 2021 in conformance with the implementation plan in the Agency of Transportation’s 2019 Public Transit Policy Plan (PTPP) and findings of the Report on Methods to Increase the Use of Public Transit in Vermont prepared pursuant to 2019 Acts and Resolves No. 59, Sec. 20. Additional initiatives may include:</u></p> <p><u>(1) adding new local and regional service connections to improve rural ridership;</u></p> <p><u>(2) providing support for technology improvements for transit;</u></p> <p><u>(3) expanding access to available seats in transit vehicles; and</u></p>	

	<p>(4) marketing and engaging with the public to increase awareness of public transit options.</p>		<p>(4) marketing and engaging with the public to increase awareness of public transit options.</p>																																																																																				
	<p>*** Lamoille Valley Rail Trail ***</p> <p><b>Sec. 6. LAMOILLE VALLEY RAIL TRAIL</b></p> <p>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike &amp; Pedestrian Facilities, authorized spending for Swanton-St. Johnsbury LVRT ( ) is amended as follows:</p> <table border="1"> <thead> <tr> <th>FY21</th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>2,500,000</td> <td>7,000,000</td> <td>4,500,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>2,500,000</b></td> <td><b>7,000,000</b></td> <td><b>4,500,000</b></td> </tr> </tbody> </table>	FY21	As Proposed	As Amended	Change	Other	2,500,000	7,000,000	4,500,000	<b>Total</b>	<b>2,500,000</b>	<b>7,000,000</b>	<b>4,500,000</b>	<p>*** Program Development ***</p> <p>*** Lamoille Valley Rail Trail ***</p> <p><b>Sec. 6. LAMOILLE VALLEY RAIL TRAIL</b></p> <p>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike &amp; Pedestrian Facilities, authorized spending for Swanton-St. Johnsbury LVRT ( ) is amended as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td><b>FY21</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>2,500,000</td> <td>7,000,000</td> <td>4,500,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>2,500,000</b></td> <td><b>7,000,000</b></td> <td><b>4,500,000</b></td> </tr> <tr> <td><b>FY22</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>3,500,000</td> <td>7,000,000</td> <td>3,500,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>3,500,000</b></td> <td><b>7,000,000</b></td> <td><b>3,500,000</b></td> </tr> <tr> <td><b>FY23</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>4,500,000</td> <td>0</td> <td>-4,500,000</td> </tr> </tbody> </table>		As Proposed	As Amended	Change	<b>FY21</b>				Other	2,500,000	7,000,000	4,500,000	<b>Total</b>	<b>2,500,000</b>	<b>7,000,000</b>	<b>4,500,000</b>	<b>FY22</b>				Other	3,500,000	7,000,000	3,500,000	<b>Total</b>	<b>3,500,000</b>	<b>7,000,000</b>	<b>3,500,000</b>	<b>FY23</b>				Other	4,500,000	0	-4,500,000	<p>*** Lamoille Valley Rail Trail ***</p> <p><b>Sec. 6. LAMOILLE VALLEY RAIL TRAIL</b></p> <p>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike &amp; Pedestrian Facilities, authorized spending for Swanton-St. Johnsbury LVRT ( ) is amended as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td><b>FY21</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>2,500,000</td> <td>7,000,000</td> <td>4,500,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>2,500,000</b></td> <td><b>7,000,000</b></td> <td><b>4,500,000</b></td> </tr> <tr> <td><b>FY22</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>3,500,000</td> <td>7,000,000</td> <td>3,500,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>3,500,000</b></td> <td><b>7,000,000</b></td> <td><b>3,500,000</b></td> </tr> <tr> <td><b>FY23</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td>4,500,000</td> <td>0</td> <td>-4,500,000</td> </tr> </tbody> </table>		As Proposed	As Amended	Change	<b>FY21</b>				Other	2,500,000	7,000,000	4,500,000	<b>Total</b>	<b>2,500,000</b>	<b>7,000,000</b>	<b>4,500,000</b>	<b>FY22</b>				Other	3,500,000	7,000,000	3,500,000	<b>Total</b>	<b>3,500,000</b>	<b>7,000,000</b>	<b>3,500,000</b>	<b>FY23</b>				Other	4,500,000	0	-4,500,000
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		<b>FY24</b>	<b>FY24</b>
		<b>Other</b> 3,500,000 0 -3,500,000	<b>Other</b> 3,500,000 0 -3,500,000
		<b>Total</b> 3,500,000 0 -3,500,000	<b>Total</b> 3,500,000 0 -3,500,000
	<b>Sources of funds</b>	<b>Sources of funds FY21</b>	<b>Sources of funds FY21</b>
	<b>State</b> 0 700,000 700,000	<b>State</b> 0 0 0	<b>State</b> 0 700,000 700,000
	<b>Other</b> 500,000 700,000 200,000	<b>Other</b> 500,000 1,400,000 900,000	<b>Other</b> 500,000 700,000 200,000
	<b>Federal</b> 2,000,000 5,600,000 3,600,000	<b>Federal</b> 2,000,000 5,600,000 3,600,000	<b>Federal</b> 2,000,000 5,600,000 3,600,000
	<b>Total</b> 2,500,000 7,000,000 4,500,000	<b>Total</b> 2,500,000 7,000,000 4,500,000	<b>Total</b> 2,500,000 7,000,000 4,500,000
			<b>Sources of funds FY22</b>
			<b>State</b> 0 0 0
			<b>Other</b> 0 1,400,000 1,400,000
			<b>Federal</b> 0 5,600,000 5,600,000
			<b>Total</b> 0 7,000,000 7,000,000
	<b>(b) In the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike &amp; Pedestrian Facilities “Other funds of \$500,000 are General Obligation Bond proceeds appropriated in the capital bill for</b>	<b>(b) In the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike &amp; Pedestrian Facilities “Other funds of \$500,000 are General Obligation Bond proceeds appropriated in the capital bill for</b>	<b>(b) In the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Bike &amp; Pedestrian Facilities, “Other funds of \$500,000 are General Obligation Bond proceeds appropriated in the capital bill for</b>

