Introduced by Representatives McCormack of Burlington, Burke of Brattleboro, White of Hartford, Stebbins of Burlington,
Bartholomew of Hartland, Long of Newfane, McCarthy of St. Albans City, Redmond of Essex, LaLonde of South Burlington,
Colburn of Burlington, Anthony of Barre City, Arrison of Weathersfield, Austin of Colchester, Birong of Vergennes,
Bluemle of Burlington, Bongartz of Manchester, Bos-Lun of Westminster, Brady of Williston, Briglin of Thetford, Brown of Richmond, Brumsted of Shelburne, Burrows of West Windsor,
Campbell of St. Johnsbury, Chase of Colchester, Christie of Hartford, Cina of Burlington, Coffey of Guilford, Colston of Winooski, Conlon of Cornwall, Copeland Hanzas of Bradford,
Cordes of Lincoln, Dolan of Waitsfield, Donnally of Hyde Park,
Durfee of Shaftsbury, Elder of Starksboro, Goldman of Rockingham, Grad of Moretown, Hooper of Randolph, Hooper of Burlington, Houghton of Essex, Howard of Rutland City,
James of Manchester, Jerome of Brandon, Jessup of Middlesex,
Killacky of South Burlington, Lippert of Hinesburg, Masland of Thetford, McCullough of Williston, Morris of Springfield,
Mrowicki of Putney, Mulvaney-Stanak of Burlington, Nicoll of

Referred to Committee on

Date:

Subject: Transportation; climate; carbon emissions; plug-in electric vehicles (PEV); New PEV Incentive Program; MileageSmart; Replace Your Ride Program; motor-assisted bicycle incentives; buses; electric vehicle supply equipment (EVSE); level 2 chargers; Residential Building Energy Standards; transportation demand management (TDM); public transit; Mobility and Transportation Innovation Grant Program; sprawl; complete streets; Act 250 criterion 5; bicycles; On-Road Bicycle Plan; roundabouts; State transit authority; Public Transit Advisory Council

Statement of purpose of bill as introduced: This bill proposes to:

(1) appropriate money for the New PEV Incentive Program,

MileageSmart, the Downtown and Employer Level 2 Charging Stations Grant
Programs, fare-free public transit, and the Mobility and Transportation Innovation Grant Program;

(2) establish and appropriate money for expansions of the New PEV Incentive Program to also include the Replace Your Ride Program and incentives for motor-assisted bicycles;

(3) require that new buses be plug-in electric vehicles;

(4) require certain employers to provide level 2 chargers;

(5) require certain employers to establish a transportation demand management plan;

(6) update what is required under the Residential Building Standards with respect to electric vehicle supply equipment;

(7) require that complete streets principles be followed in more instances;

(8) update the Act 250 criterion addressing transportation;

(9) require improvements to high-use corridor segments identified in the On-Road Bicycle Plan;

(10) require updates on the installation of roundabouts in the annual Transportation Program; and

(11) commission a report on the use of transit authorities in the State.

An act relating to transportation initiatives to reduce carbon emissions
It is hereby enacted by the General Assembly of the State of Vermont:

** Short Title; Purpose and Intent; Definitions **

Sec. 1. SHORT TITLE

This act may be cited as the Transportation Modernization Act of 2021.

Sec. 2. PURPOSE AND INTENT

(a) The purpose of this act is to set out policies and projects for inclusion in the State’s 2022 Transportation Program that reduce carbon emissions, make strategic infrastructure investments, and give all Vermonters greater access to lower-cost transportation options.

(b) These initiatives will help Vermonters with low income acquire more affordable high-efficiency vehicles, establish fare-free public transit throughout the State, electrify the car and bus fleets within the State, and place a greater investment in safer walkable and bikeable roadways.

(c) The transportation sector is the greatest contributor to the greenhouse gas emissions in Vermont, and research has shown that rural Vermonters have the most to gain from higher-efficiency, lower-cost transportation options.

(d) This act takes practical steps forward on responding to the climate crisis while saving Vermonters across the State money.

