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H.944

Options for Transportation Alternatives Grant Language

\* \* \* Transportation Alternatives Grant Program \* \* \*

Sec. 14. 19 V.S.A. § 38 is amended to read:

§ 38. TRANSPORTATION ALTERNATIVES GRANT PROGRAM

(a), (b) [Repealed.]

(c) The Transportation Alternatives Grant Program is created. The Grant Program shall be administered by the Agency and shall be funded in the amount provided for in 23 U.S.C. § 133(h), less the funds set aside for the Recreational Trails Program. Awards shall be made to eligible entities as defined under 23 U.S.C. § 133(h), and awards under the Grant Program shall be limited to the activities authorized under federal law and shall not exceed ~~\$300,000.00~~ \$600,000.00 per grant allocation.

\* \* \*

(f)(1) In fiscal year ~~2024~~ 2027 and thereafter, ~~50 percent of Grant Program funds, or such lesser sum if all eligible applications amount to less than 50 percent of Grant Program funds, shall be reserved for municipalities for environmental mitigation projects relating to stormwater and highways, including eligible salt and sand shed projects, and the balance of Grant Program funds shall be awarded for any eligible activity, including~~

1 environmental mitigation projects relating to stormwater and highways, such  
2 as eligible salt and sand shed projects, and infrastructure-related projects and  
3 systems that will provide safe routes for nondrivers, and in accordance with the  
4 priorities established in subdivision (2) of this subsection.

5 [Option 1] (2) In evaluating applications for Transportation Alternatives  
6 grants, the Agency shall give preferential weighting to sand and salt shed  
7 projects and projects involving as a primary feature a bicycle or pedestrian  
8 facility. The degree of preferential weighting and the circumstantial factors  
9 sufficient to overcome the weighting shall be in the complete discretion of the  
10 Agency.

11 [Option 2] (2) In evaluating applications for Transportation Alternatives  
12 grants, the Agency shall give preferential weighting to projects involving as a  
13 primary feature a bicycle or pedestrian facility a sand or salt shed. The degree  
14 of preferential weighting and the circumstantial factors sufficient to overcome  
15 the weighting shall be in the complete discretion of the Agency.

16 \* \* \*

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