

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>																																																																								
<p>*** Transportation Program Adopted as Amended; Definitions; Technical Correction ***</p> <p>[SECTION OMITTED]</p>	<p>*** Transportation Program Adopted as Amended; Definitions; Technical Corrections ***</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 1. SPOA</p>																																																																								
	<p>*** Summary of Transportation Investments ***</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 2. SPOA</p> <p>[CONFORMING CHANGES]</p>																																																																								
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<p>Sec. 2. HIGHWAY MAINTENANCE</p> <p><u>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance, authorized spending is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY24</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Person. Svcs.</td> <td>42,637,277</td> <td>42,637,277</td> <td>0</td> </tr> <tr> <td>Operat. Exp.</td> <td>65,893,488</td> <td>64,893,488</td> <td>-1,000,000</td> </tr> <tr> <td>Total</td> <td>108,530,765</td> <td>107,530,765</td> <td>-1,000,000</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>State</td> <td>107,784,950</td> <td>106,784,950</td> <td>-1,000,000</td> </tr> <tr> <td>Federal</td> <td>645,815</td> <td>645,815</td> <td>0</td> </tr> <tr> <td>Inter Unit</td> <td>100,000</td> <td>100,000</td> <td>0</td> </tr> <tr> <td>Total</td> <td>108,530,765</td> <td>107,530,765</td> <td>-1,000,000</td> </tr> </tbody> </table> <p><u>(b) Restoring the fiscal year 2024 Maintenance Program appropriation and authorization to the level included in the Agency of Transportation’s Proposed</u></p>	<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Person. Svcs.	42,637,277	42,637,277	0	Operat. Exp.	65,893,488	64,893,488	-1,000,000	Total	108,530,765	107,530,765	-1,000,000	<u>Sources of funds</u>				State	107,784,950	106,784,950	-1,000,000	Federal	645,815	645,815	0	Inter Unit	100,000	100,000	0	Total	108,530,765	107,530,765	-1,000,000	<p>[DELETED]</p>	<p>Sec. 3. HIGHWAY MAINTENANCE</p> <p><u>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance, authorized spending is amended as follows:</u></p> <table border="1"> <thead> <tr> <th><u>FY24</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Person. Svcs.</td> <td>42,637,277</td> <td>42,637,277</td> <td>0</td> </tr> <tr> <td>Operat. Exp.</td> <td>65,893,488</td> <td>65,043,488</td> <td>-850,000</td> </tr> <tr> <td>Total</td> <td>108,530,765</td> <td>107,680,765</td> <td>-850,000</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>State</td> <td>107,784,950</td> <td>106,934,950</td> <td>-850,000</td> </tr> <tr> <td>Federal</td> <td>645,815</td> <td>645,815</td> <td>0</td> </tr> <tr> <td>Inter Unit</td> <td>100,000</td> <td>100,000</td> <td>0</td> </tr> <tr> <td>Total</td> <td>108,530,765</td> <td>107,680,765</td> <td>-850,000</td> </tr> </tbody> </table> <p><u>(b) Restoring the fiscal year 2024 Maintenance Program appropriation and authorization to the level included in the Agency of Transportation’s Proposed</u></p>	<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Person. Svcs.	42,637,277	42,637,277	0	Operat. Exp.	65,893,488	65,043,488	-850,000	Total	108,530,765	107,680,765	-850,000	<u>Sources of funds</u>				State	107,784,950	106,934,950	-850,000	Federal	645,815	645,815	0	Inter Unit	100,000	100,000	0	Total	108,530,765	107,680,765	-850,000
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<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p>Fiscal Year 2024 Transportation Program shall be the Agency’s top priority if there are unexpended State fiscal year 2023 appropriations of Transportation Fund monies. Accordingly:</p> <p>(1) At the close of State fiscal year 2023, an amount up to \$1,000,00.00 of any unencumbered Transportation Fund monies appropriated in 2022 Acts and Resolves No. 185, Secs. B.900–B.922, as amended by 2023 Acts and Resolves No. 3, Secs. 43–44a, that would otherwise be authorized to carry forward is reappropriated for the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance 30 days after the Agency sends written notification of the request for the unencumbered Transportation Fund monies to be reappropriated to the Joint Transportation Oversight Committee, provided that the Joint Transportation Oversight Committee does not send written objection to the Agency.</p> <p>(2) If any unencumbered Transportation Fund monies are reappropriated pursuant to subdivision (1) of this subsection, then, within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance, authorized spending is further amended to increase operating expenses by not more than \$1,000,000.00 in Transportation Fund monies.