(e) The initiatives that are contained in Secs. 4, 5, 6, 10, and 14 of this act build upon and expand programs that have already been successfully
established by the General Assembly and administered by the Agency of
Transportation and its partners. Specifically:

(1) Sec. 4 appropriates additional monies for two of the State’s existing
motor vehicle incentive programs, the New PEV Incentive Program and
MileageSmart; Sec. 5 expands upon those programs by appropriating
additional monies for and establishing the Replace Your Ride Program to
provide additional incentives to individuals who remove an older low-
efficiency vehicle from operation and switch to a mode of transportation that
produces fewer greenhouse gas emissions; and Sec. 6 expands upon and
appropriates additional monies for the State’s existing New PEV Incentive
Program to provide incentives for individuals who purchase a new motor-
assisted bicycle.

(2) Sec. 10 builds upon and appropriates additional monies for the
State’s existing VW EVSE Grant Program to provide grants to certain
municipalities and employers to purchase and install level 2 chargers.

(3) Sec. 14 appropriates additional monies for the State’s existing
Mobility and Transportation Innovation Grant Program.

(f) It is the intent of the General Assembly that, to the extent possible,
monies for the appropriations contained in this act shall come from the
COVID-19 relief and stimulus provisions in the Consolidated Appropriations
Sec. 3. DEFINITIONS

As used in this act, unless otherwise indicated:

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

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

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

*** New PEV Incentive Program and MileageSmart ***

Sec. 4. NEW PLUG-IN ELECTRIC VEHICLE INCENTIVE PROGRAM; MILEAGESMART; APPROPRIATION

(a) New PEV Incentive Program. The sum of $4,000,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for the New PEV Incentive Program established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, with up to $200,000.00 of that $4,000,000.00 available to continue and expand the Agency of Transportation’s public-private partnership with Drive Electric Vermont to support the expansion of the PEV market in the State. The Agency is authorized to expend this appropriation to provide additional PEV incentives and cover program development costs under the New PEV Incentive Program. Notwithstanding any other provision of law and subject to the approval of the
Secretary of Administration, appropriations for the New PEV Incentive Program remaining unexpended on June 30, 2022 shall be carried forward and designated for expenditure on the New PEV Incentive Program in the subsequent fiscal year in addition to any other appropriations for the New PEV Incentive Program.

(b) MileageSmart. The sum of $600,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for MileageSmart, which was established in 2019 Acts and Resolves No. 59, Sec. 34, as amended. The Agency is authorized to expend this appropriation to provide additional incentives with up to $60,000.00 of that $600,000.00 available for program development costs associated with administering MileageSmart. Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, appropriations for MileageSmart remaining unexpended on June 30, 2022 shall be carried forward and designated for expenditure on MileageSmart in the subsequent fiscal year in addition to any other appropriations for MileageSmart.

*** Replace Your Ride Program ***

Sec. 5. REPLACE YOUR RIDE PROGRAM

(a) Program creation. The Agency of Transportation, in consultation with the Departments of Environmental Conservation and of Public Service, Vermont electric distribution utilities, and the State’s network of community
action agencies, shall expand upon the vehicle incentive programs established
under 2019 Acts and Resolves No. 59, Sec. 34, as amended, to provide
additional incentives for Vermonters with low income through a program to be
known as the Replace Your Ride Program.

(b) Incentive amount. The Replace Your Ride Program shall provide a
$3,000.00 incentive, which may be in addition to any other available
incentives, including through a program funded by the State, to individuals
who qualify based on both income and change in behavior. Only one incentive
per household is available under the Replace Your Ride Program and
incentives shall be provided on a first-come, first-served basis once the
Replace Your Ride Program is operational.

(c) Eligibility. Individuals must qualify through both income and change in
behavior.

(1) Income eligibility. The following individuals meet the income
eligibility requirement:

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

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

(2) Behavior eligibility.

(A) In order for an individual to qualify for an incentive under the Replace Your Ride Program, he or she must remove an older low-efficiency vehicle from operation and switch to a mode of transportation that produces fewer greenhouse gas emissions. The entity that administers the Replace Your Ride Program shall establish Program guidelines that specifically provide for how someone can show that the behavior eligibility requirement has been, or will be, met.

(B) For purposes of the Replace Your Ride Program:

(i) An “older low-efficiency vehicle”:

(I) is registered with the Vermont Department of Motor Vehicles;

(II) has vehicle with a gross vehicle weight rating of 10,000 pounds or less;

(III) is model year 2012 or older;
(IV) had a combined city/highway fuel efficiency of less than 25 miles per gallon as rated by the Environmental Protection Agency when the vehicle was new; and

(V) is capable of passing the safety portion of the annual inspection required under 23 V.S.A. § 1222.

