

1 TO THE HONORABLE SENATE:

2 The Committee on Transportation to which was referred House Bill No.  
3 433 entitled “An act relating to the Transportation Program and miscellaneous  
4 changes to laws related to transportation” respectfully reports that it has  
5 considered the same and recommends that the Senate propose to the House that  
6 the bill be amended by striking out all after the enacting clause and inserting in  
7 lieu thereof the following:

8 \* \* \* Transportation Program Adopted as Amended; Definitions \* \* \*

9 Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS

10 (a) The Agency of Transportation’s Proposed Fiscal Year 2022

11 Transportation Program appended to the Agency of Transportation’s proposed  
12 fiscal year 2022 budget, as amended by this act, is adopted to the extent  
13 federal, State, and local funds are available.

14 (b) As used in this act, unless otherwise indicated:

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

16 (2) “Electric bicycle” means a bicycle equipped with fully operable  
17 pedals, a saddle or seat for the rider, and an electric motor of less than 750  
18 watts.

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

21 (4) “Plug-in electric vehicle (PEV),” “plug-in hybrid electric vehicle

1 (PHEV),” and “battery electric vehicle (BEV)” have the same meanings as in  
2 23 V.S.A. § 4(85).

3 (5) “Secretary” means the Secretary of Transportation.

4 (6) “TIB funds” means monies deposited in the Transportation  
5 Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.

6 (7) The table heading “As Proposed” means the Proposed  
7 Transportation Program referenced in subsection (a) of this section; the table  
8 heading “As Amended” means the amendments as made by this act; the table  
9 heading “Change” means the difference obtained by subtracting the “As  
10 Proposed” figure from the “As Amended” figure; and the terms “change” or  
11 “changes” in the text refer to the project- and program-specific amendments,  
12 the aggregate sum of which equals the net “Change” in the applicable table  
13 heading.

14 (c) In the Agency of Transportation’s Proposed Fiscal Year 2022  
15 Transportation Program for Town Highway Aid, the value “\$26,017,744” is  
16 struck and “\$27,105,769” is inserted in lieu thereof to correct a typographic  
17 error.

18 \* \* \* Summary of Transportation Investments \* \* \*

19 Sec. 2. FISCAL YEAR 2022 TRANSPORTATION INVESTMENTS

20 INTENDED TO REDUCE TRANSPORTATION-RELATED

21 GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL

1 USE, AND SAVE VERMONT HOUSEHOLDS MONEY

2 This act includes the State’s fiscal year 2022 transportation investments  
3 intended to reduce transportation-related greenhouse gas emissions, reduce  
4 fossil fuel use, and save Vermont households money in furtherance of the  
5 policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive  
6 Energy Plan and to satisfy the Executive and Legislative Branches’  
7 commitments to the Paris Agreement climate goals. In fiscal year 2022, these  
8 efforts will include the following:

9 (1) Park and Ride Program. This act provides for a fiscal year  
10 expenditure of \$5,220,233.00, which will fund three park and ride construction  
11 projects, including the creation of two new park and ride facilities; the design  
12 of two additional park and ride facilities scheduled for construction in future  
13 fiscal years; and paving projects for existing park and ride facilities. This  
14 year’s Park and Ride Program will create 226 new State-owned spaces.

15 Specific additions and improvements include:

16 (A) Berlin (Exit 6)—Design for 62 spaces;

17 (B) Berlin (Exit 7)—Construction of 34 new spaces;

18 (C) Manchester—Design for 50 spaces;

19 (D) Williamstown-Northfield (Exit 5)—Construction of 50 new

20 spaces; and

21 (E) Williston—Construction of 142 new spaces.

1           (2) Bike and Pedestrian Facilities Program. This act, in concert with  
2           2020 Acts and Resolves No. 139, Sec. 12(b)(1), provides for a fiscal year  
3           expenditure, including local match, of \$21,180,936.00, which will fund 27 bike  
4           and pedestrian construction projects; two new pedestrian bridge installations;  
5           and 12 bike and pedestrian design, right-of-way, or design and right-of  
6           way projects for construction in future fiscal years. The construction projects  
7           include the creation, improvement, or rehabilitation of walkways, sidewalks,  
8           shared-use paths, bike paths, and cycling lanes. In addition to the Lamoille  
9           Valley Rail Trail, which will run from Swanton to St. Johnsbury, projects are  
10           funded in Arlington, Bennington, Brattleboro, Chester, Colchester-Essex,  
11           Dover, East Montpelier, Enosburg Falls, Hartford, Hartland, Hinesburg,  
12           Jericho, Johnson, Lincoln, Middlebury, Moretown, Plainfield, Poultney,  
13           Proctor, Richford, Rutland City, Shelburne, South Burlington, Springfield, St.  
14           Albans City, Swanton, Underhill, Vergennes, Waitsfield, Waterbury,  
15           Williston, Wilmington, and Winooski. This act also provides State funding for  
16           some of Local Motion’s operation costs to run the Bike Ferry on the Colchester  
17           Causeway, which is part of the Island Line Trail; funding for the small-scale  
18           municipal bicycle and pedestrian grant program for projects to be selected  
19           during the fiscal year; and funding for bicycle and pedestrian education  
20           activities being conducted through a grant to Local Motion.

1           (3) Transportation Alternatives Program. This act provides for a fiscal  
2           year expenditure of \$5,567,868.00, including local funds, which will fund  
3           22 transportation alternatives construction projects and 20 transportation  
4           alternatives design, right-of-way, or design and right-of-way projects. Of  
5           these 42 projects, seven involve environmental mitigation related to clean  
6           water, stormwater, or both clean water and stormwater concerns, and nine  
7           involve bicycle and pedestrian facilities. Projects are funded in Bennington,  
8           Bridgewater, Bridport, Burlington, Castleton, Chester, Colchester, Derby,  
9           Duxbury, East Montpelier, Enosburg, Essex, Essex Junction, Fair Haven,  
10           Fairfax, Franklin, Granville, Hartford, Hyde Park, Jericho, Montgomery,  
11           Newfane, Norwich, Pittsford, Proctor, Rutland Town, South Burlington, St.  
12           Albans City, St. Johnsbury, Vergennes, Warren, Wilmington, and Winooski.

