

1 **REDUCTION IN MAINTENANCE BUDGET BY \$4.35M FOR:**

2 **- UP TO \$400k FOR NONFEDERAL MATCH FOR EVSE.**

3 **- UP TO \$1M FOR NONFED. MATCH FOR VEHL INCENTIVES.**

4 **- \$1M FOR NONFED. MATCH FOR MICRO TRANSIT.**

5 **- \$250k FOR PED. SAFETY, AND**

6 **- \$1.7M FOR ZERO-FARE PUBLIC TRANSIT**

7 **- CHANGES FROM THE ADMINISTRATION'S PROPOSAL**

8 **HIGHLIGHTED**

9 *** Amendments to Fiscal Year 2023 Programs ***

10 **Sec. 1a. HIGHWAY MAINTENANCE**

11 **(a) Within the Agency of Transportation's Proposed Fiscal Year 2023**

12 **Transportation Program for Maintenance, authorized spending is amended as**

13 **follows:**

14

FY23	As Proposed	As Amended	Change
Person. Svcs.	44,709,478	44,709,478	0
Operat. Exp.	61,554,303	57,204,303	-4,350,000
Total	106,263,781	101,913,781	-4,350,000

18 **Sources of funds**

19

State	105,517,966	101,167,966	-4,350,000
Federal	645,815	645,815	0
Inter Unit	100,000	100,000	0

21

1 Total 106,263,781 101,913,781 -4,350,000

2 (b) If the Agency of Commerce and Community Development is able to
3 fully fund the minimum total grant awards for EVSE at workplaces prescribed
4 under Sec. 2(b)(2)(B) of this act with Coronavirus State and Local Fiscal
5 Recovery Funds (SLFRF) monies, then the Agency of Transportation’s
6 Proposed Fiscal Year 2023 Transportation Program for Maintenance is further
7 amended to increase the authorization in operating expenses funded through
8 Transportation Fund monies by \$400,000.00.

9 (c) If the Agency of Transportation is not required to modify the eligibility
10 criteria for the Incentive Program for New PEVs or MileageSmart, or both,
11 pursuant to Sec. 3(g) of this act, then the Agency of Transportation’s Proposed
12 Fiscal Year 2023 Transportation Program for Maintenance is further amended
13 to increase the authorization in operating expenses funded through
14 Transportation Fund monies by \$1,000,000.00.

- 15 **[ADDITION OF UP TO \$12.25M FOR:**
- 16 **- EVSE: UP TO \$400k MATCH (STATE) & \$1.6M (FED);**
- 17 **- VEH. INCENTIVES: UP TO \$1M MATCH (STATE) & \$4M (FED);**
- 18 **- MICRO TRANSIT: \$1M MATCH (STATE) & \$4M (FED); AND**
- 19 **- PED. SAFETY: \$250k (STATE)**

1 **- CHANGES FROM THE ADMINISTRATION'S PROPOSAL**
2 **HIGHLIGHTED (NOTE: ADMINISTRATION'S PROPOSAL REFLECTS**
3 **AN INCREASE OF FEDERAL GRANTS BY \$3,394,522)]**

4 Sec. 1b. POLICY AND PLANNING

5 (a) Within the Agency of Transportation's Proposed Fiscal Year 2023
6 Transportation Program for Policy and Planning, authorized spending is
7 amended as follows:

8	<u>FY23</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
9	Person. Svcs.	4,767,663	4,767,663	0
10	Operat. Exp.	1,035,700	1,035,700	0
11	Grants	7,389,725	23,034,247	15,644,522
12	Total	13,193,088	28,837,610	15,644,522
13	<u>Sources of funds</u>			
14	State	3,217,573	5,867,573	2,650,000
15	Federal	9,920,240	22,914,762	12,994,522
16	Inter Unit	55,275	55,275	0
17	Total	13,193,088	28,837,610	15,644,522

18 (b) Electric vehicle supply equipment infrastructure. If the Agency of
19 Commerce and Community Development is able to fully fund the minimum
20 total grant awards for EVSE at workplaces prescribed under Sec. 2(b)(2)(B) of
21 this act with Coronavirus State and Local Fiscal Recovery Funds (SLFRF)

1 monies, then the Agency of Transportation’s Proposed Fiscal Year 2023
2 Transportation Program for Policy and Planning is further amended to reduce
3 grants by \$2,000,000.00 with a source of funds of \$400,000.00 in
4 Transportation Fund monies and \$1,600,000.00 in federal monies.