(ii) Removing the older low-efficiency vehicle from operation must be done by either donating the vehicle to a nonprofit organization to be used for parts or having the vehicle destroyed.

(iii) The following qualify as a switch to a mode of transportation that produces fewer greenhouse gas emissions:

   (I) purchasing or leasing a new or used PEV;

   (II) purchasing a new or used bicycle or motorcycle that is fully electric; and

   (III) utilizing public transit, shared-mobility services, or privately operated vehicles for hire.

(d) Appropriation. The sum of $1,000,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for the Replace Your Ride Program established under this section with up to $100,000.00 of that $1,000,000.00 available for Program development costs associated with administering the Replace Your Ride Program.

Notwithstanding any other provision of law and subject to the approval of the
Secretary of Administration, appropriations for the Replace Your Ride Program remaining unexpended on June 30, 2022 shall be carried forward and designated for expenditure on the Replace Your Ride Program in the subsequent fiscal year in addition to any other appropriations for the Replace Your Ride Program.

* * * Motor-Assisted Bicycle Incentives * * *

Sec. 6. MOTOR-ASSISTED BICYCLE INCENTIVES

(a) Implementation. The Agency of Transportation, in consultation with Vermont electric distribution utilities, shall modify the New PEV Incentive Program established and administered pursuant to 2019 Acts and Resolves No. 59, Sec. 34, as amended, to also provide a $200.00 incentive to 250 individuals who purchase a new motor-assisted bicycle, as defined in 23 V.S.A. § 4(45)(B). Specifically, the Program shall:

(1) distribute $200.00 incentives on a first-come, first-served basis after the Agency announces that incentives are available;

(2) apply to new motor-assisted bicycles, as defined in 23 V.S.A. § 4(45)(B), with any Manufacturer’s Suggested Retail Price (MSRP); and

(3) be available to all Vermonters without regard to income.

(b) Appropriation. The sum of $50,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for
the purpose of expanding the New PEV Incentive Program to also apply to
motor-assisted bicycles pursuant to subsection (a) of this section.

*** Plug-In Electric Buses ***

Sec. 7. 23 V.S.A. § 1283a is added to read:

§ 1283a. PLUG-IN ELECTRIC VEHICLE SCHOOL BUS

Any Type I or II school bus ordered new on or after January 1, 2022 shall
be a plug-in electric vehicle as defined in subdivision 4(85) of this title.

Sec. 8. 24 V.S.A. § 5095 is added to read:

§ 5095. FIXED ROUTE PLUG-IN ELECTRIC VEHICLE

Any vehicle used as part of a fixed route service ordered new on or after
January 1, 2022 shall be a plug-in electric vehicle as defined in 23 V.S.A.

§ 4(85).

*** Electric Vehicle Supply Equipment; Level 2 Chargers ***

Sec. 9. 21 V.S.A. chapter 24 is added to read:

CHAPTER 24. EMPLOYER PROVIDED VEHICLE CHARGERS

§ 1901. DEFINITIONS

As used in this chapter:

(1) “Covered employer” means an employer with 50 or more employees
performing services for it in the State who are required to work in person on
average two or more days per week.

(2) “Employee” has the same meaning as in section 341 of this title.
(3) “Employer” has the same meaning as in section 341 of this title.

(4) “Level 2 charger” means a galvanically connected electric vehicle supply equipment with a single-phase input voltage range from 208 to 240 volts AC and maximum output current less than or equal to 80 amperes AC.

§ 1902. LEVEL 2 CHARGERS REQUIRED

All covered employers that provide free or subsidized parking for employees in a facility that is owned or rented by the employer are required to maintain level 2 chargers at 6 percent of all parking spaces available to employees.

Sec. 10. GRANT PROGRAMS FOR LEVEL 2 CHARGERS

(a) Implementation. The Agency of Transportation shall establish and administer, through a memorandum of understanding with the Department of Housing and Community Development, the Downtown and Employer Level 2 Charging Stations Grant Programs 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.

(b) Appropriation. The sum of $500,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for the purpose of implementing subsection (a) of this section with $250,000.00 available for grants under the Designated Downtown Level 2 Charging
Stations Grant Program and $250,000.00 available for grants under the
Employer Level 2 Charging Stations Grant Program

(c) Eligibility.

