<u>H.433 (T. Bill) APBH</u>	<u>Senate's Proposal of Amendment</u>	Committee of Conference Report	Decisions from Committee of Conference Explanation for Floor (House/ <mark>Senate</mark>)
	* * * Transportation Program Ado	pted as Amended; Definitions * * *	
Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS (a) The Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program appended to the Agency of Transportation's proposed fiscal year 2022 budget, as amended by this act, is adopted to the extent federal, State, and local funds are available. (b) As used in this act, unless otherwise indicated:	Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS (a) The Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program appended to the Agency of Transportation's proposed fiscal year 2022 budget, as amended by this act, is adopted to the extent federal, State, and local funds are available. (b) As used in this act, unless otherwise indicated:	Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS (a) The Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program appended to the Agency of Transportation's proposed fiscal year 2022 budget, as amended by this act, is adopted to the extent federal, State, and local funds are available. (b) As used in this act, unless otherwise indicated:	 NOTES FROM COMMITTEE OF CONFERENCE: House conferees agree to Senate's proposal of amendment. HOUSE EXPLANATION: Includes a definition of "electric bicycle" (definition from S.66 minus the three classes) (used in Secs. 27 and 28). Deletes the definition of "multi-unit dwelling" (but definitions specific to Sec.29 added in Sec. 29).
(1) "Agency" means the Agency of <u>Transportation.</u>	(1) "Agency" means the Agency of <u>Transportation.</u>	(1) "Agency" means the Agency of <u>Transportation.</u>	
	(2) "Electric bicycle" means a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts.	(2) "Electric bicycle" means a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts.	
(2) "Electric vehicle supply equipment (EVSE)" has the same meaning as in 30 V.S.A. § 201.	(3) "Electric vehicle supply equipment (EVSE)" has the same meaning as in 30 V.S.A. § 201.	(3) "Electric vehicle supply equipment (EVSE)" has the same meaning as in 30 V.S.A. § 201.	
(3) "Multi-unit dwelling" means a housing project, such as cooperatives, condominiums, dwellings, or mobile home parks, with 10 or more units constructed or maintained on a tract or tracts of land.			

(4) "Plug-in electric vehicle (PEV),"	(4) "Plug-in electric vehicle (PEV),"	(4) "Plug-in electric vehicle (PEV),"		
"plug-in hybrid electric vehicle (PHEV)," and	"plug-in hybrid electric vehicle (PHEV)," and	"plug-in hybrid electric vehicle (PHEV)," and		
"battery electric vehicle (BEV)" have the same	"battery electric vehicle (BEV)" have the same	"battery electric vehicle (BEV)" have the same		
meanings as in 23 V.S.A. § 4(85).	meanings as in 23 V.S.A. § 4(85).	meanings as in 23 V.S.A. § 4(85).		
(5) "Secretary" means the Secretary of	(5) "Secretary" means the Secretary of	(5) "Secretary" means the Secretary of		
<u>Transportation.</u>	<u>Transportation.</u>	<u>Transportation.</u>		
(6) "TIB funds" means monies deposited	(6) "TIB funds" means monies deposited	(6) "TIB funds" means monies deposited		
in the Transportation Infrastructure Bond Fund in	in the Transportation Infrastructure Bond Fund in	in the Transportation Infrastructure Bond Fund in		
accordance with 19 V.S.A. § 11f.	accordance with 19 V.S.A. § 11f.	accordance with 19 V.S.A. § 11f.		
(7) The table heading "As Proposed"	(7) The table heading "As Proposed"	(7) The table heading "As Proposed"		
means the Proposed Transportation Program	means the Proposed Transportation Program	means the Proposed Transportation Program		
referenced in subsection (a) of this section; the	referenced in subsection (a) of this section; the	referenced in subsection (a) of this section; the		
table heading "As Amended" means the	table heading "As Amended" means the	table heading "As Amended" means the		
amendments as made by this act; the table heading	amendments as made by this act; the table heading	amendments as made by this act; the table heading		
"Change" means the difference obtained by	"Change" means the difference obtained by	"Change" means the difference obtained by		
subtracting the "As Proposed" figure from the "As	subtracting the "As Proposed" figure from the "As	subtracting the "As Proposed" figure from the "As		
Amended" figure; and the terms "change" or	Amended" figure; and the terms "change" or	Amended" figure; and the terms "change" or		
"changes" in the text refer to the project- and	"changes" in the text refer to the project- and	"changes" in the text refer to the project- and		
program-specific amendments, the aggregate sum	program-specific amendments, the aggregate sum	program-specific amendments, the aggregate sum		
of which equals the net "Change" in the applicable table heading.	of which equals the net "Change" in the applicable table heading.	of which equals the net "Change" in the applicable table heading.		
(c) In the Agency of Transportation's	(c) In the Agency of Transportation's	(c) In the Agency of Transportation's		
Proposed Fiscal Year 2022 Transportation	<u>Proposed Fiscal Year 2022 Transportation</u>	Proposed Fiscal Year 2022 Transportation		
Program for Town Highway Aid, the value	<u>Program for Town Highway Aid, the value</u>	Program for Town Highway Aid, the value		
"\$26,017,744" is struck and "\$27,105,769" is	<u>"\$26,017,744" is struck and "\$27,105,769" is</u>	"\$26,017,744" is struck and "\$27,105,769" is		
inserted in lieu thereof to correct a typographic	<u>inserted in lieu thereof to correct a typographic</u>	inserted in lieu thereof to correct a typographic		
error.	<u>error.</u>	error.		
* * * Summary of Transportation Investments * * *				
	Sec. 2. FISCAL YEAR 2022	Sec. 2. FISCAL YEAR 2022	NOTES FROM COMMITTEE OF	
	TRANSPORTATION INVESTMENTS	TRANSPORTATION INVESTMENTS	CONFERENCE:	

	1	
INTENDED TO REDUCE	INTENDED TO REDUCE	- House conferees agree to Senate's proposal of
TRANSPORTATION-RELATED	TRANSPORTATION-RELATED	amendment.
GREENHOUSE GAS EMISSIONS, REDUCE	GREENHOUSE GAS EMISSIONS, REDUCE	
FOSSIL FUEL USE, AND SAVE VERMONT	FOSSIL FUEL USE, AND SAVE VERMONT	HOUSE EXPLANATION:
HOUSEHOLDS MONEY	HOUSEHOLDS MONEY	- Summarizes FY22 transportation investments
		intended to reduce transportation-related
This act includes the State's fiscal year 2022	This act includes the State's fiscal year 2022	greenhouse gas emissions, reduce fossil fuel
transportation investments intended to reduce	transportation investments intended to reduce	use, and save Vermont households money.
transportation-related greenhouse gas emissions,	transportation-related greenhouse gas emissions,	
reduce fossil fuel use, and save Vermont	reduce fossil fuel use, and save Vermont	
households money in furtherance of the policies	households money in furtherance of the policies	
articulated in 19 V.S.A. § 10b and the goals of the	articulated in 19 V.S.A. § 10b and the goals of the	
Comprehensive Energy Plan and to satisfy the	Comprehensive Energy Plan and to satisfy the	
Executive and Legislative Branches'	Executive and Legislative Branches'	
commitments to the Paris Agreement climate	commitments to the Paris Agreement climate	
goals. In fiscal year 2022, these efforts will	goals. In fiscal year 2022, these efforts will	
include the following:	include the following:	
(1) Park and Ride Program. This act	(1) Park and Ride Program. This act	
provides for a fiscal year expenditure	provides for a fiscal year expenditure	
of \$5,220,233.00, which will fund three park and	of \$5,220,233.00, which will fund three park and	
ride construction projects, including the creation	ride construction projects, including the creation	
of two new park and ride facilities; the design of	of two new park and ride facilities; the design of	
two additional park and ride facilities scheduled	two additional park and ride facilities scheduled	
for construction in future fiscal years; and paving	for construction in future fiscal years; and paving	
projects for existing park and ride facilities. This	projects for existing park and ride facilities. This	
year's Park and Ride Program will create 226 new	year's Park and Ride Program will create 226 new	
	÷	
State-owned spaces. Specific additions and	State-owned spaces. Specific additions and	
improvements include:	improvements include:	
(A) Berlin (Exit 6)—Design for 62	(A) Berlin (Exit 6)—Design for 62	
spaces:	spaces:	
(B) Berlin (Exit 7)—Construction of 34	(B) Berlin (Exit 7)—Construction of 34	
new spaces;	new spaces;	

(C) Man	chester—Design for 50 spaces;	(C) Manchester—Design for 50 spaces;	
	amstown-Northfield (Exit	(D) Williamstown-Northfield (Exit	
	f 50 new spaces; and	5)—Construction of 50 new spaces; and	
	t 50 new spaces, and	<u>5)—Construction of 50 new spaces, and</u>	
(E) Willi	ston—Construction of 142	(E) Williston—Construction of 142	
new spaces.		new spaces.	
		<u>+</u>	
(2) Bike and	Pedestrian Facilities Program.	(2) Bike and Pedestrian Facilities Program.	
This act, in concert	with 2020 Acts and Resolves	This act, in concert with 2020 Acts and Resolves	
	<mark>(1), provides for a fiscal year</mark>	No. 139, Sec. 12(b)(1), provides for a fiscal year	
expenditure, includ		expenditure, including local match, of	
	<mark>ich will fund 27 bike and</mark>	\$21,180,936.00, which will fund 27 bike and	
	tion projects; two new	pedestrian construction projects; two new	
	stallations; and 12 bike	pedestrian bridge installations; and 12 bike	
	<mark>gn, right-of-way, or design and</mark>	and pedestrian design, right-of-way, or design and	
	ts for construction in future	right-of way projects for construction in future	
	onstruction projects include the	fiscal years. The construction projects include the	
	ent, or rehabilitation of	creation, improvement, or rehabilitation of	
	<mark>s, shared-use paths, bike</mark>	walkways, sidewalks, shared-use paths, bike	
	anes. In addition to the	paths, and cycling lanes. In addition to the	
	<mark>il Trail, which will run from</mark>	Lamoille Valley Rail Trail, which will run from	
	<mark>sbury, projects are funded in</mark>	Swanton to St. Johnsbury, projects are funded in	
	ton, Brattleboro, Chester,	Arlington, Bennington, Brattleboro, Chester,	
	Dover, East Montpelier,	Colchester-Essex, Dover, East Montpelier,	
	<mark>tford, Hartland, Hinesburg,</mark>	Enosburg Falls, Hartford, Hartland, Hinesburg,	
<mark>Jericho, Johnson, L</mark>		Jericho, Johnson, Lincoln, Middlebury,	
	ld, Poultney, Proctor,	Moretown, Plainfield, Poultney, Proctor,	
	<mark>City, Shelburne, South</mark>	Richford, Rutland City, Shelburne, South	
	ield, St. Albans City, Swanton,	Burlington, Springfield, St. Albans City, Swanton,	
	es, Waitsfield, Waterbury,	Underhill, Vergennes, Waitsfield, Waterbury,	
	ton, and Winooski. This act	Williston, Wilmington, and Winooski. This act	
	funding for some of Local	also provides State funding for some of Local	
	costs to run the Bike Ferry on	Motion's operation costs to run the Bike Ferry on	
	eway, which is part of the	the Colchester Causeway, which is part of the	
Island Line Trail; for	inding for the small-scale	Island Line Trail; funding for the small-scale	

municipal bicycle and pedestrian grant program	municipal bicycle and pedestrian grant program
for projects to be selected during the fiscal year;	for projects to be selected during the fiscal year;
and funding for bicycle and pedestrian education	and funding for bicycle and pedestrian education
activities being conducted through a grant to	activities being conducted through a grant to
Local Motion.	Local Motion.
(3) Transportation Alternatives Program.	(3) Transportation Alternatives Program.
This act provides for a fiscal year expenditure	This act provides for a fiscal year expenditure
of \$5,567,868.00, including local funds, which	of \$5,567,868.00, including local funds, which
will fund 22 transportation alternatives	will fund 22 transportation alternatives
construction projects and 20 transportation	construction projects and 20 transportation
alternatives design, right-of-way, or design and	alternatives design, right-of-way, or design and
right-of-way projects. Of these 42 projects, seven	right-of-way projects. Of these 42 projects, seven
involve environmental mitigation related to clean	involve environmental mitigation related to clean
water, stormwater, or both clean water and	water, stormwater, or both clean water and
stormwater concerns, and nine involve bicycle	stormwater concerns, and nine involve bicycle
and pedestrian facilities. Projects are funded	and pedestrian facilities. Projects are funded
in Bennington, Bridgewater, Bridport, Burlington,	in Bennington, Bridgewater, Bridport, Burlington,
Castleton, Chester, Colchester, Derby, Duxbury,	Castleton, Chester, Colchester, Derby, Duxbury,
East Montpelier, Enosburg, Essex, Essex	
	East Montpelier, Enosburg, Essex, Essex
Junction, Fair Haven, Fairfax, Franklin, Granville,	Junction, Fair Haven, Fairfax, Franklin, Granville,
Hartford, Hyde Park, Jericho, Montgomery,	Hartford, Hyde Park, Jericho, Montgomery,
Newfane, Norwich, Pittsford, Proctor, Rutland	Newfane, Norwich, Pittsford, Proctor, Rutland
Town, South Burlington, St. Albans City, St.	Town, South Burlington, St. Albans City, St.
Johnsbury, Vergennes, Warren, Wilmington, and	Johnsbury, Vergennes, Warren, Wilmington, and
Winooski.	<u>Winooski.</u>
(4) Public Transit Program.	(4) Public Transit Program.
(A) Sec. 24 of this act expresses the	(A) Sec. 31 of this act expresses the
General Assembly's intent that all public transit,	General Assembly's intent that all public transit,
both rural and urban, be operated on a zero-fare	both rural and urban, be operated on a zero-fare
basis in fiscal year 2022, as practicable and, in the	basis in fiscal year 2022, as practicable
case of urban routes, as approved by the	
governing body of the transit agency, with monies	, with monies
for public transit from the Coronavirus Aid,	for public transit from the Coronavirus Aid,

Relief, and Economic Security Act, Pub. L. No. <u>116-136 (CARES Act); the Consolidated</u> Appropriations Act, 2021, Pub. L. No. 116-260; and the American Rescue Plan Act of 2021, Pub. L. No. 117-2 (ARPA).	Relief, and Economic Security Act, Pub. L. No.116-136 (CARES Act); the ConsolidatedAppropriations Act, 2021, Pub. L. No. 116-260;and the American Rescue Plan Act of 2021, Pub.L. No. 117-2 (ARPA).	
(B) Sec. 25 of this act requires the Agency to review and implement coordinated intermodal connections, to the extent practicable, to ensure efficient and accessible intermodal transportation opportunities in Vermont and support the cross promotion of intermodal connections.	(B) Sec. 32 of this act requires the Agency to review and implement coordinated intermodal connections, to the extent practicable, to ensure efficient and accessible intermodal transportation opportunities in Vermont and support the cross promotion of intermodal connections.	
(C) Sec. 27 of this act requires the Agency to prepare a long-range plan that outlines the costs, timeline, training, maintenance, and operational actions required to move to a fully electric public transportation fleet.	(C) Sec. 34 of this act requires the Agency to prepare a long-range plan that outlines the costs, timeline, training, maintenance, and operational actions required to move to a fully electric public transportation fleet.	
(D) This act also authorizes \$45,821,522.00 in funding for public transit uses throughout the State, which is an 11.1 percent increase over fiscal year 2021 levels and a 24.4 percent increase over fiscal year 2020 levels. Included in the authorization are:	(D) This act also authorizes \$45,821,522.00 in funding for public transit uses throughout the State, which is an 11.1 percent increase over fiscal year 2021 levels and a 24.4 percent increase over fiscal year 2020 levels. Included in the authorization are:	
(i) Go! Vermont, with an authorization of \$793,400.00. This authorization supports the promotion and use of carpools and vanpools.	(i) Go! Vermont, with an authorization of \$793,400.00. This authorization supports the promotion and use of carpools and vanpools.	
(ii) Vermont Kidney Association Grant, with an authorization of \$50,000.00. This authorization supports the transit needs of Vermonters in need of dialysis services.	(ii) Vermont Kidney Association Grant, with an authorization of \$50,000.00. This authorization supports the transit needs of Vermonters in need of dialysis services.	

(iii) Opioid Treatment Pilot, with an authorization of \$84,064.00. This authorization supports the transit needs of Vermonters in need of opioid treatment services.	(iii) Opioid Treatment Pilot, with an authorization of \$84,064.00. This authorization supports the transit needs of Vermonters in need of opioid treatment services.	
(5) Rail Program. This act authorizes \$36,780,019.00, including local funds, for intercity passenger rail service and rail infrastructure throughout the State, including modifications to the Burlington Vermont Rail Systems railyard to accommodate overnight servicing to facilitate New York City–Burlington rail service.	(5) Rail Program. This act authorizes \$36,780,019.00, including local funds, for intercity passenger rail service and rail infrastructure throughout the State, including modifications to the Burlington Vermont Rail Systems railyard to accommodate overnight servicing to facilitate New York City–Burlington rail service.	
(6) Transformation of the State Vehicle Fleet. The Department of Buildings and General Services, which manages the State Vehicle Fleet, currently has 25 PHEVs and two BEVs in the State Vehicle Fleet. In fiscal year 2022, the Department of Buildings and General Services expects to add 12 additional PHEVs and eight additional BEVs to the fleet.	(6) Transformation of the State Vehicle Fleet. The Department of Buildings and General Services, which manages the State Vehicle Fleet, currently has 25 PHEVs and two BEVs in the State Vehicle Fleet. In fiscal year 2022, the Department of Buildings and General Services expects to add 12 additional PHEVs and eight additional BEVs to the fleet.	
(7) Electric vehicle supply equipment. In furtherance of the State's goal to increase the presence of EVSE in Vermont:	(7) Electric vehicle supply equipment. In furtherance of the State's goal to increase the presence of EVSE in Vermont:	
(A) Sec. 22 of this act authorizes up to \$1,000,000.00 to the Interagency EVSE Grant Program for a pilot program for EVSE at multi- unit affordable housing and multi-unit dwellings owned by a nonprofit; and	(A) Sec. 29 of this act authorizes up to \$1,000,000.00 to the Interagency EVSE Grant Program for a pilot program for EVSE at multi- unit affordable housing and multi-unit dwellings owned by a nonprofit; and	
(B) Sec. 23 of this act sets a State goal to have a level 3 EVSE charging port available to	(B) Sec. 30 of this act sets a State goal to have a level 3 EVSE charging port available to	

the public within five miles of every exit of the	the public within five miles of every exit of the	
Dwight D. Eisenhower National System of	Dwight D. Eisenhower National System of	
Interstate and Defense Highways within the State	Interstate and Defense Highways within the State	
and 50 miles of another level 3 EVSE charging	and 50 miles of another level 3 EVSE charging	
port available to the public along a State highway	port available to the public along a State highway	
and requires the annual filing of an up-to-date	and requires the annual filing of an up-to-date	
map showing the locations of all level 3 EVSE	map showing the locations of all level 3 EVSE	
available to the public within the State with the	available to the public within the State with the	
House and Senate Committees on Transportation	House and Senate Committees on Transportation	
<u>until this goal is met.</u>	until this goal is met.	
(8) Vehicle incentive programs and	(8) Vehicle incentive programs and	
expansion of the PEV market.	expansion of the PEV market.	
(A) Incentive Program for New PEVs	(A) Incentive Program for New PEVs	
and partnership with Drive Electric Vermont.	and partnership with Drive Electric Vermont.	
Sec. 10 of this act authorizes:	Sec. 17 of this act authorizes:	
(i) up to an additional \$250,000.00	(i) up to an additional \$250,000.00	
for the Agency to continue and expand the	for the Agency to continue and expand the	
Agency's public-private partnership with Drive	Agency's public-private partnership with Drive	
Electric Vermont to support the expansion of the	Electric Vermont to support the expansion of the	
PEV market in the State; and	PEV market in the State; and	
(ii) at least \$3,000,000.00 for PEV	(ii) at least \$3,000,000.00 for PEV	
purchase and lease incentives under the Incentive	purchase and lease incentives under the Incentive	
Program for New PEVs, which is the State's	Program for New PEVs, which is the State's	
program to incentivize the purchase and lease of	program to incentivize the purchase and lease of	
new PEVs, and capped administrative costs.	new PEVs, and capped administrative costs.	
(B) MileageSmart. Sec. 13 of this act	(B) MileageSmart. Sec. 20 of this act	
authorizes up to \$1,250,000.00 for purchase		
incentives under MileageSmart, which is the	authorizes up to \$1,250,000.00 for purchase incentives under MileageSmart, which is the	
State's used high-fuel-efficiency vehicle incentive	State's used high-fuel-efficiency vehicle incentive	
program, and capped administrative costs.	program, and capped administrative costs.	