5 (c) Vehicle incentives.

6 (1) If the Agency of Transportation is not required to modify the
7 eligibility criteria for the Incentive Program for New PEVs or MileageSmart,
8 or both, pursuant to Sec. 3(g) of this act, then the Agency of Transportation’s
9 Proposed Fiscal Year 2023 Transportation Program for Policy and Planning is
10 further amended to reduce grants by \$5,000,000.00 with a source of funds of
11 \$1,000,000.00 in Transportation Fund monies and \$4,000,000.00 in federal
12 monies.

13 (2) If the Agency of Transportation is required to modify the eligibility
14 criteria for the Incentive Program for New PEVs or MileageSmart, or both,
15 pursuant to Sec. 3(g) of this act and federal Surface Transportation Block
16 Grant (STBG) or Carbon Reduction Program monies are not available in fiscal
17 year 2023 due to eligibility or being made available by the federal government,
18 then the Agency of Transportation’s Proposed Fiscal Year 2023 Transportation
19 Program for Policy and Planning is further amended to reduce grants by
20 \$4,000,000.00 with a source of funds of \$4,000,000.00 in federal monies.

1 * * * Electric Vehicle Supply Equipment Infrastructure * * *

2 Sec. 2. INVESTMENTS IN ELECTRIC VEHICLE SUPPLY EQUIPMENT
3 INFRASTRUCTURE

4 (a) State highway network. The Agency of Transportation is authorized to
5 spend a total of up to \$6,250,000.00 as appropriated in the fiscal year 2023
6 budget to install level 3 EVSE along the State highway network consistent
7 with the goals established in 2021 Acts and Resolves No. 55, Sec. 30. This
8 authorization shall be used by the Agency to purchase and install level 3 EVSE
9 or to provide grants for persons to purchase and install level 3 EVSE, or both.

10 (b) Housing, employers, and public venues and attractions.

11 (1) The Agency of Commerce and Community Development is
12 authorized to spend a total of up to \$10,000,000.00 as appropriated in the fiscal
13 year 2023 budget to establish and administer one or more grant programs,
14 which may build upon the existing EVSE Grant Program, to support the
15 continued buildout of level 1 and 2 EVSE at multiunit dwellings, including
16 multiunit affordable housing as defined in 2021 Acts and Resolves No. 55,
17 Sec. 29(a)(2) and workplaces and level 1, 2, and 3 EVSE at public venues and
18 attractions, such as parks, downtowns, museums, and ski mountains.

19 (2) The Agency of Commerce and Community Development shall
20 ensure that the following minimum allocations are met:

1 (A) not less than 20 percent of the \$10,000,000.00 for grants for
2 EVSE at multiunit dwellings, including multiunit affordable housing as
3 defined in 2021 Acts and Resolves No. 55, Sec. 29(a)(2);

4 (B) not less than 20 percent of the \$10,000,000.00 for grants for
5 EVSE at workplaces, defined as a place where an individual works; and

6 (C) not less than 10 percent of the \$10,000,000.00 for grants for
7 EVSE at public venues and attractions, such as parks, downtowns, museums,
8 and ski mountains.

9 (c) State parks and fishing access areas. The Agency of Natural Resources
10 is authorized to spend a total of up to \$3,000,000.00 as appropriated in the
11 fiscal year 2023 budget to install level 1 and 2 EVSE at State parks and fishing
12 access areas managed by the State. This authorization shall be used by the
13 Agency of Natural Resources to purchase and install level 1 and 2 EVSE or to
14 provide grants for persons to purchase and install level 1 and 2 EVSE, or both.

15 (d) Purpose. The purpose of the expenditures authorized in subsections
16 (a)–(c) of this section is to respond to negative economic impacts to the
17 tourism, travel, and hospitality industries caused by the COVID-19 public
18 health emergency and to provide assistance to low- and moderate-income
19 households that were impacted by the COVID-19 public health emergency.