13           (4) Public Transit Program.

14           (A) Sec. 24 of this act expresses the General Assembly’s intent that  
15           all public transit, both rural and urban, be operated on a zero-fare basis in fiscal  
16           year 2022, as practicable and, in the case of urban routes, as approved by the  
17           governing body of the transit agency, with monies for public transit from the  
18           Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136  
19           (CARES Act); the Consolidated Appropriations Act, 2021, Pub. L. No. 116-  
20           260; and the American Rescue Plan Act of 2021, Pub. L. No. 117-2 (ARPA).

1           (B) Sec. 25 of this act requires the Agency to review and implement  
2           coordinated intermodal connections, to the extent practicable, to ensure  
3           efficient and accessible intermodal transportation opportunities in Vermont and  
4           support the cross promotion of intermodal connections.

5           (C) Sec. 27 of this act requires the Agency to prepare a long-range  
6           plan that outlines the costs, timeline, training, maintenance, and operational  
7           actions required to move to a fully electric public transportation fleet.

8           (D) This act also authorizes \$45,821,522.00 in funding for public  
9           transit uses throughout the State, which is an 11.1 percent increase over fiscal  
10          year 2021 levels and a 24.4 percent increase over fiscal year 2020 levels.

11          Included in the authorization are:

12                  (i) Go! Vermont, with an authorization of \$793,400.00.

13          This authorization supports the promotion and use of carpools and vanpools.

14                  (ii) Vermont Kidney Association Grant, with an authorization of  
15          \$50,000.00. This authorization supports the transit needs of Vermonters in  
16          need of dialysis services.

17                  (iii) Opioid Treatment Pilot, with an authorization of \$84,064.00.

18          This authorization supports the transit needs of Vermonters in need of opioid  
19          treatment services.

20                  (5) Rail Program. This act authorizes \$36,780,019.00, including local  
21          funds, for intercity passenger rail service and rail infrastructure throughout the

1 State, including modifications to the Burlington Vermont Rail Systems railyard  
2 to accommodate overnight servicing to facilitate New York City–Burlington  
3 rail service.

4 (6) Transformation of the State Vehicle Fleet. The Department of  
5 Buildings and General Services, which manages the State Vehicle Fleet,  
6 currently has 25 PHEVs and two BEVs in the State Vehicle Fleet. In fiscal  
7 year 2022, the Department of Buildings and General Services expects to add  
8 12 additional PHEVs and eight additional BEVs to the fleet.

9 (7) Electric vehicle supply equipment. In furtherance of the State’s goal  
10 to increase the presence of EVSE in Vermont:

11 (A) Sec. 22 of this act authorizes up to \$1,000,000.00 to the  
12 Interagency EVSE Grant Program for a pilot program for EVSE at multi-unit  
13 affordable housing and multi-unit dwellings owned by a nonprofit; and

14 (B) Sec. 23 of this act sets a State goal to have a level 3 EVSE  
15 charging port available to the public within five miles of every exit of the  
16 Dwight D. Eisenhower National System of Interstate and Defense Highways  
17 within the State and 50 miles of another level 3 EVSE charging port available  
18 to the public along a State highway and requires the annual filing of an up-to-  
19 date map showing the locations of all level 3 EVSE available to the public  
20 within the State with the House and Senate Committees on Transportation until  
21 this goal is met.

1           (8) Vehicle incentive programs and expansion of the PEV market.

2           (A) Incentive Program for New PEVs and partnership with Drive

3 Electric Vermont. Sec. 10 of this act authorizes:

4           (i) up to an additional \$250,000.00 for the Agency to continue and  
5 expand the Agency’s public-private partnership with Drive Electric Vermont to  
6 support the expansion of the PEV market in the State; and

7           (ii) at least \$3,000,000.00 for PEV purchase and lease incentives  
8 under the Incentive Program for New PEVs, which is the State’s program to  
9 incentivize the purchase and lease of new PEVs, and capped administrative  
10 costs.

11           (B) MileageSmart. Sec. 13 of this act authorizes up to \$750,000.00  
12 for purchase incentives under MileageSmart, which is the State’s used high-  
13 fuel-efficiency vehicle incentive program, and capped administrative costs.

14           (C) Emissions repairs. Sec. 18 of this act authorizes up to  
15 \$375,000.00 for emissions repair vouchers and capped startup and  
16 administrative costs.

17           (D) Replace Your Ride Program. Sec. 20 of this act creates a new  
18 program to be known as the Replace Your Ride Program, which will be the  
19 State’s program to incentivize Vermonters to remove older low-efficiency  
20 vehicles from operation and switch to modes of transportation that produce

1 fewer greenhouse gas emissions, and authorizes up to \$1,500,000.00 for  
2 incentives under the Program and capped startup and administrative costs.

3 (E) Electric bicycle incentives. Sec. 21 of this act authorizes up to  
4 \$50,000.00 for \$200.00 incentives for the purchase of an electric bicycle.

5 (9) PEV rate design. Sec. 26 of this act requires the State's electric  
6 distribution utilities to implement PEV rates for public and private EVSE not  
7 later than June 30, 2024.

8 (10) Transportation equity framework. Sec. 35 of this act requires the  
9 Agency, in consultation with the State's 11 Regional Planning Commissions  
10 (PRCs), to complete and report back on a comprehensive analysis of the  
11 State's existing transportation programs and develop a recommendation on a  
12 transportation equity framework that can be used to advance mobility equity,  
13 which is a transportation system that increases access to mobility options,  
14 reduces air pollution, and enhances economic opportunity for Vermonters in  
15 communities that have been underserved by the State's transportation system.  
16 As part of this analysis, the RPCs are required to engage in a targeted public  
17 outreach process.