	<p><u>the Lamoille Valley Rail Trail” is struck and “Other funds of \$700,000 are General Obligation Bond proceeds appropriated in the Capital Bill for the Lamoille Valley Rail Trail”</u></p> <p><u>is inserted in lieu thereof.</u></p>	<p><u>the Lamoille Valley Rail Trail” is struck and “Other funds of \$1,400,000 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>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><b>*** Roadway ***</b></p> <p><b>Sec. 6a. PROGRAM DEVELOPMENT; ROADWAY</b></p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development— Roadway authorized spending for Burlington MEGC M 5000(1) 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>8,000,000</td> <td>6,420,000</td> <td>-1,580,000</td> </tr> <tr> <td>Total</td> <td>8,000,000</td> <td>6,420,000</td> <td>-1,580,000</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>TIB</td> <td>240,000</td> <td>192,600</td> <td>-47,400</td> </tr> <tr> <td>Federal</td> <td>7,600,000</td> <td>6,099,000</td> <td>-1,501,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	8,000,000	6,420,000	-1,580,000	Total	8,000,000	6,420,000	-1,580,000	<u>Sources of funds</u>				TIB	240,000	192,600	-47,400	Federal	7,600,000	6,099,000	-1,501,000	<p><b>[THIS LANGUAGE IS THE SAME AS SEC. 2a IN REP. McCARTHY’S PROPOSAL]</b></p>
<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>																								
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		<p>*** Safety and Traffic Operations ***</p> <p><b>Sec. 6b. PROGRAM DEVELOPMENT; SAFETY AND TRAFFIC OPERATIONS</b></p> <p><u>Within the Agency of Transportation’s Proposed Fiscal Year 2021 Transportation Program for Program Development—Safety and Traffic Operations authorized spending for Colchester HES NH 5600(14) 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>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> <tr> <td>Total</td> <td>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> </tbody> </table> <p><u>Source of funds</u></p> <table border="1"> <tbody> <tr> <td>Federal</td> <td>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> <tr> <td>Total</td> <td>7,000,000</td> <td>4,900,000</td> <td>-2,100,000</td> </tr> </tbody> </table>	<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Construction	7,000,000	4,900,000	-2,100,000	Total	7,000,000	4,900,000	-2,100,000	Federal	7,000,000	4,900,000	-2,100,000	Total	7,000,000	4,900,000	-2,100,000	[THIS LANGUAGE IS THE SAME AS SEC. 2b IN REP. McCARTHY’S PROPOSAL]
<u>FY21</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>																				
Construction	7,000,000	4,900,000	-2,100,000																				
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*** Central Garage *** Sec. 2. 19 V.S.A. § 13 is amended to read:	*** Central Garage *** Sec. 7. 19 V.S.A. § 13 is amended to read:	*** Central Garage *** Sec. 7. [Deleted.]	[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]																				

<p>§ 13. CENTRAL GARAGE FUND</p> <p>(a) There is created the Central Garage Fund <del>which</del> <u>that</u> shall be used:</p> <p>(1) to furnish equipment on a rental basis to the districts and other sections of the Agency <del>for construction, maintenance, and operation of highways or other transportation activities</del>; and</p> <p>(2) to provide a general equipment repair and major overhaul service as well as to furnish necessary supplies for the operation of the equipment.</p> <p>(b) To maintain a safe, reliable equipment fleet, new or replacement <del>highway maintenance</del> equipment shall be acquired using Central Garage Fund monies. The Agency is authorized to acquire replacement pieces for existing <del>highway</del> equipment or new, additional equipment equivalent to equipment already owned; however, the Agency shall not increase the total number of permanently assigned or authorized motorized or self-propelled vehicles without approval by the General Assembly.</p> <p style="text-align: center;">* * *</p>	<p>§ 13. CENTRAL GARAGE FUND</p> <p>(a) There is created the Central Garage Fund <del>which</del> <u>that</u> shall be used:</p> <p>(1) to furnish equipment on a rental basis to the districts and other sections of the Agency <del>for construction, maintenance, and operation of highways or other transportation activities</del>; and</p> <p>(2) to provide a general equipment repair and major overhaul service as well as to furnish necessary supplies for the operation of the equipment.</p> <p>(b) To maintain a safe, reliable equipment fleet, new or replacement <del>highway maintenance</del> equipment shall be acquired using Central Garage Fund monies. The Agency is authorized to acquire replacement pieces for existing <del>highway</del> equipment or new, additional equipment equivalent to equipment already owned; however, the Agency shall not increase the total number of permanently assigned or authorized motorized or self-propelled vehicles without approval by the General Assembly.</p> <p style="text-align: center;">* * *</p>		
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<p>(f) As used in this section, “equipment” means registered motor vehicles and <u>highway equipment used for construction, maintenance equipment, and operation of highways or other transportation activities, including Department of Motor Vehicles enforcement, assigned to the Central Garage.</u></p> <p style="text-align: center;">* * *</p>	<p>(f) As used in this section, “equipment” means registered motor vehicles and <u>highway equipment used for construction, maintenance equipment, and operation of highways or other transportation activities, including Department of Motor Vehicles enforcement, assigned to the Central Garage.</u></p> <p style="text-align: center;">* * *</p>		
<p>Sec. 3. TRANSFER TO CENTRAL GARAGE FUND</p> <p><u>Notwithstanding 19 V.S.A. § 13(c)(1), in fiscal year 2021, the amount of \$1,605,358.00 is transferred from the Transportation Fund to the Central Garage Fund created in 19 V.S.A. § 13.</u></p>	<p>Sec. <b>8.</b> TRANSFER TO CENTRAL GARAGE FUND</p> <p><u>Notwithstanding 19 V.S.A. § 13(c)(1), in fiscal year 2021, the amount of \$1,605,358.00 is transferred from the Transportation Fund to the Central Garage Fund created in 19 V.S.A. § 13.</u></p>	<p>Sec. 8. TRANSFER TO CENTRAL GARAGE FUND</p> <p><u>Notwithstanding 19 V.S.A. § 13(c)(1), in fiscal year 2021, the amount of \$1,605,358.00 is transferred from the Transportation Fund to the Central Garage Fund created in 19 V.S.A. § 13.</u></p>	<p>[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]</p>
<p>Sec. 4. CENTRAL GARAGE EQUIPMENT</p> <p><u>In fiscal year 2021, the amount of \$8,668,094.00 is authorized for replacement equipment pursuant to 19 V.S.A. § 13(b) and, of this amount, a minimum of \$250,000.00 shall be dedicated for the replacement of Department of Motor Vehicles enforcement fleet vehicles.</u></p>	<p>Sec. <b>9.</b> CENTRAL GARAGE EQUIPMENT</p> <p><u>In fiscal year 2021, the amount of \$8,668,094.00 is authorized for replacement equipment pursuant to 19 V.S.A. § 13(b) and, of this amount, a minimum of \$250,000.00 shall be dedicated for the replacement of Department of Motor Vehicles enforcement fleet vehicles.</u></p>	<p>Sec. 9. CENTRAL GARAGE EQUIPMENT</p> <p><u>In fiscal year 2021, the amount of \$8,668,094.00 is authorized for replacement equipment pursuant to 19 V.S.A. § 13(b) and, of this amount, a minimum of \$250,000.00 shall be dedicated for the replacement of Department of Motor Vehicles enforcement fleet vehicles.</u></p>	<p>[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]</p>
<p style="text-align: center;">* * * Airport and Rail Signs * * *</p>	<p style="text-align: center;">* * * Airport and Rail Signs * * *</p>		

