

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for 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>[SECTION OMITTED]</p>	<p>Sec. 1. SPOA</p>																																																																								
	<p>*** Summary of Transportation Investments ***</p> <p>[SECTION OMITTED]</p>	<p>Sec. 2. SPOA</p> <p>[POSSIBLE CONFORMING CHANGES]</p>																																																																								
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<p><u>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:</u></p> <p><u>(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.</u></p> <p><u>(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.</u></p>		<p><u>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:</u></p> <p><u>(1) 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.</u></p> <p><u>(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 \$850,000.00 in Transportation Fund monies.</u></p>

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<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) 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>																												
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	<p>Sec. 2a. PAVING; STATEWIDE DISTRICT LEVELING</p> <p>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Paving, authorized spending for STATEWIDE District Leveling TBD is amended as follows:</p> <table border="1" data-bbox="1002 865 1736 1117"> <thead> <tr> <th>FY24</th> <th>As Proposed</th> <th>As Amended</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Const.</td> <td>3,150,000</td> <td>3,150,000</td> <td>0</td> </tr> <tr> <td>Total</td> <td>3,150,000</td> <td>3,150,000</td> <td>0</td> </tr> <tr> <td colspan="4">Sources of funds</td> </tr> <tr> <td>State</td> <td>3,150,000</td> <td>150,000</td> <td>-3,000,000</td> </tr> <tr> <td>Other</td> <td>0</td> <td>3,000,000</td> <td>3,000,000</td> </tr> <tr> <td>Total</td> <td>3,150,000</td> <td>3,150,000</td> <td>0</td> </tr> </tbody> </table> <p>(b) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for Paving, the following footnote is added: “Other funds of \$3,000,000 are Cash Fund for Capital and Essential Investments (21952) funds, drawn from the Other Infrastructure, Essential Investments, and Reserves subaccount.”</p>	FY24	As Proposed	As Amended	Change	Const.	3,150,000	3,150,000	0	Total	3,150,000	3,150,000	0	Sources of funds				State	3,150,000	150,000	-3,000,000	Other	0	3,000,000	3,000,000	Total	3,150,000	3,150,000	0	<p>Sec. 4. STILL OPEN</p>
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ONE-TIME APPROPRIATIONS</p> <p><u>(a) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time Appropriations, authorized spending is amended as follows:</u></p> <table border="0"> <thead> <tr> <th style="text-align: left;">FY24</th> <th style="text-align: right;">As Proposed</th> <th style="text-align: right;">As Amended</th> <th style="text-align: right;">Change</th> </tr> </thead> <tbody> <tr> <td>Operating</td> <td style="text-align: right;">3,500,000</td> <td style="text-align: right;">3,500,000</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Grants</td> <td style="text-align: right;">3,000,000</td> <td style="text-align: right;">1,000,000</td> <td style="text-align: right;">-2,000,000</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">6,500,000</td> <td style="text-align: right;">4,500,000</td> <td style="text-align: