

<p>Administration's First Proposed T. Bill (DR 21-0665 – draft 1.4)</p> <p>*** Transportation Program Adopted as Amended; Definitions ***</p>	<p>T. Bill APBH</p> <p>*** Transportation Program Adopted as Amended; Definitions ***</p>	<p>T. Bill Proposed Amendments (v. 4.1)</p> <p>*** Transportation Program Adopted as Amended; Definitions ***</p>
<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS</p> <p>(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.</p> <p>(b) As used in this act, unless otherwise indicated:</p> <p>(1) "Agency" means the Agency of Transportation.</p> <p>(2) "Electric vehicle supply equipment (EVSE)" has the same meaning as in 30 V.S.A. § 201.</p>	<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS</p> <p>(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.</p> <p>(b) As used in this act, unless otherwise indicated:</p> <p>(1) "Agency" means the Agency of Transportation.</p> <p>(2) "Electric vehicle supply equipment (EVSE)" has the same meaning as in 30 V.S.A. § 201.</p> <p>(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.</p> <p>(4) "Plug-in electric vehicle (PEV)," "plug-in</p>	<p>Sec. 1. TRANSPORTATION PROGRAM ADOPTED; DEFINITIONS</p> <p>(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.</p> <p>(b) As used in this act, unless otherwise indicated:</p> <p>(1) "Agency" means the Agency of Transportation.</p> <p>(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.</p> <p>(3) "Electric vehicle supply equipment (EVSE)" has the same meaning as in 30 V.S.A. § 201.</p> <p>(4) "Plug-in electric vehicle (PEV)," "plug-in</p>
<p>(3) "Plug-in electric vehicle (PEV)," "plug-in</p>	<p>(4) "Plug-in electric vehicle (PEV)," "plug-in</p>	<p>(4) "Plug-in electric vehicle (PEV)," "plug-in</p>

<p>hybrid electric vehicle (PHEV).” and “battery electric vehicle (BEV)” have the same meanings as in 23 V.S.A. § 4(85).</p>	<p>hybrid electric vehicle (PHEV).” and “battery electric vehicle (BEV)” have the same meanings as in 23 V.S.A. § 4(85).</p>	<p>hybrid electric vehicle (PHEV).” and “battery electric vehicle (BEV)” have the same meanings as in 23 V.S.A. § 4(85).</p>
<p>(4) “Secretary” means the Secretary of Transportation.</p>	<p>(5) “Secretary” means the Secretary of Transportation.</p>	<p>(5) “Secretary” means the Secretary of Transportation.</p>
<p>(5) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</p>	<p>(6) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</p>	<p>(6) “TIB funds” means monies deposited in the Transportation Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.</p>
<p>(6) The table heading “As Proposed” means the Proposed Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific amendments; the aggregate sum of which equals the net “Change” in the applicable table heading.</p>	<p>(7) The table heading “As Proposed” means the Proposed Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific amendments; the aggregate sum of which equals the net “Change” in the applicable table heading.</p>	<p>(7) The table heading “As Proposed” means the Proposed Transportation Program referenced in subsection (a) of this section; the table heading “As Amended” means the amendments as made by this act; the table heading “Change” means the difference obtained by subtracting the “As Proposed” figure from the “As Amended” figure; and the terms “change” or “changes” in the text refer to the project- and program-specific amendments; the aggregate sum of which equals the net “Change” in the applicable table heading.</p>
<p>(c) In the Agency of Transportation’s Proposed Fiscal Year 2022 Transportation Program for Town Highway Aid, the value “\$26,017,744” is struck and “\$27,105,769” is inserted in lieu thereof to correct a typographic error.</p>	<p>(c) In the Agency of Transportation’s Proposed Fiscal Year 2022 Transportation Program for Town Highway Aid, the value “\$26,017,744” is struck and “\$27,105,769” is inserted in lieu thereof to correct a typographic error.</p>	<p>(c) In the Agency of Transportation’s Proposed Fiscal Year 2022 Transportation Program for Town Highway Aid, the value “\$26,017,744” is struck and “\$27,105,769” is inserted in lieu thereof to correct a typographic error.</p>
<p>*** Inclusion of Maintenance for the Lamolle Valley Rail Trail in the Annual Proposed Transportation Program ***</p>	<p>*** Inclusion of Maintenance for the Lamolle Valley Rail Trail in the Annual Proposed Transportation Program ***</p>	<p>*** Inclusion of Maintenance for the Lamolle Valley Rail Trail in the Annual Proposed Transportation Program ***</p>
<p>Sec. 2. 19 V.S.A. § 10g(p) is added to read:</p>	<p>Sec. 2. 19 V.S.A. § 10g(p) is added to read:</p>	<p>Sec. 2. 19 V.S.A. § 10g(p) is added to read:</p>

	<p>(p) The Agency shall include the annual maintenance required for the Lamoille Valley Rail Trail (LVRT) running from Swanton to St. Johnsbury, in the Transportation Program it presents to the General Assembly under subsection (a) of this section. The proposed authorization for the maintenance of the LVRT shall be sufficient to cover:</p> <p>(1) maintenance and repair or replacement of any bridges along the LVRT;</p> <p>(2) maintenance and repair of the fencing along the LVRT and any leased lines;</p> <p>(3) maintenance and repair of the stormwater systems for the LVRT;</p> <p>(4) any large-scale surface maintenance required due to dangerous conditions along the LVRT or compromise of the rail bed of the LVRT, or both;</p> <p>(5) resolution of any unauthorized encroachments related to the rail bed, but not the recreational use of the LVRT;</p> <p>(6) any other maintenance obligations required of the Agency under a memorandum of understanding entered into regarding the maintenance of the LVRT, and</p> <p>(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</p>	<p>(p) The Agency shall include the annual maintenance required for the Lamoille Valley Rail Trail (LVRT), running from Swanton to St. Johnsbury, in the Transportation Program it presents to the General Assembly under subsection (a) of this section. The proposed authorization for the maintenance of the LVRT shall be sufficient to cover:</p> <p>(1) maintenance and repair or replacement of any bridges along the LVRT;</p> <p>(2) maintenance and repair of the fencing along the LVRT and any leased lines;</p> <p>(3) maintenance and repair of the stormwater systems for the LVRT;</p> <p>(4) any large-scale surface maintenance required due to dangerous conditions along the LVRT or compromise of the rail bed of the LVRT, or both;</p> <p>(5) resolution of any unauthorized encroachments related to the rail bed, but not the recreational use of the LVRT;</p> <p>(6) any other maintenance obligations required of the Agency under a memorandum of understanding entered into regarding the maintenance of the LVRT, and</p> <p>(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</p>
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		and maintenance agreement with the Department of Forests, Parks and Recreation for the LVRT.	and maintenance agreement with the Department of Forests, Parks and Recreation for the LVRT.																																																							
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	Sec. 3. HIGHWAY MAINTENANCE		Sec. 3. HIGHWAY MAINTENANCE																																																							
	Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Maintenance, spending is amended as follows:	Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Maintenance, spending is amended as follows:	Within the Agency of Transportation's Proposed Fiscal Year 2022 Transportation Program for Maintenance, spending is amended as follows:																																																							
	<table border="1"> <thead> <tr> <th>FY22</th> <th>As Proposed</th> <th>Change</th> <th>As Amended</th> </tr> </thead> <tbody> <tr> <td>Personal</td> <td>45,339,790</td> <td></td> <td>45,339,790</td> </tr> <tr> <td>Services</td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Operating</td> <td>57,902,709</td> <td></td> <td>57,902,709</td> </tr> <tr> <td>Expenses</td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Grants</td> <td>277,000</td> <td></td> <td>277,000</td> </tr> <tr> <td>Total</td> <td>103,519,499</td> <td></td> <td>103,519,499</td> </tr> </tbody> </table>	FY22	As Proposed	Change	As Amended	Personal	45,339,790		45,339,790	Services			0	Operating	57,902,709		57,902,709	Expenses			0	Grants	277,000		277,000	Total	103,519,499		103,519,499	<table border="1"> <thead> <tr> <th>FY22</th> <th>As Proposed</th> <th>Change</th> <th>As Amended</th> </tr> </thead> <tbody> <tr> <td>Personal</td> <td>45,339,790</td> <td></td> <td>45,339,790</td> </tr> <tr> <td>Services</td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Operating</td> <td>57,902,709</td> <td></td> <td>57,902,709</td> </tr> <tr> <td>Expenses</td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Grants</td> <td>277,000</td> <td></td> <td>277,000</td> </tr> <tr> <td>Total</td> <td>103,519,499</td> <td></td> <td>103,519,499</td> </tr> </tbody> </table>	FY22	As Proposed	Change	As Amended	Personal	45,339,790		45,339,790	Services			0	Operating	57,902,709		57,902,709	Expenses			0	Grants	277,000		277,000	Total	103,519,499		103,519,499
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		<p>Fiscal Year 2022 Transportation Program, the following project is moved from Program Development to Town Highway Bridges: Springfield BF 1034(49)</p> <p>(b) Authorized spending for Springfield BF 1034(49) is not modified in any way.</p>
		<p style="text-align: center;">* * * Repeal of U.S. Route 4 Permit * * *</p>
		<p>Sec. 3b. LEGISLATIVE INTENT</p> <p>(a) It is the intent of the General Assembly not to repeal 23 V.S.A. § 1432(c), pursuant to Secs. 3c and 29(b) of this act, until the Agency of Transportation:</p> <p>(1) works with the Town of Woodstock to identify safety concerns related to tractor trailers traveling through the Town on U.S. Route 4; and</p> <p>(2) incorporates improvements it determines, in its sole authority, are feasible within the town highway right-of-way and scope of work for Woodstock NH PC21(5) within the Agency's proposed Fiscal Year 2022 Transportation Program for Program Development Paving.</p> <p>(b) The project identified as Woodstock NH 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 23 V.S.A. § 1432(c) be effective on July 1, 2022 should provide sufficient time for the Agency to</p>

		<p>work with the Town to design and complete the project identified as Woodstock NH PC21(5) and the Town to make any additional improvements that it deems necessary.</p> <p>Sec. 3c. 23 V.S.A. § 1432(c) is amended to read:</p>
	<p>*** Town Highway Aid ***</p>	<p>(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 the 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 kernpin of the semitrailer to the center of the rearmost axle group is not greater than 41 feet. [Repealed.]</p>
	<p>*** Town Highway Aid ***</p> <p>Sec. 4. TOWN HIGHWAY AID</p> <p>(a) Notwithstanding 19 V.S.A. § 306(a), the fiscal year 2022 budget increases the annual 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).</p> <p>(b) The additional \$3,000,000.00 in one-time</p>	<p>*** Town Highway Aid ***</p> <p>Sec. 4. TOWN HIGHWAY AID</p> <p>(a) Notwithstanding 19 V.S.A. § 306(a), the fiscal year 2022 budget increases the annual 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).</p> <p>(b) The additional \$3,000,000.00 in one-time</p>