</p>		<p>Fiscal Year 2024 Transportation Program shall be the Agency’s top fiscal priority.</p> <p>(1) If there are unexpended State fiscal year 2023 appropriations of Transportation Fund monies then, at the close of State fiscal year 2023, an amount up to \$850,000.00 of any unencumbered Transportation Fund monies appropriated in 2022 Acts and Resolves No. 185, Secs. B.900–B.922, as amended by 2023 Acts and Resolves No. 3, Secs. 43–44a, that would otherwise be authorized to carry forward is reappropriated for the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance 30 days after the Agency sends written notification of the request for the unencumbered Transportation Fund monies to be reappropriated to the Joint Transportation Oversight Committee, provided that the Joint Transportation Oversight Committee does not send written objection to the Agency.</p> <p>(2) If the Agency utilizes available federal monies in lieu of one-time Transportation Fund monies for Green Mountain Transit pursuant to Sec. 14(c) of this act, then the one-time Transportation Fund monies authorized for expenditure pursuant to Sec. 14(b) of this act that are not required for public transit may instead go towards restoring the Highway Maintenance budget.</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p>(3) Notwithstanding subdivisions (1) and (2) of this subsection, the Agency may request further amendments to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance through the State fiscal year budget adjustment act.</p>		<p>(3) If any unencumbered Transportation Fund monies are reappropriated pursuant to subdivision (1) of this subsection or made available pursuant to subdivision (2) of this subsection, then, within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance, authorized spending is further amended to increase operating expenses by not more than \$850,000.00 in Transportation Fund monies.</p> <p>(4) Notwithstanding subdivisions (1)–(3) of this subsection, the Agency may request further amendments to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Maintenance through the State fiscal year budget adjustment act.</p>
	<p>*** Paving ***</p>	
	<p>Sec. 2a. PAVING; STATEWIDE DISTRICT LEVELING</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 4. SPOA</p>
<p>*** One-Time Appropriations ***</p>		
<p>Sec. 3. ONE-TIME APPROPRIATIONS</p> <p>[SECTION OMITTED]</p>	<p>Sec. 3. ONE-TIME APPROPRIATIONS</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 5. SPOA</p> <p>[WITH SUBACCOUNT NAME CHANGE FROM BIG BILL]</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p style="text-align: center;">* * * St. Albans District Maintenance Facility * * *</p> <p style="text-align: center;">[SECTION OMITTED]</p>		<p style="text-align: center;">Sec. 6. NO DIFFERENCES</p>
	<p style="text-align: center;">* * * Rail Trail Community Connectivity Grants * * *</p>	
	<p style="text-align: center;">Sec. 5. RAIL TRAIL COMMUNITY CONNECTIVITY GRANTS</p> <p style="text-align: center;">[BALANCE OF SECTION OMITTED]</p>	<p style="text-align: center;">Sec. 7. SPOA</p>
	<p style="text-align: center;">* * * State Airports * * *</p>	<p style="text-align: center;">* * * State Airports * * *</p>
	<p style="text-align: center;">Sec. 5a. SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT</p> <p style="text-align: center;">(a) The Agency of Transportation is authorized to solicit proposals for the purchase or lease of the Caledonia County State Airport, located in the Town of Lyndon, and the Agency shall consult with the Town of Lyndon on any requests for proposals related to the purchase or lease of the Airport prior to the issuance of any requests for proposals related to the purchase or lease of the Airport.</p>	<p style="text-align: center;">Sec. 8. SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT</p> <p style="text-align: center;">(a)(1) The Agency of Transportation is authorized to issue a request for proposals for the purchase or lease of the Caledonia County State Airport, located in the Town of Lyndon, and the Agency shall consult with the Town of Lyndon on any requests for proposals related to the purchase or lease of the Airport prior to the issuance of any requests for proposals related to the purchase or lease of the Airport.</p> <p style="text-align: center;">(2) The request for proposal shall include a request for a business plan, which shall, at a minimum, include the prospective purchaser's or lessor's plans for investments in the Airport and the surrounding communities and may</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