right;">-2,000,000</td> </tr> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <tr> <td>General</td> <td style="text-align: right;">3,000,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">-3,000,000</td> </tr> <tr> <td>Capital</td> <td style="text-align: right;">3,500,000</td> <td style="text-align: right;">0</td> <td style="text-align: right;">-3,500,000</td> </tr> <tr> <td>Other</td> <td style="text-align: right;">0</td> <td style="text-align: right;">4,500,000</td> <td style="text-align: right;">-2,000,000</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">6,500,000</td> <td style="text-align: right;">4,500,000</td> <td style="text-align: right;">-2,000,000</td> </tr> </tbody> </table> <p><u>(b) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time Appropriations, “St. Albans District Maintenance Facility - \$3.5M Capital Fund Operating” is struck and “St. Albans District Maintenance Facility - \$3.5M Cash Fund for Capital and Essential Investments funds (21952, Supplemental Contingent Revenues subaccount)” is inserted in lieu thereof.</u></p> <p><u>(c) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time</u></p>	FY24	As Proposed	As Amended	Change	Operating	3,500,000	3,500,000	0	Grants	3,000,000	1,000,000	-2,000,000	Total	6,500,000	4,500,000	-2,000,000	<u>Sources of funds</u>				General	3,000,000	0	-3,000,000	Capital	3,500,000	0	-3,500,000	Other	0	4,500,000	-2,000,000	Total	6,500,000	4,500,000	-2,000,000	<p style="text-align: center; color: red;">Sec. 5. STILL OPEN</p> <p><u>(b) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time Appropriations, “St. Albans District Maintenance Facility - \$3.5M Capital Fund Operating” is struck and “St. Albans District Maintenance Facility - \$3.5M Cash Fund for Capital and Essential Investments funds (21952, Other Infrastructure, Essential Investments, and Reserves subaccount)” is inserted in lieu thereof.</u></p> <p><u>(c) Within the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Program for One-Time</u></p>
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	<p><u>Appropriations, “Rail Trail Community Connectivity Grants - \$3M General Fund Grants” is struck and “Rail Trail Community Connectivity Grants - \$1M Cash Fund for Capital and Essential Investments funds (21952, Supplemental Contingent Revenues subaccount)” is inserted in lieu thereof.</u></p>	<p><u>Appropriations, “Rail Trail Community Connectivity Grants - \$3M General Fund Grants” is struck and “Rail Trail Community Connectivity Grants - \$1M Cash Fund for Capital and Essential Investments funds (21952, Other Infrastructure, Essential Investments, and Reserves subaccount)” is inserted in lieu thereof.</u></p>
<p>*** St. Albans District Maintenance Facility ***</p> <p>[SECTION OMITTED]</p>		<p>Sec. 6. NO DIFFERENCES</p>
	<p>*** Rail Trail Community Connectivity Grants ***</p>	
	<p>Sec. 5. RAIL TRAIL COMMUNITY CONNECTIVITY GRANTS</p> <p><u>(a) Project addition. The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024 Transportation Rail Program: Rail Trail Community Connectivity Grants.</u></p> <p><u>(b) Purpose. The purpose of the Rail Trail Community Connectivity Grants is to continue the build-out and enhancement of Lamoille Valley Rail Trail (LVRT) amenities and improve visitor experience, which shall be consistent with the priorities outlined in the recently completed LVRT Management Plan.</u></p> <p><u>(c) Eligible projects. Projects may include trail</u></p>	<p>Sec. 7. STILL OPEN</p>

