

Big Picture

- The purpose of the G Sections in the Budget Bill is to amend the FY21 T. Bill, Act 121, to match the updated appropriations and one-time uses of Transportation Fund monies in the Budget Bill.
- House Transportation, through House Appropriations, does not propose any changes to the Governor’s/Agency of Transportation’s August recommend except as to the use of \$7.2M in one-time General Fund monies, which is now \$6.9M in one-time Transportation Fund monies (combined with \$6M in one-time Transportation Fund monies for municipalities, no change from August recommend) as follows. These changes are reflected in Sec. B.1100.1.

August Recommend	H.969 (as introduced)
\$1M – Maintenance and mowing	\$500k – Maintenance and mowing (↓)
\$4M – Paving and leveling	\$2.4M – Paving and leveling (↓)
\$1M* – Additional town highway aid	\$1M* – Additional town highway aid
\$1.2 – DMV IT	\$900k – DMV IT (↓)
	\$500k – Public transit (increase ridership) (↑)
	\$600k – Central Garage Fund (↑)
	\$1M – PEV incentives (includes admin) (↑)
\$7.2 – Total (General Fund)	\$6.9 – Total (Transportation Fund) (↓)

* Does not include an additional \$6M in one-time Transportation Fund monies that the August recommend included as additional town highway aid, which is included in H.969.

- The main amendments to the Transportation Program are:
 - **Federal Funding Flexibility** – Sets a top priority of \$1.6M for paving and leveling if there is flexibility with additional federal funding. Sec. G.102.
 - **Amtrak** – Reduces authorized spending for the Amtrak contract by \$750k, authorizes \$1,450,000 for railyard realignment construction in Burlington (extending Amtrak to Burlington). Sec. G.103.
 - **Highway Maintenance** – Increases authorized spending for Highway Maintenance, but unseen in that ~\$100M line item is the fact that this is a reduction in operating expenses of ~\$2M but an increase in operating expenses of ~\$3.5M to payback the Central Garage Fund for invoices that were not paid in FY20. Requires that the ~\$3.5M owed to the Central Garage Fund be paid back. Sec. G.104.
 - **Funding Swaps** – Swaps out TIB/Transportation Fund monies for federal funds where possible in specific projects.
 - **Savings** – Reduces authorized spending in administrative expenditures and through vacancy savings/allocated cost reductions. Caveat is an increase in authorized spending

for personal services for the DMV (limited service staffing to get through the mail backlog due to the closure of in person services).

- **Project Increases** – Increases authorized spending for existing paving projects, [Sec. G.107](#) (addition of Sec. 7b), and a bridge project in Brattleboro. [Sec. G.110](#) (addition of Sec. 12b).
- **Public Transit** – Swaps out \$3.1M in Transportation fund monies for federal funds (CARES Act) for Public Transit, authorizes the spending of an ~\$900k grant from the FTA for replacement buses (addition of Transportation Fund monies for State match). [Sec. G.108](#).
- **Central Garage Fund** – Reduces Central Garage Fund transfer and equipment purchase by \$600k. This was proposed to be a reduction of \$1.2M but through the use of one-time Transportation Fund monies ([Sec. B.1100.1\(b\)](#)) \$600k of the reduction was restored. [Secs. G. 109 and G.110 \(beginning\)](#).
- **Monies for Municipalities** – Pauses the Town Highway Structures and Town Highway Class 2 Roadway grant programs for FY21 but continues to authorize payout of money owed on existing grants (~\$8M). This reduces overall authorized spending by ~\$6M. Through the use of one-time Transportation Fund monies an additional \$7M goes to municipalities in the same apportionments and for the same purposes as aid for town highways not later than October 31, 2020. This additional \$7M does not increase the statutory floor for the Town Highway Aid appropriation in the future. [Secs. G.110 \(addition of Sec. 7c\) and B.1100.1\(a\)\(2\)\(A\)](#).
- **Vehicle Incentives** – Repeals contingency spending of up to \$700k for vehicle incentive programs if Highway Maintenance operating expenses in FY21 are lower than FY21, [Sec. G.111](#), but adds \$1M to the New PEV Incentive Program (with up to \$100k of that for administrative purposes) through the use of one-time Transportation Fund monies. [Sec. B.1100.1\(a\)\(2\)\(C\)](#). Amends 2019 Acts and Resolves, Sec. 34 accordingly. [Sec. G.112](#).
- **ATVs** – Amends codified law, 23 V.S.A. § 3502, to treat ATVs the same as snowmobiles for purposes of operating on designated frozen bodies of water (TAD/registration and headgear not required). [Sec. G.113](#).