18 \* \* \* Highway Maintenance \* \* \*

19 Sec. 3. HIGHWAY MAINTENANCE

20 Within the Agency of Transportation's Proposed Fiscal Year 2022

21 Transportation Program for Maintenance, spending is amended as follows:

	<u>FY22</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>
1				
2	Personal	45,339,790	45,339,790	0
3	Services			
4	Operating	57,902,709	57,902,709	0
5	Expenses			
6	Grants	277,000	277,000	0
7	Total	103,519,499	103,519,499	0
8	<u>Sources of funds</u>			
9	State	92,516,712	87,591,712	-4,925,000
10	Federal	10,902,787	15,827,787	4,925,000
11	Interdepartmental			
12	Transfer	100,000	100,000	0
13	Total	103,519,499	103,519,499	0

14 \* \* \* Bridge 61; Program Development; Town Highway Bridges \* \* \*

15 Sec. 4. BRIDGE 61 IN SPRINGFIELD, VT

16 (a) Within the Agency of Transportation's Proposed Fiscal Year 2022

17 Transportation Program, the following project is moved from Program

18 Development to Town Highway Bridges: Springfield BF 1034(49).

19 (b) Authorized spending for Springfield BF 1034(49) is not modified in

20 any way.



1 Sec. 6. 23 V.S.A. § 1432(c) is amended to read:

2 (c) ~~Operation on U.S. Route 4. Notwithstanding any other law to the~~  
3 ~~contrary, vehicles with a trailer or semitrailer that are longer than 68 feet but~~  
4 ~~not longer than 75 feet may be operated with a single or multiple trip~~  
5 ~~overlength permit issued at no cost by the Department of Motor Vehicles or,~~  
6 ~~for a fee, by an entity authorized in subsection 1400(d) of this title on U.S.~~  
7 ~~Route 4 from the New Hampshire state line to the junction of VT Route 100~~  
8 ~~south, provided the distance from the kingpin of the semitrailer to the center of~~  
9 ~~the rearmost axle group is not greater than 41 feet. [Repealed.]~~

10 \* \* \* Federal Infrastructure Funding \* \* \*

11 Sec. 7. FEDERAL INFRASTRUCTURE FUNDING

12 (a) Notwithstanding Sec. 1 of this act; 2020 Acts and Resolves No. 121,  
13 Sec. 1; 19 V.S.A. § 10g(n); and 32 V.S.A. § 706, if a federal infrastructure bill  
14 or other federal legislation that provides for infrastructure funding is enacted  
15 that provides Vermont with additional federal funding for transportation-  
16 related projects, the Secretary, with approval from the Joint Transportation  
17 Oversight Committee pursuant to subdivision (c)(2) of this section, is  
18 authorized to exceed federal monies spending authority in the Fiscal Year 2021  
19 and Fiscal Year 2022 Transportation Programs and to obligate and expend  
20 federal monies and up to \$2,000,000.00 in State Transportation Fund monies  
21 on development and evaluation for additional projects that meet federal

1 eligibility and readiness criteria and have been evaluated through the Agency's  
2 prioritization process but are not in the Fiscal Year 2021 or Fiscal Year 2022  
3 Transportation Program.

4 (b) Nothing in subsection (a) of this section shall be construed to authorize  
5 the Secretary to obligate or expend:

6 (1) State TIB funds above amounts authorized in the Fiscal Year 2021  
7 or Fiscal Year 2022 Transportation Program; or

8 (2) State Transportation Fund monies if the Agency does not:

9 (A) expect to accept and obligate federal monies pursuant to  
10 subsection (a) of this section in an amount sufficient to cover the additional  
11 expenditure of State Transportation Fund monies; and

12 (B) expect the projects for which State Transportation Fund monies  
13 are used to eventually be eligible for funding entirely through federal monies.

14 (c)(1) The Agency shall promptly report the obligation or expenditure of  
15 monies under the authority of this section to the House and Senate Committees  
16 on Transportation and to the Joint Fiscal Office while the General Assembly is  
17 in session.

18 (2)(A) Consistent with 19 V.S.A. § 12b(c), the Agency shall promptly  
19 report any changes in the availability of federal funds and the anticipated  
20 obligation or expenditure of monies under the authority of this section to the

1 Joint Fiscal Office, the Joint Fiscal Committee, and the Joint Transportation  
2 Oversight Committee.

3 (B) If the Joint Transportation Oversight Committee disapproves of  
4 the anticipated obligation or expenditure of monies under the authority of this  
5 section, it shall provide notice of that disapproval, and an explanation of the  
6 basis for the disapproval, to the Agency within 30 calendar days following  
7 receipt of the report of the anticipated expenditure.

8 (C) If the Joint Transportation Oversight Committee disapproves of  
9 an anticipated obligation or expenditure of monies under subdivision (B) of  
10 this subdivision (2), the Agency may revise and resubmit for further  
11 consideration.

12 (D) If the Joint Transportation Oversight Committee does not  
13 disapprove of the anticipated obligation or expenditure of monies under the  
14 authority of this section within 30 calendar days of receipt of the report of the  
15 anticipated obligation or expenditure or receipt of a revised submittal, then the  
16 anticipated obligation or expenditure is deemed approved.

17 (d) Subsections (a) and (b) of this section shall continue in effect until  
18 February 1, 2022.

19 \* \* \* Town Highway Structures and

20 Class 2 Town Highway Roadway Programs \* \* \*



1                   \* \* \* One-Time Transportation Fund Monies Authorizations for  
2                                    Electrification of the Transportation Sector \* \* \*  
3                   \* \* \* Incentive Program for New PEVs; Partnership with Drive Electric \* \* \*

4                   Sec. 10. INCENTIVE PROGRAM FOR NEW PEVS; PARTNERSHIP WITH  
5                                    DRIVE ELECTRIC VERMONT

6                   (a) The Agency is authorized to spend up to \$3,250,000.00 in one-time  
7                   Transportation Fund monies in fiscal years 2021 and 2022 combined on the  
8                   Incentive Program for New PEVs established in 2019 Acts and Resolves No.  
9                   59, Sec. 34, as amended, and its partnership with Drive Electric Vermont with:

10                   (1) Up to \$250,000.00 of that \$3,250,000.00 available in fiscal year  
11                   2022 to continue and expand the Agency’s public-private partnership with  
12                   Drive Electric Vermont to support the expansion of the PEV market in the  
13                   State.

14                   (2) At least \$3,000,000.00 of that \$3,250,000.00 for PEV purchase and  
15                   lease incentives and administrative costs as allowed under subsection (b) of  
16                   this section. If less than \$250,000.00 is expended on the public-private  
17                   partnership with Drive Electric Vermont under subdivision (1) of this  
18                   subsection, then the balance of that \$250,000.00 shall only be authorized for  
19                   additional PEV purchase and lease incentives and administrative costs as  
20                   allowed under subsection (b) of this section.