<p>Sec. 5. 10 V.S.A. § 494 is amended to read:</p> <p>§ 494. EXEMPT SIGNS</p> <p>The following signs are exempt from the requirements of this chapter except as indicated in section 495 of this title:</p> <p style="text-align: center;">* * *</p> <p>(6)(A) Official traffic control signs, including signs on limited access highways, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) adopted under 23 V.S.A. § 1025, directing <del>people</del> <u>persons</u> to:</p> <ul style="list-style-type: none"><li>(i) other towns;</li><li>(ii) international airports;</li><li>(iii) postsecondary educational institutions;</li><li>(iv) cultural and recreational destination areas;</li><li>(v) nonprofit diploma-granting educational institutions for <del>people</del> <u>persons</u> with disabilities; and</li></ul>	<p>Sec. 10. 10 V.S.A. § 494 is amended to read:</p> <p>§ 494. EXEMPT SIGNS</p> <p>The following signs are exempt from the requirements of this chapter except as indicated in section 495 of this title:</p> <p style="text-align: center;">* * *</p> <p>(6)(A) Official traffic control signs, including signs on limited access highways, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) adopted under 23 V.S.A. § 1025, directing <del>people</del> <u>persons</u> to:</p> <ul style="list-style-type: none"><li>(i) other towns;</li><li>(ii) international airports;</li><li>(iii) postsecondary educational institutions;</li><li>(iv) cultural and recreational destination areas;</li><li>(v) nonprofit diploma-granting educational institutions for <del>people</del> <u>persons</u> with disabilities; and</li></ul>	<p>Sec. 10. <del>[Deleted.]</del></p>	<p>[NOT ADDRESSED IN REP. McCARTHY'S PROPOSAL]</p>
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<p>(vi) official State visitor information centers.</p> <p>(B) After having considered the six priority categories in subdivision (A) of this subdivision (6), the Travel Information Council may approve installation of a sign for any of the following provided the location is open a minimum of 120 days each year and is located within 15 miles of an interstate highway exit:</p> <p>(i) nonprofit museums;</p> <p>(ii) cultural and recreational attractions owned by the State or federal government;</p> <p>(iii) officially designated scenic byways;</p> <p>(iv) park and ride or multimodal centers; and</p> <p>(v) fairgrounds or exposition sites.</p> <p>(C) <u>The Agency of Transportation may approve and erect signs, including signs on limited access highways, consistent with the MUTCD, directing persons to State-</u></p>	<p>(vi) official State visitor information centers.</p> <p>(B) After having considered the six priority categories in subdivision (A) of this subdivision (6), the Travel Information Council may approve installation of a sign for any of the following provided the location is open a minimum of 120 days each year and is located within 15 miles of an interstate highway exit:</p> <p>(i) nonprofit museums;</p> <p>(ii) cultural and recreational attractions owned by the State or federal government;</p> <p>(iii) officially designated scenic byways;</p> <p>(iv) park and ride or multimodal centers; and</p> <p>(v) fairgrounds or exposition sites.</p> <p>(C) <u>The Agency of Transportation may approve and erect signs, including signs on limited access highways, consistent with the MUTCD, directing persons to State-</u></p>		
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<p><u>owned airports and intercity passenger rail stations located within 25 miles of a limited access highway exit.</u></p> <p>(D) Notwithstanding the limitations of this subdivision (6), supplemental guide signs consistent with the MUTCD for the President Calvin Coolidge State Historic Site may be installed at the following highway interchanges:</p> <p style="text-align: center;">* * *</p> <p><del>(D)</del>(E) Signs erected under this subdivision (6) shall not exceed a maximum allowable size of 80 square feet.</p> <p style="text-align: center;">* * *</p>	<p><u>owned airports and intercity passenger rail stations located within 25 miles of a limited access highway exit.</u></p> <p>(D) Notwithstanding the limitations of this subdivision (6), supplemental guide signs consistent with the MUTCD for the President Calvin Coolidge State Historic Site may be installed at the following highway interchanges:</p> <p style="text-align: center;">* * *</p> <p><del>(D)</del>(E) Signs erected under this subdivision (6) shall not exceed a maximum allowable size of 80 square feet.</p> <p style="text-align: center;">* * *</p>		
<p style="text-align: center;">* * * Plug-In Electric Vehicle Definitions * * *</p> <p>Sec. 6. 23 V.S.A. § 4(85) is amended to read:</p> <p>(85) “Plug-in electric vehicle” means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system, such as from storage batteries or other portable electrical energy storage devices provided that</p>	<p style="text-align: center;">* * * Plug-In Electric Vehicle Definitions * * *</p> <p>Sec. 11. 23 V.S.A. § 4(85) is amended to read:</p> <p>(85) “Plug-in electric vehicle” means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system, such as from storage batteries or other portable electrical energy storage devices provided that</p>	<p style="text-align: center;">* * * Plug-In Electric Vehicle Definitions * * *</p> <p>Sec. 11. 23 V.S.A. § 4(85) is amended to read:</p> <p>(85) “Plug-in electric vehicle” means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system, such as from storage batteries or other portable electrical energy storage devices provided that</p>	<p>[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]</p>