<u>Act 121</u> (just section headings)	G Sections in the FY21 Budget Bill (<u>H.969</u>) As Introduced by House Appropriations
Sec. 1. TRANSPORTATION PROGRAM ADOPTED; INTENT; REPORTS; DEFINITIONS	Sec. G.100: Amends the definition of “federal COVID-19 legislation” to specifically include “an extension of the Fixing America’s Surface Transportation Act, Pub. L. No. 114-94 (FAST Act) that provides additional federal funding or flexibility with how federal funding can be used, such as eliminating state match requirements, or any transportation-related infrastructure stimulus bill.”
Sec. 1a. FISCAL YEAR 2021 TRANSPORTATION INVESTMENTS INTENDED TO REDUCE TRANSPORTATION RELATED GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL USE, AND SAVE VERMONT HOUSEHOLDS MONEY	Sec. G.101: Adjusts numbers throughout to reflect changes in Bike and Pedestrian Facilities (mathematical error from June), Public Transit, Rail, and vehicle incentives.
Sec. 2. FEDERAL INFRASTRUCTURE AND CAPITAL FUNDING	NOT INCLUDED, NO CHANGES
Sec. 3. AGENCY SPENDING; AUTHORITY TO REDIRECT; REPORT	Sec. G.102: <ul style="list-style-type: none"> - Eliminates an unnecessary report (former subsec. (e)). - Sets an additional \$1.6M for paving and leveling as the top priority for redirection spending but gives the Agency discretion, within the established parameters, if there is more than \$1.6M available. - Cleanup language in subsec. (g) because there is only one report.
Sec. 4. ADDITION OF BURLINGTON RAIL YARD REALIGNMENT FOR AMTRAK PROJECT	Sec. G.103: <ul style="list-style-type: none"> - Moves the Amtrak realignment project to the construction list for FY21 and adds \$1,450,000 in Transportation Fund monies spending authority (previously no spending authority). - Reduces Amtrak Contract spending authority by \$750k in Transportation Fund monies. - Reduces Administration spending authority by \$21,192 in Transportation Fund monies.

<p>Sec. 5. HIGHWAY MAINTENANCE</p>	<p>Sec. G.104:</p> <ul style="list-style-type: none"> - Amends authorized spending (an overall increase in Transportation Fund monies) exactly per the Agency’s recommendation. - Requires that the Central Garage Fund be made whole in accordance with the Agency’s reported plan. <p>Sec. G.111: Repeals Sec. 5(b) (the contingency language for the possible increase in vehicle incentives by \$700k if FY21 operating expenses are less than FY20 operating expenses).</p>
<p>Sec. 5a. CLARENDON SRE BUILDING</p>	<p>Sec. G.105:</p> <ul style="list-style-type: none"> - Makes the two Aviation project sections (5a and 5b) subsections in Sec. 5a. - Adds a reduction in Transportation Fund monies spending authority (swap out for federal funds) for the Coventry 5/23 project and two paving projects (no reduction in overall spending authority). - Reduces Admin. Support spending authority by \$17,846 in Transportation Fund monies.
<p>Sec. 5b. MORRISTOWN FUEL FARM</p>	<p>Sec. G.105: Moves language to Sec. 5a(b).</p> <p>Sec. G.111: Repeals Sec. 5b.</p>
<p>Sec. 5c. LUNENBURG GARAGE</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 6. PROGRAM DEVELOPMENT; ROADWAY</p>	<p>Sec. G.106: Adds a new subsection to amend an additional Roadway project (swap out of TIB funds for federal funds, no reduction in overall spending authority).</p>
<p>Sec. 7. PROGRAM DEVELOPMENT; SAFETY AND TRAFFIC OPERATIONS</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 7a. PROGRAM DEVELOPMENT; BICYCLE AND PEDESTRIAN GRANT PROGRAM</p>	<p>NOT INCLUDED, NO CHANGES</p>