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	<p>infrastructure improvements, such as trailheads, picnic areas, kiosks, and connections to towns; signage; and interpretive panel installations.</p> <p>(d) Match. Grant recipients shall be required to provide a 20 percent match toward any projects that are awarded a grant.</p>	
	<p style="text-align: center;">* * * State Airports * * *</p>	<p style="text-align: center;">* * * State Airports * * *</p>
	<p>Sec. 5a. SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT</p> <p>(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>Sec. 8. SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT</p> <p>(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>(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 include plans for partnerships with secondary and post-secondary institutions in the surrounding communities.</p>

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	<p><u>(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.</u></p> <p><u>(c) Any such conveyance shall:</u></p> <p><u>(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;</u></p> <p><u>(2) ensure that there are investments in the Airport to address current deficiencies and necessary repairs;</u></p> <p><u>(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;</u></p> <p><u>(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</u></p>	<p><u>(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.</u></p> <p><u>(c) Any such conveyance shall:</u></p> <p><u>(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;</u></p> <p><u>(2) ensure that there are investments in the Airport to address current deficiencies and necessary repairs;</u></p> <p><u>(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;</u></p> <p><u>(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;</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
	<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>(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.</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> <p>(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.</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
	<p>Sec. 5b. REPEAL OF AUTHORITY FOR SALE OR LEASE OF CALEDONIA COUNTY STATE AIRPORT</p> <p>Sec. 5a of this act shall be repealed on May 1, 2026.</p>	<p>Sec. 9. STILL OPEN</p>
<p>*** Project Cancellation; Project Addition ***</p>	<p>*** Project Cancellations; Project Addition ***</p>	<p>*** Project Cancellations; Project Addition ***</p>
<p>Sec. 5. PROJECT CANCELLATION; PROJECT ADDITION</p>	<p>Sec. 6. PROJECT CANCELLATIONS; PROJECT ADDITION</p> <p>(a)</p> <p>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.</p> <p>(b)</p>	<p>Sec. 10. PROJECT CANCELLATIONS; PROJECT ADDITION</p> <p>(a) <u>Town of Bennington.</u></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 Roadway Program: Bennington Bypass South NH F 019-1(4) – Southern Segment of the Bennington Bypass.</p> <p>(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 019-1(4) – Southern Segment of the Bennington Bypass project.</p> <p>(b) <u>Town of Sheldon.</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for 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>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) 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 style="text-align: center;">* * * Transportation Alternatives Grant Program * * *</p> <p style="text-align: center;">[SECTION OMITTED]</p>		<p style="text-align: center;">Sec. 11. NO DIFFERENCES</p>
<p style="text-align: center;">* * * Central Garage Fund * * *</p> <p style="text-align: center;">[SECTIONS OMITTED]</p>		<p style="text-align: center;">Secs. 12 and 13. SPOA</p>
<p style="text-align: center;">* * * Public Transit * * *</p>		
<p>Sec. 8. ONE-TIME PUBLIC TRANSIT MONIES; REPORT</p> <p>(a) Project addition. The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024</p>	<p>Sec. 10. GREEN MOUNTAIN TRANSIT; PLAN FOR TIERED-FARE SERVICE; REPORT</p>	<p>Sec. 14. ONE-TIME PUBLIC TRANSIT MONIES; GREEN MOUNTAIN TRANSIT; PLAN FOR TIERED-FARE SERVICE; REPORT</p> <p>(a) Project addition. The following project is added to the Agency of Transportation’s Proposed Fiscal Year 2024</p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>																																																
<p><u>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="209 573 940 787"> <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> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <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 acquisition and maintenance of fare-collection systems.</u></p> <p><u>(d) Plan for tiered-fare service.</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	<u>Sources of funds</u>				State	0	1,000,000	1,000,000	Total	0	1,000,000	1,000,000	<p><u>(a)</u></p>	<p><u>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 573 2513 787"> <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> <tr> <td colspan="4"><u>Sources of funds</u></td> </tr> <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) 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 acquisition and maintenance of fare-collection systems.</u></p> <p><u>(d) Plan for tiered-fare service.</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	<u>Sources of funds</u>				State	0	850,000	850,000	Total	0	850,000	850,000
<u>FY24</u>	<u>As Proposed</u>	<u>As Amended</u>	<u>Change</u>																																															
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<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
<p><u>(1) 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><u>(2) 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><u>(3) 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>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><u>(b) At a minimum, the plan to establish tiered-fare service shall:</u></p> <p><u>(1) 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><u>(2) be designed, based on reasonable revenue estimates, to generate fare revenue of at least 10 percent of 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>(1) 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><u>(2) At a minimum, the plan to establish tiered-fare service shall:</u></p> <p><u>(A) 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><u>(B) be designed, based on reasonable revenue estimates, to generate fare revenue of at least 10 percent of 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>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
Sec. 9. RECOMMENDATIONS ON FUNDING SOURCE FOR LOCAL MATCH; PUBLIC TRANSIT; REPORT [BALANCE OF SECTION OMITTED]	Sec. 11. RECOMMENDATIONS ON FUNDING SOURCE FOR NONFEDERAL MATCH; PUBLIC TRANSIT; REPORT [BALANCE OF SECTION OMITTED]	Sec. 15. SPOA [ONE SMALL CHANGE FOR CLARITY, MOVING THE REPORT DUE DATE]
	Sec. 12. STATEWIDE PUBLIC TRANSIT SYSTEM; RECOMMENDATIONS; REPORT [BALANCE OF SECTION OMITTED]	Sec. 16. SPOA
Sec. 10. SEPARATING THE MOBILITY AND TRANSPORTATION INNOVATIONS (MTI) GRANT PROGRAM FROM GO! VERMONT [BALANCE OF SECTION OMITTED]	Sec. 13. SEPARATING THE MOBILITY AND TRANSPORTATION INNOVATIONS (MTI) GRANT PROGRAM FROM GO! VERMONT [BALANCE OF SECTION OMITTED]	Sec. 17. NO DIFFERENCES
* * * 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 * * *		Secs. 20. NO DIFFERENCES