	<p>Transportation Fund monies shall not be included in any subsequent calculations for the annual appropriation for aid to town highways pursuant to 19 V.S.A. § 306(a).</p>	<p>Transportation Fund monies shall not be included in any subsequent calculations for the annual appropriation for aid to town highways pursuant to 19 V.S.A. § 306(a).</p>
<p>*** Town Highway Structures and Class 2 Town Highway Roadway Programs in Fiscal Year 2021 ***</p>	<p>*** Town Highway Structures and Class 2 Town Highway Roadway Programs *** *** Fiscal Year 2021 ***</p>	<p>*** Town Highway Structures and Class 2 Town Highway Roadway Programs *** *** Fiscal Year 2021 ***</p>
<p>Sec. 2. TOWN HIGHWAY STRUCTURES AND CLASS 2 TOWN HIGHWAY ROADWAY PROGRAMS IN FISCAL YEAR 2021</p> <p>Notwithstanding any other provision of law, in Fiscal Year 2022, the Agency is authorized to reimburse, subsequent to performance of the work, municipalities for qualifying projects in the Town Highway Structures and Class 2 Town Highway Roadway Programs for costs incurred during Fiscal Year 2021.</p>	<p>Sec. 5. TOWN HIGHWAY STRUCTURES AND CLASS 2 TOWN HIGHWAY ROADWAY PROGRAMS IN FISCAL YEAR 2021</p> <p>Notwithstanding any other provision of law, in fiscal year 2022, the Agency is authorized to reimburse, subsequent to performance of the work, municipalities for projects awarded a grant under the Town Highway Structures and Class 2 Town Highway Roadway Programs for costs incurred during fiscal year 2021.</p>	<p>Sec. 5. TOWN HIGHWAY STRUCTURES AND CLASS 2 TOWN HIGHWAY ROADWAY PROGRAMS IN FISCAL YEAR 2021</p> <p>Notwithstanding any other provision of law, in fiscal year 2022, the Agency is authorized to reimburse, subsequent to performance of the work, municipalities for projects awarded a grant under the Town Highway Structures and Class 2 Town Highway Roadway Programs for costs incurred during fiscal year 2021.</p>
	<p>*** Minimum Total Grant Awards; Maximum Grant Award ***</p>	<p>*** Minimum Total Grant Awards; Maximum Grant Award ***</p>
	<p>Sec. 6. 19 V.S.A. § 306 is amended to read: § 306. APPROPRIATION; STATE AID FOR TOWN HIGHWAYS *** (e) State aid for town highway structures. (1) There shall be an annual appropriation for</p>	<p>Sec. 6. 19 V.S.A. § 306 is amended to read: § 306. APPROPRIATION; STATE AID FOR TOWN HIGHWAYS *** (e) State aid for town highway structures. (1) There shall be an annual appropriation for</p>

	<p>grants to municipalities for maintenance (including actions to extend life expectancy) and for construction of bridges and culverts; for maintenance and construction of other structures, including causeways and retaining walls, intended to preserve the integrity of the traveled portion of class 1, 2, and 3 town highways; and for alternatives that eliminate the need for a bridge, culvert, or other structure, such as the construction or reconstruction of a highway, the purchase of parcels of land that would be landlocked by closure of a bridge, the payment of damages for loss of highway access, and the substitution of other means of access.</p> <p>(2) Each fiscal year, the Agency shall approve qualifying projects with a total estimated State share cost of \$5,833,500.00 \$7,200,000.00 at a minimum as new grants. The Agency's proposed appropriation for the Program shall take into account the estimated amount of qualifying invoices submitted to the Agency with respect to project grants approved in prior years but not yet completed as well as with respect to new project grants to be approved in the fiscal year. In a given fiscal year, should expenditures in the Town Highway Structures Program exceed the amount appropriated, the Agency shall advise the Governor of the need to request a supplemental appropriation from the General Assembly to fund the additional project cost, provided that the Agency has previously committed to completing those projects.</p> <p style="text-align: center;">***</p> <p>(h) Class 2 Town Highway Roadway Program. There</p>	<p>grants to municipalities for maintenance (including actions to extend life expectancy) and for construction of bridges and culverts; for maintenance and construction of other structures, including causeways and retaining walls, intended to preserve the integrity of the traveled portion of class 1, 2, and 3 town highways; and for alternatives that eliminate the need for a bridge, culvert, or other structure, such as the construction or reconstruction of a highway, the purchase of parcels of land that would be landlocked by closure of a bridge, the payment of damages for loss of highway access, and the substitution of other means of access.</p> <p>(2) Each fiscal year, the Agency shall approve qualifying projects with a total estimated State share cost of \$5,833,500.00 \$7,200,000.00 at a minimum as new grants. The Agency's proposed appropriation for the Program shall take into account the estimated amount of qualifying invoices submitted to the Agency with respect to project grants approved in prior years but not yet completed as well as with respect to new project grants to be approved in the fiscal year. In a given fiscal year, should expenditures in the Town Highway Structures Program exceed the amount appropriated, the Agency shall advise the Governor of the need to request a supplemental appropriation from the General Assembly to fund the additional project cost, provided that the Agency has previously committed to completing those projects.</p> <p style="text-align: center;">***</p> <p>(h) Class 2 Town Highway Roadway Program. There</p>
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	<p>shall be an annual appropriation for grants to municipalities for resurfacing, rehabilitation, or reconstruction of paved or unpaved class 2 town highways. However, municipalities that have no State highways or class 1 town highways within their borders may use the grants for such activities with respect to both class 2 and class 3 town highways. Each fiscal year, the Agency shall approve qualifying projects with a total estimated State share cost of \$7,648,750.00 \$8,600,000.00 at a minimum as new grants. The Agency's proposed appropriation for the Program shall take into account the estimated amount of qualifying invoices submitted to the Agency with respect to project grants approved in prior years but not yet completed as well as with respect to new project grants to be approved in the fiscal year. In a given fiscal year, should expenditures in the Class 2 Town Highway Roadway Program exceed the amount appropriated, the Agency shall advise the Governor of the need to request a supplemental appropriation from the General Assembly to fund the additional project cost, provided that the 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.</p> <p style="text-align: center;">* * *</p>	<p>shall be an annual appropriation for grants to municipalities for resurfacing, rehabilitation, or reconstruction of paved or unpaved class 2 town highways. However, municipalities that have no State highways or class 1 town highways within their borders may use the grants for such activities with respect to both class 2 and class 3 town highways. Each fiscal year, the Agency shall approve qualifying projects with a total estimated State share cost of \$7,648,750.00 \$8,600,000.00 at a minimum as new grants. The Agency's proposed appropriation for the Program shall take into account the estimated amount of qualifying invoices submitted to the Agency with respect to project grants approved in prior years but not yet completed as well as with respect to new project grants to be approved in the fiscal year. In a given fiscal year, should expenditures in the Class 2 Town Highway Roadway Program exceed the amount appropriated, the Agency shall advise the Governor of the need to request a supplemental appropriation from the General Assembly to fund the additional project cost, provided that the 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.</p> <p style="text-align: center;">* * *</p>
	<p>Sec. 7. 19 V.S.A. § 309b is amended to read:</p> <p>§ 309b. LOCAL MATCH; CERTAIN TOWN</p>	<p>Sec. 7. 19 V.S.A. § 309b is amended to read:</p> <p>§ 309b. LOCAL MATCH; CERTAIN TOWN</p>

	<p>HIGHWAY PROGRAMS</p> <p>(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.</p> <p>(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 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 20 percent of the project costs. The secretary Secretary may adopt rules to implement the class 2 town highway roadway program. Class 2 town highway roadway projects receiving funds pursuant to this subsection shall be the responsibility of the applicant municipality, and a municipality shall not receive a grant in excess of \$175,000.00 \$200,000.00.</p>	<p>HIGHWAY PROGRAMS</p> <p>(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.</p> <p>(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 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 20 percent of the project costs. The secretary Secretary may adopt rules to implement the class 2 town highway roadway program. Class 2 town highway roadway projects receiving funds pursuant to this subsection shall be the responsibility of the applicant municipality, and a municipality shall not receive a grant in excess of \$175,000.00 \$200,000.00.</p>
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<p style="text-align: center;">*** New PEV Incentive Program ***</p>	<p style="text-align: center;">*** One-Time Transportation Fund Monies Authorizations for Electrification of the Transportation Sector ***</p> <p style="text-align: center;">*** New PEV Incentive Program Partnership with Drive Electric ***</p>	<p style="text-align: center;">*** One-Time Transportation Fund Monies Authorizations for Electrification of the Transportation Sector ***</p> <p style="text-align: center;">*** Incentive Program for New PEVs; Partnership with Drive Electric ***</p>
<p>Sec. 7. NEW PEV INCENTIVE PROGRAM</p> <p>In fiscal year 2022, the Agency is authorized to spend up to \$2,250,000.00 in one-time Transportation Fund monies on the New PEV Incentive Program established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, with:</p> <p>(1) up to \$250,000.00 of that \$2,250,000.00 available to continue and expand the Agency's public-private partnership with Drive Electric Vermont to support the expansion of the PEV market in the State; and</p> <p>(2) up to 10 percent of the portion of that \$2,250,000.00 not used to expand the Agency's public-private partnership with Drive Electric Vermont pursuant to subdivision (1) of this section available for costs associated with the administration of the Program.</p>	<p>Sec. 8. NEW PEV INCENTIVE PROGRAM; PARTNERSHIP WITH DRIVE ELECTRIC VERMONT</p> <p>(a) In fiscal year 2022, the Agency is authorized to spend up to \$3,250,000.00 in one-time Transportation Fund monies on the New PEV Incentive Program established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, and its partnership with Drive Electric Vermont with:</p> <p>(1) Up to \$250,000.00 of that \$3,250,000.00 available to continue and expand the Agency's public-private partnership with Drive Electric Vermont to support the expansion of the PEV market in the State.</p> <p>(2) At least \$3,000,000.00 of that \$3,250,000.00 for PEV purchase and lease incentives and administrative costs as allowed under subsection (b) of this section. If less than \$250,000.00 is expended on the public-private partnership with Drive Electric Vermont under subdivision (1) of this subsection, then the balance of</p>	<p>Sec. 8. INCENTIVE PROGRAM FOR NEW PEVS; PARTNERSHIP WITH DRIVE ELECTRIC VERMONT</p> <p>(a) In fiscal year 2022, the Agency is authorized to spend up to \$3,250,000.00 in one-time Transportation Fund monies on the Incentive Program for New PEVs established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, and its partnership with Drive Electric Vermont with:</p> <p>(1) Up to \$250,000.00 of that \$3,250,000.00 available to continue and expand the Agency's public-private partnership with Drive Electric Vermont to support the expansion of the PEV market in the State.</p> <p>(2) At least \$3,000,000.00 of that \$3,250,000.00 for PEV purchase and lease incentives and administrative costs as allowed under subsection (b) of this section. If less than \$250,000.00 is expended on the public-private partnership with Drive Electric Vermont under subdivision (1) of this subsection, then the balance of</p>

	<p>that \$250,000.00 shall only be authorized for additional PEV purchase and lease incentives and administrative costs as allowed under subsection (b) of this section.</p> <p>(b) The Agency may use not more than 10 percent of the authorization under subdivision (a)(2) of this section for costs associated with the administration of the Program.</p>	<p>that \$250,000.00 shall only be authorized for additional PEV purchase and lease incentives and administrative costs as allowed under subsection (b) of this section.</p> <p>(b) The Agency may use not more than 10 percent of the authorization under subdivision (a)(2) of this section for costs associated with the administration of the Program.</p>
	<p>Sec. 9. 2019 Acts and Resolves No. 59, Sec. 34(b), 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:</p> <p>(b) Electric vehicle incentive program. A new PEV purchase and lease incentive program for Vermont residents shall structure PEV purchase and lease incentive payments by income to help Vermonters benefit from electric driving, including Vermont's most vulnerable. The program shall be known as the New PEV Incentive Program. Specifically, the New PEV Incentive Program shall:</p> <p style="text-align: center;">* * *</p> <p>(2) provide not more than one incentive of \$1,500.00 for a PHEV or \$2,500.00 for a BEV to:</p> <p>(A) an individual domiciled in the State whose federal income tax filing status is single or head of</p>	<p>Sec. 10. 2019 Acts and Resolves No. 59, Sec. 34(b), 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:</p> <p>(b) Electric vehicle incentive program. A new PEV purchase and lease <u>incentive</u> program for Vermont residents to purchase and lease new PEVs shall structure PEV purchase and lease incentive payments by income to help Vermonters benefit from electric driving, including Vermont's most vulnerable. The program shall be known as the <u>New PEV Incentive Program for New PEVs</u>. Specifically, the <u>New PEV Incentive Program for New PEVs</u> shall:</p> <p style="text-align: center;">* * *</p> <p>(2) provide not more than one incentive of \$1,500.00 for a PHEV or \$2,500.00 for a BEV, <u>per individual per year</u> to:</p> <p>(A) an individual domiciled in the State whose federal income tax filing status is single or head of</p>