	<p>(b) Subject to obtaining any necessary approvals from the U.S. Federal Aviation Administration, the Vermont Secretary of Transportation, as agent for the State, is authorized to convey the Airport property by warranty deed according to the terms of a purchase and sale agreement or through a long-term lease.</p> <p>(c) Any such conveyance shall:</p> <p>(1) include assignment of the State’s interest in easements, leases, licenses, and other agreements pertaining to the Airport and the acceptance of the State’s obligations under such easements, leases, licenses, and other agreements that requires, at a minimum, that any leases that are in effect at the time of the conveyance of the Airport are fully honored for the balance of the lease term;</p> <p>(2) ensure that there are investments in the Airport to address current deficiencies and necessary repairs;</p> <p>(3) ensure that the Airport continues to be a public-use airport and that the public continues to have access to the Airport for general aviation uses in perpetuity;</p>	<p>include plans for partnerships with secondary and post-secondary institutions in the surrounding communities.</p> <p>(b) Subject to obtaining any necessary approvals from the U.S. Federal Aviation Administration, the Vermont Secretary of Transportation, as agent for the State, is authorized to convey the Airport property by warranty deed according to the terms of a purchase and sale agreement or through a long-term lease.</p> <p>(c) Any such conveyance shall:</p> <p>(1) include assignment of the State’s interest in easements, leases, licenses, and other agreements pertaining to the Airport and the acceptance of the State’s obligations under such easements, leases, licenses, and other agreements that requires, at a minimum, that any leases and terms of leases that are in effect at the time of the conveyance of the Airport are fully honored for the balance of the lease term;</p> <p>(2) ensure that there are investments in the Airport to address current deficiencies and necessary repairs;</p> <p>(3) ensure that the Airport continues to be a public-use airport and that the public continues to have access to the Airport for general aviation uses in perpetuity;</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
	<p>(4) ensure that the Airport continues to be identified as a public-use airport within the National Plan of Integrated Airport Systems until at least 2050, subject to federal determination; and</p> <p>(5) include, if the Airport is conveyed through a purchase and sale agreement, a right of first refusal for the State to repurchase the Airport if the Airport is ever resold</p> <p>(d) The Agency shall not proceed with a sale or lease of the Airport unless:</p> <p>(1) there is a fair market value offer, as required under 19 V.S.A. § 10k(b) or 26a(a), that meets the requirements of subsection (c) of this section; and</p> <p>(2) the Town of Lyndon is given the opportunity to review and comment on the final purchase and sale agreement or lease as applicable.</p>	<p>(4) ensure that the Airport continues to be identified as a public-use airport within the National Plan of Integrated Airport Systems until at least 2050, subject to federal determination;</p> <p>(5) include, if the Airport is conveyed through a purchase and sale agreement, a six-month right of first refusal, running from the date that the owner of the Airport provides notice to the State of an intent to sell the Airport, for the State to repurchase the Airport at fair market value before the Airport is resold or transferred to a new owner; and</p> <p>(6) include, if the Airport is leased, that the lease cannot be either assigned or the lessor cannot sub-lease all or substantially all of the Airport without the written approval of the Vermont Secretary of Transportation.</p> <p>(d) The Agency shall not proceed with a sale or lease of the Airport unless:</p> <p>(1) there is a fair market value offer, as required under 19 V.S.A. § 10k(b) or 26a(a), that meets the requirements of subsection (c) of this section; and</p> <p>(2) the Town of Lyndon is given the opportunity to review and comment on the final purchase and sale agreement or lease as applicable.</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
	<u>(e) This section shall constitute specific prior approval, including of any sale or lease terms, by the General Assembly for purposes of 5 V.S.A. § 204.</u>	<u>(e) This section shall constitute specific prior approval, including of any sale or lease terms, by the General Assembly for purposes of 5 V.S.A. § 204.</u>
	<p>Sec. 5b. REPEAL OF AUTHORITY FOR SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 9. SPOA</p>
<p>*** Project Cancellation; Project Addition ***</p>	<p>*** Project <u>Cancellations</u>; Project Addition ***</p>	<p>*** Project Cancellations; Project Addition ***</p>