<p>the vehicle can draw recharge energy from a source off the vehicle such as electric vehicle supply equipment. A “plug-in electric vehicle” includes both a <u>“battery electric vehicle”</u> and a <u>“plug-in hybrid electric vehicle”</u> where:</p> <p>(A) <u>“battery electric vehicle”</u> means a motor vehicle that can only be powered by an electric motor drawing current from a rechargeable energy storage system; and</p> <p>(B) <u>“plug-in hybrid electric vehicle”</u> means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system but also has an onboard combustion engine.</p>	<p>the vehicle can draw recharge energy from a source off the vehicle such as electric vehicle supply equipment. A “plug-in electric vehicle” includes both a <u>“battery electric vehicle”</u> and a <u>“plug-in hybrid electric vehicle”</u> where:</p> <p>(A) <u>“battery electric vehicle”</u> means a motor vehicle that can only be powered by an electric motor drawing current from a rechargeable energy storage system; and</p> <p>(B) <u>“plug-in hybrid electric vehicle”</u> means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system but also has an onboard combustion engine.</p>	<p>the vehicle can draw recharge energy from a source off the vehicle such as electric vehicle supply equipment. A “plug-in electric vehicle” includes both a <u>“battery electric vehicle”</u> and a <u>“plug-in hybrid electric vehicle”</u> where:</p> <p>(A) <u>“battery electric vehicle”</u> means a motor vehicle that can only be powered by an electric motor drawing current from a rechargeable energy storage system; and</p> <p>(B) <u>“plug-in hybrid electric vehicle”</u> means a motor vehicle that can be powered by an electric motor drawing current from a rechargeable energy storage system but also has an onboard combustion engine.</p>	
<p>*** Programs and Incentives to Foster PEV Adoption ***</p> <p>Sec. 7. 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 PEV Adoption ***</p> <p>Sec. 12. 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 PEV Adoption ***</p> <p>Sec. 12. 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 PEV Adoption ***</p> <p>Sec. 12. 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>(1) The Agency of Transportation (Agency), in consultation with the <del>Agency of Natural Resources, the Agency of Human Services, the Department</del> <u>Departments of Environmental Conservation and of Public Service</u>, Vermont electric distribution utilities <del>that are offering incentives for PEVs</del>, and the State's network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section.</p> <p>(2) The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget <u>and \$2,000,000.00 as appropriated in the fiscal year 2021 budget</u></p> <p>on the two programs described in subsections (b) and (c) of this section. <u>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 subsequent fiscal years.</u></p>	<p>(1) The Agency of Transportation (Agency), in consultation with the <del>Agency of Natural Resources, the Agency of Human Services, the Department</del> <u>Departments of Environmental Conservation and of Public Service</u>, Vermont electric distribution utilities <del>that are offering incentives for PEVs</del>, and the State's network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section.</p> <p>(2) The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget <u>and \$2,250,000.00 as appropriated in the fiscal year 2021 budget in \$1,125,000.00 General Fund monies and in \$1,125,000.00 Transportation Fund monies</u></p> <p>on the two programs described in subsections (b) and (c) of this section. <u>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.</u></p>	<p>(1) The Agency of Transportation (Agency), in consultation with the <del>Agency of Natural Resources, the Agency of Human Services, the Department</del> <u>Departments of Environmental Conservation and of Public Service</u>, Vermont electric distribution utilities <del>that are offering incentives for PEVs</del>, and the State's network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section.</p> <p>(2) The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget <u>and any additional monies as appropriated in the fiscal year 2021 budget</u></p> <p>on the two programs described in subsections (b) and (c) of this section. <u>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.</u></p>	<p>(1) The Agency of Transportation (Agency), in consultation with the <del>Agency of Natural Resources, the Agency of Human Services, the Department</del> <u>Departments of Environmental Conservation and of Public Service</u>, Vermont electric distribution utilities <del>that are offering incentives for PEVs</del>, and the State's network of community action agencies, shall establish and administer the programs described in subsections (b) and (c) of this section.</p> <p>(2) The Agency is authorized to spend \$2,000,000.00 as appropriated in the fiscal year 2020 budget <u>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. 1b of this act, or both,</u> on the two programs described in subsections (b) and (c) of this section. <u>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.</u></p>
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<p>(3) Subject to State procurement requirements, the Agency may, <u>in fiscal year 2020</u>, 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. <u>In fiscal year 2021</u>, 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.</p> <p>(4) <u>The Agency shall administer the program described in subsection (b) of this section through no-cost contracts with the State's electric distribution utilities.</u></p>	<p>(3) Subject to State procurement requirements, the Agency may, <u>in fiscal year 2020</u>, 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. <u>In fiscal year 2021</u>, 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. 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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.</p> <p>(4) <u>The Agency shall administer the program described in subsection (b) of this section through no-cost contracts with the State's electric distribution utilities.</u></p>
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<p>(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 in each year that an incentive or repair voucher is provided through one of the programs. <u>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.</u></p> <p>(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. <u>The program shall be known as the New PEV Incentive Program.</u> Specifically, the <del>program</del> <u>New PEV Incentive Program</u> shall:</p>	<p>(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 <del>December</del> <u>January</u> in each year <u>following a year</u> that an incentive or repair voucher <del>is</del> <u>was</u> provided through one of the programs. <u>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.</u></p> <p>(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. <u>The program shall be known as the New PEV Incentive Program.</u> Specifically, the <del>program</del> <u>New PEV Incentive Program</u> shall:</p>	<p>(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 <del>December</del> <u>January</u> in each year <u>following a year</u> that an incentive or repair voucher <del>is</del> <u>was</u> provided through one of the programs. <u>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.</u></p> <p>(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. <u>The program shall be known as the New PEV Incentive Program.</u> Specifically, the <del>program</del> <u>New PEV Incentive Program</u> shall:</p>	<p>(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 <del>December</del> <u>January</u> in each year <u>following a year</u> that an incentive or repair voucher <del>is</del> <u>was</u> provided through one of the programs. <u>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.</u></p> <p>(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. <u>The program shall be known as the New PEV Incentive Program.</u> Specifically, the <del>program</del> <u>New PEV Incentive Program</u> shall:</p>
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<p>(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for <del>exclusively electric powered vehicles that do not contain an onboard combustion engine</del> <u>BEVs</u>;</p> <p>(2) provide <del>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;</del></p> <p><u>(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;</u></p> <p><u>(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;</u></p> <p><u>(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married</u></p>	<p>(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for <del>exclusively electric powered vehicles that do not contain an onboard combustion engine</del> <u>BEVs</u>;</p> <p>(2) provide <del>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;</del></p> <p><u>(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;</u></p> <p><u>(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;</u></p> <p><u>(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married</u></p>	<p>(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for <del>exclusively electric powered vehicles that do not contain an onboard combustion engine</del> <u>BEVs</u>;</p> <p>(2) provide <del>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;</del></p> <p><u>(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;</u></p> <p><u>(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;</u></p> <p><u>(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married</u></p>	<p>(1) apply to both purchases and leases of new PEVs with an emphasis on creating and matching incentives for <del>exclusively electric powered vehicles that do not contain an onboard combustion engine</del> <u>BEVs</u>;</p> <p>(2) provide <del>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;</del></p> <p><u>(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;</u></p> <p><u>(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;</u></p> <p><u>(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married</u></p>
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<p><u>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;</u> <u>or</u></p> <p><u>(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;</u></p> <p><u>(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV to:</u></p> <p><u>(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;</u></p> <p><u>(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</u></p>	<p><u>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;</u> <u>or</u></p> <p><u>(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;</u></p> <p><u>(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV to:</u></p> <p><u>(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;</u></p> <p><u>(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</u></p>	<p><u>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;</u> <u>or</u></p> <p><u>(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;</u></p> <p><u>(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV to:</u></p> <p><u>(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;</u></p> <p><u>(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</u></p>	<p><u>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;</u> <u>or</u></p> <p><u>(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;</u></p> <p><u>(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV to:</u></p> <p><u>(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;</u></p> <p><u>(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</u></p>
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<p><u>(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;</u></p> <p>(4) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less; and</p> <p><del>(4)</del>(5) provide <del>no</del> <u>not</u> less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, <u>and up to an additional \$1,800,000.00 in fiscal year 2021</u> in PEV purchase and lease incentives.</p> <p style="text-align: center;">* * *</p>	<p><u>(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;</u></p> <p>(4) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less; and</p> <p><del>(4)</del>(5) provide <del>no</del> <u>not</u> less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, <u>and up to an additional \$2,050,000.00 in fiscal year 2021</u> in PEV purchase and lease incentives.</p> <p style="text-align: center;">* * *</p>	<p><u>(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;</u></p> <p>(4) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less; and</p> <p><del>(4)</del>(5) provide <del>no</del> <u>not</u> less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, <u>and up to an additional \$2,050,000.00 in fiscal year 2021</u> in PEV purchase and lease incentives.</p> <p style="text-align: center;">* * *</p>	<p><u>(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;</u></p> <p>(4) apply to manufactured PEVs with a Base Manufacturer’s Suggested Retail Price (MSRP) of \$40,000.00 or less; and</p> <p><del>(4)</del>(5) provide <del>no</del> <u>not</u> less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, <u>and up to an additional \$2,050,000.00 in fiscal year 2021</u> in PEV purchase and lease incentives.</p> <p style="text-align: center;">* * *</p>
<p>Sec. 8. NEW PEV DEALERS AND SALES FORCE INCENTIVE PROGRAM</p> <p>(a) <u>To motivate sales of PEVs, the Agency shall establish and administer an incentive program for auto dealers, as defined in 23 V.S.A. § 4(8), and salespersons to become more educated about PEVs and how to effectively promote and sell PEVs. The program shall be known as the New PEV Dealers and Sales Force Incentive Program.</u></p>	<p>[DELETED]</p>		