(1) Only municipalities with a portion of the municipality designated
pursuant to 24 V.S.A. chapter 76a are eligible to apply for the Downtown
Level 2 Charging Stations Grant Program.

(2) Only employers that are required to provide level 2 chargers
pursuant to 21 V.S.A. § 1902, as added by Sec. 9 of this act, are eligible to
apply for the Employer Level 2 Charging Stations Grant Program.

(d) Fee schedule disclosure. Grant recipients shall disclose a fee schedule
to the Department of Housing and Community Development demonstrating a
required user fee for electric vehicle charging that accounts for expenses
associated with the equipment, including but not limited to electricity costs.

(e) Consultation. 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 the
Downtown and Employer Level 2 Charging Stations Grant Programs.
* * * Residential Building Energy Standards * * *

Sec. 11. UPDATE TO THE RESIDENTIAL BUILDING ENERGY STANDARDS

(a) Notwithstanding 30 V.S.A. § 51(c), the next update to the Residential Building Energy Standards shall incorporate proposed code change CE217-19, Part II (requiring electric vehicle supply equipment in new residential buildings) for the 2021 International Energy Conservation Code even though the code change will not be included in the 2021 International Energy Conservation Code.

(b) The next update to the Residential Building Energy Standards shall be adopted so as to take effect not later than September 1, 2022.

(c) The Commissioner of Public Service shall evaluate whether or not the portion of the Residential Building Energy Standards that requires electric vehicle supply equipment in new residential buildings should also apply to existing buildings that undergo a renovation.

* * * Employer Sponsored Transportation Demand Management * * *

Sec. 12. 21 V.S.A. chapter 26 is added to read:

CHAPTER 26. EMPLOYER PROVIDED TRANSPORTATION DEMAND MANAGEMENT PLAN

§ 2011. DEFINITIONS

As used in this chapter:
(1) “Employee” has the same meaning as in section 341 of this title.

(2) “Employer” has the same meaning as in section 341 of this title.

(3) “Transportation demand management” or “TDM” means measures that reduce vehicle miles traveled. Examples include telecommuting, incentives to carpool, walk, bicycle, or ride public transit; and staggered work shifts.

(4) “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.

§ 2012. TRANSPORTATION DEMAND MANAGEMENT PLAN REQUIRED

(a) Adoption of a transportation demand management plan. All employers with 50 or more employees performing services for it in the State shall design, adopt, and implement a TDM plan that includes measures to reduce vehicle miles traveled.

(b) Employer resources. All employers required to design, adopt, and implement a TDM plan pursuant to subsection (a) of this section shall consult one or more of the following in developing and implementing a TDM plan and other TDM measures:
(1) the Agency of Transportation’s Transportation Demand Management (TDM) Guidance document, as updated;

(2) existing transportation management associations, including Go! Vermont;

(3) mass transit authorities formed pursuant to 24 V.S.A. chapter 127;

(4) municipalities; and

(5) municipal and regional planning commissions created pursuant to 24 V.S.A. chapter 117.

§ 2013. RULEMAKING

The Secretary of Transportation, in consultation with stakeholders, may adopt rules pursuant to 3 V.S.A chapter 25 to establish the specific content of transportation demand management plans and implement the provisions of this section.

* * * Fare-Free Public Transit * * *

Sec. 13. FARE-FREE PUBLIC TRANSIT; APPROPRIATION; REPORT

(a) Implementation. The Agency of Transportation shall ensure 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 during fiscal year 2022.
(b) Appropriation. The sum of $2,700,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for the purpose of implementing subsection (a) of this section.

(c) Report. On or before March 30, 2022 the Agency of Transportation shall file a written report with the House and Senate Committees on Transportation that:

(1) shows changes in public transit ridership, by county and type of service, in fiscal years 2020 and 2021 and in fiscal year 2022 through the end of the third quarter; and

(2) estimates the amount of funding needed to continue to provide fare-free service on transit operated by public transit by transit agencies that are eligible to receive grant funds pursuant to 49 U.S.C. § 5307 or 5311, or both, broken out by county and type of service in fiscal year 2023.