1       \$2,500.00 for a BEV, per individual per year, to:

2               (A) an individual domiciled in the State whose federal income tax  
3       filing status is single or head of household with an adjusted gross income  
4       under the laws of the United States greater than \$50,000.00 and at or below  
5       \$100,000.00;

6               (B) an individual domiciled in the State whose federal income tax  
7       filing status is surviving spouse with an adjusted gross income under the laws  
8       of the United States greater than ~~\$50,000.00~~ \$75,000.00 and at or below  
9       \$125,000.00;

10              (C) an individual who is part of a married couple with at least one  
11       spouse domiciled in the State whose federal income tax filing status is married  
12       filing jointly with an adjusted gross income under the laws of the United States  
13       greater than ~~\$50,000.00~~ \$75,000.00 and at or below \$125,000.00; or

14              (D) an individual who is part of a married couple with at least one  
15       spouse domiciled in the State and at least one spouse whose federal income tax  
16       filing status is married filing separately with an adjusted gross income under  
17       the laws of the United States greater than \$50,000.00 and at or below  
18       \$100,000.00;

19              (3) provide not more than one incentive of \$3,000.00 for a PHEV or  
20       \$4,000.00 for a BEV, per individual per year, to:

21              (A) an individual domiciled in the State whose federal income tax

1 filing status is single, or head of household, ~~or surviving spouse~~ with an  
2 adjusted gross income under the laws of the United States at or below  
3 \$50,000.00;

4 (B) an individual domiciled in the State whose federal income tax  
5 filing status is surviving spouse with an adjusted gross income under the laws  
6 of the United States at or below \$75,000.00;

7 ~~(B)~~(C) an individual who is part of a married couple with at least one  
8 spouse domiciled in the State whose federal income tax filing status is married  
9 filing jointly with an adjusted gross income under the laws of the United States  
10 at or below ~~\$50,000.00~~ \$75,000.00; or

11 ~~(C)~~(D) an individual who is part of a married couple with at least one  
12 spouse domiciled in the State and at least one spouse whose federal income tax  
13 filing status is married filing separately with an adjusted gross income under  
14 the laws of the United States at or below \$50,000.00;

15 (4) provide not more than five incentives of either \$3,000.00 for a  
16 PHEV or \$4,000.00 for a BEV, or a combination thereof, to a tax-exempt  
17 organization incorporated in the State for the purpose of providing Vermonters  
18 with transportation alternatives to personal vehicle ownership; and

19 ~~(4)~~(5) apply to manufactured PEVs with a Base Manufacturer's  
20 Suggested Retail Price (MSRP) of \$40,000.00 or less; ~~and~~

21 ~~(5) provide not less than \$1,100,000.00, of the initial \$2,000,000.00~~

1 authorization, and up to an additional \$2,050,000.00 in fiscal year 2021 in PEV  
2 purchase and lease incentives.

3 \* \* \* MileageSmart \* \* \*

4 Sec. 13. MILEAGESMART

5 In fiscal years 2021 and 2022 combined, the Agency is authorized to spend  
6 up to \$750,000.00 in one-time Transportation Fund monies on MileageSmart,  
7 which was established in 2019 Acts and Resolves No. 59, Sec. 34, as amended,  
8 with up to 10 percent of the total amount that is distributed in incentives in  
9 fiscal year 2022, including incentive funding authorized by this section and  
10 incentive funding carried over from prior fiscal years pursuant to 2019 Acts  
11 and Resolves No. 59, Sec. 34, as amended, available for costs associated with  
12 administering MileageSmart.

13 Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34(c)(1), as amended by 2020  
14 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec.  
15 G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:

16 (1) The high fuel efficiency vehicle incentive program shall be known as  
17 MileageSmart and shall:

18 \* \* \*

19 (B) provide point-of-sale vouchers through the State's network of  
20 community action agencies and ~~base~~ set income eligibility for the voucher ~~on~~  
21 ~~the same criteria used for income qualification for weatherization services~~

1 ~~through the Weatherization Program~~ at 80 percent of the State median income;

2 and

3 \* \* \*

4 \* \* \* Emissions Repair Program \* \* \*

5 Sec. 15. 2019 Acts and Resolves No. 59, Sec. 34(a)(3), as amended by 2020  
6 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154,  
7 Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to  
8 read:

9 (3) Subject to State procurement requirements, the Agency may retain a  
10 contractor or contractors to assist with marketing, program development, and  
11 administration of the programs. Up to \$150,000.00 of program funding may  
12 be set aside for this purpose for the ~~programs~~ program described in subsection  
13 (c) of this section in fiscal year 2020 and \$50,000.00 of program funding shall  
14 be set aside for this purpose for the ~~programs~~ program described in ~~subdivision~~  
15 subsection (c)(~~4~~) of this section in fiscal year 2021.

16 Sec. 16. 2019 Acts and Resolves No. 59, Sec. 34(a)(5), as amended by 2020  
17 Acts and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154,  
18 Sec. G.112, and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to  
19 read:

20 (5) The Agency shall annually evaluate the programs to gauge  
21 effectiveness and submit a written report on the effectiveness of the programs

1 to the House and Senate Committees on Transportation, the House Committee  
2 on Energy and Technology, and the Senate Committee on Finance on or before  
3 the 31st day of January in each year following a year that an incentive ~~or repair~~  
4 voucher was provided through one of the programs. Notwithstanding 2 V.S.A.  
5 § 20(d), the annual report required under this section shall continue to be  
6 required if an incentive or repair voucher is provided through one of the  
7 programs unless the General Assembly takes specific action to repeal the  
8 report requirement.

9 Sec. 17. 2019 Acts and Resolves No. 59, Sec. 34(c), as amended by 2020 Acts  
10 and Resolves No. 121, Sec. 14, 2020 Acts and Resolves No. 154, Sec. G.112,  
11 and 2021 Acts and Resolves No. 3, Sec. 56, is further amended to read:

12 (c) High fuel efficiency vehicle incentive ~~and emissions repair programs~~  
13 program. ~~Used~~ A used high fuel efficiency vehicle purchase incentive ~~and~~  
14 ~~emissions repair programs~~ program for Vermont residents shall structure high  
15 fuel efficiency purchase incentive payments ~~and emissions repair vouchers~~ by  
16 income to help Vermonters benefit from more efficient driving, including  
17 Vermont's most vulnerable. Not less than \$750,000.00 shall be provided in  
18 point-of-sale ~~and point-of-repair~~ vouchers.