<p><u>(b) The Agency is authorized to spend up to \$250,000.00, as appropriated in the fiscal year 2021 budget, on the New PEV Dealers and Sales Force Incentive Program in fiscal year 2021. Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, appropriations for the New PEV Dealers and Sales Force Incentive Program unexpended on June 30, 2021 shall be carried forward and designated for expenditure on the New PEV Dealers and Sales Force Incentive Program in subsequent fiscal years.</u></p> <p><u>(c) The Agency shall apply incentives under the New PEV Dealers and Sales Force Incentive Program to purchases and leases of new PEVs, with larger incentives for BEVs.</u></p> <p><u>(d) For every eligible PEV sold or leased, the Agency shall apportion the incentive between the dealer and the salesperson using a formula to be determined by the Agency, with the total incentive not to exceed \$400.00 per PEV sold or leased.</u></p> <p><u>(e) The Agency shall annually evaluate the program to gauge effectiveness and submit a written report on the effectiveness of the program to the House and Senate Committees</u></p>			
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<p><u>on Transportation, the House Committee on Energy and Technology, and the Senate Committee on Finance on or before the 31st day of December in each year that an incentive is provided through the program. Notwithstanding 2 V.S.A. § 20(d), the annual report required under this section shall continue to be required if an incentive is provided unless the General Assembly takes specific action to repeal the report requirement.</u></p>			
<p>Sec. 9. FUNDING FOR ELECTRIC VEHICLE SUPPLY EQUIPMENT</p> <p><u>(a) The Agency shall establish and administer, through a memorandum of understanding with the Department of Housing and Community Development, a program to support the continued buildout of electric vehicle supply equipment available to the public and build upon the existing VW EVSE Grant Program that the Department of Housing and Community Development has been administering on behalf of the Department of Environmental Conservation.</u></p> <p><u>(b) The Agency is authorized to spend up to \$750,000.00, as appropriated in the fiscal year 2021 budget, on the Program established in this section in fiscal year 2021. This</u></p>	<p>[DELETED] <b>[NOTE: SIMILAR LANGUAGE IS IN THE CAPITAL BILL (<a href="#">H.955</a>) AS INTRODUCED, SEC. 12(b)(2) AND 26]</b></p>		