* * * Mobility and Transportation Innovation Grant Program * * *

Sec. 14. MOBILITY AND TRANSPORTATION INNOVATION GRANT PROGRAM; APPROPRIATION; REPORT

(a) Implementation. The Agency of Transportation shall continue to administer the Mobility and Transportation Innovation (MTI) Grant Program, which was created pursuant to 2020 Acts and Resolves No. 121, Sec. 16. The Program shall continue to support innovative strategies and projects that improve both mobility and access to services for transit-dependent
Vermonters, reduce the use of single occupancy vehicles, and reduce greenhouse gas emissions. Individual grant awards shall be capped at $100,000.00 per recipient and may be used for one or more of the following: matching funds for other grant awards; program delivery costs; or for the extension of existing programs.

(b) Appropriation. The sum of $1,200,000.00 is appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2022 for the purpose of implementing subsection (a) of this section.

(c) Report. On or before December 15, 2021, the Agency of Transportation shall file a written report with the House and Senate Committees on Transportation that:

(1) evaluates the effectiveness of the MTI Grant Program;

(2) makes recommendations on how to expand the MTI Grant Program and better target the unique needs of transit-dependent and transit-interested Vermonters; and

(3) makes recommendations on how to encourage communities throughout Vermont to adopt micro-transit and other innovative public transit options.
* * * Complete Streets and Sprawl * * *

Sec. 15. 19 V.S.A. § 10b(c) is amended to read:

(c) In developing the State’s annual Transportation Program, the Agency shall, consistent with the planning goals listed in 24 V.S.A. § 4302 as amended by 1988 Acts and Resolves No. 200 and with appropriate consideration to local, regional, and State agency plans:

(1) Develop or incorporate designs that provide integrated, safe, and efficient transportation and that are consistent with the recommendations of the CEP.

(A) Consider the safety and accommodation of all transportation system users—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities—in all State- and municipally managed transportation projects and project phases, including planning, development, construction, and maintenance, except in the case of projects or project components involving unpaved highways. If, after the consideration required under this subdivision, a State-managed project does not incorporate complete streets principles, the project manager shall make a written determination, supported by documentation and available for public inspection at the Agency, that one or more of the following circumstances exist:
(i) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(ii) The cost of incorporating complete streets principles is grossly disproportionate to the need or probable use as determined by factors including land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The Agency shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(iii) Incorporating complete streets principles is outside the limited scope of a maintenance project because of its very nature that does not involve the reconstruction of any infrastructure.

(B) The written determination required under subdivision (A) of this subdivision (2) shall be final and shall not be subject to appeal or further review.

* * *

Sec. 16. 19 V.S.A. § 309d is amended to read:

§ 309d. POLICY FOR MUNICIPALLY MANAGED TRANSPORTATION PROJECTS

(a) Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by a municipality, including planning, development, construction, or maintenance,
it is the policy of this State for municipalities to consider incorporate “complete streets” principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference. If, after the consideration required under this section, a project does not incorporate complete streets principles, the municipality managing the project shall make a written determination, supported by documentation and available for public inspection at the office of the municipal clerk and at the Agency of Transportation, that one or more of the following circumstances exist:

(1) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.

(2) The cost of incorporating complete streets principles is grossly disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.

(3) Incorporating complete streets principles is outside the limited scope of a maintenance project because of its very nature that does not involve the reconstruction of any infrastructure.
(b) The written determination required by subsection (a) of this section shall be final and shall not be subject to appeal or further review.

Sec. 17. 10 V.S.A. § 6086(a) is amended to read:

(a) Before granting a permit, the District Commission shall find that the subdivision or development:

* * *

(5)(A) Will not cause unreasonable congestion or unsafe conditions with respect to use of the highways, waterways, railways, airports and airways, bicycle, pedestrian, and other transit infrastructure; and other means of transportation existing or proposed.

(B) As appropriate, will incorporate transportation demand management strategies; and provide safe use, access, and connections to adjacent lands and facilities and to existing and planned pedestrian, bicycle, and transit networks and services; and make the best use of existing and planned public transit and micro-transit networks and services. In determining appropriateness under this subdivision (B), the District Commission shall consider whether such a strategy, access, or connection constitutes a measure that a reasonable person would take given the type, scale, and transportation impacts of the proposed development or subdivision.