	<p>household with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$100,000.00;</p> <p>(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 greater than \$50,000.00 \$75,000.00 and at or below \$125,000.00;</p> <p>(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 income under the laws of the United States greater than \$50,000.00 \$75,000.00 and at or below \$125,000.00; or</p> <p>(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 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;</p> <p>(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV to:</p> <p>(A) an individual domiciled in the State whose federal income tax filing status is single- or head of household-or surviving spouse with an adjusted gross income under the laws of the United States at or below \$50,000.00;</p>	<p>household with an adjusted gross income under the laws of the United States greater than \$50,000.00 and at or below \$100,000.00;</p> <p>(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 greater than \$50,000.00 \$75,000.00 and at or below \$125,000.00;</p> <p>(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 greater than \$50,000.00 \$75,000.00 and at or below \$125,000.00; or</p> <p>(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 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;</p> <p>(3) provide not more than one incentive of \$3,000.00 for a PHEV or \$4,000.00 for a BEV <u>per individual per year</u> to:</p> <p>(A) an individual domiciled in the State whose federal income tax filing status is single- or head of household-or surviving spouse with an adjusted gross income under the laws of the United States at or below \$50,000.00;</p>
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	<p>(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;</p> <p>(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 income under the laws of the United States at or below \$50,000.00 \$75,000.00; or</p> <p>(E)(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 separately with an adjusted gross income under the laws of the United States at or below \$50,000.00 \$75,000.00;</p> <p style="text-align: center;">* * *</p>	<p>(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;</p> <p>(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</p> <p>(E)(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 separately with an adjusted gross income under the laws of the United States at or below \$50,000.00;</p> <p>(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, to a tax-exempt organization incorporated in the State for the purpose of providing Vermonters with transportation alternatives to personal vehicle ownership; and</p> <p>(4)(5) apply to manufactured PEVs with a Base Manufacturer's Suggested Retail Price (MSRP) of \$40,000.00 or less; and</p> <p>(5) provide not less than \$1,100,000.00, of the initial \$2,000,000.00 authorization, and up to an additional \$2,050,000.00 in fiscal year 2021 in PEV</p>
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	<p>Sec. 10. 2019 Acts and Resolves No. 59, Sec. 34(a)(4), 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:</p>	<p>purchase and lease incentives;</p> <p>Sec. 9. 2019 Acts and Resolves No. 59, Sec. 34(a)(4), 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:</p>
	<p>(4) The Agency shall administer the program described in subsection (b) of this section through no-cost contracts with the State's electric distribution utilities. [Repealed.]</p>	<p>(4) The Agency shall administer the program described in subsection (b) of this section through no-cost contracts with the State's electric distribution utilities. [Repealed.]</p>
	<p style="text-align: center;">* * * MileageSmart * * *</p>	<p style="text-align: center;">* * * MileageSmart * * *</p>
	<p>Sec. 11. MILEAGESMART</p> <p>In fiscal year 2022, the Agency is authorized to spend up to \$600,000.00 in one-time Transportation Fund monies on MileageSmart, which was established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, with up to 10 percent of the total amount that is distributed in incentives</p> <p style="text-align: right;">available for costs associated with administering MileageSmart.</p>	<p>Sec. 11. MILEAGESMART</p> <p>In fiscal year 2022, the Agency is authorized to spend up to \$600,000.00 in one-time Transportation Fund monies on MileageSmart, which was established in 2019 Acts and Resolves No. 59, Sec. 34, as amended, with up to 10 percent of the total amount that is distributed in incentives in fiscal year 2022, including incentive funding authorized by this section and incentive funding carried over from prior fiscal years pursuant to 2019 Acts and Resolves No. 59, Sec. 34, as amended, available for costs associated with administering MileageSmart.</p>
		<p>Sec. 11a. 2019 Acts and Resolves No. 59, Sec. 34(c)(1), 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:</p>

		<p>(1) The high fuel efficiency vehicle incentive program shall be known as MileageSmart and shall:</p> <p style="text-align: center;">***</p> <p>(B) provide point-of-sale vouchers through the State's network of community action agencies and base set income eligibility for the voucher on the same criteria used for income qualification for weatherization services through the Weatherization Program at 80 percent of the State median income; and</p> <p style="text-align: center;">***</p> <p style="text-align: center;">***</p>
	<p style="text-align: center;">*** Emissions Repair Program ***</p> <p>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:</p>	<p style="text-align: center;">*** Emissions Repair Program ***</p> <p>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:</p>
	<p>(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 subsection subsection (c)(4) of this section in fiscal year 2021.</p>	<p>(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 subsection subsection (c)(4) of this section in fiscal year 2021.</p>

	<p>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:</p> <p>(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 and Technology, and the Senate Committee on Finance on or before the 31st day of January in each year following a year that an incentive or repair voucher was provided through one of the programs. Notwithstanding 2 V.S.A. § 20(d), the annual report required under this section shall continue to be required if an incentive or repair voucher is provided through one of the programs unless the General Assembly takes specific action to repeal the report requirement.</p>	<p>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:</p> <p>(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 and Technology, and the Senate Committee on Finance on or before the 31st day of January in each year following a year that an incentive or repair voucher was provided through one of the programs. Notwithstanding 2 V.S.A. § 20(d), the annual report required under this section shall continue to be required if an incentive or repair voucher is provided through one of the programs unless the General Assembly takes specific action to repeal the report requirement.</p>
	<p>Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34(c), 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:</p> <p>(c) High fuel efficiency vehicle incentive and emissions repair programs <u>program</u>. Used A used high fuel efficiency vehicle purchase incentive and emissions repair programs program for Vermont residents shall structure high fuel efficiency purchase incentive</p>	<p>Sec. 14. 2019 Acts and Resolves No. 59, Sec. 34(c), 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:</p> <p>(c) High fuel efficiency vehicle incentive and emissions repair programs <u>program</u>. Used A used high fuel efficiency vehicle purchase incentive and emissions repair programs program for Vermont residents shall structure high fuel efficiency purchase incentive</p>

<p>payments and emissions repair vouchers by income to help Vermonters benefit from more efficient driving, including Vermont's most vulnerable. Not less than \$750,000.00 shall be provided in point-of-sale and point-of-repair vouchers.</p>	<p>payments and emissions repair vouchers by income to help Vermonters benefit from more efficient driving, including Vermont's most vulnerable. Not less than \$750,000.00 shall be provided in point-of-sale and point-of-repair vouchers.</p>	<p>payments and emissions repair vouchers by income to help Vermonters benefit from more efficient driving, including Vermont's most vulnerable. Not less than \$750,000.00 shall be provided in point-of-sale and point-of-repair vouchers.</p>
<p style="text-align: center;">* * *</p>	<p style="text-align: center;">* * *</p>	<p style="text-align: center;">* * *</p>
<p>(2) The emissions repair program shall:</p>	<p>(2) The emissions repair program shall:</p>	<p>(2) The emissions repair program shall:</p>
<p>(A) apply to repairs of certain vehicles that failed the on-board diagnostic (OBD) systems inspection;</p>	<p>(A) apply to repairs of certain vehicles that failed the on-board diagnostic (OBD) systems inspection;</p>	<p>(A) apply to repairs of certain vehicles that failed the on-board diagnostic (OBD) systems inspection;</p>
<p>(B) provide point-of-repair vouchers through the State's network of community action agencies and base eligibility for voucher on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services Division within the Department for Children and Families; and</p>	<p>(B) provide point-of-repair vouchers through the State's network of community action agencies and base eligibility for voucher on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services Division within the Department for Children and Families; and</p>	<p>(B) provide point-of-repair vouchers through the State's network of community action agencies and base eligibility for voucher on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services Division within the Department for Children and Families; and</p>
<p>(C) provide a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection, requires repairs that are not under warranty, and will be able to pass the State's vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00. [Repealed.]</p>	<p>(C) provide a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection, requires repairs that are not under warranty, and will be able to pass the State's vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00. [Repealed.]</p>	<p>(C) provide a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection, requires repairs that are not under warranty, and will be able to pass the State's vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00. [Repealed.]</p>
<p>Sec. 15. EMISSIONS REPAIR PROGRAM</p>	<p>Sec. 15. EMISSIONS REPAIR PROGRAM</p>	<p>Sec. 15. EMISSIONS REPAIR PROGRAM</p>

	<p>(a) Program creation. The Agency of Transportation and Department of Environmental Conservation shall establish and administer an emissions repair program that shall:</p> <p>(1) apply to repairs of certain vehicles that failed the on board diagnostic (OBD) systems inspection;</p> <p>(2) provide point-of-repair vouchers and base eligibility for voucher on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services Division within the Department for Children and Families; and</p> <p>(3) provide a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection, requires repairs that are not under warranty, and will be able to pass the State's vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00.</p> <p>(b) Authorization. In fiscal year 2022, the Agency and Department are authorized to spend up to \$375,000.00 in one-time Transportation Fund monies on the emissions repair program established under this section, with up to \$50,000.00 of that \$375,000.00 authorization available for start-up costs and outreach</p>	<p>(a) Program creation. The Agency of Transportation and Department of Environmental Conservation shall establish and administer an emissions repair program that shall:</p> <p>(1) apply to repairs of certain vehicles that failed the on board diagnostic (OBD) systems inspection;</p> <p>(2) provide point-of-repair vouchers and base eligibility for voucher on the same criteria used for income qualification for Low Income Home Energy Assistance Program (LIHEAP) through the State's Economic Services Division within the Department for Children and Families; and</p> <p>(3) provide a point-of-repair voucher to repair a motor vehicle that was ready for testing, failed the OBD systems inspection, requires repairs that are not under warranty, and will be able to pass the State's vehicle inspection once the repairs are made provided that the point-of-repair voucher is commensurate with the fair market value of the vehicle to be repaired and does not exceed \$2,500.00, with \$2,500.00 vouchers only being available to repair vehicles with a fair market value of at least \$5,000.00.</p> <p>(b) Authorization. In fiscal year 2022, the Agency and Department are authorized to spend up to \$375,000.00 in one-time Transportation Fund monies on the emissions repair program established under this section, with up to \$50,000.00 of that \$375,000.00 authorization available for start-up costs and outreach</p>
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<p>*** Replace Your Ride Program ***</p>	<p>*** Replace Your Ride Program ***</p>	<p>*** Replace Your Ride Program ***</p>
<p>Sec. 8. REPLACE YOUR RIDE PROGRAM</p> <p>(a) Program creation. The Agency of Transportation, in consultation with the Departments of Environmental Conservation and of Public Service, shall expand upon the vehicle incentive programs established under 2019 Acts and Resolves No. 59, Sec. 34, as amended, to provide additional incentives for Vermonters with low income through a program to be known as the Replace Your Ride Program.</p> <p>(b) Incentive amount. The Replace Your Ride Program shall provide up to a \$3,000.00 incentive, which may be in addition to any other available incentives, including through a program funded by the State, to individuals who qualify based on both income and the removal of an internal combustion vehicle. Only one incentive per individual or married couple is available under the Replace Your Ride Program and incentives shall be provided on a first-come, first-served basis once the Replace Your Ride Program is operational.</p> <p>(c) Eligibility. Applicants must qualify through both income and the removal of an eligible vehicle with an internal combustion engine.</p>	<p>education and up to \$32,500.00 of that \$375,000.00 authorization available for costs associated with developing and administering the emissions repair program.</p> <p>Sec. 16. REPLACE YOUR RIDE PROGRAM</p> <p>(a) Program creation. The Agency of Transportation, in consultation with the Departments of Environmental Conservation and of Public Service, shall expand upon the vehicle incentive programs established under 2019 Acts and Resolves No. 59, Sec. 34, as amended, to provide additional incentives for Vermonters with low income through a program to be known as the Replace Your Ride Program.</p> <p>(b) Incentive amount. The Replace Your Ride Program shall provide up to a \$3,000.00 incentive, which may be in addition to any other available incentives, including through a program funded by the State, to individuals who qualify based on both income and the removal of an internal combustion vehicle. Only one incentive per individual or married couple is available under the Replace Your Ride Program and incentives shall be provided on a first-come, first-served basis once the Replace Your Ride Program is operational.</p> <p>(c) Eligibility. Applicants must qualify through both income and the removal of an eligible vehicle with an internal combustion engine.</p>	<p>education and up to \$32,500.00 of that \$375,000.00 authorization available for costs associated with developing and administering the emissions repair program.</p> <p>Sec. 16. REPLACE YOUR RIDE PROGRAM</p> <p>(a) Program creation. The Agency of Transportation, in consultation with the Departments of Environmental Conservation and of Public Service, shall expand upon the vehicle incentive programs established under 2019 Acts and Resolves No. 59, Sec. 34, as amended, to provide additional incentives for Vermonters with low income through a program to be known as the Replace Your Ride Program.</p> <p>(b) Incentive amount. The Replace Your Ride Program shall provide up to a \$3,000.00 incentive, which may be in addition to any other available incentives, including through a program funded by the State, to individuals who qualify based on both income and the removal of an internal combustion vehicle. Only one incentive per individual [REDACTED] is available under the Replace Your Ride Program and incentives shall be provided on a first-come, first-served basis once the Replace Your Ride Program is operational.</p> <p>(c) Eligibility. Applicants must qualify through both income and the removal of an eligible vehicle with an internal combustion engine.</p>