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
[SECTION OMITTED]		
* * * 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 REQUIREMENTS FOR EBIKE INCENTIVE PROGRAM ON PASSAGE <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>	Sec. 19. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY INCOME ELIGIBILITY REQUIREMENTS FOR EBIKE INCENTIVE PROGRAM ON PASSAGE <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>	Sec. 23. AGENCY OF TRANSPORTATION AUTHORITY TO MODIFY INCOME ELIGIBILITY REQUIREMENTS FOR EBIKE INCENTIVE PROGRAM ON PASSAGE; LEGISLATIVE INTENT (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>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
		<p data-bbox="1790 321 2413 354"><u>(b) It is the intent of the General Assembly that:</u></p> <p data-bbox="1749 394 2481 716"><u>(1) 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 data-bbox="1749 756 2502 1159"><u>(2) 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. 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.</u></p>

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for CoC Report)</u>
<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; color: red;">[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 (House Proposal for 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 1, 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 (House Proposal for CoC Report)</u>
	<p>expands on current efforts to increase safety for individuals who use roads, sidewalks, corridors, and paths in Vermont, with an emphasis on bicycle safety.</p> <p>(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</p> <p>needed to support expanded micromobility safety in the State to the House and Senate Committees on Transportation on or before January 31, 2024.</p> <p>(c) As used in this section, “micromobility” includes the following, as defined in 23 V.S.A. § 4:</p> <ul style="list-style-type: none"> (1) bicycles; (2) electric bicycles; (3) electric personal assistive mobility devices, (4) motor-driven cycles, which includes scooters; <p>and</p> <ul style="list-style-type: none"> (5) motor-assisted bicycles. 	<p>expands on current efforts to increase safety for individuals who use roads, sidewalks, corridors, and paths in Vermont, with an emphasis on bicycle safety.</p> <p>(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, needed to support expanded micromobility safety in the State to the House and Senate Committees on Transportation on or before January 31, 2024.</p> <p>(c) As used in this section, “micromobility” includes the following, as defined in 23 V.S.A. § 4:</p> <ul style="list-style-type: none"> (1) bicycles; (2) electric bicycles; (3) electric personal assistive mobility devices, (4) motor-driven cycles, which includes scooters; <p>and</p> <ul style="list-style-type: none"> (5) motor-assisted bicycles.

<u>H.479 (APBH)</u>	<u>H.479 (SPOA)</u>	<u>H.479 (House Proposal for 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><u>(a) 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><u>(b) Secs. 35–76 (DMV fees) shall take effect on January 1, 2024.</u></p> <p><u>(c) All other sections shall take effect on July 1, 2023.</u></p>	<p>Sec. 39. EFFECTIVE DATES</p> <p><u>(a) 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><u>(b) All other sections shall take effect on July 1, 2023.</u></p>	<p>Sec. 43. EFFECTIVE DATES</p> <p><u>(a) 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><u>(b) All other sections shall take effect on July 1, 2023.</u></p>