<p><u>funding shall initially be used to support grants for the construction and operation of direct current (DC) fast charging stations strategically located to fill gaps in the State’s highway corridor fast charging network. Any remaining funds may be used to support strategically located level 2 workplace charging.</u></p> <p><u>(c) The Department of Housing and Community Development shall consult with an interagency team consisting of the Commissioner of Housing and Community Development or designee, the Commissioner of Environmental Conservation or designee, the Commissioner of Health or designee, the Commissioner of Public Service or designee, and the Agency’s Division Director of Policy, Planning and Intermodal Development or designee on all major decisions regarding the administration of this program</u></p>			
<p>*** PEV Contributions to the Transportation Fund Pilot Program ***</p> <p>Sec. 10. PEV PILOT PROGRAM DESIGN FOR PEV CONTRIBUTIONS TO THE TRANSPORTATION FUND; REPORT</p>	<p>*** PEV Contributions to the Transportation Fund Pilot Program ***</p> <p>Sec. 13. PEV PILOT PROGRAM DESIGN FOR PEV CONTRIBUTIONS TO THE TRANSPORTATION FUND; REPORT</p>	<p>Sec. 13. [Deleted.]</p>	<p>[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]</p>

<p><u>(a) The Agency, in consultation with the Departments of Environmental Conservation and of Public Service and the State’s electric distribution utilities, shall design a pilot program to collect a per-kilowatt hour (kWh) fee from PEV operators at EVSE, without regard to whether the EVSE is available to the public, parallel to and independent of the current framework of the gasoline and diesel taxes established under 23 V.S.A. chapters 27 and 28.</u></p> <p><u>(b) The Agency shall file a report with the House Committees on Energy and Technology, on Transportation, and on Ways and Means and Senate Committees on Natural Resources and Energy, on Finance, and on Transportation on or before November 15, 2021 detailing the elements of the pilot program including: a recommendation on the amount of the per-kWh fee and how the amount was determined; how the fee should be collected and transmitted to the Transportation Fund; how rate design or other means can be used to prevent PEV or EVSE operators from avoiding the fee; the role of the State’s electric distribution utilities in the pilot program; a schedule for pilot program implementation; the availability of federal funding to support the pilot program; proposed legislation necessary to support the</u></p>	<p><u>(a) The Agency, in consultation with the Departments of Environmental Conservation and of Public Service and the State’s electric distribution utilities, shall design a pilot program to collect a per-kilowatt hour (kWh) fee from PEV operators at EVSE, without regard to whether the EVSE is available to the public, parallel to and independent of the current framework of the gasoline and diesel taxes established under 23 V.S.A. chapters 27 and 28.</u></p> <p><u>(b) The Agency shall file a report with the House Committees on Energy and Technology, on Transportation, and on Ways and Means and Senate Committees on Natural Resources and Energy, on Finance, and on Transportation on or before November 15, 2021 detailing the elements of the pilot program including: a recommendation on the amount of the per-kWh fee and how the amount was determined; how the fee should be collected and transmitted to the Transportation Fund; how rate design or other means can be used to prevent PEV or EVSE operators from avoiding the fee; the role of the State’s electric distribution utilities in the pilot program; a schedule for pilot program implementation; the availability of federal funding to support the pilot program; proposed legislation necessary to support the</u></p>		
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<p><u>pilot program; how pilot program elements may differ between EVSE available to the public and EVSE not available to the public; how pilot program elements may differ between EVSE that is separately metered and EVSE that is not separately metered; the anticipated costs to electric distribution utilities to administer the pilot program and to PEV and EVSE operators to participate in the pilot program; and how to overcome any challenges to a per-kWh fee identified by the Public Utility Commission in the reports filed as required by 2018 Acts and Resolves No. 158, Sec. 25 and 2019 Acts and Resolves No. 59, Sec. 35.</u></p> <p><u>(c) The Agency is authorized to retain one or more contractors to assist with preparing the report required under subsection (b) of this section.</u></p>	<p><u>pilot program; how pilot program elements may differ between EVSE available to the public and EVSE not available to the public; how pilot program elements may differ between EVSE that is separately metered and EVSE that is not separately metered; the anticipated costs to electric distribution utilities to administer the pilot program and to PEV and EVSE operators to participate in the pilot program; and how to overcome any challenges to a per-kWh fee identified by the Public Utility Commission in the reports filed as required by 2018 Acts and Resolves No. 158, Sec. 25 and 2019 Acts and Resolves No. 59, Sec. 35.</u></p> <p><u>(c) The Agency is authorized to retain one or more contractors to assist with preparing the report required under subsection (b) of this section.</u></p>		
<p>*** PEV Electric Distribution Utility Rate Design ***</p> <p>Sec. 11. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN</p> <p><u>(a) This section serves to encourage efficient integration of PEVs into the electric system and the timely adoption of PEVs</u></p>	<p>*** PEV Electric Distribution Utility Rate Design ***</p> <p>Sec. 14. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN</p> <p><u>(a) This section serves to encourage efficient integration of PEVs into the electric system and the timely adoption of PEVs</u></p>	<p>Sec. 14. [Deleted.]</p>	<p>[NOT ADDRESSED IN REP. McCARTHY'S PROPOSAL]</p>



<p><u>through managed loads or time-differentiated price signals.</u></p> <p><u>(b) All State electric distribution utilities shall implement PEV rates or offer earlier rate schedules establishing PEV rates as determined by the Public Utility Commission (Commission) on or before June 30, 2024.</u></p> <p><u>(c) PEV rates approved by the Commission shall provide a large enough discount to fully compensate PEV operators for the value of grid-related services and offer rates that encourage greater adoption of PEVs.</u></p> <p><u>(d) PEV rates approved by the Commission shall adequately compensate the electric distribution utility for all forward-looking or avoidable costs of service that are directly attributable to the delivery of electricity through a PEV rate. PEV rates shall also include a reasonable contribution to historic or embedded costs required to meet the overall costs of service, as determined by the Commission.</u></p>	<p><u>through managed loads or time-differentiated price signals.</u></p> <p><u>(b) All State electric distribution utilities shall implement PEV rates or offer earlier rate schedules establishing PEV rates as determined by the Public Utility Commission (Commission) on or before June 30, 2024.</u></p> <p><u>(c) PEV rates approved by the Commission shall provide a large enough discount to fully compensate PEV operators for the value of grid-related services and offer rates that encourage greater adoption of PEVs.</u></p> <p><u>(d) PEV rates approved by the Commission shall adequately compensate the electric distribution utility for all forward-looking or avoidable costs of service that are directly attributable to the delivery of electricity through a PEV rate. PEV rates shall also include a reasonable contribution to historic or embedded costs required to meet the overall costs of service, as determined by the Commission.</u></p>		
<p>* * * Deletion from State Highway System;  Town of St. Albans * * *</p> <p>Sec. 12. DELETION OF SEGMENTS</p>	<p>[DELETED]</p>		