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

<p>(2) Vehicle removal.</p> <p>(A) In order for an individual or married couple to qualify for an incentive under the Replace Your Ride Program, the individual or married couple must remove an older low-efficiency vehicle from operation and switch to a mode of transportation that produces fewer greenhouse gas emissions. The entity that administers the Replace Your Ride Program shall</p> <p>establish Program guidelines that specifically provide for how someone can show that the vehicle removal eligibility requirement has been, or will be, met.</p> <p>(B) For purposes of the Replace Your Ride Program:</p> <p>(i) An “older low-efficiency vehicle”:</p> <p>(I) is currently registered, and has been for two years prior to the date of application, with the Vermont Department of Motor Vehicles;</p> <p>(II) is currently titled in the name of an applicant and has been for at least one year prior to the date of application;</p> <p>(III) has a gross vehicle weight rating of 10,000 pounds or less;</p> <p>(IV) is model year 2010 or older;</p> <p>(V) has an internal combustion engine;</p>	<p>(2) Vehicle removal.</p> <p>(A) In order for an individual or married couple to qualify for an incentive under the Replace Your Ride Program, the individual or married couple must remove an older low-efficiency vehicle from operation and switch to a mode of transportation that produces fewer greenhouse gas emissions. The entity that administers the Replace Your Ride Program, in conjunction with the Agency of Transportation, shall establish Program guidelines that specifically provide for how someone can show that the vehicle removal eligibility requirement has been, or will be, met.</p> <p>(B) For purposes of the Replace Your Ride Program:</p> <p>(i) An “older low-efficiency vehicle”:</p> <p>(I) is currently registered, and has been for two years prior to the date of application, with the Vermont Department of Motor Vehicles;</p> <p>(II) is currently titled in the name of an applicant and has been for at least one year prior to the date of application;</p> <p>(III) has a gross vehicle weight rating of 10,000 pounds or less;</p> <p>(IV) is at least 10 model years old;</p> <p>(V) has an internal combustion engine;</p>	<p>(2) Vehicle removal.</p> <p>(A) In order for an individual [redacted] to qualify for an incentive under the Replace Your Ride Program, the individual [redacted] must remove an older low-efficiency vehicle from operation and switch to a mode of transportation that produces fewer greenhouse gas emissions. The entity that administers the Replace Your Ride Program, in conjunction with the Agency of Transportation, shall establish Program guidelines that specifically provide for how someone can show that the vehicle removal eligibility requirement has been, or will be, met.</p> <p>(B) For purposes of the Replace Your Ride Program:</p> <p>(i) An “older low-efficiency vehicle”:</p> <p>(I) is currently registered, and has been for two years prior to the date of application, with the Vermont Department of Motor Vehicles;</p> <p>(II) is currently titled in the name of the applicant and has been for at least one year prior to the date of application;</p> <p>(III) has a gross vehicle weight rating of 10,000 pounds or less;</p> <p>(IV) is at least 10 model years old;</p> <p>(V) has an internal combustion engine;</p>
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<p>and</p> <p><u>(VI)</u> passed the annual inspection required under 23 V.S.A. § 1222 within the prior year.</p> <p>(ii) Removing the older low-efficiency vehicle from operation must be done by disabling the vehicle's engine from further use and either donating the vehicle to a nonprofit organization to be used for parts or having the vehicle recycled.</p> <p>(iii) The following qualify as a switch to a mode of transportation that produces fewer greenhouse gas emissions:</p> <p><u>PEV:</u></p> <p>(I) purchasing or leasing a new or used</p> <p>(II) purchasing a new or used bicycle or motorcycle that is fully electric . and</p> <p>(III) utilizing public transit, shared-mobility services, or privately operated vehicles for hire.</p> <p>(d) Authorization. In fiscal year 2022, the Agency is authorized to spend up to \$1,500,000.00 in one-time Transportation Fund 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 costs associated with developing and administering the Replace Your Ride Program.</p>	<p>and</p> <p><u>(VI)</u> passed the annual inspection required under 23 V.S.A. § 1222 within the prior year.</p> <p>(ii) Removing the older low-efficiency vehicle from operation must be done by disabling the vehicle's engine from further use and fully dismantling the vehicle for either donation to a nonprofit organization to be used for parts or destruction.</p> <p>(iii) The following qualify as a switch to a mode of transportation that produces fewer greenhouse gas emissions:</p> <p><u>PEV:</u></p> <p>(I) purchasing or leasing a new or used</p> <p>(II) purchasing a new or used bicycle or motorcycle that is fully electric . and</p> <p>(III) utilizing shared-mobility services or privately operated vehicles for hire.</p> <p>(d) Authorization. In fiscal year 2022, the Agency is authorized to spend up to \$1,500,000.00 in one-time Transportation Fund 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 startup costs, outreach education, and costs associated with developing and administering the Replace Your Ride Program.</p>	<p>and</p> <p><u>(VI)</u> passed the annual inspection required under 23 V.S.A. § 1222 within the prior year.</p> <p>(ii) Removing the older low-efficiency vehicle from operation must be done by disabling the vehicle's engine from further use and fully dismantling the vehicle for either donation to a nonprofit organization to be used for parts or destruction.</p> <p>(iii) The following qualify as a switch to a mode of transportation that produces fewer greenhouse gas emissions:</p> <p><u>PEV:</u></p> <p>(I) purchasing or leasing a new or used</p> <p>(II) purchasing a new or used bicycle, electric bicycle, or motorcycle that is fully electric, and the necessary safety equipment; and</p> <p>(III) utilizing shared-mobility services or privately operated vehicles for hire.</p> <p>(d) Authorization. In fiscal year 2022, the Agency is authorized to spend up to \$1,500,000.00 in one-time Transportation Fund 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 startup costs, outreach education, and costs associated with developing and administering the Replace Your Ride Program.</p>
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	<p style="text-align: center;">* * * Electric Bicycle Incentives * * *</p>	<p style="text-align: center;">* * * Electric Bicycle Incentives * * *</p>
	<p>Sec. 17. ELECTRIC BICYCLE INCENTIVES</p> <p>(a) Implementation. The Agency of Transportation, in consultation with Vermont electric distribution utilities, shall expand upon the vehicle incentive programs established under 2019 Acts and Resolves No. 59, Sec. 34, as amended, to provide a \$200.00 incentive to 250 individuals who purchase a new motor-assisted bicycle, as defined in 23 V.S.A. § 4(45)(B), that contains an electric motor. Specifically, the Program shall:</p> <p>(1) distribute \$200.00 incentives on a first-come, first-served basis after the Agency announces that incentives are available;</p> <p>(2) apply to new motor-assisted bicycles, as defined in 23 V.S.A. § 4(45)(B), that contain an electric motor with any Manufacturer's Suggested Retail Price (MSRP); and</p> <p>(3) be available to all Vermonters who self-certify as to meeting any incentive tier under the income eligibility criteria for the New PEV Incentive Program.</p> <p>(b) Authorization. In fiscal year 2022, the Agency is authorized to spend up to \$50,000.00 in one-time Transportation Fund monies on the electric bicycle incentives.</p>	<p>Sec. 17. ELECTRIC BICYCLE INCENTIVES</p> <p>(a) Implementation. The Agency of Transportation, in consultation with Vermont electric distribution utilities, shall expand upon the vehicle incentive programs established under 2019 Acts and Resolves No. 59, Sec. 34, as amended, to provide a \$200.00 incentive to 250 individuals who purchase a new electric bicycle. Specifically, the Program shall:</p> <p>(1) distribute \$200.00 incentives on a first-come, first-served basis after the Agency announces that incentives are available;</p> <p>(2) apply to new electric bicycles with any Manufacturer's Suggested Retail Price (MSRP); and</p> <p>(3) be available to all Vermonters who self-certify as to meeting any incentive tier under the income eligibility criteria for the Incentive Program for New PEVs.</p> <p>(b) Authorization. In fiscal year 2022, the Agency is authorized to spend up to \$50,000.00 in one-time Transportation Fund monies on the electric bicycle incentives.</p>

<p style="text-align: center;">* * * Sales Force Incentive Program * * *</p> <p>Sec. 9. PEV DEALERS AND SALES FORCE INCENTIVE AND TRAINING PROGRAM</p>		
<p>(a) <u>To motivate sales of PEVs, the Agency, in consultation with the Vermont Vehicle and Automotive Distributors Association (VADA), shall establish an incentive and training program for auto dealers, as defined in 23 V.S.A. § 4(8), and salespersons to become more educated about PEVs and how to effectively promote and sell PEVs. The program shall be known as the PEV Dealers and Sales Force Incentive and Training Program.</u></p>		
<p>(b) <u>In fiscal year 2022, the Agency is authorized to spend up to \$250,000.00 in one-time Transportation Fund monies on the PEV Dealers and Sales Force Incentive and Training Program with up to the full \$250,000.00 available for the Agency's public-private partnership with VADA.</u></p>		
<p>(c) <u>Not more than \$150,000.00 of the total authorization shall be directed to educating dealers and salespersons on PEVs.</u></p>		
<p>(d) <u>The Agency and VADA shall provide incentives for dealers and salespersons based on the number of purchases and leases of PEVs, with larger incentives for BEVs. Incentives shall be apportioned between the dealer and the salesperson using a formula to be determined by the Agency in consultation with VADA, and the total combined incentive shall not to exceed</u></p>		

<p>\$400.00 per PEV sold or leased. *** EVSE Grant Program ***</p>	<p>*** EVSE Grant Program ***</p>	<p>*** EVSE Grant Program ***</p>
<p>Sec. 10. GRANT PROGRAMS FOR LEVEL 2 CHARGERS IN MULTI-FAMILY HOUSING</p>	<p>Sec. 18. GRANT PROGRAMS FOR LEVEL 2 CHARGERS IN MULTI-UNIT DWELLINGS; REPORT</p>	<p>Sec. 18. GRANT PROGRAMS FOR LEVEL 2 CHARGERS IN MULTI-UNIT DWELLINGS; REPORT</p> <p>(a) As used in this section:</p> <p>(1) “Area median income” means the county or Metropolitan Statistical Area median income published by the federal Department of Housing and Urban Development.</p> <p>(2) “Multi-unit affordable housing” 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 where:</p> <p>(A) at least 50 percent of the units are or will be occupied by households whose income does not exceed 100 percent of the greater of the State or area median income; or</p> <p>(B) all units are affordable to households earning between 60 and 120 percent of area median income.</p> <p>(3) “Multi-unit dwellings owned by a nonprofit” 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</p>