19 \* \* \*

20 (2) ~~The emissions repair program shall:~~

1           ~~(A) apply to repairs of certain vehicles that failed the on board~~  
2           ~~diagnostic (OBD) systems inspection;~~

3           ~~(B) provide point of repair vouchers through the State’s network of~~  
4           ~~community action agencies and base eligibility for voucher on the same criteria~~  
5           ~~used for income qualification for Low Income Home Energy Assistance~~  
6           ~~Program (LIHEAP) through the State’s Economic Services Division within the~~  
7           ~~Department for Children and Families; and~~

8           ~~(C) provide a point of repair voucher to repair a motor vehicle that~~  
9           ~~was ready for testing, failed the OBD systems inspection, requires repairs that~~  
10           ~~are not under warranty, and will be able to pass the State’s vehicle inspection~~  
11           ~~once the repairs are made provided that the point of repair voucher is~~  
12           ~~commensurate with the fair market value of the vehicle to be repaired and does~~  
13           ~~not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair~~  
14           ~~vehicles with a fair market value of at least \$5,000.00. [Repealed.]~~

15           Sec. 18. EMISSIONS REPAIR PROGRAM

16           (a) Program creation. The Department of Environmental Conservation, in  
17           consultation with the Agency of Transportation, shall establish and administer  
18           an emissions repair program that shall:

19           (1) apply to repairs of certain vehicles that failed the on board diagnostic  
20           (OBD) systems inspection;

1           (2) provide point-of-repair vouchers and base eligibility for vouchers on  
2           the same criteria used for income qualification for the Low Income Home  
3           Energy Assistance Program (LIHEAP) through the State’s Economic Services  
4           Division within the Department for Children and Families; and

5           (3) provide a point-of-repair voucher to repair a motor vehicle that was  
6           ready for testing, failed the OBD systems inspection, requires repairs that are  
7           not under warranty, and will be able to pass the State’s vehicle inspection once  
8           the repairs are made provided that the point-of-repair voucher is commensurate  
9           with the fair market value of the vehicle to be repaired and does not exceed  
10           \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles  
11           with a fair market value of at least \$5,000.00.

12           (b) Authorization and transfer. In fiscal year 2022, the Agency of  
13           Transportation is authorized to transfer \$375,000.00 in one-time  
14           Transportation Fund monies to the Department of Environmental Conservation  
15           for the emissions repair program established under this section, with up to  
16           \$50,000.00 of that \$375,000.00 transfer available for start-up costs and  
17           outreach education and up to \$125,000.00 of that \$375,000.00 transfer  
18           available for costs associated with developing and administering the emissions  
19           repair program.

1                   \* \* \* Repeal of Emissions Inspections Waiver \* \* \*

2       Sec. 19. REPEALS

3           (a) 2018 Acts and Resolves No. 206, Sec. 23(e) (establishment of  
4       emissions inspections waiver) is repealed on December 31, 2022.

5           (b) 2018 Acts and Resolves No. 158, Sec. 42(e) (establishment of  
6       emissions inspections waiver) is repealed on December 31, 2022.

7                   \* \* \* Replace Your Ride Program \* \* \*

8       Sec. 20. REPLACE YOUR RIDE PROGRAM

9           (a) Program creation. The Agency of Transportation, in consultation with  
10       the Departments of Environmental Conservation and of Public Service, shall  
11       expand upon the vehicle incentive programs established under 2019 Acts and  
12       Resolves No. 59, Sec. 34, as amended, to provide additional incentives for  
13       Vermonters with low income through a program to be known as the Replace  
14       Your Ride Program.

15           (b) Incentive amount. The Replace Your Ride Program shall provide up to  
16       a \$3,000.00 incentive, which may be in addition to any other available  
17       incentives, including through a program funded by the State, to individuals  
18       who qualify based on both income and the removal of an internal combustion  
19       vehicle. Only one incentive per individual is available under the Replace Your  
20       Ride Program and incentives shall be provided on a first-come, first-served  
21       basis once the Replace Your Ride Program is operational.

1        (c) Eligibility. Applicants must qualify through both income and the  
2        removal of an eligible vehicle with an internal combustion engine.

3            (1) Income eligibility. The following applicants meet the income  
4        eligibility requirement:

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

8            (B) an individual domiciled in the State whose federal income tax  
9        filing status is surviving spouse with an adjusted gross income under the laws  
10       of the United States at or below \$75,000.00;

11           (C) an individual who is part of a married couple with at least one  
12        spouse domiciled in the State whose federal income tax filing status is married  
13        filing jointly with an adjusted gross income under the laws of the United States  
14        at or below \$75,000.00;

15           (D) an individual who is part of a married couple with at least one  
16        spouse domiciled in the State and at least one spouse whose federal income tax  
17        filing status is married filing separately with an adjusted gross income under  
18        the laws of the United States at or below \$50,000.00; or

19           (E) an individual who qualifies for an incentive under MileageSmart,  
20        which is set at 80 percent of the State median income.

21           (2) Vehicle removal.

1           (A) In order for an individual to qualify for an incentive under the  
2           Replace Your Ride Program, the individual must remove an older low-  
3           efficiency vehicle from operation and switch to a mode of transportation that  
4           produces fewer greenhouse gas emissions. The entity that administers the  
5           Replace Your Ride Program, in conjunction with the Agency of  
6           Transportation, shall establish Program guidelines that specifically provide for  
7           how someone can show that the vehicle removal eligibility requirement has  
8           been, or will be, met.

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

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

11                   (I) is currently registered, and has been for two years prior to  
12                   the date of application, with the Vermont Department of Motor Vehicles;

13                   (II) is currently titled in the name of the applicant and has been  
14                   for at least one year prior to the date of application;

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

16                   (IV) is at least 10 model years old;

17                   (V) has an internal combustion engine; and

18                   (VI) passed the annual inspection required under 23 V.S.A.  
19           § 1222 within the prior year.