<p>Sec. 5. PROJECT CANCELLATION; PROJECT ADDITION</p>	<p>Sec. 6. PROJECT <u>CANCELLATIONS</u>; PROJECT ADDITION</p> <p><u>(a)</u></p> <p><u>Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following project within the Roadway Program: Bennington Bypass South NH F 019-1(4) – Southern Segment of the Bennington Bypass.</u></p>	<p>Sec. <u>10</u>. PROJECT CANCELLATIONS; PROJECT ADDITION</p> <p><u>(a) Town of Bennington.</u></p> <p><u>(1) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following project within the Roadway Program: Bennington Bypass South NH F 019-1(4) – Southern Segment of the Bennington Bypass.</u></p> <p><u>(2) The Agency shall engage with the Town of Bennington to understand the planned municipal transportation projects or potential municipal transportation projects, or both, within the right-of-way purchased for the Bennington Bypass South NH F 019-</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p>(a) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following project within the Town Highway Bridge Program: Sheldon BO 1448(47) – Scoping for Bridge #20 on TH #22.</p> <p>(b) The following project is added to the Town Highway Bridge Program: Sheldon BO 1448(48) – Scoping for Bridge #11 on Bridge Street, which will replace the existing Sheldon BO TRUS(11) as a Development and Evaluation project.</p>	<p>(b) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following project within the Town Highway Bridge Program: Sheldon BO 1448(47) – Scoping for Bridge #20 on TH #22.</p> <p>(c) The following project is added to the Town Highway Bridge Program: Sheldon BO 1448(48) – Scoping for Bridge #11 on Bridge Street, which will replace the existing Sheldon BO TRUS(11) as a Development and Evaluation project.</p>	<p>1(4) – Southern Segment of the Bennington Bypass project.</p> <p>(b) Town of Sheldon.</p> <p>(1) Pursuant to 19 V.S.A. § 10g(h) (legislative approval for cancellation of projects), the General Assembly approves cancellation of the following project within the Town Highway Bridge Program: Sheldon BO 1448(47) – Scoping for Bridge #20 on TH #22.</p> <p>(2) The following project is added to the Town Highway Bridge Program: Sheldon BO 1448(48) – Scoping for Bridge #11 on Bridge Street, which will replace the existing Sheldon BO TRUS(11) as a Development and Evaluation project.</p>
<p>*** Transportation Alternatives Grant Program ***</p> <p>[SECTION OMITTED]</p>		<p>Sec. 11. NO DIFFERENCES</p>
<p>*** Central Garage Fund ***</p> <p>[SECTIONS OMITTED]</p>		<p>Secs. 12 and 13. SPOA</p>
<p>*** Public Transit ***</p>		
<p>Sec. 8. ONE-TIME PUBLIC TRANSIT MONIES;</p>	<p>Sec. 10. GREEN MOUNTAIN TRANSIT; PLAN FOR TIERED-</p>	<p>Sec. 14. ONE-TIME PUBLIC TRANSIT MONIES; GREEN MOUNTAIN TRANSIT; PLAN FOR TIERED-</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>																																								
<p style="text-align: center;">REPORT</p> <p><u>(a) Project addition. The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program: Increased One-Time Monies for Public Transit for Fiscal Year 2024.</u></p> <p><u>(b) Authorization. Spending authority for Increased One-Time Monies for Public Transit for Fiscal Year 2024 is authorized as follows:</u></p> <table border="1" data-bbox="209 719 940 812"> <thead> <tr> <th><u>FY24</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>0</td> <td>1,000,000</td> <td>1,000,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>1,000,000</td> <td>1,000,000</td> </tr> </tbody> </table> <p><u>Sources of funds</u></p> <table border="1" data-bbox="209 873 940 933"> <tbody> <tr> <td>State</td> <td>0</td> <td>1,000,000</td> <td>1,000,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>1,000,000</td> <td>1,000,000</td> </tr> </tbody> </table> <p><u>(c) Implementation. The Agency of Transportation shall distribute the authorization in subsection (b) of this section to Green Mountain Transit for the following during fiscal year 2024:</u></p> <p><u>(1) to operate routes on a zero-fare basis, with a return to the collection of fares from some passengers not later than January 1, 2024; and</u></p> <p><u>(2) to prepare for the transition to tiered-fare service in accordance with the plan prepared pursuant to subsection (d) of this section, which may include the</u></p>	<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Other	0	1,000,000	1,000,000	Total	0	1,000,000	1,000,000	State	0	1,000,000	1,000,000	Total	0	1,000,000	1,000,000	<p style="text-align: center;">FARE SERVICE; REPORT</p>	<p style="text-align: center;">FARE SERVICE; REPORT</p> <p><u>(a) Project addition. The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program: Increased One-Time Monies for Public Transit for Fiscal Year 2024.