(C) Emissions repairs. Sec. 18 of this act authorizes up to \$375,000.00 for emissions repair vouchers and capped startup and administrative costs.	(C) Emissions repairs. Sec. 25 of this act authorizes up to \$375,000.00 for emissions repair vouchers and capped startup and administrative costs.	
(D) Replace Your Ride Program. Sec. 20 of this act creates a new program to be known as the Replace Your Ride Program, which will be the State's program to incentivize Vermonters to remove older low-efficiency vehicles from operation and switch to modes of transportation that produce fewer greenhouse gas emissions, and authorizes up to \$1,500,000.00 for incentives under the Program and capped startup and administrative costs.	(D) Replace Your Ride Program. Sec. 27 of this act creates a new program to be known as the Replace Your Ride Program, which will be the State's program to incentivize Vermonters to remove older low-efficiency vehicles from operation and switch to modes of transportation that produce fewer greenhouse gas emissions, and authorizes up to \$1,500,000.00 for incentives under the Program and capped startup and administrative costs.	
(E) Electric bicycle incentives. Sec. 21 of this act authorizes up to \$50,000.00 for \$200.00 incentives for the purchase of an electric bicycle.	(E) Electric bicycle incentives. Sec. 28 of this act authorizes up to \$50,000.00 for \$200.00 incentives for the purchase of an electric bicycle.	
(9) PEV rate design. Sec. 26 of this act requires the State's electric distribution utilities to implement PEV rates for public and private EVSE not later than June 30, 2024.	(9) PEV rate design. Sec. 33 of this act requires the State's electric distribution utilities to offer PEV rates for public and private EVSE not later than June 30, 2024.	
	(10) Improvements to high-use corridors. Sec. 39 of this act requires the Agency to continue to improve highways as required under statute in order to enhance safety and accessibility on highways with a particular focus on high-use corridors identified in the On-Road Bicycle Plan prepared in April 2016 or a subsequent update.	
(10) Transportation equity framework. Sec. 35 of this act requires the Agency, in consultation with the State's 11 Regional Planning	(11) Transportation equity framework. Sec. 41 of this act requires the Agency, in consultation with the State's 11 Regional Planning	

	Commissions (PRCs), to complete and report back on a comprehensive analysis of the State's existing transportation programs and develop a recommendation on a transportation equity framework that can be used to advance mobility equity, which is a transportation system that increases access to mobility options, reduces air pollution, and enhances economic opportunity for Vermonters in communities that have been underserved by the State's transportation system. As part of this analysis, the RPCs are required to engage in a targeted public outreach process. * * * Highway N	Commissions (PRCs), to complete and report back on a comprehensive analysis of the State's existing transportation programs and develop a recommendation on a transportation equity framework that can be used to advance mobility equity, which is a transportation system that increases access to mobility options, reduces air pollution, and enhances economic opportunity for Vermonters in communities that have been underserved by the State's transportation system. As part of this analysis, the RPCs are required to engage in a targeted public outreach process.	
Sec. 3. HIGHWAY MAINTENANCEWithin the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Maintenance, spending is amended as follows:FY22As Proposed 45,339,790As Amended Change 45,339,790FY22As Proposed 45,339,790As Amended Change 45,339,790Personal Services45,339,7900 45,339,790Operating Expenses57,902,70957,902,709Operating Total57,902,70957,902,709Sources of funds State277,000277,000Sources of funds Federal10,902,78715,677,787State92,516,71287,741,712-4,775,000Interdepartmental Transfer100,000100,000Total103,519,4990	Personal 45,339,790 45,339,790 0 Services Operating 57,902,709 57,902,709 0 Expenses Grants 277,000 277,000 0 Total 103,519,499 103,519,499 0 State 92,516,712 87,191,712 -5,325,000	Sec. 3. HIGHWAY MAINTENANCEWithin the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Maintenance, spending is amended as follows:FY22As Proposed 45,339,790As Amended 45,339,790FY22As Proposed 45,339,790As Amended 45,339,790Personal Services Operating Grants57,902,709 277,00057,902,709 0 277,000Sources of Foderal Total103,519,499103,519,499Sources of funds State92,516,712 10,902,787 16,227,787 16,227,787 5,325,000 Interdepartmental Transfer Total100,000 100,000Total103,519,499103,519,4990	 NOTES FROM COMMITTEE OF CONFERENCE: House conferees agree to Senate's proposal of amendment. HOUSE EXPLANATION: Increases the swap by an additional \$150k for MileageSmart (Sec. 20) and up to an additional \$400k for the New Haven Train Depot (Sec. 8).

* * * Bridge 61; Program Development; Town Highway Bridges * * *			
	Sec. 4. BRIDGE 61 IN SPRINGFIELD, VT (a) Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program, the following project is moved from Program Development to Town Highway Bridges: Springfield BF 0134(49). (b) Authorized spending for Springfield BF 0134(49) is not modified in any way.	Sec. 4. BRIDGE 61 IN SPRINGFIELD, VT (a) Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program, the following project is moved from Program Development to Town Highway Bridges: Springfield BF 0134(49). (b) Authorized spending for Springfield BF 0134(49) is not modified in any way.	 NOTES FROM COMMITTEE OF CONFERENCE: House conferees agree to Senate's proposal of amendment. HOUSE EXPLANATION: Moves the Bridge 61 (Springfield, VT) project from Program Development to Town Highway Bridges (accidentally included in the wrong program by the Agency). No changes in authorized spending.
	* * * DMV IT Syste	m Replacement * * *	
	Sec. 4a. DMV IT SYSTEM REPLACEMENT (a) The following project is added to the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for the Department of Motor Vehicles: DMV IT System Replacement. (b) Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Proposed Fiscal Year 2022 Transportation Program for the Department of Motor Vehicles, spending authority for the DMV IT System Replacement Project is authorized as follows:	Sec. 5. DMV IT SYSTEM REPLACEMENT (a) The following project is added to the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for the Department of Motor Vehicles: DMV IT System Replacement. (b) Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for the Department of Motor Vehicles, spending authority for the DMV IT System Replacement Project is authorized as follows: 	 NOTES FROM COMMITTEE OF CONFERENCE: House conferees agree to Senate's proposal of amendment. HOUSE EXPLANATION: Adds the DMV IT System Replacement project to the Transportation Program, with an authorization of \$24.5M and carryforward language, because the Big Bill now appropriates \$24.5M in ARPA monies directly to the Department of Motor Vehicles.
	FY22 As Proposed As Amended Change Operating 0 24,500,000 24,500,000 Expenses	FY22 As Proposed As Amended Change Operating 0 24,500,000 24,500,000 Expenses 0 24,500,000 24,500,000 Total 0 24,500,000 24,500,000 Sources of funds 6 24,500,000 24,500,000 Federal 0 24,500,000 24,500,000 Total 0 24,500,000 24,500,000	

(c) Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, any amount of the appropriation for the DMV IT System Replacement Project remaining unexpended on June 30, 2022 shall be carried forward and designated for expenditure on the DMV IT System Replacement Project in the subsequent fiscal year.	(c) Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, any amount of the appropriation for the DMV IT System Replacement Project remaining unexpended on June 30, 2022 shall be carried forward and designated for expenditure on the DMV IT System Replacement Project in the subsequent fiscal year.	
* * * Roadway Projects; Phos	phorus Control Planning * * *	
Sec. 4b. ROADWAY PROJECTS; STATEWIDE PHOSPHORUS CONTROL PLANNING (a) The following project is added to the	Sec. 6. ROADWAY PROJECTS; STATEWIDE PHOSPHORUS CONTROL PLANNING (a) The following project is added to the	 NOTES FROM COMMITTEE OF CONFERENCE: House conferees agree to Senate's proposal of amendment.
Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Roadway: Statewide PCP().	Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Roadway: Statewide PCP(_).	 HOUSE EXPLANATION: Adds a new project for statewide phosphorus control planning to the Transportation
(b) Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Roadway, spending authority for the Statewide PCP() Project is authorized as follows:	(b) Within the Agency of Transportation's <u>Proposed Fiscal Year 2022 Transportation</u> <u>Program for Roadway, spending authority for the</u> <u>Statewide PCP()</u> Project is authorized as follows:	Program, with an authorization of \$3M and carryforward language, because the Big Bill now appropriates \$3M in ARPA monies for initiatives related to TS4 and the 3-acre rule (see Michele's email from 5/14/21 at 2:55
FY22As ProposedAs AmendedChangePE02,250,0002,250,000ROW0150,000150,000Construction0600,000600,000Total03,000,0003,000,000	FY22 As Proposed As Amended Change PE 0 2,250,000 2,250,000 ROW 0 150,000 150,000 Construction 0 600,000 600,000 Total 0 3,000,000 3,000,000	pm).
Sources of funds Federal 0 3,000,000 3,000,000 Total 0 3,000,000 3,000,000	Sources of funds 0 3,000,000 3,000,000 Federal 0 3,000,000 3,000,000 Total 0 3,000,000 3,000,000	
(c) Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, any amount of the appropriation	(c) Notwithstanding any other provision of law and subject to the approval of the Secretary of Administration, any amount of the appropriation	

for the Statewide PCP() Project remaining	for the Statewide PCP(_) Project remaining	
unexpended on June 30, 2022 shall be carried	unexpended on June 30, 2022 shall be carried	
forward and designated for expenditure on the	forward and designated for expenditure on the	
Statewide PCP() Project in the subsequent fiscal	Statewide PCP() Project in the subsequent fiscal	
year.	year.	
year.	<u>your</u> .	
* * * Municipal Mitigatio	Assistance Program * * *	
with the second se	Assistance Program	
		NOTES FROM COMMUTER OF
Sec. 4c. MUNICIPAL MITIGATION	Sec. 7. MUNICIPAL MITIGATION	NOTES FROM COMMITTEE OF
ASSISTANCE PROGRAM	ASSISTANCE PROGRAM	CONFERENCE:
		- House conferees agree to Senate's proposal of
Within the Agency of Transportation's	Within the Agency of Transportation's	amendment.
Proposed Fiscal Year 2022 Transportation	Proposed Fiscal Year 2022 Transportation	
Program for Municipal Mitigation Assistance	Program for Municipal Mitigation Assistance	HOUSE EXPLANATION:
Program, spending is amended as follows:	Program, spending is amended as follows:	- Adds an additional \$500k to the authorization
		for the Municipal Mitigation Assistance
FY22 As Proposed As Amended Change	FY22 <u>As Proposed</u> As Amended Change	Program because the Big Bill now
Operating 265,000 265,000 0	Operating 265,000 265,000 0	appropriates \$500k in ARPA monies for this
Expenses	Expenses	program (see Michele's email from 5/14/21 at
Grants 5,845,000 6,345,000 500,000	Grants 5,845,000 6,345,000 500,000	2:55 pm).
Total 6,110,000 6,610,000 500,000	Total 6,110,000 6,610,000 500,000	2.55 pm).
Sources of funds	Sources of funds	
State 705,000 705,000 0	State 705,000 705,000 0	
Federal 1,428,000 1,928,000 500,000	Federal 1,428,000 1,928,000 500,000	
Other 3,977,000 3,977,000 0	Other 3,977,000 3,977,000 0	
Total 6,110,000 6,610,000 500,000	Total 6,110,000 6,610,000 500,000	
* * * New Haven	Train Depot * * *	
	1	
Sec. 34. NEW HAVEN TRAIN DEPOT	Sec. 8. NEW HAVEN TRAIN DEPOT	NOTES FROM COMMITTEE OF
		CONFERENCE:
In fiscal year 2022, the Agency is authorized to	In fiscal year 2022, the Agency is authorized to	 House conferees agree to Senate's proposal of
spend up to \$400,000.00 in one-time		
	spend up to \$400,000.00 in one-time	amendment.
Transportation Fund monies to provide a grant to	Transportation Fund monies to provide a grant to	
the Town of New Haven to cover a portion of the	the Town of New Haven to cover a portion of the	HOUSE EXPLANATION:
costs associated with relocating the New Haven	costs associated with relocating the New Haven	- Authorizes up to \$400k in one-time

Train Depot currently located at the junction of Routes 7 and 17.	Train Depot currently located at the junction of Routes 7 and 17.	Transportation Fund monies in FY22 for a grant to the Town of New Haven to cover a portion of the costs to relocate the New Have Train Depot.
* * * Repeal of U.S.	Route 4 Permit * * *	
Sec. 5. LEGISLATIVE INTENT	Sec. <mark>9</mark> . LEGISLATIVE INTENT	NOTES FROM COMMITTEE OF CONFERENCE:
(a) It is the intent of the General Assembly not to repeal 23 V.S.A. § 1432(c), pursuant to Secs. 6 and 36(b) of this act, until the Agency of	 (a) It is the intent of the General Assembly not to repeal 23 V.S.A. § 1432(c), pursuant to Secs. 10 and 42(b) of this act, until the Agency of 	 House conferees agree to Senate's proposal o amendment with the change to July 1, 2022 in subsection (b).
<u>Transportation:</u> (1) works with the Town of Woodstock to	<u>Transportation:</u> (1) works with the Town of Woodstock to	HOUSE EXPLANATION: - Expresses legislative intent on the timing
identify safety concerns related to tractor trailers traveling through the Town on U.S. Route 4; and	identify safety concerns related to tractor trailers traveling through the Town on U.S. Route 4; and	behind the repeal of the U.S. Route 4 permit and why the permit can be repealed effective July 1, 2022 (time for the Agency to work with
(2) incorporates improvements it <u>determines, in its sole authority, are feasible</u> within the town highway right-of-way and scope	(2) incorporates improvements it determines, in its sole authority, are feasible within the town highway right-of-way and scope	the Town of Woodstock to make improvement during the summer 2021 construction season and for the Town to make additional
of work for Woodstock NH PC21(5) within the Agency's Proposed Fiscal Year 2022 Transportation Program for Program	of work for Woodstock NH PC21(5) within the Agency's Proposed Fiscal Year 2022 Transportation Program for Program	improvements that it deems necessary).
Development—Paving. (b) The project identified as Woodstock NH	<u>Development—Paving.</u> (b) The project identified as Woodstock NH	
PC21(5) is expected to be completed during the summer 2021 construction season and there is no	PC21(5) is expected to be completed during the summer 2021 construction season and there is no	
projected fiscal year 2023 funding for the project included in the Proposed Fiscal Year 2022 Transportation Program, so having the repeal of	projected fiscal year 2023 funding for the project included in the Proposed Fiscal Year 2022 Transportation Program, so having the repeal of	
23 V.S.A. § 1432(c) be effective on January 1, 2022 should provide sufficient time for the Agency to work with the Town to design and	23 V.S.A. § 1432(c) be effective on July 1, 2022 should provide sufficient time for the Agency to work with the Town to design and complete the	

	PC21(5) and the Town to make any additional improvements that it deems necessary.	the Town to make any additional improvements that it deems necessary.	
	Sec. 6. 23 V.S.A. § 1432(c) is amended to read:	Sec. 10. 23 V.S.A. § 1432(c) is amended to read:	NOTES FROM COMMITTEE OF CONFERENCE:
	(c) Operation on U.S. Route 4. Notwithstanding any other law to the contrary, vehicles with a trailer or semitrailer that are longer than 68 feet but not longer than 75 feet may be operated with a single or multiple trip overlength permit issued at no cost by the Department of Motor Vehicles or, for a fee, by an entity authorized in subsection 1400(d) of this title on U.S. Route 4 from the New Hampshire state line to the junction of VT Route 100 south, provided the distance from the kingpin of the semitrailer to the center of the rearmost axle group is not greater than 41 feet. [Repealed.]	(c) Operation on U.S. Route 4. Notwithstanding any other law to the contrary, vehicles with a trailer or semitrailer that are longer than 68 feet but not longer than 75 feet may be operated with a single or multiple trip overlength permit issued at no cost by the Department of Motor Vehicles or, for a fee, by an entity authorized in subsection 1400(d) of this title on U.S. Route 4 from the New Hampshire state line to the junction of VT Route 100 south, provided the distance from the kingpin of the semitrailer to the center of the rearmost axle group is not greater than 41 feet. [Repealed.]	 House conferees agree to Senate's proposal of amendment with the change to the effective date to make effective on July 1, 2022. HOUSE EXPLANATION: Repeals the permit (23 V.S.A. § 1432(c) in codified law) effective July 1, 2022.
	* * * Town Hig	ghway Aid * * *	
Sec. 4. TOWN HIGHWAY AID (a) Notwithstanding 19 V.S.A. § 306(a), the fiscal year 2022 budget increases the annual 	[SECTION DELETED]	Sec. 11. TOWN HIGHWAY AID (a) Notwithstanding 19 V.S.A. § 306(a), the fiscal year 2022 budget increases the annual	NOTES FROM COMMITTEE OF CONFERENCE: - Senate conferees agree to add Sec. 4 (H) back.
Appropriation for aid to town highways by \$3,000,000.00 in one-time Transportation Fund monies to a total of \$30,105,769.00, which shall be distributed to municipalities in the same apportionments and for the same purposes as prescribed under 19 V.S.A. § 306(a)(3).		appropriation for aid to town highways by \$3,000,000.00 in one-time Transportation Fund monies to a total of \$30,105,769.00, which shall be distributed to municipalities in the same apportionments and for the same purposes as prescribed under 19 V.S.A. § 306(a)(3).	 SENATE EXPLANATION: Language to match the \$3M increase in the Big Bill appropriation for Town Highway Aid, over what is required for FY22 under statute, that will be distributed according to statute and used for purposes allowed under statutes. The
(b) The additional \$3,000,000.00 in one-time Transportation Fund monies shall not be included in any subsequent calculations for the annual appropriation for aid to town highways pursuant		(b) The additional \$3,000,000.00 in one-time Transportation Fund monies shall not be included in any subsequent calculations for the annual appropriation for aid to town highways pursuant	\$3M increase will not be included in future calculations for the appropriation required under statute. This is the exact same approach/treatment that was taken last year

to 19 V.S.A. § 306(a).	* * * Federal Infract	to 19 V.S.A. § 306(a).	 with the \$7M increase for Town Highway Aid in FY21. This is instead of the \$3M that the Senate proposal of amendment had going to Town Highway Structures and Class 2 Town Highway Roadway Programs in FY22.
	Sec. 7. FEDERAL INFRASTRUCTURE FUNDING (a) Notwithstanding Sec. 1 of this act; 2020 Acts and Resolves No. 121, Sec. 1; 19 V.S.A. § 10g(n); and 32 V.S.A. § 706, if a federal infrastructure bill or other federal legislation that provides for infrastructure funding is enacted that provides Vermont with additional federal funding for transportation-related projects, the Secretary, with approval from the Joint Transportation Oversight Committee pursuant to subdivision (c)(2) of this section, is authorized to exceed federal monies spending authority in the Fiscal Year 2021 and Fiscal Year 2022 Transportation Programs and to obligate and expend federal monies and up to \$2,000,000.00 in State Transportation Fund monies on development and evaluation for additional projects that meet federal eligibility and readiness criteria and have been evaluated through the Agency's prioritization process but are not in the Fiscal Year 2021 or Fiscal Year 2022 Transportation Program. (b) Nothing in subsection (a) of this section shall be construed to authorize the Secretary to obligate or expend:	 Sec. 12. FEDERAL INFRASTRUCTURE FUNDING (a) Notwithstanding Sec. 1 of this act; 2020 Acts and Resolves No. 121, Sec. 1; 19 V.S.A. § 10g(n); and 32 V.S.A. § 706, if a federal infrastructure bill or other federal legislation that provides for infrastructure funding is enacted that provides Vermont with additional federal funding for transportation-related projects, the Secretary, with approval from the Joint Transportation Oversight Committee pursuant to subdivision (c)(2) of this section, is authorized to exceed federal monies spending authority in the Fiscal Year 2021 and Fiscal Year 2022 Transportation Programs and to obligate and expend federal monies and up to \$2,000,000.00 in State Transportation Fund monies on development and evaluation for additional projects that meet federal eligibility and readiness criteria and have been evaluated through the Agency's prioritization process but are not in the Fiscal Year 2021 or Fiscal Year 2022 Transportation Program. (b) Nothing in subsection (a) of this section shall be construed to authorize the Secretary to 	 NOTES FROM COMMITTEE OF CONFERENCE: House conferees agree to Senate's proposal of amendment. HOUSE EXPLANATION: Establishes a process whereby the Agency can, with approval from the Joint Transportation Oversight Committee (JTOC), exceed federal monies spending authority in FY21 and FY22 and obligate and expend federal monies and up to \$2M in State Transportation Fund monies on certain projects.