20           (ii) Removing the older low-efficiency vehicle from operation  
21           must be done by disabling the vehicle’s engine from further use and fully

1 dismantling the vehicle for either donation to a nonprofit organization to be  
2 used for parts or destruction.

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

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

6 (II) purchasing a new or used bicycle, electric bicycle, or  
7 motorcycle that is fully electric, and the necessary safety equipment; and

8 (III) utilizing shared-mobility services or privately operated  
9 vehicles for hire.

10 (d) Authorization. In fiscal year 2022, the Agency is authorized to spend  
11 up to \$1,500,000.00 in one-time Transportation Fund monies on the Replace  
12 Your Ride Program established under this section, with up to \$300,000.00 of  
13 that \$1,500,000.00 available for startup costs, outreach education, and costs  
14 associated with developing and administering the Replace Your Ride Program.

15 \* \* \* Electric Bicycle Incentives \* \* \*

16 Sec. 21. ELECTRIC BICYCLE INCENTIVES

17 (a) Implementation. The Agency of Transportation, in consultation with  
18 Vermont electric distribution utilities, shall expand upon the vehicle incentive  
19 programs established under 2019 Acts and Resolves No. 59, Sec. 34, as  
20 amended, to provide a \$200.00 incentive to 250 individuals who purchase a  
21 new electric bicycle. Specifically, the Program shall:



1 households whose income does not exceed 100 percent of the greater of the  
2 State or area median income; or

3 (B) all units are affordable to households earning between 60 and 120  
4 percent of area median income.

5 (3) “Multi-unit dwellings owned by a nonprofit” means a housing  
6 project, such as cooperatives, condominiums, dwellings, or mobile home  
7 parks, with 10 or more units constructed or maintained on a tract or tracts of  
8 land owned by a person that has nonprofit status under Section 501(c)(3) of the  
9 U.S. Internal Revenue Code, as amended, and is registered as a nonprofit  
10 corporation with the Office of the Secretary of State.

11 (b) The Agency of Transportation shall establish and administer, through a  
12 memorandum of understanding with the Department of Housing and  
13 Community Development, a pilot program to support the continued buildout of  
14 electric vehicle supply equipment at multi-unit affordable housing and multi-  
15 unit dwellings owned by a nonprofit and build upon the existing VW EVSE  
16 Grant Program that the Department of Housing and Community Development  
17 has been administering on behalf of the Department of Environmental  
18 Conservation.

19 (c) In fiscal year 2022, the Agency is authorized to spend up to  
20 \$1,000,000.00 in one-time Transportation Fund monies on the pilot program  
21 established in this section.



1 public along a State highway, as defined in 19 V.S.A. § 1(20).

2 (b) Notwithstanding 2 V.S.A. § 20(d), the Agency of Transportation shall  
3 file an up-to-date map showing the locations of all level 3 EVSE available to  
4 the public within the State with the House and Senate Committees on  
5 Transportation not later than January 15 each year until the goal identified in  
6 subsection (a) of this section is met.

7 \* \* \* Zero-Fare Public Transit in Fiscal Year 2022 \* \* \*

8 Sec. 24. ZERO-FARE PUBLIC TRANSIT IN FISCAL YEAR 2022

9 (a) Urban public transit. It is the intent of the General Assembly that  
10 public transit operated by transit agencies that are eligible to receive grant  
11 funds pursuant to 49 U.S.C. § 5307 in the State shall be operated on a zero-fare  
12 basis with monies for public transit from the Coronavirus Aid, Relief, and  
13 Economic Security Act, Pub. L. No. 116-136 (CARES Act); the Consolidated  
14 Appropriations Act, 2021, Pub. L. No. 116-260; and the American Rescue Plan  
15 Act of 2021, Pub. L. No. 117-2, as practicable and provided that such use is  
16 first approved by the governing body of the transit agency, during fiscal year  
17 2022.

18 (b) Rural public transit. It is the intent of the General Assembly that public  
19 transit operated by transit agencies that are eligible to receive grant funds  
20 pursuant to 49 U.S.C. § 5311 in the State shall be operated on a zero-fare basis  
21 with monies for public transit from the Coronavirus Aid, Relief, and Economic

1 Security Act, Pub. L. No. 116-136 (CARES Act) and the Consolidated  
2 Appropriations Act, 2021, Pub. L. No. 116-260, as practicable, during fiscal  
3 year 2022.

4 \* \* \* Coordinated Intermodal Connections Review \* \* \*

5 Sec. 25. COORDINATED INTERMODAL CONNECTIONS REVIEW

6 The Agency, in coordination with public transit, passenger rail, and other  
7 transportation service providers, shall review and implement coordinated  
8 intermodal connections, to the extent practicable, to ensure efficient and  
9 accessible intermodal transportation opportunities in Vermont. The Agency  
10 shall also work with transportation service providers to support the cross  
11 promotion of intermodal connections.

12 \* \* \* PEV Electric Distribution Utility Rate Design \* \* \*

13 **Sec. 26. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN**

14 **(a) This section serves to encourage efficient integration of PEVs and**  
15 **EVSE into the electric system and the timely adoption of PEVs and public**  
16 **charging through managed loads or time-differentiated price signals.**

17 **(b) Unless an extension is granted pursuant to subsection (e) of this section,**  
18 **all State electric distribution utilities shall offer PEV rates, which may include**  
19 **rates for electricity sales to an entire customer premises, for public and private**  
20 **EVSE not later than June 30, 2024. These rates shall, pursuant to 30 V.S.A.**

1 § 225, be filed for review and approval by the Public Utility Commission and  
2 encourage:

3 (1) efficient use of PEV loads consistent with objectives of least-cost  
4 integrated planning, set out in 30 V.S.A. § 218c, and 30 V.S.A. § 202(b)  
5 and (c);

6 (2) participation in the PEV rates;

7 (3) travel by PEV relative to available alternatives; and

8 (4) greater adoption of PEVs.

9 (c) PEV rates approved by the Public Utility Commission under  
10 subdivisions (1) and (2) of this subsection comply with subsection (b) of this  
11 section.