20 (e) Eligibility criteria. Notwithstanding 2020 Acts and Resolves No. 139,
21 Sec. 25; 2021 Acts and Resolves No. 55, Sec. 29; and any prior iterations of

1 funding criteria used to distribute State EVSE grant awards through programs
2 involving the EVSE Interagency Workgroup, the Agencies of Transportation,
3 of Commerce and Community Development, and of Natural Resources may
4 modify eligibility criteria for and programmatic implementation of any existing
5 State EVSE grant programs to ensure that available federal monies are best
6 utilized to build a network of EVSE throughout Vermont so as to support the
7 widespread adoption of plug-in electric vehicles, as defined in 23 V.S.A.
8 § 4(85), amongst Vermonters, including those of low and moderate income,
9 and provide increased access to a reliable network of EVSE to better serve and
10 support the travel, tourism, and hospitality industries.

11 (f) Administration expenses. Unless prohibited by federal or State law, the
12 Agencies of Transportation, of Commerce and Community Development, and
13 of Natural Resources may use up to 15 percent of the total amount that is
14 distributed in grant awards under subsections (a)–(c) for costs associated with
15 administering and promoting any State-run electric vehicle supply equipment
16 grant programs, including translation and interpretation service, community
17 outreach, and education.

18 (g) Carryforward; deployment in fiscal year 2023. Notwithstanding any
19 other provision of law and subject to the approval of the Secretary of
20 Administration, appropriations to support the authorizations under this section
21 remaining unexpended on June 30, 2023 shall be carried forward and

1 designated for the same expenditures in the subsequent fiscal year. Every
2 reasonable effort shall be made to obligate and deploy the monies authorized
3 for expenditure under this section in fiscal year 2023 in order to achieve a pace
4 of EVSE deployment necessary to meet the emissions reduction requirements
5 of 10 V.S.A. § 578(a) and the recommendations of the Climate Action Plan
6 (CAP) issued under 10 V.S.A. § 592.

7 (h) Alternative funding source. It is the intent of the General Assembly
8 that if the Agency of Commerce and Community Development is unable to
9 fully fund the minimum total grant awards for EVSE at workplaces prescribed
10 under subdivision (b)(2)(B) of this section through Coronavirus State and
11 Local Fiscal Recovery Funds (SLFRF) monies in fiscal year 2023, then the
12 Agency is directed to use up to \$1,600,000.00 in federal Surface
13 Transportation Block Grant (STBG) or Carbon Reduction Program monies, as
14 eligible, and up to \$400,000.00 in Transportation Fund monies as appropriated
15 in the fiscal year 2023 budget and authorized in Sec. 1b of this act. In no case
16 shall the total authorization for EVSE at multiunit dwellings, at workplaces,
17 and at public venues and attractions exceed \$10,000,000.00.

18 (i) Outreach and marketing. The Agencies of Transportation, Commerce
19 and Community Development, and Natural Resources shall ensure that there is
20 sufficient outreach and marketing, including the use of translation and
21 interpretation services, of the EVSE grant programs so that Vermonters who

1 can secure financial assistance under one of the EVSE grant programs can
2 easily learn about and how to apply for an EVSE grant.

3 * * * Vehicle Incentive Programs * * *

4 Sec. 3. VEHICLE INCENTIVE PROGRAMS

5 (a) Incentive Program for New PEVs. The Agency is authorized to spend a
6 total of up to \$12,000,000.00 as appropriated in the fiscal year 2023 budget on
7 the Incentive Program for New PEVs established in 2019 Acts and Resolves
8 No. 59, Sec. 34, as amended.

9 (b) MileageSmart. The Agency is authorized to spend a total of up to
10 \$3,000,000.00 as appropriated in the fiscal year 2023 budget on MileageSmart
11 as established in 2019 Acts and Resolves No. 59, Sec. 34, as amended.

12 (c) Replace Your Ride Program. The Agency is authorized to spend a total
13 of up to \$3,000,000.00 as appropriated in the fiscal year 2023 budget on the
14 Replace Your Ride Program established in 2021 Acts and Resolves No. 55,
15 Sec. 27, as amended.