* * *
**Improvement of High-Use Corridor Segments**

Sec. 18. 19 V.S.A. § 2313 is added to read:

§ 2313. HIGH-USE CORRIDORS

(a) All high-use corridor segments identified in the On-Road Bicycle Plan prepared in April 2016, or a subsequent update, shall be improved to or maintained at a Bicycle Level of Traffic Stress (BLTS) classification of 1 or 2. These classifications indicate a corridor that is either welcoming to most types of bicyclists or comfortable for most adult bicyclists.

(b) The Agency of Transportation shall make available an up-to-date map showing all high-use corridor segments and their corresponding BLTS classification.

**Roundabout Priority**

Sec. 19. 19 V.S.A. § 10g is amended to read:

§ 10g. ANNUAL REPORT; TRANSPORTATION PROGRAM; ADVANCEMENTS, CANCELLATIONS, AND DELAYS

(a) The Agency of Transportation shall annually present to the General Assembly a multiyear Transportation Program covering the same number of years as the Statewide Transportation Improvement Program (STIP), consisting of the recommended budget for all Agency activities for the ensuing fiscal year and projected spending levels for all Agency activities for the following fiscal years. The Program shall include a description and year-by-year...
year breakdown of recommended and projected funding of all projects proposed to be funded within the time period of the STIP and, in addition, a description of all projects that are not recommended for funding in the first fiscal year of the proposed Program but which are scheduled for construction during the time period covered by the STIP. The Program shall be consistent with the planning process established by 1988 Acts and Resolves No. 200, as codified in 3 V.S.A. chapter 67 and 24 V.S.A. chapter 117, the statements of policy set forth in sections 10b-10f of this title, and the long-range systems plan, corridor studies, and project priorities developed through the capital planning process under section 10i of this title.

* * *

(p)(1) The annual Transportation Program shall include a plan to construct roundabouts throughout the State, including replacing conventional intersections with roundabouts.

(2) As used in this subsection, “roundabout” means a one-way circular intersection that moves traffic continuously in a counterclockwise direction around a center island without the use of traffic signals.

* * * Report on Mass Transit Authorities * * *

Sec. 20. MASS TRANSIT AUTHORITIES; REPORT

(a) The Public Transit Advisory Council shall examine the existing use of mass transit authorities and public transit providers in the State and make
recommendations on how best to encourage and expand the use of mass transit authorities in the State and establish and structure a State transit authority.

(b) As part of its examination, the Public Transit Advisory Council shall, at a minimum, consider how transit authorities can be used throughout the State to:

(1) administer, develop, and contract for transit operations to improve system efficiencies and ridership;

(2) enable bonding, utilize public private partnerships, and maximize the use of federal funding to maintain and build upon the existing public transit system and services;

(3) expand operations to provide commuter rail and other transit that is integrated with Amtrak passenger rail service; and

(4) increase commuter travel options, reduce traffic congestion, improve public health, and provide coordinated transit schedules.

(c) On or before January 15, 2022, the Public Transit Advisory Council shall submit a written report to the House and Senate Committees on Transportation with its findings and recommendations.

(d) The Public Transit Advisory Council shall meet at least six times to fulfill its obligations under this section and shall have the administrative, technical, and legal assistance of the Agency of Transportation.
(e) Compensation shall be provided to members of the Public Transit Advisory Council pursuant to 24 V.S.A. § 5084(c). These payments shall be made from monies appropriated to the Agency of Transportation.

*** Effective Dates ***

Sec. 21. EFFECTIVE DATES

(a) Secs. 4 (New PEV Incentive Program and MileageSmart), 5 (Replace Your Ride Program), 6 (motor-assisted bicycle incentives), 10 (grant programs for level 2 chargers), 13 (fare-free public transit), 14 (Mobility and Transportation Innovation Grant Program), 15–16 (complete streets), and 17 (Act 250 criterion 5) shall take effect on July 1, 2021.

(b) Sec. 9 (employer provided vehicle chargers) shall take effect on January 1, 2023.

(c) Sec. 12 (employer provided transportation demand management plan) shall take effect on passage, and employers that are required to adopt and implement a transportation demand management plan pursuant to Sec. 12 shall do so not later than January 1, 2022.

(d) Sec. 18 (high-use corridors) shall take effect on January 1, 2025 and all high-use corridors identified in the April 2016 On-Road Bicycle Plan shall be improved to and subsequently maintained at a Bicycle Level of Traffic Stress classification of 1 or 2 not later than January 1, 2025.

(e) All other sections shall take effect on passage.