</u></p> <p><u>(b) Authorization. Spending authority for Increased One-Time Monies for Public Transit for Fiscal Year 2024 is authorized as follows:</u></p> <table border="1" data-bbox="1782 719 2513 812"> <thead> <tr> <th><u>FY24</u></th> <th><u>As Proposed</u></th> <th><u>As Amended</u></th> <th><u>Change</u></th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>0</td> <td>850,000</td> <td>850,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>850,000</td> <td>850,000</td> </tr> </tbody> </table> <p><u>Sources of funds</u></p> <table border="1" data-bbox="1782 873 2513 933"> <tbody> <tr> <td>State</td> <td>0</td> <td>850,000</td> <td>850,000</td> </tr> <tr> <td>Total</td> <td>0</td> <td>850,000</td> <td>850,000</td> </tr> </tbody> </table> <p><u>(c) Federal monies. The Agency shall utilize available federal monies in lieu of the authorization in subsection (b) of this section to the greatest extent practicable, provided that there is no negative impact on any local public transit providers.</u></p> <p><u>(d) Implementation. The Agency of Transportation shall distribute the authorization in subsection (b) of this section to Green Mountain Transit for the following during fiscal year 2024:</u></p> <p><u>(1) to operate routes on a zero-fare basis, with a</u></p>	<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>	Other	0	850,000	850,000	Total	0	850,000	850,000	State	0	850,000	850,000	Total	0	850,000	850,000
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<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p><u>acquisition and maintenance of fare-collection systems.</u></p> <p>(d) <u>Plan for tiered-fare service.</u></p> <p>(1) <u>Green Mountain Transit shall, in consultation with community action agencies and other relevant entities, such as those that represent the migrant and refugee populations, develop and implement, not later than January 1, 2024, a plan to establish tiered-fare service on Green Mountain Transit routes.</u></p> <p>(2) <u>At a minimum, the plan to establish tiered-fare service shall</u></p> <p><u>incorporate a low-income transit program to provide free or reduced-fare transit options through digital methods, such as a handheld device, and nondigital methods, such as an electronic benefits transfer (EBT) card or a transit card.</u></p>	<p>(a) <u>Green Mountain Transit shall, in consultation with community action agencies and other relevant entities, such as those that represent the migrant and refugee populations, develop and implement, not later than January 1, 2024, a plan to establish tiered-fare service on urban Green Mountain Transit routes.</u></p> <p>(b) <u>At a minimum, the plan to establish tiered-fare service shall:</u></p> <p>(1) <u>incorporate a low-income transit program to provide certain passengers with service at no cost or a reduced cost to the passenger through digital methods, such as a handheld device, and nondigital methods, such as an electronic benefits transfer (EBT) card or a transit card; and</u></p> <p>(2) <u>be designed, based on reasonable revenue estimates, to generate fare revenue of at least 10 percent of</u></p>	<p><u>return to the collection of fares from some passengers not later than January 1, 2024; and</u></p> <p>(2) <u>to prepare for the transition to tiered-fare service in accordance with the plan prepared pursuant to subsection (e) of this section, which may include the acquisition and maintenance of fare-collection systems.</u></p> <p>(e) <u>Plan for tiered-fare service.</u></p> <p>(1) <u>Green Mountain Transit shall, in consultation with community action agencies and other relevant entities, such as those that represent the migrant and refugee populations, develop and implement, not later than January 1, 2024, a plan to establish tiered-fare service on urban Green Mountain Transit routes.</u></p> <p>(2) <u>At a minimum, the plan to establish tiered-fare service shall:</u></p> <p>(A) <u>incorporate a low-income transit program to provide certain passengers with service at no cost or a reduced cost to the passenger through digital methods, such as a handheld device, and nondigital methods, such as an electronic benefits transfer (EBT) card or a transit card; and</u></p> <p>(B) <u>be designed, based on reasonable revenue estimates, to generate fare revenue of at least 10 percent of</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p>(3) <u>An interim draft of the plan to establish tiered-fare service shall be submitted to the House and Senate Committees on Transportation on or before October 1, 2023 and a final version of the plan to establish tiered-fare service shall be submitted to the House and Senate Committees on Transportation Committees on or before December 1, 2023.</u></p>	<p><u>projected operational costs on urban Green Mountain Transit routes.</u></p> <p><u>(c) Green Mountain Transit shall advise the House and Senate Committees on Transportation of its plan to establish tiered-fare service by filing the final version of the plan to establish tiered-fare service with the House and Senate Committees on Transportation Committees on or before December 1, 2023.</u></p>	<p><u>projected operational costs on urban Green Mountain Transit routes.</u></p> <p><u>(3) Green Mountain Transit shall advise the House and Senate Committees on Transportation of its plan to establish tiered-fare service by filing the final version of the plan to establish tiered-fare service with the House and Senate Committees on Transportation Committees on or before December 1, 2023.</u></p>