12 (1) The Public Utility Commission shall approve PEV rates that it finds,  
13 at a minimum:

14 (A) support greater adoption of PEVs;

15 (B) adequately compensate PEV operators and owners of EVSE  
16 available to the public for the value of grid-related services, including costs  
17 avoided through peak management;

18 (C) adequately compensate the electric distribution utility and its  
19 customers for the additional costs that are directly attributable to the delivery  
20 of electricity through a PEV rate;

1 (D) include a reasonable contribution to historic or embedded costs  
2 required to meet the overall cost of service;

3 (E) do not discourage EVSE available to the public; and

4 (F) do not have an adverse impact to ratepayers not utilizing the PEV  
5 rate.

6 (2) The Public Utility Commission may approve PEV rates that utilize  
7 direct load control, third-party managed load control, static or dynamic time-  
8 varying rates, or other innovative practices that accomplish the goals set forth  
9 in subsection (a) of this section.

10 (d) Electric distribution utilities with PEV rates approved by the Public  
11 Utility Commission prior to July 1, 2021 currently implemented as tariffs by  
12 those electric distribution utilities are exempt from subsection (b) of this  
13 section for the relevant rate classes, market segments, or customer segments in  
14 which the PEV rates are offered.

15 (e) The Public Utility Commission may grant a petitioning electric  
16 distribution utility an extension of the June 30, 2024 implementation deadline.  
17 An extension may only be granted in response to a petition if the Public Utility  
18 Commission finds that the electric distribution utility's inability to meet the  
19 June 30, 2024 implementation deadline is due to a technical inability to  
20 implement a PEV rate, adverse economic impacts to ratepayers that would  
21 result from the implementation of a PEV rate, or other good cause

1 demonstrated. The length of the extension shall be directly related to the  
2 demonstrated need for the extension.

3 (f) The Public Utility Commission, in consultation with the Department of  
4 Public Service and State electric distribution utilities, shall file written reports  
5 with the House Committees on Energy and Technology and on Transportation  
6 and the Senate Committees on Finance and on Transportation that address the  
7 goals delineated in subdivisions (c)(1)(A)–(F) of this section, as applicable,  
8 and any progress barriers towards the goals contained in subsections (a) and  
9 (b) of this section not later than January 15, 2022, January 15, 2023, January  
10 15, 2024, and January 15, 2025.

11 \* \* \* Public Transportation Electrification Plan \* \* \*

12 Sec. 27. PUBLIC TRANSPORTATION ELECTRIFICATION PLAN

13 (a) The Agency of Transportation, in consultation with the State’s public  
14 transit providers, shall prepare a long-range plan that outlines the costs,  
15 timeline, training, maintenance, and operational actions required to move to a  
16 fully electrified public transportation fleet.

17 (b) The Agency shall file the long-range plan required under subsection (a)  
18 of this section with the House and Senate Committees on Transportation not  
19 later than January 31, 2022.

20 \* \* \* Airport and Rail Signs; Banners \* \* \*

21 Sec. 28. 10 V.S.A. § 494 is amended to read:

1 § 494. EXEMPT SIGNS

2 The following signs are exempt from the requirements of this chapter  
3 except as indicated in section 495 of this title:

4 \* \* \*

5 (6)(A) Official traffic control signs, including signs on limited access  
6 highways, consistent with the Manual on Uniform Traffic Control Devices  
7 (MUTCD) adopted under 23 V.S.A. § 1025, directing ~~people~~ persons to:

- 8 (i) other towns;
- 9 (ii) international airports;
- 10 (iii) postsecondary educational institutions;
- 11 (iv) cultural and recreational destination areas;
- 12 (v) nonprofit diploma-granting educational institutions for ~~people~~  
13 persons with disabilities; and
- 14 (vi) official State visitor information centers.

15 (B) After having considered the six priority categories in subdivision  
16 (A) of this subdivision (6), the Travel Information Council may approve  
17 installation of a sign for any of the following provided the location is open a  
18 minimum of 120 days each year and is located within 15 miles of an interstate  
19 highway exit:

- 20 (i) nonprofit museums;
- 21 (ii) cultural and recreational attractions owned by the State or

1 federal government;

2 (iii) officially designated scenic byways;

3 (iv) park and ride or multimodal centers; and

4 (v) fairgrounds or exposition sites.

5 (C) The Agency of Transportation may approve and erect signs,  
6 including signs on limited access highways, consistent with the MUTCD,  
7 directing persons to State-owned airports and intercity passenger rail stations  
8 located within 25 miles of a limited access highway exit.

9 (D) Notwithstanding the limitations of this subdivision (6),  
10 supplemental guide signs consistent with the MUTCD for the President Calvin  
11 Coolidge State Historic Site may be installed at the following highway  
12 interchanges:

13 \* \* \*

14 ~~(D)~~(E) Signs erected under this subdivision (6) shall not exceed a  
15 maximum allowable size of 80 square feet.

16 \* \* \*

17 (18)(A) A sign that is a banner erected over a highway right-of-way for  
18 not more than 21 days if the bottom of the banner is not less than 16 feet 6  
19 inches above the surface of the highway and is securely fastened with  
20 breakaway fasteners and the proposed banner has been authorized by the  
21 legislative body of the municipality in which it is located.

1 (B) As used in this subdivision (18), “banner” means a sign that is  
2 constructed of soft cloth or fabric or flexible material such as vinyl or plastic  
3 cardboard.

4 \* \* \* Municipal Development Review; Section 1111 Permit Fees \* \* \*

5 Sec. 29. 24 V.S.A. § 4416 is amended to read:

6 § 4416. SITE PLAN REVIEW

7 \* \* \*

8 (b) Whenever a proposed site plan involves access to a State highway or  
9 other work in the State highway right-of-way such as excavation, grading,  
10 paving, or utility installation, the application for site plan approval shall  
11 include a letter ~~of intent~~ from the Agency of Transportation confirming that the  
12 Agency has reviewed the proposed site plan and ~~is prepared to issue an access~~  
13 ~~permit under 19 V.S.A. § 1111, and setting~~ determined whether a permit is  
14 required under 19 V.S.A. § 1111. If the Agency determines that a permit for  
15 the proposed site plan is required under 19 V.S.A. § 1111, then the letter from  
16 the Agency shall set out any conditions that the Agency proposes to attach to  
17 the ~~section 1111~~ permit required under 19 V.S.A. § 1111.