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(1) State TIB funds above amounts authorized in the Fiscal Year 2021 or Fiscal Year 2022 Transportation Program; or (2) State Transportation Fund monies if the Agency does not:	(1) State TIB funds above amounts authorized in the Fiscal Year 2021 or Fiscal Year 2022 Transportation Program; or (2) State Transportation Fund monies if the Agency does not:	
(A) expect to accept and obligate federal monies pursuant to subsection (a) of this section in an amount sufficient to cover the additional expenditure of State Transportation Fund monies; and	(A) expect to accept and obligate federal monies pursuant to subsection (a) of this section in an amount sufficient to cover the additional expenditure of State Transportation Fund monies; and	
(B) expect the projects for which State Transportation Fund monies are used to eventually be eligible for funding entirely through federal monies.	(B) expect the projects for which State <u>Transportation Fund monies are used to</u> <u>eventually be eligible for funding entirely through</u> <u>federal monies.</u>	
(c)(1) The Agency shall promptly report the obligation or expenditure of monies under the authority of this section to the House and Senate Committees on Transportation and to the Joint Fiscal Office while the General Assembly is in session.	(c)(1) The Agency shall promptly report the obligation or expenditure of monies under the authority of this section to the House and Senate <u>Committees on Transportation and to the Joint</u> <u>Fiscal Office while the General Assembly is in</u> <u>session.</u>	
(2)(A) Consistent with 19 V.S.A. § 12b(c), the Agency shall promptly report any changes in the availability of federal funds and the anticipated obligation or expenditure of monies under the authority of this section to the Joint Fiscal Office, the Joint Fiscal Committee, and the Joint Transportation Oversight Committee.	(2)(A) Consistent with 19 V.S.A. § 12b(c), the Agency shall promptly report any changes in the availability of federal funds and the anticipated obligation or expenditure of monies under the authority of this section to the Joint Fiscal Office, the Joint Fiscal Committee, and the Joint Transportation Oversight Committee.	
(B) If the Joint Transportation Oversight Committee disapproves of the	(B) If the Joint Transportation Oversight Committee disapproves of the	

	anticipated obligation or expenditure of monies under the authority of this section, it shall provide notice of that disapproval, and an explanation of the basis for the disapproval, to the Agency within 30 calendar days following receipt of the report of the anticipated expenditure.	anticipated obligation or expenditure of monies under the authority of this section, it shall provide notice of that disapproval, and an explanation of the basis for the disapproval, to the Agency within 30 calendar days following receipt of the report of the anticipated expenditure.	
	(C) If the Joint Transportation Oversight Committee disapproves of an anticipated obligation or expenditure of monies under subdivision (B) of this subdivision (2), the Agency may revise and resubmit for further consideration.	(C) If the Joint Transportation Oversight Committee disapproves of an anticipated obligation or expenditure of monies under subdivision (B) of this subdivision (2), the Agency may revise and resubmit for further consideration.	
	(D) If the Joint Transportation Oversight Committee does not disapprove of the anticipated obligation or expenditure of monies under the authority of this section within 30 calendar days of receipt of the report of the	(D) If the Joint Transportation Oversight Committee does not disapprove of the anticipated obligation or expenditure of monies under the authority of this section within 30 calendar days of receipt of the report of the	
	anticipated obligation or expenditure or receipt of a revised submittal, then the anticipated obligation or expenditure is deemed approved. (d) Subsections (a) and (b) of this section shall continue in effect until February 1, 2022.	<u>anticipated obligation or expenditure or receipt of</u> <u>a revised submittal, then the anticipated obligation</u> <u>or expenditure is deemed approved.</u> (d) Subsections (a) and (b) of this section shall continue in effect until February 1, 2022.	
***]	Inclusion of Maintenance for the Lamoille Valley Rai	1 Trail in the Annual Proposed Transportation Program	m * * *
Sec. 2. 19 V.S.A. § 10g(p) is added to read:	[SECTION DELETED]	Sec. 13. 19 V.S.A. § 10g(p) is added to read:	NOTES FROM COMMITTEE OF CONFERENCE:
(p) The Agency shall include the annual maintenance required for the Lamoille Valley Rail Trail (LVRT), running from Swanton to St.		(p) The Agency shall include the annual maintenance required for the Lamoille Valley Rail Trail (LVRT), running from Swanton to St.	- Senate conferees agree to <u>House conferees'</u> proposal (modification of Sec. 2(H) (APBH), but subdivision (7) deleted).
Johnsbury, in the Transportation Program it presents to the General Assembly under subsection (a) of this section. The proposed		Johnsbury, in the Transportation Program it presents to the General Assembly under subsection (a) of this section. The proposed	HOUSE EXPLANATION: - This is the language that was included as Sec.

authorization for the maintenance of the LVRT	authorization for the maintenance of the LVRT2 in the T. Bill APBH minus the inclusionshall be sufficient to cover:subdivision (7).
shall be sufficient to cover:	subdivision (7).
(1) maintenance and repair or replacement	(1) maintenance and repair or replacement SENATE EXPLANATION:
of any bridges along the LVRT;	of any bridges along the LVRT; - Adds to codified law, in the section that
	includes the contents of the annual propose
(2) maintenance and repair of the fencing	(2) maintenance and repair of the fencing Transportation Program that the Agency is
along the LVRT and any leased lines;	along the LVRT and any leased lines; required to provide to provide to the Gener
(3) maintenance and repair of the	(3) maintenance and repair of theAssembly (19 V.S.A. § 10g(p)), a new subsection that will require the Agency to
stormwater systems for the LVRT;	stormwater systems for the LVRT; include the cost of maintaining the Lamoil
	Valley Rail Trail (LVRT) in the annual
(4) any large-scale surface maintenance	(4) any large-scale surface maintenance proposed Transportation Program.
required due to dangerous conditions along the	required due to dangerous conditions along the
<u>LVRT or compromise of the rail bed of the</u> LVRT, or both;	LVRT or compromise of the rail bed of the LVRT, or both;
(5) resolution of any unauthorized	(5) resolution of any unauthorized
encroachments related to the rail bed, but not the	encroachments related to the rail bed, but not the
recreational use of the LVRT;	recreational use of the LVRT; and
(6) any other maintenance obligations	(6) any other maintenance obligations
required of the Agency under a memorandum of	required of the Agency under a memorandum of
understanding entered into regarding the	understanding entered into regarding the
maintenance of the LVRT; and	maintenance of the LVRT.
(7) the cost of all ongoing maintenance of the LVRT by the Department of Forests, Parks	
and Recreation at such time as the Agency enters	
into a lease and maintenance agreement with the	
Department of Forests, Parks and Recreation for	
the LVRT.	

):30 pm)		
* * * Town Highway Structures and Class	2 Town Highway Roadway Programs * * *	
* * * Fiscal Y	Tear 2022 * * *	
Sec. 8. TOWN HIGHWAY STRUCTURES AND CLASS 2 TOWN HIGHWAY ROADWAY PROGRAMS IN FISCAL YEAR 2022 Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Town Highway Structures and Town Highway Class 2 Roadway, collective spending between the two programs is amended by increasing the total authorization for the two programs combined by \$3,000,000.00 in one-time Transportation Fund monies. The Agency shall determine, based on municipal need, how to distribute the increased authorization between the two programs.	[SECTION DELETED]	 NOTES FROM COMMITTEE OF CONFERENCE: Senate conferees agree to delete section. SENATE EXPLANATION: Instead of having the additional \$3M go to the Town Highway Structures and Class 2 Town Highway Roadway Programs in FY22 the \$3M goes to Town Highway Aid.
* * * Fiscal Y	fear 2021 * * *	
Sec. <mark>9</mark> . TOWN HIGHWAY STRUCTURES	Sec. 14. TOWN HIGHWAY STRUCTURES	NOTES FROM COMMITTEE OF
AND CLASS 2 TOWN HIGHWAY POADWAY		CONFEDENCE.

Sec. 5. TOWN HIGHWAY STRUCTURES	Sec. 9. TOWN HIGHWAY STRUCTURES	Sec. 14. TOWN HIGHWAY STRUCTURES	NOTES FROM COMMITTEE OF
AND CLASS 2 TOWN HIGHWAY ROADWAY	AND CLASS 2 TOWN HIGHWAY ROADWAY	AND CLASS 2 TOWN HIGHWAY ROADWAY	CONFERENCE:
PROGRAMS IN FISCAL YEAR 2021	PROGRAMS IN FISCAL YEAR 2021	PROGRAMS IN FISCAL YEAR 2021	- Language the same in all three versions.
Notwithstanding any other provision of law, in	Notwithstanding any other provision of law, in	Notwithstanding any other provision of law, in	
fiscal year 2022, the Agency is authorized to	fiscal year 2022, the Agency is authorized to	fiscal year 2022, the Agency is authorized to	
reimburse, subsequent to performance of the	reimburse, subsequent to performance of the	reimburse, subsequent to performance of the	
work, municipalities for projects awarded a grant	work, municipalities for projects awarded a grant	work, municipalities for projects awarded a grant	
under the Town Highway Structures and Class 2	under the Town Highway Structures and Class 2	under the Town Highway Structures and Class 2	
Town Highway Roadway Programs for costs	Town Highway Roadway Programs for costs	Town Highway Roadway Programs for costs	
incurred during fiscal year 2021.	incurred during fiscal year 2021.	incurred during fiscal year 2021.	
	* * * Minimum Total Grant Awa	rds; Maximum Grant Award * * *	

Sec. 6. 19 V.S.A. § 306 is amended to read:	TON DELETED Sec. 15. 19 V.S.A. § 306 is amended to read:	NOTES FROM COMMITTEE OF
		CONFERENCE:
§ 306. APPROPRIATION; STATE AID FOR	§ 306. APPROPRIATION; STATE AID FOR	- Senate conferees agree to add Sec. 6 (H) back.
TOWN HIGHWAYS	TOWN HIGHWAYS	
		SENATE EXPLANATION:
* * *	* * *	- Amends 19 V.S.A. § 306(e) and (h) to
		increase the total annual minimum in grant
(e) State aid for town highway structures.	(e) State aid for town highway structures.	awards for each program.
(1) There shall be an annual appropriation	(1) There shall be an annual appropriation	
for grants to municipalities for maintenance	for grants to municipalities for maintenance	
(including actions to extend life expectancy) and	(including actions to extend life expectancy) and	
for construction of bridges and culverts; for	for construction of bridges and culverts; for	
maintenance and construction of other structures,	maintenance and construction of other structures,	
including causeways and retaining walls, intended	including causeways and retaining walls, intended	
to preserve the integrity of the traveled portion of	to preserve the integrity of the traveled portion of	
class 1, 2, and 3 town highways; and for	class 1, 2, and 3 town highways; and for	
alternatives that eliminate the need for a bridge,	alternatives that eliminate the need for a bridge,	
culvert, or other structure, such as the construction	culvert, or other structure, such as the construction	
or reconstruction of a highway, the purchase of	or reconstruction of a highway, the purchase of	
parcels of land that would be landlocked by	parcels of land that would be landlocked by	
closure of a bridge, the payment of damages for	closure of a bridge, the payment of damages for	
loss of highway access, and the substitution of	loss of highway access, and the substitution of	
other means of access.	other means of access.	
(2) Each fiscal year, the Agency shall	(2) Each fiscal year, the Agency shall	
approve qualifying projects with a total estimated	approve qualifying projects with a total estimated	
State share cost of \$5,833,500.00 <u>\$7,200,000.00</u>	State share cost of \$5,833,500.00 <u>\$7,200,000.00</u> at	
at a minimum as new grants. The Agency's	a minimum as new grants. The Agency's	
proposed appropriation for the Program shall take	proposed appropriation for the Program shall take	
into account the estimated amount of qualifying	into account the estimated amount of qualifying	
invoices submitted to the Agency with respect to	invoices submitted to the Agency with respect to	
project grants approved in prior years but not yet	project grants approved in prior years but not yet	
completed as well as with respect to new project	completed as well as with respect to new project	
grants to be approved in the fiscal year. In a given	grants to be approved in the fiscal year. In a given	
fiscal year, should expenditures in the Town	fiscal year, should expenditures in the Town	

Highway Structures Program exceed the amount	Highway Structures Program exceed the amount	
appropriated, the Agency shall advise the	appropriated, the Agency shall advise the	
Governor of the need to request a supplemental	Governor of the need to request a supplemental	
appropriation from the General Assembly to fund	appropriation from the General Assembly to fund	
the additional project cost, provided that the	the additional project cost, provided that the	
Agency has previously committed to completing	Agency has previously committed to completing	
those projects.	those projects.	
* * *	n an	
(b) Class 2 Town Highway Decidence	(b) Class 2 Terry History Descharge	
(h) Class 2 Town Highway Roadway	(h) Class 2 Town Highway Roadway	
Program. There shall be an annual appropriation	Program. There shall be an annual appropriation	
for grants to municipalities for resurfacing,	for grants to municipalities for resurfacing,	
rehabilitation, or reconstruction of paved or	rehabilitation, or reconstruction of paved or	
unpaved class 2 town highways. However,	unpaved class 2 town highways. However,	
municipalities that have no State highways or	municipalities that have no State highways or	
class 1 town highways within their borders may	class 1 town highways within their borders may	
use the grants for such activities with respect to	use the grants for such activities with respect to	
both class 2 and class 3 town highways. Each	both class 2 and class 3 town highways. Each	
fiscal year, the Agency shall approve qualifying	fiscal year, the Agency shall approve qualifying	
projects with a total estimated State share cost of	projects with a total estimated State share cost of	
\$7,648,750.00 <u>\$8,600,000.00</u> at a minimum as	<mark>\$7,648,750.00</mark> <u>\$8,600,000.00</u> at a minimum as	
new grants. The Agency's proposed	new grants. The Agency's proposed	
appropriation for the Program shall take into	appropriation for the Program shall take into	
account the estimated amount of qualifying	account the estimated amount of qualifying	
invoices submitted to the Agency with respect to	invoices submitted to the Agency with respect to	
project grants approved in prior years but not yet	project grants approved in prior years but not yet	
completed as well as with respect to new project	completed as well as with respect to new project	
grants to be approved in the fiscal year. In a given	grants to be approved in the fiscal year. In a given	
fiscal year, should expenditures in the Class 2	fiscal year, should expenditures in the Class 2	
Town Highway Roadway Program exceed the	Town Highway Roadway Program exceed the	
amount appropriated, the Agency shall advise the	amount appropriated, the Agency shall advise the	
Governor of the need to request a supplemental	Governor of the need to request a supplemental	
appropriation from the General Assembly to fund	appropriation from the General Assembly to fund	
the additional project cost, provided that the	the additional project cost, provided that the	
Agency has previously committed to completing	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.		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.	
* * *		<mark>* * *</mark>	
Sec. 7. 19 V.S.A. § 309b is amended to read:	[SECTION DELETED]	Sec. 16. 19 V.S.A. § 309b is amended to read:	NOTES FROM COMMITTEE OF CONFERENCE:
§ 309b. LOCAL MATCH; CERTAIN TOWN HIGHWAY PROGRAMS		§ 309b. LOCAL MATCH; CERTAIN TOWN HIGHWAY PROGRAMS	- Senate conferees agree to add Sec. 7 (H) back.
(a) Notwithstanding subsection 309a(a) of this title, grants provided to towns under the town highway structures program shall be matched by local funds sufficient to cover 20 percent of the project costs, unless the town has adopted road and bridge standards, has completed a network inventory, and has submitted an annual certification of compliance for town road and bridge standards to the secretary Secretary, in which event the local match shall be sufficient to cover 10 percent of the project costs. The secretary Secretary may adopt rules to implement the town highway structures program. Town highway structures projects receiving funds pursuant to this subsection shall be the responsibility of the applicant municipality.		(a) Notwithstanding subsection 309a(a) of this title, grants provided to towns under the town highway structures program shall be matched by local funds sufficient to cover 20 percent of the project costs, unless the town has adopted road and bridge standards, has completed a network inventory, and has submitted an annual certification of compliance for town road and bridge standards to the secretary Secretary, in which event the local match shall be sufficient to cover 10 percent of the project costs. The secretary Secretary may adopt rules to implement the town highway structures program. Town highway structures projects receiving funds pursuant to this subsection shall be the responsibility of the applicant municipality.	 Amends 19 V.S.A. § 309b to increase the existing maximum grant award for the Class 2 Town Highway Roadway Program from \$175k to \$200k.
(b) Notwithstanding subsection 309a(a) of this title, grants provided to towns under the class 2 town highway roadway program shall be matched by local funds sufficient to cover 30 percent of the project costs, unless the town has adopted road		(b) Notwithstanding subsection 309a(a) of this title, grants provided to towns under the class 2 town highway roadway program shall be matched by local funds sufficient to cover 30 percent of the project costs, unless the town has adopted road	

and bridge standards, has completed a network		and bridge standards, has completed a network	
inventory, and has submitted an annual		inventory, and has submitted an annual	
certification of compliance for town road and		certification of compliance for town road and	
bridge standards to the secretary Secretary, in		bridge standards to the secretary Secretary, in	
which event the local match shall be sufficient to		which event the local match shall be sufficient to	
cover 20 percent of the project costs. The		cover 20 percent of the project costs. The	
secretary Secretary may adopt rules to implement		secretary Secretary may adopt rules to implement	
the class 2 town highway roadway program.		the class 2 town highway roadway program.	
Class 2 town highway roadway projects receiving		Class 2 town highway roadway projects receiving	
funds pursuant to this subsection shall be the		funds pursuant to this subsection shall be the	
responsibility of the applicant municipality, and a		responsibility of the applicant municipality, and a	
municipality shall not receive a grant in excess of		municipality shall not receive a grant in excess of	
\$175,000.00 \$200,000.00.		\$175,000.00 \$200,000.00.	
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* * *		<mark>* * *</mark>	
* *	* One-Time Transportation Fund Monies Authorizat	ions for Electrification of the Transportation Sector *	* *
		FFF	
	* * * Incentive Program for New PEV	s; Partnership with Drive Electric * * *	
		r,	
Sec. 8. NEW PEV INCENTIVE PROGRAM;	Sec. 10. INCENTIVE PROGRAM FOR NEW	Sec. 17. INCENTIVE PROGRAM FOR NEW	NOTES FROM COMMITTEE OF
PARTNERSHIP WITH DRIVE ELECTRIC	PEVS; PARTNERSHIP WITH DRIVE	PEVS; PARTNERSHIP WITH DRIVE	CONFERENCE:
VERMONT	ELECTRIC VERMONT	ELECTRIC VERMONT	- House conferees agree to Senate's proposal of
			amendment.
(a) In fiscal year 2022, the Agency is	(a) The Agency is	(a) The Agency is	
authorized to spend up to \$3,250,000.00 in one-	authorized to spend up to \$3,250,000.00 in one-	authorized to spend up to \$3,250,000.00 in one-	HOUSE EXPLANATION:
time Transportation Fund monies	time Transportation Fund monies in fiscal years	time Transportation Fund monies in fiscal years	- Changes the name of the program from the
on the New PEV	2021 and 2022 combined on the Incentive	2021 and 2022 combined on the Incentive	"New PEV Incentive Program" to the
Incentive Program established in 2019 Acts	Program for New PEVs established in 2019 Acts	Program for New PEVs established in 2019 Acts	"Incentive Program for New PEVs."
and Resolves No. 59, Sec. 34, as amended, and its	and Resolves No. 59, Sec. 34, as amended, and its	and Resolves No. 59, Sec. 34, as amended, and its	- Allows for the \$3M authorization for
partnership with Drive Electric Vermont with:	partnership with Drive Electric Vermont with:	partnership with Drive Electric Vermont with:	incentives to be used in fiscal year 2021
*	*		(corresponding language in Big Bill, Sec.
(1) Up to \$250,000.00 of that	(1) Up to \$250,000.00 of that	(1) Up to \$250,000.00 of that	B.1104).
\$3,250,000.00 available to	3,250,000.00 available in fiscal year 2022 to	3,250,000.00 available in fiscal year 2022 to	- Changes a "may" to a "shall" (per Drafting
continue and expand the Agency's public-private	continue and expand the Agency's public-private	continue and expand the Agency's public-private	Manual).