<p>(a) The Agency of Transportation shall establish and administer, through a memorandum of understanding with the Department of Housing and Community Development, a program to support the continued buildout of electric vehicle supply equipment in multi-family housing and build upon the existing VW EVSE Grant Program that the Department of Housing and Community Development has been administering on behalf of the Department of Environmental Conservation.</p> <p>(b) In fiscal year 2022, the Agency is authorized to spend up to \$1,000,000.00 in one-time Transportation Fund monies on the Program established in this section.</p> <p>(c) The Department of Housing and Community Development shall consult with an interagency team consisting of the Commissioner of Housing and Community Development or designee, the Commissioner of Environmental Conservation or designee, the</p>	<p>(a) The Agency of Transportation shall establish and administer, through a memorandum of understanding with the Department of Housing and Community Development, a pilot program to support the continued buildout of electric vehicle supply equipment at multi-unit dwellings and build upon the existing VW EVSE Grant Program that the Department of Housing and Community Development has been administering on behalf of the Department of Environmental Conservation.</p> <p>(b) In fiscal year 2022, the Agency is authorized to spend up to \$1,000,000.00 in one-time Transportation Fund monies on the pilot program established in this section.</p> <p>(c) Pilot program funding shall be awarded with consideration of broad geographic distribution as well as service models ranging from restricted private parking to publicly accessible parking so as to examine multiple strategies to increase access to EVSE.</p> <p>(d) The Department of Housing and Community Development shall consult with an interagency team consisting of the Commissioner of Housing and Community Development or designee, the Commissioner of Environmental Conservation or designee, the</p>	<p>tracts of land owned by a person that has nonprofit status under Section 501(c)(3) of the U.S. Internal Revenue Code, as amended, and is registered as a nonprofit corporation with the Office of the Secretary of State.</p> <p>(b) The Agency of Transportation shall establish and administer, through a memorandum of understanding with the Department of Housing and Community Development, a pilot program to support the continued buildout of electric vehicle supply equipment at multi-unit affordable housing and multi-unit dwellings owned by a nonprofit and build upon the existing VW EVSE Grant Program that the Department of Housing and Community Development has been administering on behalf of the Department of Environmental Conservation.</p> <p>(c) In fiscal year 2022, the Agency is authorized to spend up to \$1,000,000.00 in one-time Transportation Fund monies on the pilot program established in this section.</p> <p>(d) Pilot program funding shall be awarded with consideration of broad geographic distribution as well as service models ranging from restricted private parking to publicly accessible parking so as to examine multiple strategies to increase access to EVSE.</p> <p>(e) The Department of Housing and Community Development shall consult with an interagency team consisting of the Commissioner of Housing and Community Development or designee, the Commissioner of Environmental Conservation or designee, the</p>
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<p>Commissioner of Public Service or designee, and the Agency's Division Director of Policy, Planning, and Intermodal Development or designee on all major decisions regarding the <u>administration of this Program.</u></p>	<p>Commissioner of Public Service or designee, and the Agency's Division Director of Policy, Planning, and Intermodal Development or designee regarding the <u>design, award of funding, and administration of this pilot program.</u></p> <p><u>(e) The Department of Housing and Community Development shall file a written report on the outcomes of the pilot program with the House and Senate Committees on Transportation not later than January 15, 2022.</u></p>	<p>Commissioner of Public Service or designee, and the Agency's Division Director of Policy, Planning, and Intermodal Development or designee regarding the <u>design, award of funding, and administration of this pilot program.</u></p> <p><u>(f) The Department of Housing and Community Development shall file a written report on the outcomes of the pilot program with the House and Senate Committees on Transportation not later than January 15, 2022.</u></p> <p style="text-align: center;">* * * EVSE Network in Vermont * * *</p> <p>Sec. 18a. EVSE NETWORK IN VERMONT; REPORT OF ANNUAL MAP</p> <p><u>(a) It shall be the goal of the State to have, as practicable, a level 3 EVSE charging port available to the public within:</u></p> <p><u>(1) five miles of every exit of the Dwight D. Eisenhower National System of Interstate and Defense Highways within the State; and</u></p> <p><u>(2) 50 miles of another level 3 EVSE charging port available to the public along a State highway, as defined in 19 V.S.A. § 1(20).</u></p> <p><u>(b) Notwithstanding 2 V.S.A. § 20(d), the Agency of Transportation shall file an up-to-date map showing the locations of all level 3 EVSE available to the public within the State with the House and Senate Committees</u></p>
<p></p>	<p></p>	<p></p>

	<p>*** Zero-Fare Public Transit in Fiscal Year 2022 ***</p>	<p>on Transportation not later than January 15 each year until the goal identified in subsection (a) of this section is met.</p>
	<p>Sec. 19. ZERO-FARE PUBLIC TRANSIT IN FISCAL YEAR 2022</p> <p>(a) Urban public transit. It is the intent of the General Assembly that public transit operated by transit agencies that are eligible to receive grant funds pursuant to 49 U.S.C. § 5307 in the State shall be operated on a zero-fare basis with monies for public transit from the Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136 (CARES Act), the Consolidated Appropriations Act, 2021, Pub. L. No. 116-260, and the American Rescue Plan Act of 2021, as practicable, during fiscal year 2022.</p> <p>(b) Rural public transit. It is the intent of the General Assembly that public transit operated by transit agencies that are eligible to receive grant funds pursuant to 49 U.S.C. § 5311 in the State shall be operated on a zero-fare basis with monies for public transit from the Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136 (CARES Act) and the Consolidated Appropriations Act, 2021, Pub. L. No. 116-260, as practicable, during fiscal year 2022.</p>	<p>Sec. 19. ZERO-FARE PUBLIC TRANSIT IN FISCAL YEAR 2022</p> <p>(a) Urban public transit. It is the intent of the General Assembly that public transit operated by transit agencies that are eligible to receive grant funds pursuant to 49 U.S.C. § 5307 in the State shall be operated on a zero-fare basis with monies for public transit from the Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136 (CARES Act), the Consolidated Appropriations Act, 2021, Pub. L. No. 116-260, and the American Rescue Plan Act of 2021, Pub. L. No. 117-2, as practicable and provided that such use is first approved by the governing body of the transit agency, during fiscal year 2022.</p> <p>(b) Rural public transit. It is the intent of the General Assembly that public transit operated by transit agencies that are eligible to receive grant funds pursuant to 49 U.S.C. § 5311 in the State shall be operated on a zero-fare basis with monies for public transit from the Coronavirus Aid, Relief, and Economic Security Act, Pub. L. No. 116-136 (CARES Act) and the Consolidated Appropriations Act, 2021, Pub. L. No. 116-260, as practicable, during fiscal year 2022.</p>
	<p>*** Coordinated Intermodal Connections Review ***</p>	<p>*** Coordinated Intermodal Connections Review ***</p>

	<p>Sec. 20. COORDINATED INTERMODAL CONNECTIONS REVIEW</p> <p>The Agency, in coordination with public transit, passenger rail, and other transportation service providers, shall review and implement coordinated intermodal connections, to the extent practicable, to ensure efficient and accessible intermodal transportation opportunities in Vermont. The Agency shall also work with transportation service providers to support the cross promotion of intermodal connections.</p>	<p>Sec. 20. COORDINATED INTERMODAL CONNECTIONS REVIEW</p> <p>The Agency, in coordination with public transit, passenger rail, and other transportation service providers, shall review and implement coordinated intermodal connections, to the extent practicable, to ensure efficient and accessible intermodal transportation opportunities in Vermont. The Agency shall also work with transportation service providers to support the cross promotion of intermodal connections.</p>
<p>* * * PEV Electric Distribution Utility Rate Design * * *</p> <p>Sec. 11. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN</p> <p>(a) This section serves to encourage efficient integration of PEVs and EVSE into the electric system and the timely adoption of PEVs and public charging through managed loads or time-differentiated price signals.</p> <p>(b) Not later than June 30, 2024, all State electric distribution utilities shall implement PEV rates for public and private EVSE that encourage:</p> <p>(1) efficient use of PEV loads consistent with</p>	<p>* * * PEV Electric Distribution Utility Rate Design * * *</p> <p>Sec. 21. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN</p> <p>(a) This section serves to encourage efficient integration of PEVs and EVSE into the electric system and the timely adoption of PEVs and public charging through managed loads or time-differentiated price signals.</p> <p>(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:</p>	<p>* * * PEV Electric Distribution Utility Rate Design * * *</p> <p>Sec. 21. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN</p> <p>(a) This section serves to encourage efficient integration of PEVs and EVSE into the electric system and the timely adoption of PEVs and public charging through managed loads or time-differentiated price signals.</p> <p>(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:</p>

<p>objectives of least-cost integrated planning, set out in 30 V.S.A. § 218c, and 30 V.S.A. § 202(b) and (c):</p> <p>(2) participation in the PEV rates;</p> <p>(3) travel by PEV relative to available alternatives;</p> <p>and</p> <p>(4) greater adoption of PEVs.</p>	<p>(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):</p> <p>(2) participation in the PEV rates;</p> <p>(3) travel by PEV relative to available alternatives;</p> <p>and</p> <p>(4) greater adoption of PEVs.</p> <p>(c) PEV rates approved by the Public Utility Commission under subdivisions (1) and (2) of this subsection comply with subsection (b) of this section</p>	<p>(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):</p> <p>(2) participation in the PEV rates;</p> <p>(3) travel by PEV relative to available alternatives;</p> <p>and</p> <p>(4) greater adoption of PEVs.</p> <p>(c) PEV rates approved by the Public Utility Commission under subdivisions (1) and (2) of this subsection comply with subsection (b) of this section.</p>
<p>(c) The Public Utility Commission shall approve PEV rates that it finds:</p> <p>(1) support greater adoption of PEVs;</p> <p>(2) adequately compensate PEV operators and owners of EVSE available to the public for the value of grid-related services</p>	<p>(1) The Public Utility Commission shall approve PEV rates that it finds, at a minimum:</p> <p>(A) support greater adoption of PEVs;</p> <p>(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;</p> <p>(C) adequately compensate the electric distribution utility and its customers for the additional costs that are directly attributable to the delivery of electricity through a PEV rate;</p> <p>(D) include a reasonable contribution to historic or embedded costs required to meet the overall cost of service;</p>	<p>(1) The Public Utility Commission shall approve PEV rates that it finds, at a minimum:</p> <p>(A) support greater adoption of PEVs;</p> <p>(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;</p> <p>(C) adequately compensate the electric distribution utility and its customers for the additional costs that are directly attributable to the delivery of electricity through a PEV rate;</p> <p>(D) include a reasonable contribution to historic or embedded costs required to meet the overall cost of service;</p>
<p>(3) adequately compensate the electric distribution utility for all forward-looking or avoidable costs of service that are directly attributable to the delivery of electricity through a PEV rate;</p> <p>(4) include a reasonable contribution to historic or embedded costs required to meet the overall cost of service;</p>	<p>(C) adequately compensate the electric distribution utility and its customers for the additional costs that are directly attributable to the delivery of electricity through a PEV rate;</p> <p>(D) include a reasonable contribution to historic or embedded costs required to meet the overall cost of service;</p>	<p>(C) adequately compensate the electric distribution utility and its customers for the additional costs that are directly attributable to the delivery of electricity through a PEV rate;</p> <p>(D) include a reasonable contribution to historic or embedded costs required to meet the overall cost of service;</p>