<p>Sec. 9. RECOMMENDATIONS ON FUNDING SOURCE FOR LOCAL MATCH; PUBLIC TRANSIT; REPORT</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 11. RECOMMENDATIONS ON FUNDING SOURCE FOR <u>NONFEDERAL</u> MATCH; PUBLIC TRANSIT; REPORT</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 15. SPOA</p> <p>[ONE SMALL CHANGE FOR CLARITY, MOVING THE REPORT DUE DATE]</p>
<p>[BALANCE OF SECTION OMITTED]</p>	<p><u>Sec. 12. STATEWIDE PUBLIC TRANSIT SYSTEM; RECOMMENDATIONS; REPORT</u></p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 16. SPOA</p>
<p>Sec. 10. SEPARATING THE MOBILITY AND TRANSPORTATION INNOVATIONS (MTI) GRANT PROGRAM FROM GO! VERMONT</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 13. SEPARATING THE MOBILITY AND TRANSPORTATION INNOVATIONS (MTI) GRANT PROGRAM FROM GO! VERMONT</p> <p>[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 17. NO DIFFERENCES</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
* * * Vehicle Incentive Programs * * *		
* * * Repeal of Existing Vehicle Incentive Programs * * *	[SECTION OMITTED]	Sec. 18. NO DIFFERENCES
* * * Codification of Vehicle Incentive Programs * * *	[SECTION OMITTED]	Sec. 19. SPOA
* * * Vehicle Incentive Program; Fiscal Year 2023 Authorizations * * *	[SECTION OMITTED]	Secs. 20. NO DIFFERENCES
* * * Electrify Your Fleet Program and eBike Incentive Program * * *		
* * * Creation of Electrify Your Fleet Program and Authorization * * *	[SECTION OMITTED]	Sec. 21. SPOA
* * * eBike Incentive Program; Authorization * * *		
Sec. 15. MODIFICATIONS TO EBIKE INCENTIVE PROGRAM; REPORT [BALANCE OF SECTION OMITTED]	Sec. 18. MODIFICATIONS TO EBIKE INCENTIVE PROGRAM; REPORT [BALANCE OF SECTION OMITTED]	Sec. 22. SPOA
Sec. 16. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY INCOME ELIGIBILITY	Sec. 19. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY INCOME ELIGIBILITY	Sec. 23. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY INCOME ELIGIBILITY

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p>REQUIREMENTS FOR EBIKE INCENTIVE PROGRAM ON PASSAGE</p> <p><u>Notwithstanding 2022 Acts and Resolves No. 55, Sec. 28(a)(3), the Agency of Transportation may choose to only provide incentives to individuals who self-certify as to meeting income eligibility requirements under 19 V.S.A. § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs), as added by Sec. 12 of this act.</u></p>	<p>REQUIREMENTS FOR EBIKE INCENTIVE PROGRAM ON PASSAGE</p> <p><u>Notwithstanding 2022 Acts and Resolves No. 55, Sec. 28(a)(3), the Agency of Transportation may choose to only provide incentives to individuals who self-certify as to meeting income eligibility requirements under 19 V.S.A. § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs), as added by Sec. 15 of this act.</u></p>	<p>REQUIREMENTS FOR EBIKE INCENTIVE PROGRAM ON PASSAGE; LEGISLATIVE INTENT</p> <p>(a) <u>Notwithstanding 2022 Acts and Resolves No. 55, Sec. 28(a)(3), the Agency of Transportation may choose to only provide incentives under an eBike Incentive Program to individuals who self-certify as to meeting income eligibility requirements under 19 V.S.A. § 2902(b)(3) (the lower-income tier for the Incentive Program for New PEVs), as added by Sec. 19 of this act.</u></p> <p>(b) <u>It is the intent of the General Assembly that:</u></p> <p>(1) <u>the \$100,000.00 made available for the eBike Incentive Program under 2023 Acts and Resolves No. 3, Secs. 83 and 85, less administrative costs allowed under 2022 Acts and Resolves No. 184, Sec. 5(f), be expeditiously distributed under the first eBike Incentive Program established pursuant to 2022 Acts and Resolves No. 55, Sec. 28(a)(3) while the Agency works with its contractor to establish the modified eBike Incentive Program in accordance with Sec. 22 of this act; and</u></p> <p>(2) <u>the balance of the \$100,000.00 made available for the eBike Incentive Program under 2023 Acts and Resolves No. 3, Secs. 83 and 85, less administrative costs allowed under 2022 Acts and Resolves No. 184, Sec. 5(f), that is not yet expended as of the implementation of the modified eBike Incentive Program in accordance with Sec.</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
		22 of this act and the \$50,000.00 made available for the eBike Incentive Program under Sec. 22(b) of this act, less administrative costs allowed under Sec. 22(c) of this act, shall be distributed under the modified eBike Incentive Program, which shall launch not later than July 1, 2023.