16 (d) eBike Incentive Program. The Agency is authorized to spend a total of
17 up to \$1,000,000.00 as appropriated in the fiscal year 2023 budget on an eBike
18 Incentive Program to provide incentives for the purchase of electric bicycles,
19 as defined in 23 V.S.A. § 4(46). Incentives shall be available to all
20 Vermonters who self-certify as to having an income at 80 percent of the State
21 median income.

1 (e) eRecreation Incentive Program. The Agency is authorized to spend a
2 total of up to \$1,000,000.00 as appropriated in the fiscal year 2023 budget on
3 an eRecreation Incentive Program to provide incentives for the purchase of all-
4 terrain vehicles, as defined in 23 V.S.A. § 3501, and snowmobiles, as defined
5 in 23 V.S.A. § 3201, that do not contain an internal combustion engine as
6 manufactured and sold.

7 (f) Purpose.

8 (1) The purpose of the expenditures authorized in subsections (a)–(d) of
9 this section is to provide assistance to low- and moderate-income households
10 that were impacted by the COVID-19 public health emergency.

11 (2) The purpose of the expenditures authorized in subsection (e) of this
12 section is to respond to negative economic impacts to the tourism, travel, and
13 hospitality industries caused by the COVID-19 public health emergency and to
14 encourage Vermonters to use all-terrain vehicles and snowmobiles without
15 internal combustion engines as a means to support Vermont’s tourism, travel,
16 and hospitality industries through increased outdoor recreation and the
17 associated benefits to local businesses.

18 (g) Eligibility criteria. Notwithstanding this section; 2019 Acts and
19 Resolves No. 59, Sec. 34, as amended by 2020 Acts and Resolves No. 121,
20 Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112, 2021 Acts and Resolves
21 No. 3, Sec. 56, and 2021 Acts and Resolves No. 55, Secs. 18, 19, and 21; and

1 2021 Acts and Resolves No. 55, Sec. 27, as amended by Sec. 5 of this act, the
2 Agency may modify the eligibility criteria for and programmatic
3 implementation of the Incentive Program for New PEVs, MileageSmart, the
4 Replace Your Ride Program, and the eBike Incentive Program to ensure that
5 available federal monies are best utilized to encourage Vermonters with low
6 and moderate income to adopt more efficient modes of personal transportation.

7 (h) Administration expenses. Unless prohibited by federal or State law, the
8 Agency may use up to 15 percent of any single authorization in subsections
9 (a)–(e) and an additional \$2,000,000.00 as appropriated in the fiscal year 2023
10 budget for costs associated with administering and promoting the vehicle
11 incentive programs, including on the Agency’s existing partnership with Drive
12 Electric Vermont, translation and interpretation service, community outreach,
13 and education.

14 (i) Carryforward; deployment in fiscal year 2023. Notwithstanding any
15 other provision of law and subject to the approval of the Secretary of
16 Administration, appropriations to support the authorizations under this section
17 remaining unexpended on June 30, 2023 shall be carried forward and
18 designated for the same expenditures in the subsequent fiscal year. Every
19 reasonable effort shall be made to obligate and deploy the monies authorized
20 for expenditure under this section in fiscal year 2023 in order to achieve a pace
21 of plug-in electric vehicle deployment necessary to meet the emissions

1 reduction requirements of 10 V.S.A. § 578(a) and the recommendations of the
2 Climate Action Plan (CAP) issued under 10 V.S.A. § 592.

3 (j) Alternative funding source. It is the intent of the General Assembly that
4 if the Agency of Transportation is required to modify the eligibility criteria for
5 the Incentive Program for New PEVs or MileageSmart, or both, in order to
6 ensure that Coronavirus State and Local Fiscal Recovery Funds (SLFRF)
7 monies are best utilized to encourage Vermonters with low and moderate
8 income to adopt more efficient modes of personal transportation, then the
9 Agency is directed to use up to \$4,000,000.00 in federal Carbon Reduction
10 Program monies, as eligible, and \$1,000,000.00 in Transportation Fund monies
11 as appropriated in the fiscal year 2023 budget and authorized in Sec. 1b of this
12 act to provide incentives for Vermonters who would otherwise be eligible for
13 an incentive under the Incentive Program for New PEVs or MileageSmart, as
14 those programs exist under 2019 Acts and Resolves No. 59, Sec. 34, as
15 amended, with a corresponding reduction in SLFRF monies. In no case shall
16 the combined total authorization for incentives under the Incentive Program for
17 New PEVs and MileageSmart exceed \$15,000,000.00.