support the expansion of the PEV market in the	support the expansion of the PEV market in the	support the expansion of the PEV market in the	
State.	State.	State.	
(2) At least \$3,000,000.00 of that	(2) At least \$3,000,000.00 of that	(2) At least \$3,000,000.00 of that	
\$3,250,000.00 for PEV purchase and lease	\$3,250,000.00 for PEV purchase and lease	\$3,250,000.00 for PEV purchase and lease	
incentives and administrative costs as allowed	incentives and administrative costs as allowed	incentives and administrative costs as allowed	
under subsection (b) of this section. If less than	under subsection (b) of this section. If less than	under subsection (b) of this section. If less than	
\$250,000.00 is expended on the public-private	\$250,000.00 is expended on the public-private	\$250,000.00 is expended on the public-private	
partnership with Drive Electric Vermont under	partnership with Drive Electric Vermont under	partnership with Drive Electric Vermont under	
subdivision (1) of this subsection, then the	subdivision (1) of this subsection, then the balance	subdivision (1) of this subsection, then the balance	
balance of that \$250,000.00 shall only be	of that \$250,000.00 shall only be authorized for	of that \$250,000.00 shall only be authorized for	
authorized for additional PEV purchase and lease	additional PEV purchase and lease incentives and	additional PEV purchase and lease incentives and	
incentives and administrative costs as allowed	administrative costs as allowed under subsection	administrative costs as allowed under subsection	
under subsection (b) of this section.	(b) of this section.	(b) of this section.	
under subsection (b) of this section.	(b) of this section.	(b) of this section.	
(b) The Agency may use not more than 10	(b) The Agency shall use not more than 10	(b) The Agency shall use not more than 10	
percent of the authorization under subdivision	percent of the authorization under subdivision	percent of the authorization under subdivision	
(a)(2) of this section for costs associated with the	(a)(2) of this section for costs associated with the	(a)(2) of this section for costs associated with the	
administration of the Program.	administration of the Program.	administration of the Program.	
administration of the Program.	administration of the Program.	administration of the Program.	
Sec. 10. 2019 Acts and Resolves No. 59, Sec.	Sec. 11. 2019 Acts and Resolves No. 59, Sec.	Sec. 18. 2019 Acts and Resolves No. 59, Sec.	NOTES FROM COMMITTEE OF
34(a)(4), as amended by 2020 Acts and Resolves	34(a)(4), as amended by 2020 Acts and Resolves	34(a)(4), as amended by 2020 Acts and Resolves	CONFERENCE:
No. 121, Sec. 14, 2020 Acts and Resolves No.	No. 121, Sec. 14, 2020 Acts and Resolves No.	No. 121, Sec. 14, 2020 Acts and Resolves No.	- Language the same in all three versions.
154, Sec. G.112, and 2021 Acts and Resolves No.	154, Sec. G.112, and 2021 Acts and Resolves No.	154, Sec. G.112, and 2021 Acts and Resolves No.	- Language the same in an three versions.
3, Sec. 56, is further amended to read:	3, Sec. 56, is further amended to read:	3, Sec. 56, is further amended to read:	
5, Sec. 50, is further amended to read.	5, Sec. 50, is further amended to read.	5, Sec. 50, 18 further amended to read.	
(4) The Agency shall administer the	(4) The Agency shall administer the	(4) The Agency shall administer the	
program described in subsection (b) of this section	program described in subsection (b) of this section	program described in subsection (b) of this section	
through no-cost contracts with the State's electric	through no-cost contracts with the State's electric	through no cost contracts with the State's electric	
distribution utilities. [Repealed.]	distribution utilities. [Repealed.]	distribution utilities. [Repealed.]	
<u>uisinoution utilities.</u> <u>Inceptateu.</u>	<u>distribution utilities.</u> <u>[Kepealed.]</u>		
Sec. 9. 2019 Acts and Resolves No. 59, Sec.	Sec. 12. 2019 Acts and Resolves No. 59, Sec.	Sec. 19. 2019 Acts and Resolves No. 59, Sec.	NOTES FROM COMMITTEE OF
34(b), as amended by 2020 Acts and Resolves No.	34(b), as amended by 2020 Acts and Resolves No.	34(b), as amended by 2020 Acts and Resolves No.	CONFERENCE:
121, Sec. 14, 2020 Acts and Resolves No. 154,	121, Sec. 14, 2020 Acts and Resolves No. 154,	121, Sec. 14, 2020 Acts and Resolves No. 154,	- Senate conferees agree to House conferees'
Sec. G.112, and 2021 Acts and Resolves No. 134,	Sec. G.112, and 2021 Acts and Resolves No. 134,	Sec. G.112, and 2021 Acts and Resolves No. 3,	proposal.
Sec. 56, is further amended to read:	Sec. 56, is further amended to read:	Sec. 56, is further amended to read:	proposal.
	Sec. 30, is fulfiller amenueu to feau.		

			HOUSE EXPLANATION:
(b) Electric vehicle incentive program. A new	(b) Electric vehicle incentive program. A new	(b) Electric vehicle incentive program. A new	
PEV purchase and lease incentive program for	PEV purchase and lease <u>An</u> incentive program for	PEV purchase and lease <u>An</u> incentive program for	- Changes the name of the program from the
Vermont residents	Vermont residents to purchase and lease new	Vermont residents to purchase and lease new	"New PEV Incentive Program" to the
shall structure PEV purchase and lease	<u>PEVs</u> shall structure PEV purchase and lease	<u>PEVs</u> shall structure PEV purchase and lease	"Incentive Program for New PEVs."
incentive payments by income to help Vermonters	incentive payments by income to help Vermonters	incentive payments by income to help Vermonters	- Expands incentive availability to "per
benefit from electric driving, including Vermont's	benefit from electric driving, including Vermont's	benefit from electric driving, including Vermont's	individual per year."
most vulnerable. The program shall be known as	most vulnerable. The program shall be known as	most vulnerable. The program shall be known as	- Corrects a drafting error (subdivision
the New PEV Incentive Program .	the New PEV Incentive Program for New PEVs.	the New PEV Incentive Program for New PEVs.	(b)(3)(D)).
Specifically, the New PEV Incentive Program	Specifically, the New PEV Incentive Program for	Specifically, the New PEV Incentive Program for	- Expands incentives to certain tax-exempt
shall:	New PEVs shall:	<u>New PEVs</u> shall:	organizations in FY22.
			- Allows stacking between programs but not
* * *	* * *	* * *	stacking of multiple incentives under this
			program on the same vehicle.
(2) provide not more than one incentive of	(2) provide not more than one incentive of	(2) provide not more than one incentive of	
\$1,500.00 for a PHEV or \$2,500.00 for a BEV	\$1,500.00 for a PHEV or \$2,500.00 for a BEV.	\$1,500.00 for a PHEV or \$2,500.00 for a BEV,	SENATE EXPLANATION:
to:	per individual per year, to:	per individual per year, to:	- Identical to the Senate's proposal of
$(A) = \frac{1}{2} \frac{1}{2$	(A) = = = = = = = = =	(A) and (A) is the ideal density if A is the C is the	amendment except that the incentives for
(A) an individual domiciled in the State	(A) an individual domiciled in the State	(A) an individual domiciled in the State	certain tax-exempt organizations are specified
whose federal income tax filing status is single or	whose federal income tax filing status is single or	whose federal income tax filing status is single or	as being available in FY22 and language
head of household with an adjusted gross income	head of household with an adjusted gross income	head of household with an adjusted gross income	explicitly allows stacking between programs
under the laws of the United States greater than \$50,000,00, and at an below \$100,000,00;	under the laws of the United States greater than \$50,000,00 and at or below \$100,000,000	under the laws of the United States greater than	but not stacking of multiple incentives under
\$50,000.00 and at or below \$100,000.00;	\$50,000.00 and at or below \$100,000.00;	\$50,000.00 and at or below \$100,000.00;	this program on the same vehicle.
(B) an individual domiciled in the State	(B) an individual domiciled in the State	(B) an individual domiciled in the State	
whose federal income tax filing status is surviving	whose federal income tax filing status is surviving	whose federal income tax filing status is surviving	
spouse with an adjusted gross income under the	spouse with an adjusted gross income under the	spouse with an adjusted gross income under the	
laws of the United States greater than \$50,000.00	laws of the United States greater than \$50,000.00	laws of the United States greater than \$50,000.00	
<u>\$75,000.00</u> and at or below \$125,000.00;	1000000000000000000000000000000000000	$\frac{575,000.00}{100}$ and at or below $\frac{125,000.00}{125,000.00}$;	
$\frac{575,000.00}{125,000.00}$ and at of below \$125,000.00,	$\frac{973,000.00}{123,000.00}$ and at of below $9123,000.00$,	$\frac{975,000.00}{125,000.00}$ and at of below 9125,000.00,	
(C) a	(C) an individual who is part of a	(C) an individual who is part of a	
married couple with at least one spouse domiciled	married couple with at least one spouse domiciled	married couple with at least one spouse domiciled	
in the State whose federal income tax filing status	in the State whose federal income tax filing status	in the State whose federal income tax filing status	
is married filing jointly with an adjusted gross	is married filing jointly with an adjusted gross	is married filing jointly with an adjusted gross	
income under the laws of the United States greater	income under the laws of the United States greater	income under the laws of the United States greater	
than \$50,000.00 \$75,000.00 and at or below	than \$50,000.00 \$75,000.00 and at or below	than \$50,000.00 \$75,000.00 and at or below	

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\$125,000.00; or	\$125,000.00; or	\$125,000.00; or	
(D) a married couple with at least one spouse domiciled in the State and at least one spouse whose federal income tax filing status is married filing	(D) <u>an individual who is part of</u> 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	(D) <u>an individual who is part of</u> 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;	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;	separately with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$100,000.00;	
(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV to:	(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV, per individual per year, to:	(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV, per individual per year, to:	
(A) an individual domiciled in the State whose federal income tax filing status is single; <u>or</u> head of household, <u>or surviving spouse</u> with an adjusted gross income under the laws of the United States at or below \$50,000.00;	(A) an individual domiciled in the State whose federal income tax filing status is single, <u>or</u> head of household, <u>or surviving spouse</u> with an adjusted gross income under the laws of the United States at or below \$50,000.00;	(A) an individual domiciled in the State whose federal income tax filing status is single, <u>or</u> 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) 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 at or below \$75,000.00;	(B) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States at or below \$75,000.00;	(B) an individual domiciled in the State whose federal income tax filing status is surviving spouse with an adjusted gross income under the laws of the United States at or below \$75,000.00;	
(B)(C) a married couple with at least one spouse domiciled in the State whose federal income tax filing status is married filing jointly with an adjusted gross	(B)(C) an individual who is part of 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	(B)(C) an individual who is part of 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 $$50,000.00$ $$75,000.00$; or	income under the laws of the United States at or below \$50,000.00 \$75,000.00; or	income under the laws of the United States at or below \$50,000.00 \$75,000.00; or	
(C)(D) a married couple with at least one spouse domiciled in the State and at least one spouse whose federal	(C)(D) an individual who is part of a married couple with at least one spouse domiciled in the State and at least one spouse whose federal	(C)(D) an individual who is part of 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	income tax filing status is married filing	income tax filing status is married filing	

separately with an adjusted gross income under the laws of the United States at or below	separately with an adjusted gross income under the laws of the United States at or below	separately with an adjusted gross income under the laws of the United States at or below	
\$50,000.00 \$75,000.00;	\$50,000.00 ;	\$50,000.00;	
* * *	(4) provide not more than five incentives	(4) provide not more than five incentives	
	of either \$3,000.00 for a PHEV or \$4,000.00 for a BEV, or a combination thereof,	of either \$3,000.00 for a PHEV or \$4,000.00 for a BEV, or a combination thereof, in fiscal year 2022	
	to a tax-exempt organization incorporated in the	to a tax-exempt organization incorporated in the	
	State for the purpose of providing Vermonters	State for the purpose of providing Vermonters	
	with transportation alternatives to personal vehicle	with transportation alternatives to personal vehicle	
	ownership; and	ownership;	
	$\frac{(4)(5)}{(4)}$ apply to manufactured PEVs with a	(4)(5) apply to manufactured PEVs with a	
	Base Manufacturer's Suggested Retail Price	Base Manufacturer's Suggested Retail Price	
	(MSRP) of \$40,000.00 or less ; and	(MSRP) of \$40,000.00 or less <mark>; and</mark>	
	(5) provide not less than \$1,100,000.00, of	(5) provide not less than \$1,100,000.00, of	
	the initial \$2,000,000.00 authorization, and up to	the initial \$2,000,000.00 authorization, and up to	
	<mark>an additional \$2,050,000.00 in fiscal year 2021in</mark>	an additional \$2,050,000.00 in fiscal year 2021in	
	PEV purchase and lease incentives.	PEV purchase and lease incentives	
		(6) provide incentives that may be in	
		addition to any other available incentives,	
		including through another program funded by the	
		State, provided that not more than one incentive under the Incentive Program for New PEVs is	
		used for the purchase or lease of any one PEV.	
	* * * Miloo	geSmart * * *	
	Mileas		
Sec. 11. MILEAGESMART	Sec. 13. MILEAGESMART	Sec. 20. MILEAGESMART	NOTES FROM COMMITTEE OF CONFERENCE:
In fiscal year 2022, the Agency is authorized	The Agency is authorized	The Agency is authorized	- House conferees agree to Senate's proposal of
to spend up to \$600,000.00 in one-time	to spend up to \$750,000.00 in one-time	to spend up to \$750,000.00 in one-time	amendment and language is updated to
Transportation Fund monies	Transportation Fund monies in fiscal years 2021	Transportation Fund monies in fiscal years 2021	reference General Fund monies for the
	and 2022 combined and up to \$500,000.00 in one-	and 2022 combined and up to \$500,000.00 in one-	additional \$500k (not ARPA).

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$\frac{\text{On}}{\text{On}}$	time ARPA - Coronavirus State Fiscal Relief	time General Fund monies	
MileageSmart, which was established in 2019	Funds in fiscal year 2022 on MileageSmart, which	in fiscal year 2022 on MileageSmart, which	HOUSE EXPLANATION:
Acts and Resolves No. 59, Sec. 34, as amended,	was established in 2019 Acts and Resolves No.	was established in 2019 Acts and Resolves No.	- Increases the Transportation Fund
with up to 10 percent of the total amount that is	59, Sec. 34, as amended, with up to 10 percent of	59, Sec. 34, as amended, with up to 10 percent of	authorization by \$150k.
distributed in incentives	the total amount that is distributed in incentives in	the total amount that is distributed in incentives in	- Allows the authorization to be used in fiscal
	fiscal year 2022, including incentive funding	fiscal year 2022, including incentive funding	year 2021 (corresponding language in Big
	authorized by this section and incentive funding	authorized by this section and incentive funding	Bill, Sec. B.1104).
	carried over from prior fiscal years pursuant to	carried over from prior fiscal years pursuant to	- Adds the General Fund monies authorization
available for costs	2019 Acts and Resolves No. 59, Sec. 34, as	2019 Acts and Resolves No. 59, Sec. 34, as	(corresponding language in Big Bill, Sec.
associated with administering MileageSmart.	amended, available for costs associated with	amended, available for costs associated with	G.600(a)(7)).
	administering MileageSmart.	administering MileageSmart.	- Explicitly specifies that the carry over funding
			that goes out in incentives is included in the
			base for calculating the 10 percent for
			administrative costs.
			SENATE EXPLANATION:
			- Additional \$500k is now General Fund
			monies (per Big Bill) and not ARPA monies.
	Sec. 14. 2019 Acts and Resolves No. 59, Sec.	Sec. 21. 2019 Acts and Resolves No. 59, Sec.	NOTES FROM COMMITTEE OF
	34(c)(1), as amended by 2020 Acts and Resolves	34(c)(1), as amended by 2020 Acts and Resolves	CONFERENCE:
	No. 121, Sec. 14, 2020 Acts and Resolves No.	No. 121, Sec. 14, 2020 Acts and Resolves No.	- House conferees agree to Senate's proposal of
	154, Sec. G.112, and 2021 Acts and Resolves No.	154, Sec. G.112, and 2021 Acts and Resolves No.	amendment.
	3, Sec. 56, is further amended to read:	3, Sec. 56, is further amended to read:	
			HOUSE EXPLANATION:
	(1) The high fuel efficiency vehicle	(1) The high fuel efficiency vehicle	- Changes the income qualification for
	incentive program shall be known as	incentive program shall be known as	MileageSmart from qualifying for
	MileageSmart and shall:	MileageSmart and shall:	weatherization services through the
			Weatherization Program to 80° percent of the
	<mark>* * *</mark>	* * *	State median income.
	(B) provide point-of-sale vouchers	(B) provide point-of-sale vouchers	
	through the State's network of community action	through the State's network of community action	
	agencies and base set income eligibility for the	agencies and base set income eligibility for the	
	voucher on the same criteria used for income	voucher on the same criteria used for income	
	qualification for weatherization services through	qualification for weatherization services through	

	the Weatherization Program at 80 percent of the	the Weatherization Program at 80 percent of the	
	State median income; and	State median income; and	
	<mark>* * *</mark>	* * *	
	* * * Emissions Re	epair Program * * *	<u> </u>
Sec. 12. 2019 Acts and Resolves No. 59, Sec. 34(a)(3), as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:	Sec. 15. 2019 Acts and Resolves No. 59, Sec. 34(a)(3), as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:	Sec. 22. 2019 Acts and Resolves No. 59, Sec. 34(a)(3), as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:	NOTES FROM COMMITTEE OF CONFERENCE: - Language the same in all three versions.
(3) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the programs. Up to \$150,000.00 of program funding may be set aside for this purpose for the programs program described in subsection (c) of this section in fiscal year 2020 and \$50,000.00 of program funding shall be set aside for this purpose for the programs program described in subdivision subsection (c)(1) of this section in fiscal year 2021.	 (3) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the programs. Up to \$150,000.00 of program funding may be set aside for this purpose for the programs program described in subsection (c) of this section in fiscal year 2020 and \$50,000.00 of program funding shall be set aside for this purpose for the programs program described in subjection subjection (c)(1) of this section in fiscal year 2021. 	(3) Subject to State procurement requirements, the Agency may retain a contractor or contractors to assist with marketing, program development, and administration of the programs. Up to \$150,000.00 of program funding may be set aside for this purpose for the programs program described in subsection (c) of this section in fiscal year 2020 and \$50,000.00 of program funding shall be set aside for this purpose for the programs program described in subdivision subsection (c)(1) of this section in fiscal year 2021.	
Sec. 13. 2019 Acts and Resolves No. 59, Sec. 34(a)(5), as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:	Sec. 16. 2019 Acts and Resolves No. 59, Sec. 34(a)(5), as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:	Sec. 23. 2019 Acts and Resolves No. 59, Sec. 34(a)(5), as amended by 2020 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:	NOTES FROM COMMITTEE OF CONFERENCE: - Language the same in all three versions.
(5) The Agency shall annually evaluate the 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	(5) The Agency shall annually evaluate the 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	(5) The Agency shall annually evaluate the 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	