18 Sec. 30. 24 V.S.A. § 4463(e) is added to read:

19 (e) Whenever a proposed subdivision is adjacent to a State highway, the  
20 application for subdivision approval shall include a letter from the Agency of  
21 Transportation confirming that the Agency has reviewed the proposed

1 subdivision and determined whether a permit is required under 19 V.S.A.  
2 § 1111. If the Agency determines that a permit for the proposed subdivision is  
3 required under 19 V.S.A. § 1111, then the letter from the Agency shall set out  
4 any conditions that the Agency proposes to attach to the permit required under  
5 19 V.S.A. § 1111.

6 Sec. 31. 19 V.S.A. § 1112(b) is amended to read:

7 (b) The Secretary shall collect the following fees for each application for  
8 the following types of permits ~~or permit amendments~~ issued pursuant to  
9 section 1111 of this title:

10 \* \* \*

11 (6) permit amendments: \$0.00.

12 \* \* \* Work Zone Highway Safety

13 Automated Traffic Law Enforcement Study and Report \* \* \*

14 Sec. 32. WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC  
15 LAW ENFORCEMENT STUDY AND REPORT

16 (a) Definitions. As used in this section:

17 (1) “Automated traffic law enforcement system” means a device with  
18 one or more sensors working in conjunction with a speed measuring device to  
19 produce recorded images of motor vehicles traveling at more than 10 miles  
20 above the speed limit or traveling in violation of another traffic control device,  
21 or both.

1           (2) “Recorded image” means a photograph, microphotograph, electronic  
2           image, or electronic video that shows the front or rear of the motor vehicle  
3           clearly enough to identify the registration number plate of the motor vehicle or  
4           that shows the front of the motor vehicle clearly enough to identify the  
5           registration number plate of the motor vehicle and shows the operator of the  
6           motor vehicle.

7           (3) “Traffic control device” means any sign, signal, marking,  
8           channelizing, or other device that conforms with the Manual on Uniform  
9           Traffic Control Devices, which is the standards for all traffic control signs,  
10           signals, and markings within the State pursuant to 23 V.S.A. § 1025, and is  
11           used to regulate, warn, or guide traffic and placed on, over, or adjacent to a  
12           highway, pedestrian facility, or bicycle path by authority of the State or the  
13           municipality with jurisdiction over the highway, pedestrian facility, or bicycle  
14           path.

15           (b) Study. The Agency of Transportation shall, in consultation with at least  
16           the Department of Public Safety and the Associated General Contractors of  
17           Vermont, study the feasibility of implementing automated traffic law  
18           enforcement systems in work zones in Vermont and make specific  
19           recommendations on whether to pursue a program that utilizes automated  
20           traffic law enforcement systems within work zones in Vermont, with a specific  
21           focus on affecting driver behavior. At a minimum, the Agency shall:

1           (1) research the cost to procure equipment and services to assist in the  
2           implementation of a program that utilizes automated traffic law enforcement  
3           systems within work zones in Vermont;

4           (2) research how images are collected, stored, accessed, used, and  
5           disposed of; by whom; and under what timeline or timelines when automated  
6           traffic law enforcement systems are used to collect a recorded image of a  
7           motor vehicle in violation of a traffic control device in a work zone;

8           (3) make recommendations on how images should be collected, stored,  
9           accessed, used, and disposed of; by whom; and under what timeline or  
10           timelines if a program that utilizes automated traffic law enforcement systems  
11           within work zones in Vermont is implemented; and

12           (4) define the system components needed to implement a program that  
13           utilizes automated traffic law enforcement systems within work zones in  
14           Vermont.

15           (c) Report. On or before January 15, 2022, the Agency shall submit a  
16           written report to the House and Senate Committees on Judiciary and on  
17           Transportation with its findings and any proposals for implementation.

18                           \* \* \* Transportation Equity Framework \* \* \*

19           Sec. 33. TRANSPORTATION EQUITY FRAMEWORK; REPORT

20           (a) The Agency of Transportation, in consultation with the State's 11  
21           Regional Planning Commissions (RPCs), shall undertake a comprehensive

1 analysis of the State’s existing transportation programs and develop a  
2 recommendation on a transportation equity framework through which the  
3 annual Transportation Program, and the Agency’s Annual Project Prioritization  
4 Process, can be evaluated so as to advance mobility equity, which is a  
5 transportation system that increases access to mobility options, reduces air  
6 pollution, and enhances economic opportunity for Vermonters in communities  
7 that have been underserved by the State’s transportation system.

8 (b) In conducting the analysis required under subsection (a) of this section,  
9 the Agency, in coordination with the State’s 11 RPCs, shall seek input from  
10 individuals who are underserved by the State’s current transportation system or  
11 who may not have previously been consulted as part of the Agency’s planning  
12 processes.

13 (c) In order to aid the Agency in conducting the analysis required under  
14 subsection (a) of this section, the State’s 11 RPCs shall convene regional  
15 meetings focused on achieving equity and inclusion in the transportation  
16 planning process. Meeting facilitation shall include identification of and  
17 outreach to underrepresented local communities and solicitation of input on the  
18 transportation planning process pursuant to the transportation planning efforts  
19 required under 19 V.S.A. § 10I.

20 (d) The Agency shall file a written report with its analysis and a  
21 recommendation on a transportation equity framework as required under

1 subsection (a) of this section with the House and Senate Committees on  
2 Transportation not later than January 15, 2022.

3 \* \* \* Effective Dates \* \* \*

4 Sec. 34. EFFECTIVE DATES

5 (a) This section and Secs. 7 (federal infrastructure funding), 10  
6 (authorization for the Incentive Program for New PEVs), and 13 (authorization  
7 for MileageSmart) shall take effect on passage.

8 (b) Sec. 6 (repeal of 23 V.S.A. § 1432(c)) shall take effect on January 1,  
9 2022.

10 (c) All other sections shall take effect on July 1, 2021.

11

12

13

14 (Committee vote: \_\_\_\_\_)

15

\_\_\_\_\_

16

Senator \_\_\_\_\_

17

FOR THE COMMITTEE