18 (k) Outreach and marketing. The Agency, in consultation with Drive
19 Electric Vermont and the Vermont Vehicle and Automotive Distributors
20 Association, shall ensure that there is sufficient outreach and marketing,
21 including the use of translation and interpretation services, of the Incentive

1 Program for New PEVs, MileageSmart, and Replace Your Ride so that
2 Vermonters who are eligible under one or more of the incentive programs can
3 easily learn how to secure as many incentives as are available.

4 **INCREASE IN THE BASE MSRP ALLOWED UNDER THE INCENTIVE**
5 **PROGRAM FOR NEW PEVS – NOT ADDRESSED IN THE**
6 **ADMINISTRATION'S PROPOSAL**

7 Sec. 3a. 2019 Acts and Resolves No. 59, Sec. 34(b), as amended by 2020 Acts
8 and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112,
9 2021 Acts and Resolves No. 3, Sec. 56, and 2021 Acts and Resolves No. 55,
10 Sec. 19 is further amended to read:

11 (b) Electric vehicle incentive program. An incentive program for Vermont
12 residents to purchase and lease new PEVs shall structure PEV purchase and
13 lease incentive payments by income to help Vermonters benefit from electric
14 driving, including Vermont's most vulnerable. The program shall be known as
15 the Incentive Program for New PEVs. Specifically, the Incentive Program for
16 New PEVs shall:

17 * * *

18 (5) apply to manufactured PEVs with a Base Manufacturer's Suggested
19 Retail Price (MSRP) of ~~\$40,000.00~~ \$45,000.00 or less; and

20 * * *

1 **ADD A PEDESTRIAN SAFETY PILOT PROGRAM – NOT ADDRESSED**

2 **IN THE ADMINISTRATION'S PROPOSAL**

3 * * * Pedestrian Safety Pilot Program * * *

4 Sec. 9a. PEDESTRIAN SAFETY PILOT PROGRAM; REPORT

5 (a) Pilot program. Not later than September 1, 2022, the Agency of
6 Transportation shall identify a minimum of 10 State and municipal projects to
7 pilot the use of pedestrian safety measures. The Agency shall select projects
8 that are located throughout the State, in both rural and urban communities, and
9 utilize both permanent and temporary infrastructure, including signage, and
10 low-technology resources, such as crossing flags. The Agency shall ensure
11 that all projects comply with the Manual on Uniform Traffic Control Devices,
12 where applicable, and that the person managing the project collects data on the
13 effectiveness, reliability, and availability of the infrastructure or resources
14 utilized as part of the project.

15 (b) Report. The Agency of Transportation shall file a written report on the
16 pilot program identified in subsection (a) of this section with the House and
17 Senate Committees on Transportation not later than December 15, 2023. At a
18 minimum, the report shall cover:

19 (1) the selected projects, including the location and a brief description of
20 each project; and

1 (2) an evaluation of the effectiveness, reliability, and availability of the
2 infrastructure or resource utilized as part of the project.

3 (c) Municipal funding. Municipal projects selected under subsection (a) of
4 this section shall be eligible for a grant award of up to \$25,000.00 per project
5 from the Agency of Transportation.

6 (d) Authorization. The Agency is authorized to spend a total of
7 \$250,000.00 of the authorizations for the Transportation Program for Policy
8 and Planning in fiscal year 2023 to provide funding for municipal projects
9 under subsection (c) of this section.

10 (e) Pedestrian safety studies. If the authorization in subsection (d) of this
11 section is not fully utilized in grant awards for municipal projects, then the
12 Agency of Transportation shall provide grant awards to municipalities to
13 conduct pedestrian safety studies in rural communities.