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and Technology, and the Senate Committee on	and Technology, and the Senate Committee on	and Technology, and the Senate Committee on	
Finance on or before the 31st day of January in	Finance on or before the 31st day of January in	Finance on or before the 31st day of January in	
each year following a year that an incentive or	each year following a year that an incentive or	each year following a year that an incentive or	
repair voucher was provided through one of the	repair voucher was provided through one of the	repair voucher was provided through one of the	
programs. Notwithstanding 2 V.S.A. § 20(d), the	programs. Notwithstanding 2 V.S.A. § 20(d), the	programs. Notwithstanding 2 V.S.A. § 20(d), the	
annual report required under this section shall	annual report required under this section shall	annual report required under this section shall	
continue to be required if an incentive or repair	continue to be required if an incentive or repair	continue to be required if an incentive or repair	
voucher is provided through one of the programs	voucher is provided through one of the programs	voucher is provided through one of the programs	
unless the General Assembly takes specific action	unless the General Assembly takes specific action	unless the General Assembly takes specific action	
to repeal the report requirement.	to repeal the report requirement.	to repeal the report requirement.	
Sec. 14. 2019 Acts and Resolves No. 59, Sec.	Sec. 17. 2019 Acts and Resolves No. 59, Sec.	Sec. 24. 2019 Acts and Resolves No. 59, Sec.	NOTES FROM COMMITTEE OF
34(c), as amended by 2020 Acts and Resolves No.	34(c), as amended by 2020 Acts and Resolves No.	34(c), as amended by 2020 Acts and Resolves No.	CONFERENCE:
121, Sec. 14, 2020 Acts and Resolves No. 154,	121, Sec. 14, 2020 Acts and Resolves No. 154,	121, Sec. 14, 2020 Acts and Resolves No. 154,	- Language the same in all three versions.
Sec. G.112, and 2021 Acts and Resolves No. 3,	Sec. G.112, and 2021 Acts and Resolves No. 3,	Sec. G.112, and 2021 Acts and Resolves No. 3,	
Sec. 56, is further amended to read:	Sec. 56, is further amended to read:	Sec. 56, is further amended to read:	
(c) High fuel efficiency vehicle incentive and	(c) High fuel efficiency vehicle incentive and	(c) High fuel efficiency vehicle incentive and	
emissions repair programs program. Used A used	emissions repair programs program. Used A used	emissions repair programs program. Used A used	
high fuel efficiency vehicle purchase incentive	high fuel efficiency vehicle purchase incentive	high fuel efficiency vehicle purchase incentive	
and emissions repair programs program for	and emissions repair programs program for	and emissions repair programs program for	
Vermont residents shall structure high fuel	Vermont residents shall structure high fuel	Vermont residents shall structure high fuel	
efficiency purchase incentive payments and	efficiency purchase incentive payments and	efficiency purchase incentive payments and	
emissions repair vouchers by income to help	emissions repair vouchers by income to help	emissions repair vouchers by income to help	
Vermonters benefit from more efficient driving,	Vermonters benefit from more efficient driving,	Vermonters benefit from more efficient driving,	
including Vermont's most vulnerable. Not less	including Vermont's most vulnerable. Not less	including Vermont's most vulnerable. Not less	
than \$750,000.00 shall be provided in point-of-	than \$750,000.00 shall be provided in point-of-	than \$750,000.00 shall be provided in point-of-	
sale and point of repair vouchers.	sale and point of repair vouchers.	sale and point of repair vouchers.	
* * *	* * *	* * *	
(2) The emissions remain measure shall.	(2) The emissions repair program shall.	(2) The emissions repair program h_{11}	
(2) The emissions repair program shall:	(2) The emissions repair program shall:	(2) The emissions repair program shall:	
(A) apply to repairs of certain vehicles	(A) apply to repairs of certain vehicles	(A) apply to repairs of certain vehicles	
that failed the on board diagnostic (OBD) systems	that failed the on board diagnostic (OBD) systems	that failed the on board diagnostic (OBD) systems	
inspection;	inspection;	inspection;	

(B) provide point of repair vouchers	(B) provide point of repair vouchers	(B) provide point of repair vouchers	
through the State's network of community action	through the State's network of community action	through the State's network of community action	
agencies and base eligibility for voucher on the	agencies and base eligibility for voucher on the	agencies and base eligibility for voucher on the	
same criteria used for income qualification for	same criteria used for income qualification for	same criteria used for income qualification for	
Low Income Home Energy Assistance Program	Low Income Home Energy Assistance Program	Low Income Home Energy Assistance Program	
(LIHEAP) through the State's Economic Services	(LIHEAP) through the State's Economic Services	(LIHEAP) through the State's Economic Services	
Division within the Department for Children and	Division within the Department for Children and	Division within the Department for Children and	
Families; and	Families; and	Families; and	
(C) provide a point of repair voucher to	(C) provide a point of repair voucher to	(C) provide a point of repair voucher to	
repair a motor vehicle that was ready for testing,	repair a motor vehicle that was ready for testing,	repair a motor vehicle that was ready for testing,	
failed the OBD systems inspection, requires	failed the OBD systems inspection, requires	failed the OBD systems inspection, requires	
repairs that are not under warranty, and will be	repairs that are not under warranty, and will be	repairs that are not under warranty, and will be	
able to pass the State's vehicle inspection once the	able to pass the State's vehicle inspection once the	able to pass the State's vehicle inspection once the	
repairs are made provided that the point of repair	repairs are made provided that the point of repair	repairs are made provided that the point of repair	
voucher is commensurate with the fair market	voucher is commensurate with the fair market	voucher is commensurate with the fair market	
value of the vehicle to be repaired and does not	value of the vehicle to be repaired and does not	value of the vehicle to be repaired and does not	
exceed \$2,500.00, with \$2,500.00 vouchers only	exceed \$2,500.00, with \$2,500.00 vouchers only	exceed \$2,500.00, with \$2,500.00 vouchers only	
being available to repair vehicles with a fair	being available to repair vehicles with a fair	being available to repair vehicles with a fair	
market value of at least \$5,000.00. [Repealed.]	market value of at least \$5,000.00. [Repealed.]	market value of at least \$5,000.00. [Repealed.]	
Sec. 15. EMISSIONS REPAIR PROGRAM	Sec. 18. EMISSIONS REPAIR PROGRAM	Sec. 25. EMISSIONS REPAIR PROGRAM	NOTES FROM COMMITTEE OF
			CONFERENCE:
(a) Program creation. The Agency of	(a) Program creation. The Department of	(a) Program creation. The Department of	- House conferees agree to Senate's proposal of
Transportation and Department of Environmental	Environmental Conservation, in consultation with	Environmental Conservation, in consultation with	amendment.
Conservation shall establish and	the Agency of Transportation, shall establish and	the Agency of Transportation, shall establish and	
administer an emissions repair program that shall:	administer an emissions repair program that shall:	administer an emissions repair program that shall:	HOUSE EXPLANATION:
	* * *		- DEC will administer the program in
(1) apply to repairs of certain vehicles that	(1) apply to repairs of certain vehicles that	(1) apply to repairs of certain vehicles that	consultation with VTrans, not both entities
failed the on board diagnostic (OBD) systems	failed the on board diagnostic (OBD) systems	failed the on board diagnostic (OBD) systems	together.
inspection;	inspection;	inspection;	- Small grammatical corrections from the
			editors.
(2) provide point-of-repair vouchers and	(2) provide point-of-repair vouchers and	(2) provide point-of-repair vouchers and	- Changes the authorization to an authorization
base eligibility for voucher on the same criteria	base eligibility for vouchers on the same criteria	base eligibility for vouchers on the same criteria	and transfer (to DEC).
used for income qualification for Low Income	used for income qualification for the Low Income	used for income qualification for the Low Income	- Increases the amount available for costs

Home Energy Assistance Program (LIHEAP)	Home Energy Assistance Program (LIHEAP)	Home Energy Assistance Program (LIHEAP)	associated with developing and administering		
through the State's Economic Services Division	through the State's Economic Services Division	through the State's Economic Services Division	the program from \$32,500 to \$125,000.		
within the Department for Children and Families;	within the Department for Children and Families;	within the Department for Children and Families;			
and	and	and			
(3) provide a point-of-repair voucher to	(3) provide a point-of-repair voucher to	(3) provide a point-of-repair voucher to			
repair a motor vehicle that was ready for testing,	repair a motor vehicle that was ready for testing,	repair a motor vehicle that was ready for testing,			
failed the OBD systems inspection, requires	failed the OBD systems inspection, requires	failed the OBD systems inspection, requires			
repairs that are not under warranty, and will be	repairs that are not under warranty, and will be	repairs that are not under warranty, and will be			
able to pass the State's vehicle inspection once the		able to pass the State's vehicle inspection once the			
repairs are made provided that the point-of-repair	repairs are made provided that the point-of-repair	repairs are made provided that the point-of-repair			
voucher is commensurate with the fair market	voucher is commensurate with the fair market	voucher is commensurate with the fair market			
value of the vehicle to be repaired and does not	value of the vehicle to be repaired and does not	value of the vehicle to be repaired and does not			
exceed \$2,500.00, with \$2,500.00 vouchers only	exceed \$2,500.00, with \$2,500.00 vouchers only	exceed \$2,500.00, with \$2,500.00 vouchers only			
being available to repair vehicles with a fair	being available to repair vehicles with a fair	being available to repair vehicles with a fair			
market value of at least \$5,000.00.	market value of at least \$5,000.00.	market value of at least \$5,000.00.			
(b) Authorization . In fiscal year	(b) Authorization and transfer. In fiscal year	(b) Authorization and transfer. In fiscal year			
2022, the Agency and Department are authorized	2022, the Agency of Transportation is authorized	2022, the Agency of Transportation is authorized			
to spend up to \$375,000.00 in one-time	to transfer \$375,000.00 in one-time	to transfer \$375,000.00 in one-time			
Transportation Fund monies on	Transportation Fund monies to the Department of	Transportation Fund monies to the Department of			
the emissions	Environmental Conservation for the emissions	Environmental Conservation for the emissions			
repair program established under this section, with		repair program established under this section, with			
<u>up to \$50,000.00 of that \$375,000.00</u>	up to \$50,000.00 of that \$375,000.00 transfer	<u>up to \$50,000.00 of that \$375,000.00 transfer</u>			
authorization available for start-up costs and	available for start-up costs and	available for start-up costs and			
outreach education and up to \$32,500.00 of that	outreach education and up to \$125,000.00 of that	outreach education and up to \$125,000.00 of that			
\$375,000.00 authorization available for costs	<u>\$375,000.00 transfer</u> available for costs	<u>\$375,000.00 transfer</u> available for costs			
associated with developing and administering the	associated with developing and administering the	associated with developing and administering the			
emissions repair program.	emissions repair program.	emissions repair program.			
		- Turner of the second with the second			
	* * * Repeal of Emissions Inspections Waiver * * *				
	Sec. 19. REPEALS	Sec. <mark>26</mark> . REPEALS	NOTES FROM COMMITTEE OF CONFERENCE:		
	(a) 2018 Acts and Resolves No. 206, Sec.	(a) 2018 Acts and Resolves No. 206, Sec.	 House conferees agree to Senate's proposal of 		
	23(e) (establishment of emissions inspections	23(e) (establishment of emissions inspections	amendment.		

	waiver) is repealed on December 31, 2022.	waiver) is repealed on January 1, 2023.	
			HOUSE EXPLANATION:
	(b) 2018 Acts and Resolves No. 158, Sec.	(b) 2018 Acts and Resolves No. 158, Sec.	- Repeals the emissions inspection waiver
	42(e) (establishment of emissions inspections	42(e) (establishment of emissions inspections	effective January 1, 2023 (allows for a phase
	waiver) is repealed on December 31, 2022.	waiver) is repealed on January 1, 2023.	out, if DEC and DMV so choose).
	* * * Replace Your	Ride Program * * *	
Sec. 16. REPLACE YOUR RIDE PROGRAM	Sec. 20. REPLACE YOUR RIDE PROGRAM	Sec. <mark>27</mark> . REPLACE YOUR RIDE PROGRAM	NOTES FROM COMMITTEE OF
			CONFERENCE:
(a) Program creation. The Agency of	(a) Program creation. The Agency of	(a) Program creation. The Agency of	- House conferees agree to Senate's proposal of
Transportation, in consultation with the	Transportation, in consultation with the	Transportation, in consultation with the	amendment.
Departments of Environmental Conservation and	Departments of Environmental Conservation and	Departments of Environmental Conservation and	
of Public Service, shall expand upon the vehicle	of Public Service, shall expand upon the vehicle	of Public Service, shall expand upon the vehicle	HOUSE EXPLANATION:
incentive programs established under 2019 Acts	incentive programs established under 2019 Acts	incentive programs established under 2019 Acts	- Makes incentives available per individual, not
and Resolves No. 59, Sec. 34, as amended, to	and Resolves No. 59, Sec. 34, as amended, to	and Resolves No. 59, Sec. 34, as amended, to	per individual or married couple.
provide additional incentives for Vermonters with	provide additional incentives for Vermonters with	provide additional incentives for Vermonters with	 Continues to track MileageSmart income
low income through a program to be known as the	low income through a program to be known as the	low income through a program to be known as the	eligibility and therefore changes that income
Replace Your Ride Program.	Replace Your Ride Program.	Replace Your Ride Program.	eligibility criteria from qualifying for
			weatherization services through the
(b) Incentive amount. The Replace Your Ride	(b) Incentive amount. The Replace Your Ride	(b) Incentive amount. The Replace Your Ride	Weatherization Program to 80 percent of the
Program shall provide up to a \$3,000.00	Program shall provide up to a \$3,000.00 incentive,	Program shall provide up to a \$3,000.00 incentive,	State median income.
incentive, which may be in addition to any other	which may be in addition to any other available	which may be in addition to any other available	- Includes bicycles as an eligible swap.
available incentives, including through a program	incentives, including through a program funded	incentives, including through a program funded	- Uses "electric bicycle" (defined in Sec. 1).
funded by the State, to individuals who qualify	by the State, to individuals who qualify based on	by the State, to individuals who qualify based on	- Includes necessary safety equipment for
based on both income and the removal of an	both income and the removal of an internal	both income and the removal of an internal	bicycles, electric bicycles, and fully electric
internal combustion vehicle. Only one incentive	combustion vehicle. Only one incentive per	combustion vehicle. Only one incentive per	motorcycles as an eligible swap.
per individual or married couple is available under	individual is available under	individual is available under	
the Replace Your Ride Program and incentives	the Replace Your Ride Program and incentives	the Replace Your Ride Program and incentives	
shall be provided on a first-come, first-served	shall be provided on a first-come, first-served	shall be provided on a first-come, first-served	
basis once the Replace Your Ride Program is	basis once the Replace Your Ride Program is	basis once the Replace Your Ride Program is	
operational.	operational.	operational.	
(c) Eligibility. Applicants must qualify	(c) Eligibility. Applicants must qualify	(c) Eligibility. Applicants must qualify	
through both income and the removal of an	through both income and the removal of an	through both income and the removal of an	
eligible vehicle with an internal combustion	eligible vehicle with an internal combustion	eligible vehicle with an internal combustion	

engine.	engine.	engine.	
(1) Income eligibility. The following	(1) Income eligibility. The following	(1) Income eligibility. The following	
applicants meet the income eligibility	applicants meet the income eligibility	applicants meet the income eligibility	
requirement:	requirement:	requirement:	
(A) an individual domiciled in the State	(A) an individual domiciled in the State	(A) an individual domiciled in the State	
whose federal income tax filing status is single or	whose federal income tax filing status is single or	whose federal income tax filing status is single or	
head of household, with an adjusted gross income	head of household, with an adjusted gross income	head of household, with an adjusted gross income	
under the laws of the United States at or below	under the laws of the United States at or below	under the laws of the United States at or below	
\$50,000.00;	\$50,000.00;	\$50,000.00;	
(B) an individual domiciled in the State	(B) an individual domiciled in the State	(B) an individual domiciled in the State	
whose federal income tax filing status is surviving	whose federal income tax filing status is surviving	whose federal income tax filing status is surviving	
spouse with an adjusted gross income under the	spouse with an adjusted gross income under the	spouse with an adjusted gross income under the	
laws of the United States at or below \$75,000.00;	laws of the United States at or below \$75,000.00;	laws of the United States at or below \$75,000.00;	
<u>(C)</u> <u>a</u>	(C) an individual who is part of a	(C) an individual who is part of a	
married couple with at least one spouse domiciled	married couple with at least one spouse domiciled	married couple with at least one spouse domiciled	
in the State whose federal income tax filing status	in the State whose federal income tax filing status	in the State whose federal income tax filing status	
is married filing jointly with an adjusted gross	is married filing jointly with an adjusted gross	is married filing jointly with an adjusted gross	
income under the laws of the United States at or	income under the laws of the United States at or	income under the laws of the United States at or	
below \$75,000.00;	below \$75,000.00;	below \$75,000.00;	
(D) <u>a</u>	(D) an individual who is part of a	(D) an individual who is part of a	
married couple with at least one spouse domiciled	married couple with at least one spouse domiciled	married couple with at least one spouse domiciled	
in the State and at least one spouse whose federal	in the State and at least one spouse whose federal	in the State and at least one spouse whose federal	
income tax filing status is married filing	income tax filing status is married filing	income tax filing status is married filing	
separately with an adjusted gross income under	separately with an adjusted gross income under	separately with an adjusted gross income under	
the laws of the United States at or below	the laws of the United States at or below	the laws of the United States at or below	
\$50,000.00; or	\$50,000.00; or	\$50,000.00; or	
(E) an individual or married couple	(E) an individual	(E) an individual	
who qualifies for an incentive under	who qualifies for an incentive under	who qualifies for an incentive under	
MileageSmart, which is based on the same criteria	MileageSmart, which is set at 80 percent of the	MileageSmart, which is set at 80 percent of the	
used for income qualification for weatherization	State median income	State median income	

services through the Weatherization Program.	÷	<u> -</u>	
(2) Vehicle removal.	(2) Vehicle removal.	(2) Vehicle removal.	
(A) In order for an individual or	(A) In order for an individual	(A) In order for an individual	
married couple to qualify for an incentive under	to qualify for an incentive under	to qualify for an incentive under	
the Replace Your Ride Program, the individual or	the Replace Your Ride Program, the individual	the Replace Your Ride Program, the individual	
married couple must remove an older low-	must remove an older low-	must remove an older low-	
efficiency vehicle from operation and switch to a	efficiency vehicle from operation and switch to a	efficiency vehicle from operation and switch to a	
mode of transportation that produces fewer	mode of transportation that produces fewer	mode of transportation that produces fewer	
greenhouse gas emissions. The entity that	greenhouse gas emissions. The entity that	greenhouse gas emissions. The entity that	
administers the Replace Your Ride Program, in	administers the Replace Your Ride Program, in	administers the Replace Your Ride Program, in	
conjunction with the Agency of Transportation,	conjunction with the Agency of Transportation,	conjunction with the Agency of Transportation,	
shall establish Program guidelines that	shall establish Program guidelines that	shall establish Program guidelines that	
specifically provide for how someone can show	specifically provide for how someone can show	specifically provide for how someone can show	
that the vehicle removal eligibility requirement	that the vehicle removal eligibility requirement	that the vehicle removal eligibility requirement	
has been, or will be, met.	has been, or will be, met.	has been, or will be, met.	
(B) For purposes of the Replace Your	(B) For purposes of the Replace Your	(B) For purposes of the Replace Your	
Ride Program:	Ride Program:	Ride Program:	
(i) An "older low-efficiency vehicle":	(i) An "older low-efficiency vehicle":	(i) An "older low-efficiency vehicle":	
(I) is currently registered, and	(I) is currently registered, and	(I) is currently registered, and	
has been for two years prior to the date of	has been for two years prior to the date of	has been for two years prior to the date of	
application, with the Vermont Department of	application, with the Vermont Department of	application, with the Vermont Department of	
Motor Vehicles;	Motor Vehicles;	Motor Vehicles:	
(II) is currently titled in the name	(II) is currently titled in the name	(II) is currently titled in the name	
of an applicant and has been for at least one year	of the applicant and has been for at least one year	of the applicant and has been for at least one year	
prior to the date of application;	prior to the date of application;	prior to the date of application;	
(III) has a gross vehicle weight	(III) has a gross vehicle weight	(III) has a gross vehicle weight	
rating of 10,000 pounds or less;	rating of 10,000 pounds or less;	rating of 10,000 pounds or less;	