<p>OF VERMONT ROUTE 36 FROM THE STATE HIGHWAY SYSTEM</p> <p><u>(a) Pursuant to 19 V.S.A. § 15(a)(2), the General Assembly grants approval for the Secretary of Transportation to enter into an agreement with the Town of St. Albans to delete the following from the State highway system:</u></p> <p><u>(1) the segment of Vermont Route 36 in the Town of St. Albans beginning at the 0.000 mile marker, just east of the “Black Ridge” (B2), and continuing 14,963 feet, approximately 2.834 miles, easterly to mile marker 2.834 where Vermont Route 36 meets the boundary with the City of St. Albans; and</u></p> <p><u>(2) the 0.106 mile westbound segment of Vermont Route 36 beginning at mile marker 0.311 and continuing 560 feet to mile marker 0.417 and approaches to the entrance of St. Albans Bay Town Park.</u></p> <p><u>(b) The State shall retain ownership of the land and easements within the right-of-way for the highway segments deleted from the State highway system pursuant to subsection (a) of this section, and the Town of St. Albans shall not abandon any portions of or allow any</u></p>			
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<p><u>encroachments in the highway segments or right-of-way without written permission from the Secretary.</u></p>			
	<p style="text-align: center;">* * * Class 2 Town Highway Roadway Program * * *</p> <p>Sec. 15. 19 V.S.A. § 306(h) is amended to read:</p> <p style="padding-left: 40px;">(h) Class 2 Town Highway Roadway Program. There shall be an annual appropriation for grants to municipalities for resurfacing, rehabilitation, or reconstruction of paved or unpaved class 2 town highways. <u>However, municipalities that have no State highways or class 1 town highways within their borders may use the grants for such activities with respect to both class 2 and class 3 town highways.</u> Each fiscal year, the Agency shall approve qualifying projects with a total estimated State share cost of \$7,648,750.00 at a minimum as new grants. The Agency’s proposed appropriation for the Program shall take into account the estimated amount of qualifying invoices submitted to the Agency with respect to project grants approved in prior years but not yet completed as well as with respect to new project grants to be approved in the fiscal year. In a given fiscal year, should expenditures in the Class 2</p>	<p>Sec. 15. [Deleted.]</p>	<p style="text-align: center;">[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]</p>

	<p>Town Highway Roadway Program exceed the amount appropriated, the Agency shall advise the Governor of the need to request a supplemental appropriation from the General Assembly to fund the additional project cost, provided that the Agency has previously committed to completing those projects. Funds received as grants for State aid under the Class 2 Town Highway Roadway Program may be used by a municipality to satisfy a portion of the matching requirements for federal earmarks, subject to subsection 309b(c) of this title.</p>		
	<p style="text-align: center;">* * * Transportation Demand Management Pilot Program * * *</p> <p><b>Sec. 16. TRANSPORTATION DEMAND MANAGEMENT PILOT PROGRAM; REPORT</b></p> <p><b>(a) Definitions. As used in this section:</b></p> <p style="padding-left: 2em;">(1) “Designated downtown” means an area that has been designated pursuant to 24 V.S.A. § 2793.</p> <p style="padding-left: 2em;">(2) “Eligible employer” means an employer with 500 or more employees performing services for it in the State.</p>	<p>Sec. 16. [Deleted.]</p>	<p style="text-align: center;">[NOT ADDRESSED IN REP. McCARTHY’S PROPOSAL]</p>

	<p>(3) “Employee” has the same meaning as in 21 V.S.A. § 302.</p> <p>(4) “Employer” has the same meaning as in 21 V.S.A. § 302.</p> <p>(5) “Local downtown organization” has the same meaning as in 24 V.S.A. § 2791.</p> <p>(6) “Pleasure car” has the same meaning as in 23 V.S.A. § 4(28), and a single occupancy pleasure car means a pleasure car that is only occupied by the operator.</p> <p>(7) “Transportation demand management” or “TDM” means measures that reduce vehicle trips. Examples include telecommuting; incentives to carpool, walk, bicycle, or ride public transit; and staggered work shifts.</p> <p>(8) “Transportation management association” or “TMA” means a nonprofit, member-controlled organization that provides transportation services in a particular area, such as a region, municipality, commercial district, mall, medical center, or industrial park, and an institutional framework for transportation demand management.</p> <p>(b) Pilot program.</p>		
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	<p>(1) The Agency of Transportation shall design and administer an 18-month pilot program starting no later than January 1, 2021 to encourage transportation demand management. Participation shall include the development of a unique transportation demand management plan for each participant that utilizes either a transportation management association or Go! Vermont. The pilot program shall be known as the TDM Pilot Program.</p> <p>(2) The TDM Pilot Program shall provide subsidized financial support to utilize a transportation management association or Go! Vermont and planning services for at least five eligible employers and up to five local downtown organizations.</p> <p>(3) The Agency of Transportation shall select eligible employers and local downtown organizations to participate in the TDM Pilot Program in the order that the eligible employers and local downtown organizations apply and, as funding permits, additional eligible employers and local downtown organizations shall be offered access to the TDM Pilot Program.</p> <p>(c) Reporting.</p>		
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	<p>(1) Starting in 2022, the Agency of Transportation, in consultation with all transportation management associations in the State and Go! Vermont, shall, on or before February 15, submit 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 the following for the prior calendar year:</p> <p>(A) for each transportation management association:</p> <p>(i) the name of each employer member and total number of employees performing services for the employer in the State on December 31;</p> <p>(ii) a list of services offered and an estimate of the effectiveness of each in reducing single-occupancy pleasure-car trips; and</p> <p>(iii) the total number of employees who utilized each service;</p> <p>(B) aggregate data on the commuting habits of employees employed by</p>		
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	<p>an employer that is a member of a transportation management association or utilizes Go! Vermont;</p> <p>(C) an estimate of the expenses and savings to employers and employees generated by the employer being a member of a transportation management association or utilizing Go! Vermont; and</p> <p>(D) an estimate of the statewide reduction in single-occupancy pleasure-car trips attributable to transportation management associations and Go! Vermont.</p> <p>(2) Notwithstanding 2 V.S.A. § 20(d), the annual report required under this subsection shall continue to be required unless the General Assembly takes specific action to repeal the report requirement.</p>		
	<p>*** 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>Sec. 17. [Deleted.]</p>	<p>[NOT ADDRESSED IN REP. McCARTHY'S PROPOSAL]</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 <del>no</del> <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</p>		
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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.