14 **ADDITION OF UP TO \$5M (\$1M MATCH (STATE) & \$4M (FED) FOR**

15 **MTI, BUT JUST FOR MICRO TRANSIT – NOT ADDRESSED IN THE**

16 **ADMINISTRATION’S PROPOSAL**

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

18 Sec. 9b. MOBILITY AND TRANSPORTATION INNOVATION GRANT
19 PROGRAM

20 (a) Implementation. The Agency of Transportation shall continue to
21 administer the Mobility and Transportation Innovation (MTI) Grant Program,

1 which was created pursuant to 2020 Acts and Resolves No. 121, Sec. 16. The
2 Program shall continue to support micro-transit projects that improve both
3 mobility and access to services for transit-dependent Vermonters, reduce the
4 use of single-occupancy vehicles, and reduce greenhouse gas emissions.

5 (b) Grant awards.

6 (1) Unless Carbon Reduction Program monies are available for grant
7 awards under MTI in fiscal year 2023, individual grant awards shall be capped
8 at \$100,000.00 and may only be used for expenses related to exploring the
9 feasibility of and planning for the implementation of micro-transit service
10 either in addition to or in lieu of fixed route public transit.

11 (2) If Carbon Reduction Program monies are available for grant awards
12 under MTI available, due to eligibility or being made available by the federal
13 government, in fiscal year 2023, then the Agency may provide not more than
14 two recipients with a grant award of not more than \$2,000,000.00 per recipient
15 that may be used to operate micro-transit service in addition to grant awards
16 made available under subdivision (1) of this subsection.

17 (c) Authorization. The Agency is authorized to spend \$4,000,000.00 in
18 federal Carbon Reduction Program monies, as eligible, and \$1,000,000.00 in
19 Transportation Fund monies as appropriated in the fiscal year 2023 budget
20 and authorized in Sec. 1b of this act for the purpose of implementing
21 subsections (a) and (b) of this section.

1 (d) Other funding sources for micro transit. Nothing in this section shall
2 limit the authority of the Agency to fund the implementation or operation of
3 micro-transit programs using other funding sources.

4 (e) Conversion of fixed route service. The Agency shall assist public
5 transit providers with converting fixed-route service to micro-transit service,
6 including in the preservation of Federal Transit Administration monies.

7 **ADDITION OF \$1.7M FOR ZERO-FARE PUBLIC TRANSIT – NOT**
8 **ADDRESSED IN THE ADMINISTRATION’S PROPOSAL**

9 * * * Zero-Fare Public Transit * * *

10 Sec. 9c. ZERO-FARE PUBLIC TRANSIT

11 (a) The following project is added to the Agency of Transportation’s
12 Proposed Fiscal Year 2023 Transportation Program for Public Transit: Zero-
13 Fare Public Transit for Fiscal Year 2023.

14 (b) Spending authority for Zero-Fare Public Transit for Fiscal Year 2023 is
15 authorized as follows:

<u>FY23</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
Other	0	1,700,000	1,700,000
Total	0	1,700,000	1,700,000
<u>Sources of funds</u>			
State	0	1,700,000	1,700,000
Total	0	1,700,000	1,700,000

1 (c) The Agency shall ensure that public transit operated by transit agencies
2 that are eligible to receive grant funds pursuant to 49 U.S.C. § 5307 or 5311, or
3 both, in the State shall be operated on a zero-fare basis during fiscal year 2023.

4 (d) Not later than April 30, 2023, the Agency of Transportation shall file a
5 written report with the House and Senate Committees on Transportation that:

6 (1) shows changes in public transit ridership, by county and type of
7 service, in fiscal years 2020, 2021, and 2022 and in fiscal year 2023 through
8 the end of the third quarter; and

9 (2) estimates the amount of funding needed to continue to provide zero-
10 fare service on transit operated by public transit agencies that are eligible to
11 receive grant funds pursuant to 49 U.S.C. § 5307 or 5311, or both, broken out
12 by county and type of service in fiscal year 2024.