(IV) is at least 10 model years	(IV) is at least 10 model years	<u>(IV) is at least 10 model years</u>	
old:	old;	old;	
(V) has an internal combustion	(V) has an internal combustion	(V) has an internal combustion	
engine; and	engine; and	engine; and	
(VI) passed the annual inspection	(VI) passed the annual inspection	(VI) passed the annual inspection	
required under 23 V.S.A. § 1222 within the prior	required under 23 V.S.A. § 1222 within the prior	required under 23 V.S.A. § 1222 within the prior	
year.	year.	year.	
(ii) Removing the older low-	(ii) Removing the older low-	(ii) Removing the older low-	
efficiency vehicle from operation must be done by	efficiency vehicle from operation must be done by	efficiency vehicle from operation must be done by	
disabling the vehicle's engine from further use	disabling the vehicle's engine from further use	disabling the vehicle's engine from further use	
and fully dismantling the vehicle for either	and fully dismantling the vehicle for either	and fully dismantling the vehicle for either	
donation to a nonprofit organization to be used for	donation to a nonprofit organization to be used for	donation to a nonprofit organization to be used for	
parts or destruction.	parts or destruction.	parts or destruction.	
(iii) The following qualify as a	(iii) The following qualify as a	(iii) The following qualify as a	
switch to a mode of transportation that produces	switch to a mode of transportation that produces	switch to a mode of transportation that produces	
fewer greenhouse gas emissions:	fewer greenhouse gas emissions:	fewer greenhouse gas emissions:	
(I) purchasing or leasing a new or used PEV;	(I) purchasing or leasing a new or used PEV;	(I) purchasing or leasing a new or used PEV;	
(II) purchasing a new or used bicycle or motorcycle that is fully electric : and :	(II) purchasing a new or used bicycle, electric bicycle, or motorcycle that is fully electric, and the necessary safety equipment; and	(II) purchasing a new or used bicycle, electric bicycle, or motorcycle that is fully electric, and the necessary safety equipment; and	
(III) utilizing shared-mobility services or privately operated vehicles for hire.	(III) utilizing shared-mobility services or privately operated vehicles for hire.	(III) utilizing shared-mobility services or privately operated vehicles for hire.	
(d) Authorization. In fiscal year 2022, the	(d) Authorization. In fiscal year 2022, the	(d) Authorization. In fiscal year 2022, the	
Agency is authorized to spend up to	Agency is authorized to spend up to	Agency is authorized to spend up to	
\$1,500,000.00 in one-time Transportation Fund	\$1,500,000.00 in one-time Transportation Fund	\$1,500,000.00 in one-time Transportation Fund	
monies on the Replace Your Ride Program	monies on the Replace Your Ride Program	monies on the Replace Your Ride Program	

established under this section, with up to \$300,000.00 of that \$1,500,000.00 available for	established under this section, with up to \$300,000.00 of that \$1,500,000.00 available for	established under this section, with up to \$300,000.00 of that \$1,500,000.00 available for	
startup costs, outreach education, and costs	startup costs, outreach education, and costs	startup costs, outreach education, and costs	
associated with developing and administering the	associated with developing and administering the	associated with developing and administering the	
Replace Your Ride Program.	Replace Your Ride Program.	Replace Your Ride Program.	
	* * * Electric Bicy	cle Incentives * * *	
Sec. 17. ELECTRIC BICYCLE INCENTIVES	Sec. 21. ELECTRIC BICYCLE INCENTIVES	Sec. 28. ELECTRIC BICYCLE INCENTIVES	NOTES FROM COMMITTEE OF CONFERENCE:
(a) Implementation. The Agency of	(a) Implementation. The Agency of	(a) Implementation. The Agency of	- House conferees agree to Senate's proposal of
Transportation, in consultation with Vermont	Transportation, in consultation with Vermont	Transportation, in consultation with Vermont	amendment.
electric distribution utilities, shall expand upon	electric distribution utilities, shall expand upon	electric distribution utilities, shall expand upon	
the vehicle incentive programs established under	the vehicle incentive programs established under	the vehicle incentive programs established under	HOUSE EXPLANATION:
2019 Acts and Resolves No. 59, Sec. 34, as	2019 Acts and Resolves No. 59, Sec. 34, as	2019 Acts and Resolves No. 59, Sec. 34, as	- Uses "electric bicycle" (defined in Sec. 1).
amended, to provide a \$200.00 incentive to 250	amended, to provide a \$200.00 incentive to 250	amended, to provide a \$200.00 incentive to 250	- Uses the name "Incentive Program for New
individuals who purchase a new motor-assisted	individuals who purchase a new electric	individuals who purchase a new electric	PEVs" and not "New PEV Incentive
bicycle, as defined in 23 V.S.A. § 4(45)(B), that	bicycle	bicycle	Program."
contains an electric motor. Specifically, the	. Specifically, the	. Specifically, the	
Program shall:	Program shall:	Program shall:	
(1) distribute \$200.00 incentives on a first-	(1) distribute \$200.00 incentives on a first-	(1) distribute \$200.00 incentives on a first-	
come, first-served basis after the Agency	come, first-served basis after the Agency	come, first-served basis after the Agency	
announces that incentives are available;	announces that incentives are available;	announces that incentives are available;	
(2) apply to new motor-assisted bicycles,	(2) apply to new electric bicycles	(2) apply to new electric bicycles	
as defined in 23 V.S.A. § 4(45)(B), that contain an			
electric motor with any Manufacturer's Suggested	with any Manufacturer's Suggested	with any Manufacturer's Suggested	
Retail Price (MSRP); and	Retail Price (MSRP); and	Retail Price (MSRP); and	
(3) be available to all Vermonters who	(3) be available to all Vermonters who	(3) be available to all Vermonters who	
self-certify as to meeting any incentive tier under	self-certify as to meeting any incentive tier under	self-certify as to meeting any incentive tier under	
the income eligibility criteria for the New PEV	the income eligibility criteria for the Incentive	the income eligibility criteria for the Incentive	
Incentive Program .	Program for New PEVs.	Program for New PEVs.	
(b) Authorization. In fiscal year 2022, the	(b) Authorization. In fiscal year 2022, the	(b) Authorization. In fiscal year 2022, the	

Agency is authorized to spend up to \$50,000.00 in	Agency is authorized to spend up to \$50,000.00 in	Agency is authorized to spend up to \$50,000.00 in	
one-time Transportation Fund monies on the	one-time Transportation Fund monies on the	one-time Transportation Fund monies on the	
electric bicycle incentives.	electric bicycle incentives.	electric bicycle incentives.	
	* * * EVSE Gra	nt Program * * *	
Sec. 18. GRANT PROGRAMS FOR LEVEL 2	Sec. 22. GRANT PROGRAMS FOR LEVEL 2	Sec. 29. GRANT PROGRAMS FOR LEVEL 2	NOTES FROM COMMITTEE OF
CHARGERS IN MULTI-UNIT DWELLINGS;	CHARGERS IN MULTI-UNIT DWELLINGS;	CHARGERS IN MULTI-UNIT DWELLINGS;	CONFERENCE:
REPORT	REPORT	REPORT	- Senate conferees agree to House conferees'
			proposal.
	(a) As used in this section:	(a) As used in this section:	
			HOUSE EXPLANATION:
	(1) "Area median income" means the	(1) "Area median income" means the	- Narrows initial eligibility for a grant to multi-
	county or Metropolitan Statistical Area median	county or Metropolitan Statistical Area median	unit affordable housing and multi-unit
	income published by the federal Department of	income published by the federal Department of	dwellings owned by a non-profit, both of
	Housing and Urban Development.	Housing and Urban Development.	which are defined in this section, but lets the
			Agency of Transportation open the program
	(2) "Multi-unit affordable housing" means	(2) "Multi-unit affordable housing" means	up to all multi-unit dwellings if there is
	a housing project, such as cooperatives,	<u>a multi-unit dwelling</u>	funding available after the first round of grant
	condominiums, dwellings, or mobile home parks,		awards.
	with 10 or more units constructed or maintained		- Changes semi-colons to commas, per editors.
	on a tract or tracts of land where:	where:	
			SENATE EXPLANATION:
	(A) at least 50 percent of the units are	(A) at least 50 percent of the units are	- Identical to the Senate's proposal of
	or will be occupied by households whose income	or will be occupied by households whose income	amendment but the program is opened up to
	does not exceed 100 percent of the greater of the	does not exceed 100 percent of the greater of the	all multi-unit dwellings if there is funding
	State or area median income; or	State or area median income; or	available after the first round of grant awards.
	$(\mathbf{D}) = 11 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 124 + 12$	$(\mathbf{D}) = 11 = 12 + 12 = 12 + 12 + 12 = 12 + 12 +$	
	(B) all units are affordable to	(B) all units are affordable to	
	households earning between 60 and 120 percent	households earning between 60 and 120 percent	
	of area median income.	of area median income.	
		(3) "Multi-unit dwelling" means a housing	
		project, such as cooperatives, condominiums,	
		dwellings, or mobile home parks, with 10 or more	
		units constructed or maintained on a tract or tracts	
		units constructed of maintained on a tract of tracts	

		of land.
	(3) "Multi-unit dwellings owned by a	(4) "Multi-unit dwelling owned by a
	nonprofit" means a housing project, such as	nonprofit" means a multi-unit dwelling
	cooperatives, condominiums, dwellings, or mobile	
	home parks, with 10 or more units constructed or	
	maintained on a tract or tracts of land owned by a	owned by a
	person that has nonprofit status under Section	person that has nonprofit status under Section
	501(c)(3) of the U.S. Internal Revenue Code, as	501(c)(3) of the U.S. Internal Revenue Code, as
	amended, and is registered as a nonprofit	amended, and is registered as a nonprofit
	corporation with the Office of the Secretary of	<u>corporation with the Office of the Secretary of</u>
	State.	State.
(a) The Agency of Transportation shall	(b) The Agency of Transportation shall	(b) The Agency of Transportation shall
establish and administer, through a memorandum	establish and administer, through a memorandum	establish and administer, through a memorandum
of understanding with the Department of Housing	of understanding with the Department of Housing	of understanding with the Department of Housing
and Community Development, a pilot program to	and Community Development, a pilot program to	and Community Development, a pilot program to
support the continued buildout of electric vehicle	support the continued buildout of electric vehicle	support the continued buildout of electric vehicle
supply equipment at	supply equipment at multi-unit affordable housing	supply equipment at multi-unit affordable housing
multi-unit dwellings	and multi-unit dwellings owned by a nonprofit	and multi-unit dwellings owned by a nonprofit
and build upon the existing VW EVSE Grant	and build upon the existing VW EVSE Grant	and build upon the existing VW EVSE Grant
Program that the Department of Housing and	Program that the Department of Housing and	Program that the Department of Housing and
Community Development has been administering	Community Development has been administering	Community Development has been administering
on behalf of the Department of Environmental	on behalf of the Department of Environmental	on behalf of the Department of Environmental
Conservation.	Conservation.	Conservation.
(b) In fiscal year 2022, the Agency is	(c) In fiscal year 2022, the Agency is	(c) In fiscal year 2022, the Agency is
authorized to spend up to \$1,000,000.00 in one-	authorized to spend up to \$1,000,000.00 in one-	authorized to spend up to \$1,000,000.00 in one-
time Transportation Fund monies on the pilot	time Transportation Fund monies on the pilot	time Transportation Fund monies on the pilot
program established in this section.	program established in this section.	program established in this section.
(c) Pilot program funding shall be awarded	(d) Pilot program funding shall be awarded	(d) Pilot program funding shall be awarded
with consideration of broad geographic	with consideration of broad geographic	with consideration of broad geographic
distribution as well as service models ranging	distribution as well as service models ranging	distribution as well as service models ranging
from restricted private parking to publicly	from restricted private parking to publicly	from restricted private parking to publicly
accessible parking so as to examine multiple	accessible parking so as to examine multiple	accessible parking so as to examine multiple
developer parking bo us to examine multiple	accossione parking so as to examine multiple	accessione parking so us to examine multiple

strategies to increase access to EVSE.	strategies to increase access to EVSE.	strategies to increase access to EVSE.	
(d) The Department of Housing and	(e) The Department of Housing and	(e) The Department of Housing and	
Community Development shall consult with an	Community Development shall consult with an	Community Development shall consult with an	
interagency team consisting of the Commissioner	interagency team consisting of the Commissioner	interagency team consisting of the Commissioner	
of Housing and Community Development or designee, the Commissioner of Environmental	of Housing and Community Development or designee: the Commissioner of Environmental	of Housing and Community Development or designee; the Commissioner of Environmental	
Conservation or designee, the Commissioner of	Conservation or designee; the Commissioner of	Conservation or designee; the Commissioner of	
Public Service or designee, and the Agency's	Public Service or designee; and the Agency's	Public Service or designee; and the Agency's	
Division Director of Policy, Planning, and	Division Director of Policy, Planning, and	Division Director of Policy, Planning, and	
Intermodal Development or designee regarding	Intermodal Development or designee regarding	Intermodal Development or designee regarding	
the design, award of funding, and administration	the design, award of funding, and administration	the design, award of funding, and administration	
of this pilot program.	of this pilot program.	of this pilot program.	
		(f) If the Agency of Transportation, in	
		consultation with the interagency team,	
		determines that programmatic funding remains	
		available following the first round of grant	
		awards, then the pilot program shall be opened up	
		and made available to any multi-unit dwelling.	
(a) The Department of Housing and	(f) The Department of Housing and	(g) The Department of Housing and	
(e) The Department of Housing and Community Development shall file a written	Community Development shall file a written	Community Development shall file a written	
report on the outcomes of the pilot program with	report on the outcomes of the pilot program with	report on the outcomes of the pilot program with	
the House and Senate Committees on	the House and Senate Committees on	the House and Senate Committees on	
Transportation not later than January 15, 2022.	Transportation not later than January 15, 2022.	Transportation not later than January 15, 2022.	
	Transportation not fater than building 10, 2022.	The sportation not failer than burnary 10, 2022.	
	* * * EVSE Netwo	rk in Vermont * * *	
	Sec. 23. EVSE NETWORK IN VERMONT;	Sec. 30. EVSE NETWORK IN VERMONT;	NOTES FROM COMMITTEE OF
	REPORT OF ANNUAL MAP	REPORT OF ANNUAL MAP	CONFERENCE:
			- House conferees agree to Senate's proposal of
	(a) It shall be the goal of the State to have, as	(a) It shall be the goal of the State to have, as	amendment.
	practicable, a level 3 EVSE charging port	practicable, a level 3 EVSE charging port	
	available to the public within:	available to the public within:	HOUSE EXPLANATION:
			- Establishes as a State goal having, as

	(1) five miles of every exit of the Dwight	(1) five miles of every exit of the Dwight	practicable, a level 3 EVSE charging port
	D. Eisenhower National System of Interstate and	D. Eisenhower National System of Interstate and	available to the public within: five miles of
	Defense Highways within the State; and	Defense Highways within the State; and	every interstate exit in the State; and 50 miles
			of another level 3 EVSE charging port
	(2) 50 miles of another level 3 EVSE	(2) 50 miles of another level 3 EVSE	available to the public along a State highway
	charging port available to the public along a State	charging port available to the public along a State	and requires the annual filing of an up-to-date
	highway, as defined in 19 V.S.A. § 1(20).	highway, as defined in 19 V.S.A. § 1(20).	map showing the locations of all level 3
			EVSE available to the public with the House
	(b) Notwithstanding 2 V.S.A. § 20(d), the	(b) Notwithstanding 2 V.S.A. § 20(d), the	and Senate Committees on Transportation by
	Agency of Transportation shall file an up-to-date	Agency of Transportation shall file an up-to-date	January 15 each year until the goal is met.
	map showing the locations of all level 3 EVSE	map showing the locations of all level 3 EVSE	
	available to the public within the State with the	available to the public within the State with the	
	House and Senate Committees on Transportation	House and Senate Committees on Transportation	
	not later than January 15 each year until the goal	not later than January 15 each year until the goal	
	identified in subsection (a) of this section is met.	identified in subsection (a) of this section is met.	
	* * * Zero-Fare Public Tran	nsit in Fiscal Year 2022 * * *	
Sec. 19. ZERO-FARE PUBLIC TRANSIT IN	Sec. 24. ZERO-FARE PUBLIC TRANSIT IN	Sec. 31. ZERO-FARE PUBLIC TRANSIT IN	NOTES FROM COMMITTEE OF
FISCAL YEAR 2022	FISCAL YEAR 2022	FISCAL YEAR 2022	CONFERENCE:
			- House and Senate conferees agree to remove
(a) Urban public transit. It is the intent of the	(a) Urban public transit. It is the intent of the	(a) Urban public transit. It is the intent of the	"and provided that such use is first approved
General Assembly that public transit operated by	General Assembly that public transit operated by	General Assembly that public transit operated by	by the governing body of the transit agency"
transit agencies that are eligible to receive grant	transit agencies that are eligible to receive grant	transit agencies that are eligible to receive grant	from the Senate's proposal of amendment.
funds pursuant to 49 U.S.C. § 5307 in the State	funds pursuant to 49 U.S.C. § 5307 in the State	funds pursuant to 49 U.S.C. § 5307 in the State	
shall be operated on a zero-fare basis with monies	shall be operated on a zero-fare basis with monies	shall be operated on a zero-fare basis with monies	HOUSE EXPLANATION:
for public transit from the Coronavirus Aid,	for public transit from the Coronavirus Aid,	for public transit from the Coronavirus Aid,	- Uses semi-colons instead of commas, per
Relief, and Economic Security Act, Pub. L. No.	Relief, and Economic Security Act, Pub. L. No.	Relief, and Economic Security Act, Pub. L. No.	editors.
116-136 (CARES Act), the Consolidated	116-136 (CARES Act); the Consolidated	116-136 (CARES Act); the Consolidated	- Includes the act number for the American
Appropriations Act, 2021, Pub. L. No. 116-260,	Appropriations Act, 2021, Pub. L. No. 116-260;	Appropriations Act, 2021, Pub. L. No. 116-260;	Rescue Plan Act of 2021.
and the American Rescue Plan Act of 2021,	and the American Rescue Plan Act of 2021, Pub.	and the American Rescue Plan Act of 2021, Pub.	
as practicable	L. No. 117-2, as practicable and provided that	L. No. 117-2, as practicable	SENATE EXPLANATION:
, during fiscal	such use is first approved by the governing body		- No longer requires that for urban public transit
<u>year 2022.</u>	of the transit agency, during fiscal year 2022.	, during fiscal year 2022.	that the governing body of the transit agency
			approves using federal funds for zero-fare
(b) Rural public transit. It is the intent of the	(b) Rural public transit. It is the intent of the	(b) Rural public transit. It is the intent of the	public transit.

	• *		
General Assembly that public transit operated by	General Assembly that public transit operated by	General Assembly that public transit operated by	
transit agencies that are eligible to receive grant	transit agencies that are eligible to receive grant	transit agencies that are eligible to receive grant	
funds pursuant to 49 U.S.C. § 5311 in the State	funds pursuant to 49 U.S.C. § 5311 in the State	funds pursuant to 49 U.S.C. § 5311 in the State	
shall be operated on a zero-fare basis with monies	shall be operated on a zero-fare basis with monies	shall be operated on a zero-fare basis with monies	
for public transit from the Coronavirus Aid,	for public transit from the Coronavirus Aid,	for public transit from the Coronavirus Aid,	
Relief, and Economic Security Act, Pub. L. No.	Relief, and Economic Security Act, Pub. L. No.	Relief, and Economic Security Act, Pub. L. No.	
116-136 (CARES Act) and the Consolidated	116-136 (CARES Act) and the Consolidated	116-136 (CARES Act) and the Consolidated	
Appropriations Act, 2021, Pub. L. No. 116-260,	Appropriations Act, 2021, Pub. L. No. 116-260,	Appropriations Act, 2021, Pub. L. No. 116-260,	
as practicable, during fiscal year 2022.	as practicable, during fiscal year 2022.	as practicable, during fiscal year 2022.	
<u>as practication, adding fiscal your 2022.</u>	<u>us practicacie, adming instal your 2022.</u>	as practicasie, daring fiscar your 2022.	
	* * * Coordinated Intermod	al Connections Review * * *	
Sec. 20. COORDINATED INTERMODAL	Sec. 25. COORDINATED INTERMODAL	Sec. 32. COORDINATED INTERMODAL	NOTES EDOM COMMITTEE OF
CONNECTIONS REVIEW	CONNECTIONS REVIEW	CONNECTIONS REVIEW	NOTES FROM COMMITTEE OF CONFERENCE:
CONNECTIONS REVIEW	CONNECTIONS REVIEW	CONNECTIONS REVIEW	- Language the same in all three versions.
The Assess is according tion with while	The Assess is coordination with public	The Assess is coordination with public	- Language the same in an three versions.
The Agency, in coordination with public	The Agency, in coordination with public	The Agency, in coordination with public	
transit, passenger rail, and other transportation	transit, passenger rail, and other transportation	transit, passenger rail, and other transportation	
service providers, shall review and implement	service providers, shall review and implement	service providers, shall review and implement	
coordinated intermodal connections, to the extent	coordinated intermodal connections, to the extent	coordinated intermodal connections, to the extent	
practicable, to ensure efficient and accessible	practicable, to ensure efficient and accessible	practicable, to ensure efficient and accessible	
intermodal transportation opportunities in	intermodal transportation opportunities in	intermodal transportation opportunities in	
Vermont. The Agency shall also work with	Vermont. The Agency shall also work with	Vermont. The Agency shall also work with	
transportation service providers to support the	transportation service providers to support the	transportation service providers to support the	
cross promotion of intermodal connections.	cross promotion of intermodal connections.	cross promotion of intermodal connections.	
	* * * PEV Electric Distribut	ion Utility Rate Design * * *	
	1	1	
Sec. 21. PEV ELECTRIC DISTRIBUTION	Sec. 26. PEV ELECTRIC DISTRIBUTION	Sec. 33. PEV ELECTRIC DISTRIBUTION	NOTES FROM COMMITTEE OF
UTILITY RATE DESIGN	UTILITY RATE DESIGN	UTILITY RATE DESIGN	CONFERENCE:
			- House conferees agree to Senate's proposal of
(a) This section serves to encourage efficient	(a) This section serves to encourage efficient	(a) This section serves to encourage efficient	amendment.
integration of PEVs and EVSE into the electric	integration of PEVs and EVSE into the electric	integration of PEVs and EVSE into the electric	
system and the timely adoption of PEVs and	system and the timely adoption of PEVs and	system and the timely adoption of PEVs and	HOUSE EXPLANATION:
public charging through managed loads or time-	public charging through managed loads or time-	public charging through managed loads or time-	- Requires State electric distribution utilities to
differentiated price signals.	differentiated price signals.	differentiated price signals.	"offer" (not "implement") PEV rates by the
			deadline.