(2) “Department” means the Department of Motor Vehicles unless otherwise stated.

(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.

(4) “Farm” means a parcel or parcels of land owned, leased, or managed by a person and devoted primarily to farming.

(5) “Secretary” means the Secretary of Natural Resources.

(6) “State lands” means land owned, leased, or otherwise controlled by the State.

~~(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 subsection; 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;.

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

	<p><del>(A) On</del> on the property of the owner of the all-terrain vehicle. <u>ATV</u>;</p> <p><del>(B)(2) Off the highway, In</del> in a ski area while being used, off the highway, for the purpose of grooming snow, maintenance, or in rescue operations;</p> <p><del>(3)(C) For</del> for official use by a federal, State, or municipal agency and only if the all-terrain vehicle <u>ATV</u> is identified with the name or seal of the agency in a manner approved by the Commissioner; <u>or</u></p> <p><del>(D)(4) Solely</del> on privately owned land when the operator is specifically invited to do so by the owner of <del>that</del> the property and has on his or her person carries the written consent of the owner.</p> <p><del>(3)(5) By a person who</del> Notwithstanding subdivision (1) of this subsection, an operator may operate an <u>ATV</u> 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. <del>The printed or electronic TAD form shall be valid for 10 days after the electronic transaction.</del> Use of a</p>		
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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.

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(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

	<p>resident of this State is required to possess a valid TAD.</p>		
	<p>Sec. 18. 23 V.S.A. § 3506 is amended to read:</p> <p>§ 3506. OPERATION; PROHIBITED ACTS; FINANCIAL RESPONSIBILITY; HEADGEAR</p> <p>(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.</p> <p>(b) An all-terrain vehicle ATV shall not be operated:</p> <p>(1) Along a public highway except if one or more of the following applies:</p> <p>(A) the highway is not being maintained during the snow season;</p> <p>(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</p>	<p>Sec. 18. [Deleted.]</p>	<p>[NOT ADDRESSED IN REP. McCARTHY'S PROPOSAL]</p>

	<p><u>Transportation</u> and is so posted by the municipality;</p> <p><del>(C)</del>(B) the all-terrain vehicle <u>ATV</u> 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</p> <p><del>(D)</del>(C) the all-terrain vehicle <u>ATV</u> 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 <u>ATV</u> shall be operated along the edge of the roadway and shall yield to other vehicles.</p> <p>(2) Across a public highway <u>unless</u> except if all of the following conditions are <u>met</u>:</p> <p>(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; <u>and</u></p>		
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	<p>(B) the operator brings the all-terrain vehicle <u>ATV</u> to a complete stop before entering the <del>travelled</del> <u>traveled</u> portion of the highway; <del>and</del></p> <p>(C) the operator yields the <del>right of way</del> <u>right of way</u> to motor vehicles and pedestrians using the highway; <del>and</del></p> <p>(D) the operator is 12 years of age or older; <del>and that</del></p> <p>(E) in the case of an operator under 16 years of age, <del>must be</del> under the direct supervision of a <del>person</del> <u>an individual</u> 18 years of age or older <u>who does not have a suspended operator's license or privilege to operate.</u></p> <p>(3) On any privately owned land or <u>privately owned body of private water</u> unless <u>either:</u></p> <p>(A) the operator is the owner, or member of the immediate family of the owner of the land; <del>or</del></p> <p>(B) the operator <del>has, on his or her person,</del> <u>carries</u> the written consent of the owner or lessee of the land <u>or the land surrounding the privately owned body of</u></p>		
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~~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 (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 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 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.

	<p>(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.</p> <p>(c) No public or private landowner shall be liable for any property damage or personal injury sustained by any <del>person</del> individual operating or riding as a passenger on an <del>all-terrain vehicle</del> <u>ATV</u> or upon a vehicle or other device drawn by an <del>all-terrain vehicle</del> <u>ATV</u> 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 <del>all-terrain vehicle</del> <u>ATV</u> for the use of the property or unless damage or injury is intentionally inflicted by the landowner.</p> <p>(d) In addition to all other requirements, an <del>all-terrain vehicle</del> <u>ATV</u> may not be operated:</p> <p>(1) if equipped with an exhaust system with a cut out, bypass, or similar device; or</p>		
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	<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 <del>all-terrain vehicle</del> <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; <del>or</del></p> <p>(2) the operator is taking a prescribed safety education training course and operating under the direct supervision of a certified <del>all-terrain vehicle</del> <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) <del>A person</del> <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</p>		
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	<p>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>*** Effective Date ***</p> <p>Sec. 13. EFFECTIVE DATE</p> <p><u>This act shall take effect on passage.</u></p>	<p>*** Effective Date ***</p> <p>Sec. 19. EFFECTIVE DATE</p> <p><u>This act shall take effect on July 1, 2020.</u></p>	<p>*** Effective Dates ***</p> <p>Sec. 19. EFFECTIVE DATES</p> <p>(a) This section and Secs. 1a (federal funding), 1b (spending redirection), and 1c (Amtrak) shall take effect on passage.</p> <p>(b) All other sections shall take effect on July 1, 2020.</p>	<p>[NOT ADDRESSED IN REP. McCARTHY'S PROPOSAL]</p>

NOTES:

- Repeal of 23 V.S.A. § 1222(e) to be included:  
Sec. XX. 2017 Acts and Resolves No. 71, Sec. 31(a)(4) is amended to read:  
(4) ~~23 V.S.A. § 1222(e), added in Sec. 27 (inspections; mail carrier vehicles), shall be repealed on July 1, 2020. [Repealed.]~~
- Agency of Transportation's [proposal](#) on 19 V.S.A. § 1111, updated on May 19, 2020, is not included.