<p style="text-align: center;">* * * Reallocation of Funding * * *</p> <p style="text-align: center;">[SECTIONS OMITTED]</p>		<p style="text-align: center;">Sec. 24–26. NO DIFFERENCES</p>
<p style="text-align: center;">* * * Mileage-Based User Fee (MBUF) * * *</p> <p style="text-align: center;">[SECTIONS OMITTED]</p>		<p style="text-align: center;">Secs. 27–29. SPOA Sec. 30. NO DIFFERENCES</p> <p style="text-align: center;">[SMALL CHANGE (DELETE “NON-”)]</p>
<p style="text-align: center;">* * * Transportation Programs; Federal Carbon Reduction Program; PROTECT Formula Program; Prioritization; Equity * * *</p>		
<p>Sec. 24. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT THE FEDERAL CARBON REDUCTION PROGRAM AND PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY</p> <p style="text-align: center;">[BALANCE OF SECTION OMITTED]</p>	<p>Sec. 27. AGENCY OF TRANSPORTATION EFFORTS TO IMPLEMENT THE FEDERAL CARBON REDUCTION PROGRAM AND PROTECT FORMULA PROGRAM; PRIORITIZATION; EQUITY</p> <p style="text-align: center;">[BALANCE OF SECTION OMITTED]</p>	<p style="text-align: center;">Sec. 31. NO DIFFERENCES</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p>Sec. 25. REPORT ON TRANSPORTATION PLANNING STATUTES</p> <p><u>The Agency of Transportation shall provide written reports summarizing the work completed pursuant to Sec. 24 of this act and written recommendations on how to amend statute, including 19 V.S.A. §§ 10b and 10i, to reflect the work completed pursuant to Sec. 24 of this act to the House and Senate Committees on Transportation. A draft written report shall be provided on or before October 15, 2023 and a final written report shall be provided on or before January 15, 2024.</u></p>	<p>Sec. 28. REPORT ON TRANSPORTATION POLICY STATUTES</p> <p><u>The Agency of Transportation shall provide a written report summarizing the work completed pursuant to Sec. 27 of this act and written recommendations on how to amend statute, including 19 V.S.A. §§ 10b and 10i, to reflect the work completed pursuant to Sec. 27 of this act to the House and Senate Committees on Transportation</u></p> <p style="text-align: right;"><u>on or</u></p> <p><u>before January 15, 2024.</u></p>	<p>Sec. 32. REPORT ON TRANSPORTATION POLICY STATUTES</p> <p><u>The Agency of Transportation shall provide a written report summarizing the work completed pursuant to Sec. 31 of this act and written recommendations on how to amend statute, including 19 V.S.A. §§ 10b and 10i, to reflect the work completed pursuant to Sec. 31 of this act to the House and Senate Committees on Transportation</u></p> <p style="text-align: right;"><u>on or</u></p> <p><u>before November 15, 2023.</u></p>
<p>*** Complete Streets ***</p> <p>[SECTIONS OMITTED]</p>		<p>Secs. 33 and 34. NO DIFFERENCES Secs. 35 and 36. SPOA Secs. 37 and 38. NO DIFFERENCES</p>
<p>*** Municipal and Regional Support for a Route 5 Bicycle Corridor ***</p> <p>[SECTION OMITTED]</p>		<p>Sec. 39. NO DIFFERENCES</p>
	<p>*** Micromobility Safety Education Program; Report ***</p>	
	<p>Sec. 36. MICROMOBILITY SAFETY EDUCATION PROGRAM; REPORT</p> <p><u>(a) The Agency, in consultation with stakeholders identified by the Agency, shall develop a comprehensive micromobility safety education program that enhances and</u></p>	<p>Sec. 40. MICROMOBILITY SAFETY EDUCATION PROGRAM; REPORT</p> <p><u>(a) The Agency, in consultation with stakeholders identified by the Agency, shall develop a comprehensive micromobility safety education program that enhances and</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