	<p>Sec. G.107: Adds new Secs. 7b and 7c amending Transportation Program spending authority in Program Development—Paving (increase in spending authority and swap out of TIB funds) and Program Development—State Highway Bridges (swap out of TIB funds for federal funds for North Hero/Grand Isle and swap out of Transportation Fund monies for federal funds for Middlebury, no reduction in overall spending authority).</p>
<p>Sec. 8. PUBLIC TRANSIT; FARE-FREE</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 9. PUBLIC TRANSIT; ADDITION OF INCREASED PUBLIC TRANSIT FOR FISCAL YEAR 2021</p>	<p>NOT INCLUDED, NO CHANGES</p> <p>Sec. B.1100.1 provides the funding source for the \$500k authorization (one-time Transportation Fund monies). The Agency proposed stripping this funding source down to nothing and House Transportation is proposing to restore it by using one-time Transportation Fund monies.</p>
	<p>Sec. G.108: Adds a new Sec. 9a to: (a) reduce Transportation Fund monies spending authority for State Public Transportation (swap out for federal funds) and add additional federal funds (grant for new buses) with small State (Transportation Fund monies) match and (b) reduces Admin Support spending authority by \$5,577 in Transportation Fund monies.</p>
<p>Sec. 10. LAMOILLE VALLEY RAIL TRAIL</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 11. TRANSFER TO CENTRAL GARAGE FUND</p>	<p>Sec. G.109: Reduces transfer by \$600k. Funding source for \$600k of this transfer is one-time Transportation Fund monies (Sec. B.1100.1).</p>
<p>Sec. 12. CENTRAL GARAGE EQUIPMENT</p>	<p>Sec. G.109: Reduces authorized spending for replacement equipment by \$600k. Funding source for \$600k of this authorized spending is one-time Transportation Fund monies (Sec. B.1100.1).</p>

	<p>Sec. G.110:</p> <ul style="list-style-type: none"> - Adds a new Sec. 12a that reduces authorized spending in internal service funds for the Central Garage. - Adds a new Sec. 12b that increases authorized spending (TIB/federal funds) for Brattleboro-Hinsdale town highway bridge project. - Adds a new Sec. 12c on monies for municipalities that: <ul style="list-style-type: none"> - Reduces authorized spending in Transportation Funds for Town Highway Structures and says that the Agency shall not issue any new grants under the program in FY21 (subsec. (a)); - Reduces authorized spending in Transportation Funds for Town Highway Class 2 Roadway and says that the Agency shall not issue any new grants under the program in FY21 (subsec. (b)); and - References the increase in aid to town highways by \$7M in the FY21 budget (Sec. B.1100.1) (subsec. (c)). - Adds a new Sec. 12d that reduces authorized spending in Transportation Fund monies for the Department of Motor Vehicles (vacancy savings /allocated cost reductions and increase in personal services). - Adds a new Sec. 12e for the vacancy savings/allocated cost reductions in: <ul style="list-style-type: none"> - Finance and Administration (subsec. (a)); - Policy and Planning (subsec. (b)); - Transportation Board (subsec. (c)); and - Program Development (subsec. (d)).
<p>Sec. 13. 23 V.S.A. § 4(85) is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34 is amended to read:</p>	<p>Sec. G.112: Cleanup language and removal of the \$200k to Drive Electric authorization, which is dropped to \$100k and addressed in the one-time funding section (Sec. B.1100.1).</p>
<p>Sec. 15. 19 V.S.A. § 306(h) is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 16. TRANSPORTATION DEMAND MANAGEMENT AND MICRO-TRANSIT INNOVATIONS GRANT PROGRAM</p>	<p>NOT INCLUDED, NO CHANGES</p>

<p>Sec. 17. 23 V.S.A. §§ 3501 and 3502 are amended to read:</p>	<p>Sec. G.113: Small amendment to 23 V.S.A. § 3502 (update of Sec. E.702 in Governor’s proposed restatement language) to allow ATVs to operate on designated frozen bodies of water without registration, a Vermont ATV Sportsman’s Association (VASA) Trail Access Decal (TAD), or the operator wearing headgear so as to more closely align with snowmobile requirements.</p>
<p>Sec. 18. 23 V.S.A. § 3506 is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 19. 2017 Acts and Resolves No. 71, Sec. 31(a)(4) is amended to read:</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 20. AUTHORITY TO WAIVE RIGHT-OF-WAY PERMIT FEES</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 21. USE OF POZZOLANS AS AN ALTERNATIVE TO PORTLAND CEMENT</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 22. STUDY ON DIRECT-TO-CONSUMER MOTOR VEHICLE SALES; REPORT</p>	<p>NOT INCLUDED, NO CHANGES</p>
<p>Sec. 23. EFFECTIVE DATES</p>	<p>NOT INCLUDED, NO CHANGES</p>