(b) Unless an extension is granted pursuant to subsection (e) of this section, all State electric distribution utilities shall implement PEV rates, which may include rates for electricity sales to an entire customer premises, for public and private EVSE not later than June 30, 2024. These rates shall, pursuant to 30 V.S.A. § 225, be filed for review and approval by the Public Utility Commission and encourage:	(b) Unless an extension is granted pursuant to subsection (e) of this section, all State electric distribution utilities shall offer PEV rates, which may include rates for electricity sales to an entire customer premises, for public and private EVSE not later than June 30, 2024. These rates shall, pursuant to 30 V.S.A. § 225, be filed for review and approval by the Public Utility Commission and encourage:	(b) Unless an extension is granted pursuant to subsection (e) of this section, all State electric distribution utilities shall offer PEV rates, which may include rates for electricity sales to an entire customer premises, for public and private EVSE not later than June 30, 2024. These rates shall, pursuant to 30 V.S.A. § 225, be filed for review and approval by the Public Utility Commission and encourage:	- Also has reporting going to the Senate Committee on Natural Resources and Energy.
(1) efficient use of PEV loads consistent with objectives of least-cost integrated planning, set out in 30 V.S.A. § 218c, and 30 V.S.A. § 202(b) and (c);	(1) efficient use of PEV loads consistent with objectives of least-cost integrated planning, set out in 30 V.S.A. § 218c, and 30 V.S.A. § 202(b) and (c);	(1) efficient use of PEV loads consistent with objectives of least-cost integrated planning, set out in 30 V.S.A. § 218c, and 30 V.S.A. § 202(b) and (c);	
 (2) participation in the PEV rates; (3) travel by PEV relative to available alternatives; and 	 (2) participation in the PEV rates; (3) travel by PEV relative to available alternatives; and 	 (2) participation in the PEV rates; (3) travel by PEV relative to available alternatives; and 	
 (4) greater adoption of PEVs. (c) PEV rates approved by the Public Utility Commission under subdivisions (1) and (2) of this subsection comply with subsection (b) of this section. 	 (4) greater adoption of PEVs. (c) PEV rates approved by the Public Utility Commission under subdivisions (1) and (2) of this subsection comply with subsection (b) of this section. 	 (4) greater adoption of PEVs. (c) PEV rates approved by the Public Utility Commission under subdivisions (1) and (2) of this subsection comply with subsection (b) of this section. 	
(1) The Public Utility Commission shall approve PEV rates that it finds, at a minimum: (A) support greater adoption of PEVs;	(1) The Public Utility Commission shall approve PEV rates that it finds, at a minimum: (A) support greater adoption of PEVs;	(1) The Public Utility Commission shall approve PEV rates that it finds, at a minimum: (A) support greater adoption of PEVs;	
(B) adequately compensate PEV operators and owners of EVSE available to the public for the value of grid-related services, including costs avoided through peak	(B) adequately compensate PEV operators and owners of EVSE available to the public for the value of grid-related services, including costs avoided through peak	(B) adequately compensate PEV operators and owners of EVSE available to the public for the value of grid-related services, including costs avoided through peak	

management;	management;	management;	
(C) adequately compensate the electric	(C) adequately compensate the electric	(C) adequately compensate the electric	
distribution utility and its customers for the	distribution utility and its customers for the	distribution utility and its customers for the	
additional costs that are directly attributable to the	additional costs that are directly attributable to the	additional costs that are directly attributable to the	
delivery of electricity through a PEV rate;	delivery of electricity through a PEV rate;	delivery of electricity through a PEV rate;	
(D) include a reasonable contribution to	(D) include a reasonable contribution to	(D) include a reasonable contribution to	
historic or embedded costs required to meet the	historic or embedded costs required to meet the	historic or embedded costs required to meet the	
overall cost of service;	overall cost of service;	overall cost of service;	
(E) do not discourage EVSE available	(E) do not discourage EVSE available	(E) do not discourage EVSE available	
to the public; and	to the public; and	to the public; and	
(F) do not have an adverse impact to ratepayers not utilizing the PEV rate.	(F) do not have an adverse impact to ratepayers not utilizing the PEV rate.	(F) do not have an adverse impact to ratepayers not utilizing the PEV rate.	
(2) The Public Utility Commission may	(2) The Public Utility Commission may	(2) The Public Utility Commission may	
approve PEV rates that utilize direct load control,	approve PEV rates that utilize direct load control,	approve PEV rates that utilize direct load control,	
third-party managed load control, static or	third-party managed load control, static or	third-party managed load control, static or	
dynamic time-varying rates, or other innovative	dynamic time-varying rates, or other innovative	dynamic time-varying rates, or other innovative	
practices that accomplish the goals set forth in	practices that accomplish the goals set forth in	practices that accomplish the goals set forth in	
subsection (a) of this section.	subsection (a) of this section.	subsection (a) of this section.	
(d) Electric distribution utilities with PEV	(d) Electric distribution utilities with PEV	(d) Electric distribution utilities with PEV	
rates approved by the Public Utility Commission	rates approved by the Public Utility Commission	rates approved by the Public Utility Commission	
prior to July 1, 2021 currently implemented as	prior to July 1, 2021 currently implemented as	prior to July 1, 2021 currently implemented as	
tariffs by those electric distribution utilities are	tariffs by those electric distribution utilities are	tariffs by those electric distribution utilities are	
exempt from subsection (b) of this section for the	exempt from subsection (b) of this section for the	exempt from subsection (b) of this section for the	
relevant rate classes, market segments, or	relevant rate classes, market segments, or	relevant rate classes, market segments, or	
customer segments in which the PEV rates are	customer segments in which the PEV rates are	customer segments in which the PEV rates are	
offered.	offered.	offered.	
(e) The Public Utility Commission may grant	(e) The Public Utility Commission may grant	(e) The Public Utility Commission may grant	
a petitioning electric distribution utility an	a petitioning electric distribution utility an	a petitioning electric distribution utility an	
extension of the June 30, 2024 implementation	extension of the June 30, 2024 implementation	extension of the June 30, 2024 implementation	

deadline. An extension may only be granted in	deadline. An extension may only be granted in	deadline. An extension may only be granted in	
response to a petition if the Public Utility	response to a petition if the Public Utility	response to a petition if the Public Utility	
Commission finds that the electric distribution	Commission finds that the electric distribution	Commission finds that the electric distribution	
utility's inability to meet the June 30, 2024	utility's inability to meet the June 30, 2024	utility's inability to meet the June 30, 2024	
implementation deadline is due to a technical	implementation deadline is due to a technical	implementation deadline is due to a technical	
inability to implement a PEV rate, adverse	inability to implement a PEV rate, adverse	inability to implement a PEV rate, adverse	
economic impacts to rate payers that would result	economic impacts to ratepayers that would result	economic impacts to ratepayers that would result	
from the implementation of a PEV rate, or other	from the implementation of a PEV rate, or other	from the implementation of a PEV rate, or other	
good cause demonstrated. The length of the	good cause demonstrated. The length of the	good cause demonstrated. The length of the	
extension shall be directly related to the	extension shall be directly related to the	extension shall be directly related to the	
demonstrated need for the extension.	demonstrated need for the extension.	demonstrated need for the extension.	
demonstrated need for the extension.		demonstrated need for the extension.	
(f) The Public Utility Commission, in	(f) The Public Utility Commission, in	(f) The Public Utility Commission, in	
consultation with the Department of Public	consultation with the Department of Public	consultation with the Department of Public	
Service and State electric distribution utilities,	Service and State electric distribution utilities,	Service and State electric distribution utilities,	
shall file written reports with the House	shall file written reports with the House	shall file written reports with the House	
Committees on Energy and Technology and on	Committees on Energy and Technology and on	Committees on Energy and Technology and on	
Transportation and the Senate Committees on	Transportation and the Senate Committees on	Transportation and the Senate Committees on	
Finance and	Finance, on Natural Resources and Energy, and	Finance, on Natural Resources and Energy, and	
on Transportation that address the goals	on Transportation that address the goals	on Transportation that address the goals	
delineated in subdivisions $(c)(1)(A)$ –(F) of this	delineated in subdivisions $(c)(1)(A)$ –(F) of this	delineated in subdivisions $(c)(1)(A)$ –(F) of this	
section, as applicable, and any progress barriers	section, as applicable, and any progress barriers	section, as applicable, and any progress barriers	
towards the goals contained in subsections (a) and	towards the goals contained in subsections (a) and	towards the goals contained in subsections (a) and	
(b) of this section not later than January 15, 2022,	(b) of this section not later than January 15, 2022,	(b) of this section not later than January 15, 2022,	
January 15, 2023, January 15, 2024, and January	January 15, 2023, January 15, 2024, and January	January 15, 2023, January 15, 2024, and January	
<u>15, 2025.</u>	<u>15, 2025.</u>	15, 2025.	
<u>13, 2023.</u>	10, 2023.	15, 2025.	
	* * * Public Transportatio	n Electrification Plan * * *	1
	ruene rumportuito		
Sec. 22. PUBLIC TRANSPORTATION	Sec. 27. PUBLIC TRANSPORTATION	Sec. 34. PUBLIC TRANSPORTATION	NOTES FROM COMMITTEE OF
ELECTRIFICATION PLAN	ELECTRIFICATION PLAN	ELECTRIFICATION PLAN	CONFERENCE:
			- Language the same in all three versions.
(a) The Agency of Transportation, in	(a) The Agency of Transportation, in	(a) The Agency of Transportation, in	
consultation with the State's public transit	consultation with the State's public transit	consultation with the State's public transit	
providers, shall prepare a long-range plan that	providers, shall prepare a long-range plan that	providers, shall prepare a long-range plan that	
outlines the costs, timeline, training, maintenance,	outlines the costs, timeline, training, maintenance,	outlines the costs, timeline, training, maintenance,	
,	,	,	1

and operational actions required to move to a fully	and operational actions required to move to a fully	and operational actions required to move to a fully	
electrified public transportation fleet.	electrified public transportation fleet.	electrified public transportation fleet.	
(b) The Agency shall file the long-range plan	(b) The Agency shall file the long-range plan	(b) The Agency shall file the long-range plan	
required under subsection (a) of this section with	required under subsection (a) of this section with	required under subsection (a) of this section with	
the House and Senate Committees on	the House and Senate Committees on	the House and Senate Committees on	
Transportation not later than January 31, 2022.	Transportation not later than January 31, 2022.	Transportation not later than January 31, 2022.	
Thisportation not rater than sundary 51, 2022.	Thisportation not fator than sundary 51, 2022.		
	* * * Airport and Rai	l Signs; Banners * * *	
Sec. 23. 10 V.S.A. § 494 is amended to read:	Sec. 28. 10 V.S.A. § 494 is amended to read:	Sec. 35. 10 V.S.A. § 494 is amended to read:	NOTES FROM COMMITTEE OF
			CONFERENCE:
§ 494. EXEMPT SIGNS	§ 494. EXEMPT SIGNS	§ 494. EXEMPT SIGNS	- House conferees agree to Senate's proposal of
			amendment.
The following signs are exempt from the	The following signs are exempt from the	The following signs are exempt from the	
requirements of this chapter except as indicated in	requirements of this chapter except as indicated in section 495 of this title:	requirements of this chapter except as indicated in section 495 of this title:	HOUSE EXPLANATION:
section 495 of this title:	section 495 of this title:	section 495 of this title:	- Includes language on banners and requiring
* * *	* * *	* * *	authorization from the legislative body of the municipality where the banner is located.
			municipanty where the banner is located.
(6)(A) Official traffic control signs,	(6)(A) Official traffic control signs,	(6)(A) Official traffic control signs,	
including signs on limited access highways,	including signs on limited access highways,	including signs on limited access highways,	
consistent with the Manual on Uniform Traffic	consistent with the Manual on Uniform Traffic	consistent with the Manual on Uniform Traffic	
Control Devices (MUTCD) adopted under 23	Control Devices (MUTCD) adopted under 23	Control Devices (MUTCD) adopted under 23	
V.S.A. § 1025, directing people persons to:	V.S.A. § 1025, directing people persons to:	V.S.A. § 1025, directing people persons to:	
(i) other towns;	(i) other towns;	(i) other towns;	
(ii) international airports;	(ii) international airports;	(ii) international airports;	
(iii) postsecondary educational	(iii) postsecondary educational	(iii) postsecondary educational	
institutions;	institutions;	institutions;	
(iv) cultural and recreational	(iv) cultural and recreational destination areas;	(iv) cultural and recreational destination areas;	
destination areas;	,		
(v) nonprofit diploma-granting	(v) nonprofit diploma-granting	(v) nonprofit diploma-granting	
educational institutions for people persons with	educational institutions for people persons with	educational institutions for people persons with disabilities; and	
disabilities; and (vi) official State visitor information	disabilities; and (vi) official State visitor information	(vi) official State visitor information	

centers.	centers.	centers.	
centers.	centers.	centers.	
(B) After having considered the six	(B) After having considered the six	(B) After having considered the six	
priority categories in subdivision (A) of this	priority categories in subdivision (A) of this	priority categories in subdivision (A) of this	
subdivision (6), the Travel Information Council	subdivision (6), the Travel Information Council	subdivision (6), the Travel Information Council	
may approve installation of a sign for any of the	may approve installation of a sign for any of the	may approve installation of a sign for any of the	
following provided the location is open a	following provided the location is open a	following provided the location is open a	
minimum of 120 days each year and is located	minimum of 120 days each year and is located	minimum of 120 days each year and is located	
within 15 miles of an interstate highway exit:	within 15 miles of an interstate highway exit:	within 15 miles of an interstate highway exit:	
 (i) nonprofit museums; (ii) cultural and recreational attractions owned by the State or federal government; (iii) officially designated scenic byways; (iv) park and ride or multimodal centers; and (v) fairgrounds or exposition sites. 	(i) nonprofit museums; (ii) cultural and recreational attractions owned by the State or federal government; (iii) officially designated scenic byways; (iv) park and ride or multimodal centers; and (v) fairgrounds or exposition sites.	 (i) nonprofit museums; (ii) cultural and recreational attractions owned by the State or federal government; (iii) officially designated scenic byways; (iv) park and ride or multimodal centers; and (v) fairgrounds or exposition sites. 	
(C) <u>The Agency of Transportation may</u>	(C) <u>The Agency of Transportation may</u>	(C) <u>The Agency of Transportation may</u>	
<u>approve and erect signs, including signs on</u>	<u>approve and erect signs, including signs on</u>	<u>approve and erect signs, including signs on</u>	
<u>limited access highways, consistent with the</u>	<u>limited access highways, consistent with the</u>	<u>limited access highways, consistent with the</u>	
<u>MUTCD, directing persons to State-owned</u>	<u>MUTCD, directing persons to State-owned</u>	<u>MUTCD, directing persons to State-owned</u>	
<u>airports and intercity passenger rail stations</u>	<u>airports and intercity passenger rail stations</u>	<u>airports and intercity passenger rail stations</u>	
<u>located within 25 miles of a limited access</u>	<u>located within 25 miles of a limited access</u>	<u>located within 25 miles of a limited access</u>	
<u>highway exit.</u>	<u>highway exit.</u>	<u>highway exit.</u>	
(D) Notwithstanding the limitations of	(D) Notwithstanding the limitations of	(D) Notwithstanding the limitations of	
this subdivision (6), supplemental guide signs	this subdivision (6), supplemental guide signs	this subdivision (6), supplemental guide signs	
consistent with the MUTCD for the President	consistent with the MUTCD for the President	consistent with the MUTCD for the President	
Calvin Coolidge State Historic Site may be	Calvin Coolidge State Historic Site may be	Calvin Coolidge State Historic Site may be	
installed at the following highway interchanges:	installed at the following highway interchanges:	installed at the following highway interchanges:	
* * *	* * *	* * *	