<p>(5) do not discourage EVSE available to the public; and</p> <p>(6) do not have an adverse impact, over time, to ratepayers not utilizing the PEV rate.</p> <p>(d) The Public Utility Commission may approve PEV rates that utilize direct load control, third-party managed load control, static or dynamic time-varying rates, or other innovative practices that accomplish the goals set forth in this section.</p>	<p>(E) do not discourage EVSE available to the public; and</p> <p>(F) do not have an adverse impact to ratepayers not utilizing the PEV rate.</p> <p>(2) The Public Utility Commission may approve PEV rates that utilize direct load control, third-party managed load control, static or dynamic time-varying rates, or other innovative practices that accomplish the goals set forth in subsection (a) of this section.</p> <p>(d) Electric distribution utilities with PEV rates approved by the Public Utility Commission prior to July 1, 2021 currently implemented as tariffs by those electric distribution utilities are exempt from subsection (b) of this section for the relevant rate classes, market segments, or customer segments in which the PEV rates are offered.</p> <p>(e) The Public Utility Commission may grant a petitioning electric distribution utility an extension of the June 30, 2024 implementation deadline. An extension may only be granted in response to a petition if the Public Utility Commission finds that the electric distribution utility's inability to meet the June 30, 2024 implementation deadline is due to a technical inability to implement a PEV rate, adverse economic impacts to ratepayers that would result from the implementation of a PEV rate, or other good cause demonstrated. The length of the extension shall be directly related to the demonstrated need for the extension.</p>	<p>(E) do not discourage EVSE available to the public; and</p> <p>(F) do not have an adverse impact to ratepayers not utilizing the PEV rate.</p> <p>(2) The Public Utility Commission may approve PEV rates that utilize direct load control, third-party managed load control, static or dynamic time-varying rates, or other innovative practices that accomplish the goals set forth in subsection (a) of this section.</p> <p>(d) Electric distribution utilities with PEV rates approved by the Public Utility Commission prior to July 1, 2021 currently implemented as tariffs by those electric distribution utilities are exempt from subsection (b) of this section for the relevant rate classes, market segments, or customer segments in which the PEV rates are offered.</p> <p>(e) The Public Utility Commission may grant a petitioning electric distribution utility an extension of the June 30, 2024 implementation deadline. An extension may only be granted in response to a petition if the Public Utility Commission finds that the electric distribution utility's inability to meet the June 30, 2024 implementation deadline is due to a technical inability to implement a PEV rate, adverse economic impacts to ratepayers that would result from the implementation of a PEV rate, or other good cause demonstrated. The length of the extension shall be directly related to the demonstrated need for the extension.</p>
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	<p>(F) The Public Utility Commission, in consultation with the Department of Public Service and State electric distribution utilities, shall file written reports with the House Committees on Energy and Technology and on Transportation and the Senate Committees on Finance and on Transportation that address the goals delineated in subdivisions (c)(1)(A)–(F) of this section, as applicable, and any progress barriers towards the goals contained in subsections (a) and (b) of this section not later than January 15, 2022, January 15, 2023, January 15, 2024, and January 15, 2025.</p>	<p>(F) The Public Utility Commission, in consultation with the Department of Public Service and State electric distribution utilities, shall file written reports with the House Committees on Energy and Technology and on Transportation and the Senate Committees on Finance and on Transportation that address the goals delineated in subdivisions (c)(1)(A)–(F) of this section, as applicable, and any progress barriers towards the goals contained in subsections (a) and (b) of this section not later than January 15, 2022, January 15, 2023, January 15, 2024, and January 15, 2025.</p>
<p>*** Public Transportation Electrification Plan ***</p>	<p>*** Public Transportation Electrification Plan ***</p>	<p>*** Public Transportation Electrification Plan ***</p>
<p>Sec. 12. PUBLIC TRANSPORTATION ELECTRIFICATION PLAN</p> <p>(a) The Agency of Transportation, in consultation with the State's public transit providers, shall prepare a long-range plan that outlines the costs, timeline, training, maintenance, and operational actions required to move to a fully electrified public transportation fleet.</p> <p>(b) The Agency shall file the long-range plan required under subsection (a) of this section with the House and Senate Committees on Transportation not later than January 31, 2022.</p> <p>*** Airport and Rail Signs ***</p>	<p>Sec. 22. PUBLIC TRANSPORTATION ELECTRIFICATION PLAN</p> <p>(a) The Agency of Transportation, in consultation with the State's public transit providers, shall prepare a long-range plan that outlines the costs, timeline, training, maintenance, and operational actions required to move to a fully electrified public transportation fleet.</p> <p>(b) The Agency shall file the long-range plan required under subsection (a) of this section with the House and Senate Committees on Transportation not later than January 31, 2022.</p> <p>*** Airport and Rail Signs ***</p>	<p>Sec. 22. PUBLIC TRANSPORTATION ELECTRIFICATION PLAN</p> <p>(a) The Agency of Transportation, in consultation with the State's public transit providers, shall prepare a long-range plan that outlines the costs, timeline, training, maintenance, and operational actions required to move to a fully electrified public transportation fleet.</p> <p>(b) The Agency shall file the long-range plan required under subsection (a) of this section with the House and Senate Committees on Transportation not later than January 31, 2022.</p> <p>*** Airport and Rail Signs, Banners ***</p>
<p>Sec. 3. 10 V.S.A. § 494 is amended to read:</p>	<p>Sec. 23. 10 V.S.A. § 494 is amended to read:</p>	<p>Sec. 23. 10 V.S.A. § 494 is amended to read:</p>

<p>§ 494. EXEMPT SIGNS</p> <p>The following signs are exempt from the requirements of this chapter except as indicated in section 495 of this title:</p> <p style="text-align: center;">* * *</p> <p>(6)(A) Official traffic control signs, including signs on limited access highways, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) adopted under 23 V.S.A. § 1025, directing people persons to:</p>	<p>§ 494. EXEMPT SIGNS</p> <p>The following signs are exempt from the requirements of this chapter except as indicated in section 495 of this title:</p> <p style="text-align: center;">* * *</p> <p>(6)(A) Official traffic control signs, including signs on limited access highways, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) adopted under 23 V.S.A. § 1025, directing people persons to:</p>	<p>§ 494. EXEMPT SIGNS</p> <p>The following signs are exempt from the requirements of this chapter except as indicated in section 495 of this title:</p> <p style="text-align: center;">* * *</p> <p>(6)(A) Official traffic control signs, including signs on limited access highways, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) adopted under 23 V.S.A. § 1025, directing people persons to:</p>
<p>(i) other towns;</p> <p>(ii) international airports;</p> <p>(iii) postsecondary educational institutions;</p> <p>(iv) cultural and recreational destination areas;</p> <p>(v) nonprofit diploma-granting educational institutions for people persons with disabilities; and</p> <p>(vi) official State visitor information centers.</p> <p>(B) After having considered the six priority categories in subdivision (A) of this subdivision (6), the Travel Information Council may approve installation of a sign for any of the following provided the location is open a minimum of 120 days each year and is located within 15 miles of an interstate highway exit:</p> <p>(i) nonprofit museums;</p> <p>(ii) cultural and recreational attractions owned by the State or federal government;</p>	<p>(i) other towns;</p> <p>(ii) international airports;</p> <p>(iii) postsecondary educational institutions;</p> <p>(iv) cultural and recreational destination areas;</p> <p>(v) nonprofit diploma-granting educational institutions for people persons with disabilities; and</p> <p>(vi) official State visitor information centers.</p> <p>(B) After having considered the six priority categories in subdivision (A) of this subdivision (6), the Travel Information Council may approve installation of a sign for any of the following provided the location is open a minimum of 120 days each year and is located within 15 miles of an interstate highway exit:</p> <p>(i) nonprofit museums;</p> <p>(ii) cultural and recreational attractions owned by the State or federal government;</p>	<p>(i) other towns;</p> <p>(ii) international airports;</p> <p>(iii) postsecondary educational institutions;</p> <p>(iv) cultural and recreational destination areas;</p> <p>(v) nonprofit diploma-granting educational institutions for people persons with disabilities; and</p> <p>(vi) official State visitor information centers.</p> <p>(B) After having considered the six priority categories in subdivision (A) of this subdivision (6), the Travel Information Council may approve installation of a sign for any of the following provided the location is open a minimum of 120 days each year and is located within 15 miles of an interstate highway exit:</p> <p>(i) nonprofit museums;</p> <p>(ii) cultural and recreational attractions owned by the State or federal government;</p>

<p>(iii) officially designated scenic byways; (iv) park and ride or multimodal centers; and (v) fairgrounds or exposition sites.</p> <p>(C) The Agency of Transportation may approve and erect signs, including signs on limited access highways, consistent with the MUTCD, directing persons to State-owned airports and intercity passenger rail stations located within 25 miles of a limited access highway exit.</p>	<p>(iii) officially designated scenic byways; (iv) park and ride or multimodal centers; and (v) fairgrounds or exposition sites.</p> <p>(C) The Agency of Transportation may approve and erect signs, including signs on limited access highways, consistent with the MUTCD, directing persons to State-owned airports and intercity passenger rail stations located within 25 miles of a limited access highway exit.</p>	<p>(iii) officially designated scenic byways; (iv) park and ride or multimodal centers; and (v) fairgrounds or exposition sites.</p> <p>(C) The Agency of Transportation may approve and erect signs, including signs on limited access highways, consistent with the MUTCD, directing persons to State-owned airports and intercity passenger rail stations located within 25 miles of a limited access highway exit.</p>
<p>(D) Notwithstanding the limitations of this subdivision (6), supplemental guide signs consistent with the MUTCD for the President Calvin Coolidge State Historic Site may be installed at the following highway interchanges:</p> <p style="text-align: center;">* * *</p> <p>(D)(E) Signs erected under this subdivision (6) shall not exceed a maximum allowable size of 80 square feet.</p> <p style="text-align: center;">* * *</p>	<p>(D) Notwithstanding the limitations of this subdivision (6), supplemental guide signs consistent with the MUTCD for the President Calvin Coolidge State Historic Site may be installed at the following highway interchanges:</p> <p style="text-align: center;">* * *</p> <p>(D)(E) Signs erected under this subdivision (6) shall not exceed a maximum allowable size of 80 square feet.</p> <p style="text-align: center;">* * *</p>	<p>(D) Notwithstanding the limitations of this subdivision (6), supplemental guide signs consistent with the MUTCD for the President Calvin Coolidge State Historic Site may be installed at the following highway interchanges:</p> <p style="text-align: center;">* * *</p> <p>(D)(E) Signs erected under this subdivision (6) shall not exceed a maximum allowable size of 80 square feet.</p> <p style="text-align: center;">* * *</p> <p>(18)(A) A sign that is a banner erected over a highway right-of-way for not more than 21 days if the bottom of the banner is not less than 16 feet 6 inches above the surface of the highway and is securely fastened with breakaway fasteners and the proposed banner has been authorized by the legislative body of the municipality in which it is located.</p>

<p>*** Municipal Development Review; Section 1111 Permit Fees ***</p>	<p>*** Municipal Development Review; Section 1111 Permit Fees ***</p>	<p>(B) As used in this subdivision (18), “banner” means a sign that is constructed of soft cloth or fabric or flexible material such as vinyl or plastic cardboard.</p> <p>*** Municipal Development Review; Section 1111 Permit Fees ***</p>
<p>Sec. 4. 24 V.S.A. § 4416 is amended to read: § 4416. SITE PLAN REVIEW ***</p>	<p>Sec. 24. 24 V.S.A. § 4416 is amended to read: § 4416. SITE PLAN REVIEW ***</p>	<p>Sec. 24. 24 V.S.A. § 4416 is amended to read: § 4416. SITE PLAN REVIEW ***</p>
<p>(b) Whenever a proposed site plan involves access to a State highway or other work in the State highway right-of-way such as excavation, grading, paving, or utility installation, the application for site plan approval shall include a letter effinent from the Agency of Transportation confirming that the Agency has reviewed the proposed site plan and is prepared to issue an access permit under 19 V.S.A. § 1111, and setting determined whether a permit is required under 19 V.S.A. § 1111. If the Agency determines that a permit for the proposed site plan is required under 19 V.S.A. § 1111, then the letter from the Agency shall set out any conditions that the Agency proposes to attach to the secton 1111 permit required under 19 V.S.A. § 1111.</p> <p>Sec. 5. 24 V.S.A. § 4463(e) is added to read:</p>	<p>(b) Whenever a proposed site plan involves access to a State highway or other work in the State highway right-of-way such as excavation, grading, paving, or utility installation, the application for site plan approval shall include a letter effinent from the Agency of Transportation confirming that the Agency has reviewed the proposed site plan and is prepared to issue an access permit under 19 V.S.A. § 1111, and setting determined whether a permit is required under 19 V.S.A. § 1111. If the Agency determines that a permit for the proposed site plan is required under 19 V.S.A. § 1111, then the letter from the Agency shall set out any conditions that the Agency proposes to attach to the secton 1111 permit required under 19 V.S.A. § 1111.</p> <p>Sec. 25. 24 V.S.A. § 4463(e) is added to read:</p>	<p>(b) Whenever a proposed site plan involves access to a State highway or other work in the State highway right-of-way such as excavation, grading, paving, or utility installation, the application for site plan approval shall include a letter effinent from the Agency of Transportation confirming that the Agency has reviewed the proposed site plan and is prepared to issue an access permit under 19 V.S.A. § 1111, and setting determined whether a permit is required under 19 V.S.A. § 1111. If the Agency determines that a permit for the proposed site plan is required under 19 V.S.A. § 1111, then the letter from the Agency shall set out any conditions that the Agency proposes to attach to the secton 1111 permit required under 19 V.S.A. § 1111.</p> <p>Sec. 25. 24 V.S.A. § 4463(e) is added to read:</p>
<p>(e) Whenever a proposed subdivision is adjacent to a State highway, the application for subdivision approval shall include a letter from the Agency of Transportation</p>	<p>(e) Whenever a proposed subdivision is adjacent to a State highway, the application for subdivision approval shall include a letter from the Agency of Transportation</p>	<p>(e) Whenever a proposed subdivision is adjacent to a State highway, the application for subdivision approval shall include a letter from the Agency of Transportation</p>