13 **ADDITION OF A PEV ELECTRIC SCHOOL BUS GRANT PROGRAM –**

14 **NOT ADDRESSED IN THE ADMINISTRATION'S PROPOSAL**

15 * * *Plug-In Electric Vehicle School Buses Grant Program * * *

16 Sec. 9d. PLUG-IN ELECTRIC VEHICLE SCHOOL BUSES GRANT
17 PROGRAM

18 (a) The Agency of Transportation shall establish and administer, in
19 coordination with the Agencies of Education and of Natural Resources, a
20 program that builds upon the VT Electric Bus Pilot Program funded through
21 the VW Beneficiary Mitigation Plan that:

1 (1) provides grants to support the continued deployment of plug-in
2 electric vehicle school buses and for related charging infrastructure; and

3 (2) coordinates applications for competitive federal grants for the
4 continued deployment of plug-in electric vehicle school buses and for related
5 charging infrastructure.

6 (b) The Agency of Transportation, in consultation with the Agencies of
7 Education and of Natural Resources and Vermont Energy Investment
8 Corporation (VEIC), shall apply for not less than \$8,000,000.00 in competitive
9 federal grants for plug-in electric vehicle school buses in fiscal year 2023 and
10 shall use VW Beneficiary Mitigation Plan monies for the nonfederal match for
11 federal competitive and formula monies made available through the
12 Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (IIJA), to the
13 extent that such a use is eligible.

14 **ADDITION OF DEFINITIONS OF FCEV AND ZEV – NOT**
15 **ADDRESSED IN THE ADMINISTRATION'S PROPOSAL**

16 * * * Fuel Cell Electric Vehicle (FCEV) and
17 Zero-Emission Vehicle (ZEV) Definitions * * *

18 Sec. 22a. 23 V.S.A. § 4(87) and (88) are added to read:

19 (87) “Fuel cell electric vehicle (FCEV)” means a motor vehicle that uses
20 a fuel cell, which is a device that directly converts the chemical energy of a

1 fuel that is supplied from an external source and an oxidant into electricity by
2 electrochemical processes occurring at separate electrodes in the device.

3 (88) “Zero-emission vehicle (ZEV)” means a motor vehicle that
4 produces zero exhaust emissions of any criteria pollutant, or precursor
5 pollutant, or greenhouse gas under any possible operational modes or
6 conditions. PHEVs, BEVs, and FCEVs are ZEVs.

7 **ADDITION OF PEDESTRIAN SAFETY MEASURES – NOT**
8 **ADDRESSED IN THE ADMINISTRATION’S PROPOSAL**

9 * * * In-Street Pedestrian Crossing Signs * * *

10 Sec. 22b. 23 V.S.A. § 1030 is added to read:

11 § 1030. IN-STREET PEDESTRIAN CROSSING SIGNS

12 Notwithstanding 19 V.S.A. § 1111, municipalities may install in-street
13 pedestrian crossing signs in non-signalized crosswalks on State and town
14 highways. In-street pedestrian crossing signs may continuously remain in
15 crosswalks from May 1 until October 15.

16 * * * Speed Limits * * *

17 Sec. 22c. 23 V.S.A. § 1007(b) is amended to read:

18 (b)(1) The legislative body of a city may establish, on the basis of an
19 engineering and traffic investigation, a speed limit on all or a part of any State
20 highway, other than a limited access highway, within its jurisdiction, ~~which~~
21 that:

1 ~~(1)~~(A) is not more than 50 miles per hour; or

2 ~~(2)~~(B) is not less than 25 miles per hour.

3 (2) The legislative body of a town or incorporated village containing a
4 downtown development district, village center, or new town center
5 development district designated under 24 V.S.A. chapter 76A may establish a
6 speed limit of 25 miles per hour on all or a part of any State highway, other
7 than a limited access highway, within the downtown development district,
8 village center, or new town center.

9 Sec. 22d. MUNICIPAL REQUESTS TO CHANGE THE SPEED LIMIT ON

10 A STATE HIGHWAY

11 It is the intent of the General Assembly that when the Traffic Committee
12 receives a request from a municipality to have the speed limit on a State
13 highway, other than a limited access highway, within that municipality
14 lowered that the Traffic Committee does not subsequently increase the speed
15 limit in question even if the engineering and traffic investigation indicates that
16 the speed limit could safely be increased. The speed limit in question should
17 only be increased if the engineering and traffic investigation indicates that not
18 doing so will create a greater safety hazard for the traveling public.