(D)(E) Signs erected under this	(D)(E) Signs erected under this	(D)(E) Signs erected under this	
subdivision (6) shall not exceed a maximum	subdivision (6) shall not exceed a maximum	subdivision (6) shall not exceed a maximum	
allowable size of 80 square feet.	allowable size of 80 square feet.	allowable size of 80 square feet.	
* * *	* * *	* * *	
	(18)(A) A sign that is a banner erected	(18)(A) A sign that is a banner erected	
	over a highway right-of-way for not more than 21	over a highway right-of-way for not more than 21	
	days if the bottom of the banner is not less than 16	days if the bottom of the banner is not less than 16	
	feet 6 inches above the surface of the highway and	feet 6 inches above the surface of the highway and	
	is securely fastened with breakaway fasteners and	is securely fastened with breakaway fasteners and	
	the proposed banner has been authorized by the	the proposed banner has been authorized by the	
	legislative body of the municipality in which it is	legislative body of the municipality in which it is	
	located.	located.	
	(B) As used in this subdivision (18),	(B) As used in this subdivision (18),	
	"banner" means a sign that is constructed of soft	"banner" means a sign that is constructed of soft	
	cloth or fabric or flexible material such as vinyl or	cloth or fabric or flexible material such as vinyl or	
	plastic cardboard.	plastic cardboard.	
	* * * Municipal Development Rev	l iew; Section 1111 Permit Fees * * *	
Sec. 24. 24 V.S.A. § 4416 is amended to read:	Sec. 29. 24 V.S.A. § 4416 is amended to read:	Sec. 36. 24 V.S.A. § 4416 is amended to read:	NOTES FROM COMMITTEE OF
			CONFERENCE:
§ 4416. SITE PLAN REVIEW	§ 4416. SITE PLAN REVIEW	§ 4416. SITE PLAN REVIEW	- Language the same in all three versions.
* * *	* * *	* * *	
(b) Whenever a proposed site plan involves	(b) Whenever a proposed site plan involves	(b) Whenever a proposed site plan involves	
access to a State highway or other work in the	access to a State highway or other work in the	access to a State highway or other work in the	
State highway right-of-way such as excavation,	State highway right-of-way such as excavation,	State highway right-of-way such as excavation,	
grading, paving, or utility installation, the	grading, paving, or utility installation, the	grading, paving, or utility installation, the	
application for site plan approval shall include a	application for site plan approval shall include a	application for site plan approval shall include a	
letter of intent from the Agency of Transportation		letter of intent from the Agency of Transportation	
confirming that the Agency has reviewed the	confirming that the Agency has reviewed the	confirming that the Agency has reviewed the	
proposed site plan and is prepared to issue an	proposed site plan and is prepared to issue an	proposed site plan and is prepared to issue an	

access permit under 19 V.S.A. § 1111, and setting	access permit under 19 V.S.A. § 1111, and setting	access permit under 19 V.S.A. § 1111, and setting	
determined whether a permit is required under 19	determined whether a permit is required under 19	determined whether a permit is required under 19	
V.S.A. § 1111. If the Agency determines that a	V.S.A. § 1111. If the Agency determines that a	V.S.A. § 1111. If the Agency determines that a	
permit for the proposed site plan is required under	permit for the proposed site plan is required under	permit for the proposed site plan is required under	
19 V.S.A. § 1111, then the letter from the Agency	19 V.S.A. § 1111, then the letter from the Agency	19 V.S.A. § 1111, then the letter from the Agency	
shall set out any conditions that the Agency	shall set out any conditions that the Agency	shall set out any conditions that the Agency	
proposes to attach to the section 1111 permit	proposes to attach to the section 1111 permit	proposes to attach to the section 1111 permit	
required under 19 V.S.A. § 1111.	required under 19 V.S.A. § 1111.	required under 19 V.S.A. § 1111.	
Sec. 25. 24 V.S.A. § 4463(e) is added to read:	Sec. 30. 24 V.S.A. § 4463(e) is added to read:	Sec. 37. 24 V.S.A. § 4463(e) is added to read:	NOTES FROM COMMITTEE OF
			CONFERENCE:
(e) Whenever a proposed subdivision is	(e) Whenever a proposed subdivision is	(e) Whenever a proposed subdivision is	- Language the same in all three versions.
adjacent to a State highway, the application for	adjacent to a State highway, the application for	adjacent to a State highway, the application for	
subdivision approval shall include a letter from	subdivision approval shall include a letter from	subdivision approval shall include a letter from	
the Agency of Transportation confirming that the	the Agency of Transportation confirming that the	the Agency of Transportation confirming that the	
Agency has reviewed the proposed subdivision	Agency has reviewed the proposed subdivision	Agency has reviewed the proposed subdivision	
and determined whether a permit is required under	and determined whether a permit is required under	and determined whether a permit is required under	
19 V.S.A. § 1111. If the Agency determines that	19 V.S.A. § 1111. If the Agency determines that	19 V.S.A. § 1111. If the Agency determines that	
a permit for the proposed subdivision is required	a permit for the proposed subdivision is required	a permit for the proposed subdivision is required	
under 19 V.S.A. § 1111, then the letter from the	under 19 V.S.A. § 1111, then the letter from the	under 19 V.S.A. § 1111, then the letter from the	
Agency shall set out any conditions that the	Agency shall set out any conditions that the	Agency shall set out any conditions that the	
Agency proposes to attach to the permit required	Agency proposes to attach to the permit required	Agency proposes to attach to the permit required	
under 19 V.S.A. § 1111.	under 19 V.S.A. § 1111.	under 19 V.S.A. § 1111.	
Sec. 26. 19 V.S.A. § 1112(b) is amended to read:	Sec. 31. 19 V.S.A. § 1112(b) is amended to read:	Sec. 38. 19 V.S.A. § 1112(b) is amended to read:	NOTES FROM COMMITTEE OF
	_		CONFERENCE:
(b) The Secretary shall collect the following	(b) The Secretary shall collect the following	(b) The Secretary shall collect the following	- Language the same in all three versions.
fees for each application for the following types of		fees for each application for the following types of	
permits or permit amendments issued pursuant to	permits or permit amendments issued pursuant to	permits or permit amendments issued pursuant to	
section 1111 of this title:	section 1111 of this title:	section 1111 of this title:	
* * *	* * *	* * *	
(6) permit amendments: \$0.00.	(6) permit amendments: \$0.00.	(6) permit amendments: \$0.00.	

* * * Improvement of High-Use Corridor Segments * * *				
Sec. 27. IMPROVEMENT OF HIGH-USE CORRIDOR SEGMENTS FOR BICYCLISTS	[SECTION DELETED]	Sec. 39. IMPROVEMENT OF HIGH-USE CORRIDOR SEGMENTS FOR BICYCLISTS	NOTES FROM COMMITTEE OF CONFERENCE: - Senate conferees agree to add Sec. 27 (H)	
(a) The Agency of Transportation shall continue to improve highways consistent with 19 V.S.A. § 2310 in order to enhance safety and		(a) The Agency of Transportation shall continue to improve highways consistent with 19 V.S.A. § 2310 in order to enhance safety and	back. SENATE EXPLANATION:	
accessibility on highways, and in particular for high-use corridor segments identified in the On- Road Bicycle Plan prepared in April 2016, or a subsequent update.		accessibility on highways, and in particular for high-use corridor segments identified in the On- Road Bicycle Plan prepared in April 2016, or a subsequent update.	- Requires the Agency to continue to improve highways as required under statute in order to enhance safety and accessibility on highways with a particular focus on high-use corridors	
(b) The Agency shall consider traffic volumes, the scope of the project, and other factors such as environmental or right-of-way impacts when		(b) The Agency shall consider traffic volumes, the scope of the project, and other factors such as environmental or right-of-way impacts when	identified in the On-Road Bicycle Plan prepared in April 2016, or a subsequent update. Also specifies what to consider when making improvements: traffic volume; scope	
making improvements.		making improvements.	of project; and other factors such as environmental/right-of-way.	
	* * * Work Zone Highway Safety Automated	Traffic Law Enforcement Study and Report * * *		
Sec. 28. WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC LAW ENFORCEMENT STUDY AND REPORT	Sec. 32. WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC LAW ENFORCEMENT STUDY AND REPORT	Sec. <mark>40</mark> . WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC LAW ENFORCEMENT STUDY AND REPORT	 NOTES FROM COMMITTEE OF CONFERENCE: Senate conferees agree to add the findings back. 	
(a) Findings. The General Assembly finds that:		(a) Findings. The General Assembly finds that:	HOUSE EXPLANATION: - Deleted the word "pilot" from subdivision	
(1) There are times, either because of insufficient staffing or inherent onsite difficulties, where law enforcement personnel cannot practically be utilized in a work zone.		(1) There are times, either because of insufficient staffing or inherent onsite difficulties, where law enforcement personnel cannot practically be utilized in a work zone.	 (c)(3) (drafting error). SENATE EXPLANATION: Includes findings. 	
(2) The objectives of utilizing an automated traffic law enforcement system in a work zone are improved work crew safety and		(2) The objectives of utilizing an automated traffic law enforcement system in a work zone are improved work crew safety and		

reduced traffic crashes resulting from an increased		reduced traffic crashes resulting from an increased	
adherence to traffic laws achieved by effective		adherence to traffic laws achieved by effective	
deterrence of potential violators, which could not		deterrence of potential violators, which could not	
be achieved by traditional law enforcement		be achieved by traditional law enforcement	
methods.		methods.	
(3) The use of automated traffic law		(3) The use of automated traffic law	
enforcement systems in work zones is not		enforcement systems in work zones is not	
intended to replace traditional law enforcement		intended to replace traditional law enforcement	
personnel, nor is it intended to mitigate problems		personnel, nor is it intended to mitigate problems	
caused by deficient road design, construction, or		caused by deficient road design, construction, or	
maintenance. Rather, it provides deterrence and		maintenance. Rather, it provides deterrence and	
enforcement at times when and in locations where		enforcement at times when and in locations where	
law enforcement personnel cannot be utilized		law enforcement personnel cannot be utilized	
safely or are needed for other law enforcement		safely or are needed for other law enforcement	
activities.		activities.	
activities.		activities.	
(h) Definitions Annual in this sections	() Definitions Association this sections	(1) Definitions As used in this section.	
(b) Definitions. As used in this section:	(a) Definitions. As used in this section:	(b) Definitions. As used in this section:	
(1) $(A - A) = A + A + A + A + A + A + A + A + A + A$	(1) $(A_{1}, A_{2}, A_{3}, A_$	(1) "A	
(1) "Automated traffic law enforcement	(1) "Automated traffic law enforcement	(1) "Automated traffic law enforcement	
system" means a device with one or more sensors	system" means a device with one or more sensors	system" means a device with one or more sensors	
working in conjunction with a speed measuring	working in conjunction with a speed measuring	working in conjunction with a speed measuring	
device to produce recorded images of motor	device to produce recorded images of motor	device to produce recorded images of motor	
vehicles traveling at more than 10 miles above the	vehicles traveling at more than 10 miles above the	vehicles traveling at more than 10 miles above the	
speed limit or traveling in violation of another	speed limit or traveling in violation of another	speed limit or traveling in violation of another	
traffic control device, or both.	traffic control device, or both.	traffic control device, or both.	
(2) "Recorded image" means a photograph,	(2) "Recorded image" means a photograph,	(2) "Recorded image" means a photograph,	
microphotograph, electronic image, or electronic	microphotograph, electronic image, or electronic	microphotograph, electronic image, or electronic	
video that shows the front or rear of the motor	video that shows the front or rear of the motor	video that shows the front or rear of the motor	
vehicle clearly enough to identify the registration	vehicle clearly enough to identify the registration	vehicle clearly enough to identify the registration	
number plate of the motor vehicle or that shows	number plate of the motor vehicle or that shows	number plate of the motor vehicle or that shows	
the front of the motor vehicle clearly enough to	the front of the motor vehicle clearly enough to	the front of the motor vehicle clearly enough to	
identify the registration number plate of the motor	identify the registration number plate of the motor	identify the registration number plate of the motor	
vehicle and shows the operator of the motor	vehicle and shows the operator of the motor	vehicle and shows the operator of the motor	
vehicle.	vehicle.	vehicle.	

(3) "Traffic control device" means any	(3) "Traffic control device" means any	(3) "Traffic control device" means any	
sign, signal, marking, channelizing, or other	sign, signal, marking, channelizing, or other	sign, signal, marking, channelizing, or other	
device that conforms with the Manual on Uniform	device that conforms with the Manual on Uniform	device that conforms with the Manual on Uniform	
Traffic Control Devices, which is the standards	Traffic Control Devices, which is the standards	Traffic Control Devices, which is the standards	
for all traffic control signs, signals, and markings	for all traffic control signs, signals, and markings	for all traffic control signs, signals, and markings	
within the State pursuant to 23 V.S.A. § 1025, and	within the State pursuant to 23 V.S.A. § 1025, and	within the State pursuant to 23 V.S.A. § 1025, and	
is used to regulate, warn, or guide traffic and	is used to regulate, warn, or guide traffic and	is used to regulate, warn, or guide traffic and	
placed on, over, or adjacent to a highway,			
	placed on, over, or adjacent to a highway,	placed on, over, or adjacent to a highway,	
pedestrian facility, or bicycle path by authority of	pedestrian facility, or bicycle path by authority of	pedestrian facility, or bicycle path by authority of	
the State or the municipality with jurisdiction over	the State or the municipality with jurisdiction over	the State or the municipality with jurisdiction over	
the highway, pedestrian facility, or bicycle path.	the highway, pedestrian facility, or bicycle path.	the highway, pedestrian facility, or bicycle path.	
(c) Study. The Agency of Transportation	(b) Study. The Agency of Transportation	(c) Study. The Agency of Transportation	
shall, in consultation with at least the Department	shall, in consultation with at least the Department	shall, in consultation with at least the Department	
of Public Safety and the Associated General	of Public Safety and the Associated General	of Public Safety and the Associated General	
Contractors of Vermont, study the feasibility of	Contractors of Vermont, study the feasibility of	Contractors of Vermont, study the feasibility of	
implementing automated traffic law enforcement	implementing automated traffic law enforcement	implementing automated traffic law enforcement	
· ·	systems in work zones in Vermont and make	systems in work zones in Vermont and make	
systems in work zones in Vermont and make			
specific recommendations on whether to pursue a	specific recommendations on whether to pursue a	specific recommendations on whether to pursue a	
program that utilizes automated traffic law	program that utilizes automated traffic law	program that utilizes automated traffic law	
enforcement systems within work zones in	enforcement systems within work zones in	enforcement systems within work zones in	
Vermont, with a specific focus on affecting driver	Vermont, with a specific focus on affecting driver	Vermont, with a specific focus on affecting driver	
behavior. At a minimum, the Agency shall:	behavior. At a minimum, the Agency shall:	behavior. At a minimum, the Agency shall:	
(1) research the cost to procure equipment	(1) research the cost to procure equipment	(1) research the cost to procure equipment	
and services to assist in the implementation of a	and services to assist in the implementation of a	and services to assist in the implementation of a	
program that utilizes automated traffic law	program that utilizes automated traffic law	program that utilizes automated traffic law	
enforcement systems within work zones in	enforcement systems within work zones in	enforcement systems within work zones in	
Vermont;	Vermont;	Vermont;	
(2) research how images are collected.	(2) research how images are collected.	(2) research how images are collected.	
stored, accessed, used, and disposed of; by whom;	stored, accessed, used, and disposed of; by whom;	stored, accessed, used, and disposed of; by whom;	
and under what timeline or timelines when	and under what timeline or timelines when	and under what timeline or timelines when	
automated traffic law enforcement systems are	automated traffic law enforcement systems are	automated traffic law enforcement systems are	
used to collect a recorded image of a motor	used to collect a recorded image of a motor	used to collect a recorded image of a motor	

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vehicle in violation of a traffic control device in a	vehicle in violation of a traffic control device in a	vehicle in violation of a traffic control device in a	
work zone;	work zone;	work zone;	
(3) make recommendations on how images	(3) make recommendations on how images	(3) make recommendations on how images	
should be collected, stored, accessed, used, and	should be collected, stored, accessed, used, and	should be collected, stored, accessed, used, and	
disposed of; by whom; and under what timeline or	disposed of; by whom; and under what timeline or	disposed of; by whom; and under what timeline or	
timelines if a pilot program that utilizes automated	timelines if a program that utilizes automated	timelines if a program that utilizes automated	
traffic law enforcement systems within work	traffic law enforcement systems within work	traffic law enforcement systems within work	
zones in Vermont is implemented; and	zones in Vermont is implemented; and	zones in Vermont is implemented; and	
zones in vermont is implemented; and	zones in vermont is implemented; and	zones in vermont is implemented; and	
(4) define the system components needed	(4) define the system components needed	(4) define the system components needed	
to implement a program that utilizes automated	to implement a program that utilizes automated	to implement a program that utilizes automated	
traffic law enforcement systems within work	traffic law enforcement systems within work	traffic law enforcement systems within work	
zones in Vermont.	zones in Vermont.	zones in Vermont.	
(d) Report. On or before January 15, 2022,	(c) Report. On or before January 15, 2022,	(d) Report. On or before January 15, 2022,	
the Agency shall submit a written report to the	the Agency shall submit a written report to the	the Agency shall submit a written report to the	
House and Senate Committees on Judiciary and	House and Senate Committees on Judiciary and	House and Senate Committees on Judiciary and	
on Transportation with its findings and any	on Transportation with its findings and any	on Transportation with its findings and any	
proposals for implementation.	proposals for implementation.	proposals for implementation.	
proposals for implementation	proposado for implomentation.		
	* * * Transportation E	quity Framework * * *	
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	Sec. 33. TRANSPORTATION EQUITY	Sec. 41. TRANSPORTATION EQUITY	NOTES FROM COMMITTEE OF
	FRAMEWORK; REPORT	FRAMEWORK; REPORT	CONFERENCE:
			- House conferees agree to Senate's proposal of
	(a) The Agency of Transportation, in	(a) The Agency of Transportation, in	amendment.
	consultation with the State's 11 Regional Planning	consultation with the State's 11 Regional Planning	amendment.
	Commissions (RPCs), shall undertake a		HOUSE EVELANATION.
		Commissions (RPCs), shall undertake a	HOUSE EXPLANATION:
	comprehensive analysis of the State's existing	comprehensive analysis of the State's existing	- Requires the Agency, in consultation with the
	transportation programs and develop a	transportation programs and develop a	State's 11 Regional Planning Commissions
	recommendation on a transportation equity	recommendation on a transportation equity	(RPCs), to undertake a comprehensive
	framework through which the annual	framework through which the annual	analysis of the State's existing transportation
	Transportation Program, and the Agency's Annual	Transportation Program, and the Agency's Annual	program and develop a recommendation on a
	Project Prioritization Process, can be evaluated so	Project Prioritization Process, can be evaluated so	transportation equity framework that can be
	as to advance mobility equity, which is a	as to advance mobility equity, which is a	used by the Agency to advance mobility

enhances economic opportunity for Vermonters in communities that have been underserved by the State's transportation system.enhances economic opportunity for Vermonters in communities that have been underserved by the State's transportation system.(b) In conducting the analysis required under subsection (a) of this section, the Agency, in coordination with the State's 11 RPCs, shall seek input from individuals who are underserved by the State's current transportation system or who may not have previously been consulted as part of the Agency's planning processes.(b) In conducting the analysis required under subsection (a) of this section, the Agency in conducting the analysis required under subsection (a) of this section, the State's 11 RPCs, shall seek input from individuals who are underserved by the State's current transportation system or who may not have previously been consulted as part of the Agency's planning processes.(c) In order to aid the Agency in conducting the analysis required under subsection (a) of this section, the State's 11 RPCs shall convene regional meetings focused on achieving equity and inclusion in the transportation pplanning process. Meeting facilitation shall include identification of and outreach to underrepresented local communities and solicitation of input on the transportation planning efforts required under 19 V.S.A. & 101.(d) The Agency shall file a written report with its analysis and a recommendation on a(d) The Agency shall file a written report with its analysis and a recommendation on a	equity, which is a transportation system that
communities that have been underserved by the State's transportation system.communities that have been underserved by the State's transportation system.(b) In conducting the analysis required under subsection (a) of this section, the Agency, in coordination with the State's 11 RPCs, shall seek input from individuals who are underserved by the State's current transportation system or who may not have previously been consulted as part of the Agency's planning processes.(b) In conducting the analysis required under subsection (a) of this section, the Agency, in coordination with the State's 11 RPCs, shall seek input from individuals who are underserved by the State's current transportation system or who may not have previously been consulted as part of the Agency's planning processes.(b) In conducting the analysis required under subsection (a) of this section, the State's 11 RPCs, shall seek input from individuals who are underserved by the State's current transportation system or who may not have previously been consulted as part of the Agency's planning processes.(c) In order to aid the Agency in conducting the analysis required under subsection (a) of this section, the State's 11 RPCs shall convene regional meetings focused on achieving equity and inclusion in the transportation planning process. Meeting facilitation shall include identification of and outreach to underrepresented local communities and solicitation of input on the transportation planning process pursuant to the transportation planning efforts required under 19 v.S.A. § 101.(d) The Agency shall file a written report with its analysis and a recommendation on a(d) The Agency shall file a written report with its analysis and a recommendation on a	increases access to mobility options, reduc
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than January 15, 2022. <u>Schate Committees on Transportation not later</u>	

* * * Effective Dates * * *			
Sec. 29. EFFECTIVE DATES	Sec. 35. EFFECTIVE DATES	Sec. 42. EFFECTIVE DATES	NOTES FROM COMMITTEE OF CONFERENCE:
(a) This section and Sec. 5 (Town Highway	(a) This section and Secs. 7 (federal	(a) This section and Secs. 12 (federal	- Updated accordingly.
Structures and Class 2 Town Highway Roadway Programs)	infrastructure funding), 10 (authorization for the Incentive Program for New PEVs), and 13	infrastructure funding), 17 (authorization for the Incentive Program for New PEVs), and 20	
on passage.	(authorization for MileageSmart) shall take effect on passage.	(authorization for MileageSmart) shall take effect on passage.	
(b) Sec. 2 (19 V.S.A. § 10g(p); Lamoille Valley Rail Trail maintenance) shall take effect on July 1, 2021 and apply to Transportation	(b) Sec. 6 (repeal of 23 V.S.A. § 1432(c)) shall take effect on January 1, 2022.	(b) Sec. 10 (repeal of 23 V.S.A. § 1432(c)) shall take effect on July 1, 2022.	
Programs commencing with fiscal year 2023.		(c) Sec. 13 (19 V.S.A. § 10g(p); Lamoille Valley Rail Trail maintenance) shall take effect on July 1, 2021 and apply to Transportation Programs commencing with fiscal year 2023.	
(c) All other sections shall take effect on July <u>1, 2021.</u>	(c) All other sections shall take effect on July <u>1, 2021.</u>	(d) All other sections shall take effect on July <u>1, 2021.</u>	