<p>confirming that the Agency has reviewed the proposed subdivision and determined whether a permit is required under 19 V.S.A. § 1111. If the Agency determines that a permit for the proposed subdivision is required under 19 V.S.A. § 1111, then the letter from the Agency shall set out any conditions that the Agency proposes to attach to the permit required under 19 V.S.A. § 1111.</p>	<p>confirming that the Agency has reviewed the proposed subdivision and determined whether a permit is required under 19 V.S.A. § 1111. If the Agency determines that a permit for the proposed subdivision is required under 19 V.S.A. § 1111, then the letter from the Agency shall set out any conditions that the Agency proposes to attach to the permit required under 19 V.S.A. § 1111.</p>	<p>confirming that the Agency has reviewed the proposed subdivision and determined whether a permit is required under 19 V.S.A. § 1111. If the Agency determines that a permit for the proposed subdivision is required under 19 V.S.A. § 1111, then the letter from the Agency shall set out any conditions that the Agency proposes to attach to the permit required under 19 V.S.A. § 1111.</p>
<p>Sec. 6. 19 V.S.A. § 1112(b) is amended to read: (b) The Secretary shall collect the following fees for each application for the following types of permits or permit amendments issued pursuant to section 1111 of this title: * * * (6) permit amendments: \$0.00.</p>	<p>Sec. 26. 19 V.S.A. § 1112(b) is amended to read: (b) The Secretary shall collect the following fees for each application for the following types of permits or permit amendments issued pursuant to section 1111 of this title: * * * (6) permit amendments: \$0.00.</p>	<p>Sec. 26. 19 V.S.A. § 1112(b) is amended to read: (b) The Secretary shall collect the following fees for each application for the following types of permits or permit amendments issued pursuant to section 1111 of this title: * * * (6) permit amendments: \$0.00.</p>
<p>Sec. 27. IMPROVEMENT OF HIGH-USE CORRIDOR SEGMENTS FOR BICYCLISTS (a) The Agency of Transportation shall continue to improve highways consistent with 19 V.S.A. § 2310 in order to enhance safety and 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. (b) The Agency shall consider traffic volumes, the scope of the project, and other factors such as _____</p>	<p>** * * Improvement of High-Use Corridor Segments * * * * Sec. 27. IMPROVEMENT OF HIGH-USE CORRIDOR SEGMENTS FOR BICYCLISTS (a) The Agency of Transportation shall continue to improve highways consistent with 19 V.S.A. § 2310 in order to enhance safety and 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. (b) The Agency shall consider traffic volumes, the scope of the project, and other factors such as _____</p>	<p>** * * Improvement of High-Use Corridor Segments * * * * Sec. 27. IMPROVEMENT OF HIGH-USE CORRIDOR SEGMENTS FOR BICYCLISTS (a) The Agency of Transportation shall continue to improve highways consistent with 19 V.S.A. § 2310 in order to enhance safety and 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. (b) The Agency shall consider traffic volumes, the scope of the project, and other factors such as _____</p>

<p>*** Automated Traffic Law Enforcement System in Work Zones Pilot ***</p>	<p>environmental or right-of-way impacts when making improvements.</p> <p>*** Work Zone Highway Safety Automated Traffic Law Enforcement Study and Report ***</p>	<p>environmental or right-of-way impacts when making improvements.</p> <p>*** Work Zone Highway Safety Automated Traffic Law Enforcement Study and Report ***</p>
<p>Sec. 13. DEFINITIONS</p> <p>As used in Secs. 13–16 of this act:</p> <p>(1) “Agency” means an agency of State government that is authorized to issue citations for a violation of State motor vehicle laws or rules.</p> <p>(2) “Automated traffic law enforcement system” means a device with one or more sensors working in conjunction with a speed measuring device to produce recorded images of motor vehicles traveling at more than 10 miles above the speed limit.</p> <p>(3) “Automated traffic law enforcement system pilot” or “pilot” means a pilot program during which automated traffic law enforcement systems are used to issue warnings for motor vehicles that are in violation of a traffic control device.</p> <p>(4) “Owner” means the registered owner of a motor vehicle or a lessee of a motor vehicle under a lease of one year or more.</p> <p>(5) “Recorded image” means a photograph, microphotograph, electronic image, or electronic video that shows the front or rear of the motor vehicle clearly</p>	<p>Sec. 28. WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC LAW ENFORCEMENT STUDY AND REPORT</p> <p>(a) Findings. The General Assembly finds that:</p> <p>(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.</p> <p>(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 adherence to traffic laws achieved by effective deterrence of potential violators, which could not be achieved by traditional law enforcement methods.</p> <p>(3) The use of automated traffic law enforcement systems in work zones is not intended to replace traditional law enforcement personnel, nor is it intended to mitigate problems caused by deficient road design, construction, or maintenance. Rather, it provides deterrence and enforcement at times when and in locations where law enforcement personnel cannot be utilized safely or are needed for other law enforcement activities.</p>	<p>Sec. 28. WORK ZONE HIGHWAY SAFETY AUTOMATED TRAFFIC LAW ENFORCEMENT STUDY AND REPORT</p> <p>(a) Findings. The General Assembly finds that:</p> <p>(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.</p> <p>(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 adherence to traffic laws achieved by effective deterrence of potential violators, which could not be achieved by traditional law enforcement methods.</p> <p>(3) The use of automated traffic law enforcement systems in work zones is not intended to replace traditional law enforcement personnel, nor is it intended to mitigate problems caused by deficient road design, construction, or maintenance. Rather, it provides deterrence and enforcement at times when and in locations where law enforcement personnel cannot be utilized safely or are needed for other law enforcement activities.</p>

<p>enough to identify the registration number plate of the motor vehicle.</p> <p>(6) “Traffic control device” means any sign, signal, marking, channelizing, or other device that conforms with the Manual on Uniform Traffic Control Devices, which is the standards for all traffic control signs, signals, and markings within the State pursuant to 23 V.S.A. § 1025, and is used to regulate, warn, or guide traffic and placed on, over, or adjacent to a highway, pedestrian facility, or bicycle path by authority of the State or the municipality with jurisdiction over the highway, pedestrian facility, or bicycle path.</p>	<p>(b) Definitions. As used in this section:</p> <p>(1) “Automated traffic law enforcement system” means a device with one or more sensors working in conjunction with a speed measuring device to produce recorded images of motor vehicles traveling at more than 10 miles above the speed limit or traveling in violation of another traffic control device, or both.</p> <p>(2) “Recorded image” means a photograph, microphotograph, electronic image, or electronic video that shows the front or rear of the motor vehicle clearly enough to identify the registration number plate of the motor vehicle or that shows the front of the motor vehicle clearly enough to identify the registration number plate of the motor vehicle and shows the operator of the motor vehicle.</p> <p>(3) “Traffic control device” means any sign, signal, marking, channelizing, or other device that conforms with the Manual on Uniform Traffic Control Devices, which is the standards for all traffic control signs, signals, and markings within the State pursuant to 23 V.S.A. § 1025, and is used to regulate, warn, or guide traffic and placed on, over, or adjacent to a highway, pedestrian facility, or bicycle path by authority of the State or the municipality with jurisdiction over the highway, pedestrian facility, or bicycle path.</p> <p>(c) Study. The Agency of Transportation shall, in consultation with at least the Department of Public Safety and the Associated General Contractors of</p>	<p>(b) Definitions. As used in this section:</p> <p>(1) “Automated traffic law enforcement system” means a device with one or more sensors working in conjunction with a speed measuring device to produce recorded images of motor vehicles traveling at more than 10 miles above the speed limit or traveling in violation of another traffic control device, or both.</p> <p>(2) “Recorded image” means a photograph, microphotograph, electronic image, or electronic video that shows the front or rear of the motor vehicle clearly enough to identify the registration number plate of the motor vehicle or that shows the front of the motor vehicle clearly enough to identify the registration number plate of the motor vehicle and shows the operator of the motor vehicle.</p> <p>(3) “Traffic control device” means any sign, signal, marking, channelizing, or other device that conforms with the Manual on Uniform Traffic Control Devices, which is the standards for all traffic control signs, signals, and markings within the State pursuant to 23 V.S.A. § 1025, and is used to regulate, warn, or guide traffic and placed on, over, or adjacent to a highway, pedestrian facility, or bicycle path by authority of the State or the municipality with jurisdiction over the highway, pedestrian facility, or bicycle path.</p> <p>(c) Study. The Agency of Transportation shall, in consultation with at least the Department of Public Safety and the Associated General Contractors of</p>
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	<p>Vermont, study the feasibility of implementing automated traffic law enforcement systems in work zones in Vermont and make specific recommendations on whether to pursue a program that utilizes automated traffic law enforcement systems within work zones in Vermont, with a specific focus on affecting driver behavior. At a minimum, the Agency shall:</p> <p>(1) research the cost to procure equipment and services to assist in the implementation of a program that utilizes automated traffic law enforcement systems within work zones in Vermont;</p> <p>(2) research how images are collected, stored, accessed, used, and disposed of; by whom; and under what timeline or timelines when automated traffic law enforcement systems are used to collect a recorded image of a motor vehicle in violation of a traffic control device in a work zone;</p> <p>(3) make recommendations on how images should be collected, stored, accessed, used, and disposed of; by whom; and under what timeline or timelines if a pilot program that utilizes automated traffic law enforcement systems within work zones in Vermont is implemented; and</p> <p>(4) define the system components needed to implement a program that utilizes automated traffic law enforcement systems within work zones in Vermont.</p> <p>(d) Report. On or before January 15, 2022, the Agency shall submit a written report to the House and</p>	<p>Vermont, study the feasibility of implementing automated traffic law enforcement systems in work zones in Vermont and make specific recommendations on whether to pursue a program that utilizes automated traffic law enforcement systems within work zones in Vermont, with a specific focus on affecting driver behavior. At a minimum, the Agency shall:</p> <p>(1) research the cost to procure equipment and services to assist in the implementation of a program that utilizes automated traffic law enforcement systems within work zones in Vermont;</p> <p>(2) research how images are collected, stored, accessed, used, and disposed of; by whom; and under what timeline or timelines when automated traffic law enforcement systems are used to collect a recorded image of a motor vehicle in violation of a traffic control device in a work zone;</p> <p>(3) make recommendations on how images should be collected, stored, accessed, used, and disposed of; by whom; and under what timeline or timelines if a program that utilizes automated traffic law enforcement systems within work zones in Vermont is implemented; and</p> <p>(4) define the system components needed to implement a program that utilizes automated traffic law enforcement systems within work zones in Vermont.</p> <p>(d) Report. On or before January 15, 2022, the Agency shall submit a written report to the House and</p>
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<p>Sec. 14. FINDINGS</p> <p>The General Assembly finds that:</p> <p>(1) There are times, either because of insufficient staffing or inherent on-site difficulties, where law enforcement personnel cannot practically be utilized in a work zone.</p> <p>(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 adherence to traffic laws achieved by effective deterrence of potential violators, which could not be achieved by traditional law enforcement methods.</p> <p>(3) The use of automated traffic law enforcement systems in work zones is not intended to replace traditional law enforcement personnel, nor is it intended to mitigate problems caused by deficient road design, construction, or maintenance. Rather, it provides deterrence and enforcement at times when and in locations where law enforcement personnel cannot be utilized safely or are needed for other law enforcement activities.</p> <p>(4) An integral part of an automated traffic law enforcement pilot is a community-wide informational campaign directed toward the traveling public.</p>	<p>Senate Committees on Judiciary and on Transportation with its findings and any proposals for implementation.</p>	<p>Senate Committees on Judiciary and on Transportation with its findings and any proposals for implementation.</p>
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<p>(5) <u>The goal of an automated traffic law enforcement pilot is to reduce crashes in work zones by deterring traffic violations.</u></p> <p>(6) <u>The issuance of traffic violation complaints and generation of revenue are not the goals of an automated traffic law enforcement system pilot.</u></p>		
<p>Sec. 15. AUTOMATED TRAFFIC LAW ENFORCEMENT SYSTEM PILOT</p> <p><u>(a) Design and implementation.</u></p> <p><u>(1) The Agency of Transportation, in consultation with the Department of Public Safety, shall design and implement a one-year automated traffic law enforcement system pilot.</u></p> <p><u>(2) The pilot shall be preceded by and not commence until after the Agency of Transportation engages in the necessary planning and contractor procurement and conducts a comprehensive public outreach and informational campaign.</u></p> <p><u>(3) The Agency of Transportation may retain one or more contractors to assist in the implementation of the pilot. However, compensation paid to these contractors shall be based on the value of the equipment or the services provided and not the number of warnings issued.</u></p> <p><u>(b) Public outreach.</u></p> <p><u>(1) The public outreach and informational</u></p>		