	<p><u>expands on current efforts to increase safety for individuals who use roads, sidewalks, corridors, and paths in Vermont, with an emphasis on bicycle safety.</u></p> <p><u>(b) The Agency shall provide an oral report on micromobility safety program design, recommended modifications to current efforts to increase micromobility safety throughout the State, and any recommendations for statutory changes</u></p> <p><u>needed to support expanded micromobility safety in the State to the House and Senate Committees on Transportation on or before January 31, 2024.</u></p> <p><u>(c) As used in this section, “micromobility” includes the following, as defined in 23 V.S.A. § 4:</u></p> <ul style="list-style-type: none"> <u>(1) bicycles;</u> <u>(2) electric bicycles;</u> <u>(3) electric personal assistive mobility devices,</u> <u>(4) motor-driven cycles, which includes scooters;</u> <p><u>and</u></p> <ul style="list-style-type: none"> <u>(5) motor-assisted bicycles.</u> 	<p><u>expands on current efforts to increase safety for individuals who use roads, sidewalks, corridors, and paths in Vermont, with an emphasis on bicycle safety.</u></p> <p><u>(b) The Agency shall provide an oral report on micromobility safety program design, recommended modifications to current efforts to increase micromobility safety throughout the State, and any recommendations for statutory changes, including how, if at all, the State’s driving under the influence statutes should be amended to address utilizing micromobility while under the influence,</u></p> <p><u>needed to support expanded micromobility safety in the State to the House and Senate Committees on Transportation on or before January 31, 2024.</u></p> <p><u>(c) As used in this section, “micromobility” includes the following, as defined in 23 V.S.A. § 4:</u></p> <ul style="list-style-type: none"> <u>(1) bicycles;</u> <u>(2) electric bicycles;</u> <u>(3) electric personal assistive mobility devices,</u> <u>(4) motor-driven cycles, which includes scooters;</u> <p><u>and</u></p> <ul style="list-style-type: none"> <u>(5) motor-assisted bicycles.</u>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (CoC Report)</u>
<p style="text-align: center;">*** Sunset Extension ***</p> <p style="text-align: center;">[SECTION OMITTED]</p>		<p style="text-align: center;">Sec. 41. NO DIFFERENCES</p>
<p style="text-align: center;">*** Repeals ***</p> <p style="text-align: center;">[SECTION OMITTED]</p>		<p style="text-align: center;">Sec. 42. NO DIFFERENCES</p>
<p style="text-align: center;">*** Fees ***</p> <p style="text-align: center;">[Secs. 35–76 OMITTED]</p>	<p style="text-align: center;">[DELETED]</p>	<p style="text-align: center;">SPOA</p>
<p>*** Effective Dates ***</p>		
<p>Sec. 77. EFFECTIVE DATES</p> <p>(a) <u>This section and Secs. 16 (authority to modify eBike Incentive Program eligibility requirements) and 33 (extension of sunset for Agency of Transportation’s P3 authority) shall take effect on passage.</u></p> <p>(b) <u>Secs. 35–76 (DMV fees) shall take effect on January 1, 2024.</u></p> <p>(c) <u>All other sections shall take effect on July 1, 2023.</u></p>	<p>Sec. 39. EFFECTIVE DATES</p> <p>(a) <u>This section and Secs. 19 (authority to modify eBike Incentive Program eligibility requirements) and 37 (extension of sunset for Agency of Transportation’s P3 authority) shall take effect on passage.</u></p> <p>(b) <u>All other sections shall take effect on July 1, 2023.</u></p>	<p>Sec. 43. EFFECTIVE DATES</p> <p>(a) <u>This section and Secs. 22 (eBike Incentive Program), 23 (authority to modify eBike Incentive Program eligibility requirements and legislative intent), 24–26 (reallocation of funding for incentive programs), and 41 (extension of sunset for Agency of Transportation’s P3 authority) shall take effect on passage.</u></p> <p>(b) <u>All other sections shall take effect on July 1, 2023.</u></p>