<p>campaign shall continue throughout the one-year automated traffic law enforcement system pilot.</p> <p><u>(2) Any agencies utilizing an automated traffic law enforcement system shall maintain a website that lists the locations where automated traffic law enforcement systems are utilized.</u></p> <p><u>(c) Location. An automated traffic law enforcement system may only be utilized at a location in the vicinity of a work zone and if the agency with jurisdiction over the location determines, in its sole discretion, that it is impractical or unsafe to utilize traditional law enforcement, or that the use of traditional law enforcement personnel has failed to deter violators, provided that:</u></p> <p><u>(1) the agency confirms, through a traffic engineering analysis of the proposed location, that the location meets highway safety standards;</u></p> <p><u>(2) the automated traffic law system is not used as a means of combating deficiencies in roadway design or environment;</u></p> <p><u>(3) signs notifying members of the traveling public of the use of an automated traffic law enforcement system are in place before any warnings are issued based on recorded images collected by the automated traffic law enforcement system; and</u></p> <p><u>(4) the automated traffic law enforcement system is only in operation when workers are present in the work</u></p>		
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<p>zone.</p> <p><u>(d) Warnings.</u></p> <p>(1) If an automated traffic law enforcement system collects a recorded image of a motor vehicle in violation of a traffic control device, the agency with jurisdiction over the location where the automated traffic law enforcement system is utilized shall mail to the owner of the motor vehicle in the recorded image a warning that includes:</p> <p><u>(A) the name and address of the registered owner of the motor vehicle in the recorded image;</u></p> <p><u>(B) the issuing jurisdiction and registration number of the motor vehicle in the recorded image;</u></p> <p><u>(C) a copy of the recorded image;</u></p> <p><u>(D) the location of the automated law enforcement system that collected the recorded image;</u></p> <p><u>(E) the date and time of the recorded image;</u></p> <p><u>(F) a signed statement by an employee of the agency that, based on inspection of recorded images, the motor vehicle was being operated in violation of a traffic control device; and</u></p> <p><u>(G) a statement that recorded images may be used as evidence of a violation of a traffic control device.</u></p>		
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<p><u>(2) A warning issued under this section shall be mailed not later than 14 days after the date of the recorded image if the motor vehicle is registered in Vermont and not later than 30 days after the date of the recorded image if the motor vehicle is registered in a jurisdiction outside of Vermont. Notwithstanding 23 V.S.A. § 114, the Department of Motor Vehicles shall provide registration information to agencies and any of the Agency of Transportation's contractors retained pursuant to subdivision (a)(3) of this section free of charge and pursuant to 23 V.S.A. § 104 and 18 U.S.C. § 2721(b)(1) for purposes of mailing a warning pursuant to this subsection.</u></p> <p><u>(e) Limitations on the usage of recorded images.</u></p>			
<p><u>(1) The automated traffic enforcement system shall only be used to collect recorded images of violations of a traffic control device and may not be used for any other surveillance purposes. The restrictions provided in this subsection shall not preclude a court of competent jurisdiction from ordering the release of recorded images and any corresponding data to law enforcement officials, provided that the information is requested solely in connection with a criminal prosecution.</u></p>	<p><u>(2) Recorded images and any corresponding data collected by an automated traffic enforcement system are exempt from public inspection and copying under the Public Records Act and shall be kept confidential except to the extent necessary to comply with this section.</u></p>		

<p>(3) Recorded images and any corresponding data collected by an automated traffic enforcement system shall be destroyed within one year of recording, except that recorded images and any corresponding data collected by an automated traffic enforcement system that is subject to a court order under subdivision (1) of this subsection shall be destroyed within two years after the date of the court order, unless further extended by court order.</p>		
<p>Sec. 16. REPORTING</p> <p>(a) To the Agency of Transportation by agencies with jurisdiction over a location where an automated traffic law enforcement system is utilized. Not later than two months after the conclusion of the first six months of the automated traffic law enforcement system pilot and not later than two months after the conclusion of the last six months of the pilot, the agencies with jurisdiction over a location where an automated traffic law enforcement system was utilized shall report the following for each location where an automated traffic law enforcement system was utilized to the Agency of Transportation:</p> <p><u>(1) the number of crashes and related serious injuries and fatalities;</u></p> <p><u>(2) recorded speed data; and</u></p> <p><u>(3) the number of warnings issued.</u></p> <p>(b) To the General Assembly by the Agency of Transportation.</p>		

<p>(1) Not later than four months after the conclusion of the automated traffic law enforcement system pilot, the Agency of Transportation shall submit a written report on the use of automated traffic law enforcement systems in work zones in Vermont to the House and Senate Committees on Transportation and to the Joint Transportation Oversight Committee if the General Assembly is not in session.</p> <p>(2) The report shall include the following for each location where an automated traffic law enforcement system was utilized as part of the automated traffic law enforcement:</p> <p>(A) the number of crashes and related serious injuries and fatalities;</p> <p>(B) recorded speed data; and</p> <p>(C) the number of warnings issued.</p> <p>(3) The report shall also include the amount paid under each contract that the Agency of Transportation enters into under Sec. 15(a)(3) of this act.</p>		
		<p>*** Act 250 Transportation Projects ***</p>
		<p>Sec. 28a. 10 V.S.A. § 6001(3)(A) is amended to read:</p> <p>(3)(A) “Development” means each of the following:</p>

		<p style="text-align: center;">* * *</p> <p>(V) The construction of improvements on a tract of land involving more than 10 acres that is to be used for municipal, county, or State purposes. In computing the amount of land involved;</p> <p>(I) Land Land shall be included that is incident to the use, such as lawns, parking areas, roadways, leaching fields, and accessory buildings.</p> <p>(II) Land that was previously disturbed as the result of construction of a transportation facility shall be excluded from computing the amount of land involved, provided that the project subject to this exclusion is a transportation project that is funded in whole or in part by federal aid. This exclusion shall not apply to the creation of new or additional points of access to, or exit from, the Dwight D. Eisenhower National System of Interstate and Defense Highways. As used in this subdivision (II), “previously disturbed” means land that has been changed by previous installation of transportation facilities, including roads, railroads, runways, trails, sidewalks, ditching, drainage features, ledge removal, utility work, clear zones, or other similar features associated with such facilities.</p> <p style="text-align: center;">* * *</p> <p>Sec. 28b. 10 V.S.A. § 6001 is amended to read:</p> <p>§ 6001. DEFINITIONS</p>

		<p style="text-align: center;">* * *</p> <p>(38) "Transportation facility" means highways, sidewalks, and bicycle paths, as defined under 19 V.S.A. § 2301; State-owned railroad or railbanked lines; and runways at State- and municipally owned airports.</p> <p style="text-align: center;">* * * Transportation Equity Framework * * *</p> <p>Sec 28c. TRANSPORTATION EQUITY FRAMEWORK: REPORT</p> <p>(a) The Agency of Transportation, in consultation with the State's 11 Regional Planning Commissions (RPCs), shall undertake a comprehensive analysis of the State's existing transportation programs and develop a recommendation on a transportation equity framework through which the annual Transportation Program, and the Agency's Annual Project Prioritization Process, can be evaluated so as 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.</p> <p>(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.</p>

		<p>(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.</p> <p>(d) The Agency shall file a written report with its analysis and a recommendation on a transportation equity framework as required under subsection (a) of this section with the House and Senate Committees on Transportation not later than January 15, 2022.</p>
		<p style="text-align: center;">* * * Space Heating Systems * * *</p> <p>Sec. 28d. FISCAL YEAR 2023; AGENCY OF TRANSPORTATION; SPACE HEATING SYSTEMS; NON-FOSSIL FUELS; REPLACEMENT SCHEDULE, BACKUP HEATING</p> <p>(a) Replacement system. Except as provided in subsection (b) of this section, beginning in fiscal year 2023, the Agency of Transportation shall only install non-fossil fuel space heating systems as the primary heating source in buildings owned or controlled by the Agency.</p> <p>(b) Exemption. The Secretary may provide a written exemption to the replacement required in subsection (a)</p>

		<p>of this section if the Secretary determines that it is financially impracticable to install a non-fossil fuel heating system as a primary heating source. As used in this section, “financially impracticable” means a cost that is excessive as compared to a fossil fuel heating system, taking into account cost-effectiveness over a life-cycle basis.</p> <p>(c) Backup systems. Notwithstanding subsection (a) of this section, after a non-fossil fuel space heating system is installed as a primary heating source, if a non-fossil fuel backup space heating system is not available, the Agency may continue to use fossil fuel systems as back-up heating or as supplemental heating during peak heating periods in buildings owned or controlled by the Agency.</p> <p>(d) Report. On or before January 15 each year, the Secretary shall submit a report to the House and Senate Committees on Transportation with a list of any exemptions provided pursuant to subsection (b) of this section, and any fossil fuel heating systems installed, in the previous calendar year. The provisions of 2 V.S.A. § 20(d) (expiration of required reports) shall not apply to the report to be made under this subsection.</p>
<p>*** Effective Date ***</p>	<p>*** Effective Dates ***</p>	<p>*** Effective Dates ***</p>
<p>Sec. 17. EFFECTIVE DATE</p>	<p>Sec. 29. EFFECTIVE DATES</p> <p>(a) This section and Sec. 5 (Town Highway Structures and Class 2 Town Highway Roadway Programs) shall take effect on passage.</p>	<p>Sec. 29. EFFECTIVE DATES</p>

<p><u>This act</u> shall take effect on July 1, 2021.</p>	<p>(b) Sec. 2 (19 V.S.A. § 10g(p): Lamotte Valley Rail Trail maintenance) shall take effect on July 1, 2021 and apply to Transportation Programs commencing with fiscal year 2023.</p> <p>(c) All other sections shall take effect on July 1, 2021.</p>	<p>(a) Sec. 2 (19 V.S.A. § 10g(p): Lamotte Valley Rail Trail maintenance) shall take effect on July 1, 2021 and apply to Transportation Programs commencing with fiscal year 2023.</p> <p>(b) Sec. 3c (repeal of 23 V.S.A. § 1432(c)) shall take effect on July 1, 2022.</p> <p>(c) All other sections shall take effect on July 1, 2021.</p>
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