

Side by Side Comparison of 2025 Transportation Bill (H.488):
Conference Committee Positions as of May 7, 2025 at 4:00 p.m.

Section	As Passed House	As Passed Senate	Notes
1/1	Same	Same	
NA/1a	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
2/2	Same	Same	
NA/2a	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/3		<p>UNOBLIGATED TRANSPORTATION FUND BALANCE; FISCAL YEAR 2026</p> <p><u>Notwithstanding any other provision of law, the Secretary of Administration shall ensure an unobligated fund balance of at least \$686,000.00 exists in the Transportation Fund in fiscal year 2026 after the close of fiscal year 2025. It is the intent of the General Assembly that in the creation of the fiscal year 2026 budget adjustment proposal and the fiscal year 2027 budget proposal, the unobligated fund balance required pursuant to this section shall be utilized to offset estimated Transportation Fund revenue losses from fee and tax reductions enacted during the 2025 legislative session.</u></p>	Open
NA/4	Combination of Senate Sections 4 and 20, agreed to.	<p>STATE AND FEDERAL FUNDING; MILEAGE-BASED USER FEE; UPDATES</p> <p><u>(a) On or before September 30, 2025 and December 15, 2025, the Secretary of Transportation shall provide the Joint Transportation Oversight Committee with a briefing on the status of State Transportation Fund revenues and federal funding for the fiscal year 2026 Transportation Program, funding related impacts on the fiscal year 2026 Transportation Program, and the Agency's progress in designing the mileage-based user fee. The briefing shall include:</u></p> <p><u>(1) a summary of federal funding that has been received to date, federal funding that is anticipated later in the State fiscal year, federal funding that is delayed, and federal funding that has been reduced or subject to rescission;</u></p>	Combination of Senate Sections 4 and 20, agreed to.

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		<p><u>(2) a summary of the Transportation Fund revenues to date in State fiscal year 2026;</u></p> <p><u>(3) a summary of the impacts on the fiscal year 2026 Transportation Program that are caused by changes in State Transportation Fund revenues from the consensus forecast or delays or reductions in federal funding;</u></p> <p><u>(4) a summary of any legislative action that may be necessary to address reductions in State revenues or federal funding;</u></p> <p><u>(5) a summary of the status of State and federal funding for the design of the mileage-based user fee pursuant to the provisions of 2023 Acts and Resolves No. 62, Secs. 27–29, as amended by Sec. of this act; and</u></p> <p><u>(6) the Agency’s progress in designing the mileage-based user fee.</u></p> <p><u>(b) Upon becoming aware of a significant change in State revenues or a reduction in federal funding, rescission of federal grants, or delay of anticipated federal funding that will impact the Agency’s ability to carry out significant portions of the fiscal year 2026 Transportation Program, the Secretary of Transportation may request that the Joint Transportation Oversight Committee meet within 14 days to review the Agency’s plan to address the reduction in funding.</u></p> <p><u>(c) In the event of a decrease in overall State or federal funding for the fiscal year 2026 Transportation Program that is in excess of four percent, the Secretary shall submit to the Joint Transportation Oversight Committee a written report detailing the impact of the decrease on projects that are in the 2026 Transportation Program.</u></p>	
NA/5	Agreed to House Position, Language Removed	Agreed to House Position, Language Removed	Agreed to House Position, Language Removed
NA/6	Agreed to House Position, Language Removed	Agreed to House Position, Language Removed	Agreed to House Position, Language Removed
3/7	Same	Same	
4/8	Same	Same	

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5/9	Same	Same	
6/10	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
7/11	Same	Same	
8/12	Same	Same	
9/13	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
10/14	Same	Same	
NA/15	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/16	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/17	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
11/18	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
12/19	<p>INTENT</p> <p><u>It is the intent of the General Assembly that the mileage-based user fee for a BEV pleasure car be approximately equivalent to the amount collected by the State and federal government in gas tax revenue from the use of a non-PEV pleasure car registered in Vermont and the amount collected by the State and federal government in gas tax revenue and Electric Vehicle Infrastructure fee from the use of a PHEV pleasure car.</u></p>	<p>INTENT</p> <p><u>It is the intent of the General Assembly that:</u></p> <p><u>(1) the mileage-based user fee for a BEV pleasure car be approximately equivalent to the average amount collected by the State in fuel tax revenue from the use of a non-PEV pleasure car registered in Vermont and the average amount collected by the State in fuel tax revenue and Electric Vehicle Infrastructure fee from the use of a PHEV pleasure car; and</u></p> <p><u>(2) that the mileage-based user fee for BEV pleasure cars will be an interim step towards gradually expanding the mileage-based user fee to all motor vehicles upon elimination of the State fuel taxes for motor vehicles.</u></p>	Open
13/NA	[Deleted.]		
NA/20			Merged in Sec. 4
14/21	Same	Same	
NA/22	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/23	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/24	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/25	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language

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NA/26		<p>PUBLIC TRANSIT DEMAND RESPONSE VOLUNTEER COORDINATORS; GRANTS; APPROPRIATION</p> <p><u>(a) The Agency of Transportation is authorized to utilize up to \$600,000.00 in one-time funds appropriated from the Transportation Fund to the Agency of Transportation in fiscal year 2026 for the purpose of providing grants to public transit agencies to hire volunteer coordinators. Volunteer coordinators hired with grants provided pursuant to this section shall be responsible for the identification, recruitment, and retention of volunteers to provide transportation services to individuals enrolled in the State’s demand response transportation programs.</u></p> <p><u>(b) The Agency shall, to the extent possible, seek to provide grants to public transit providers in a manner that is geographically balanced and ensures the distribution of volunteer coordinators throughout the State.</u></p> <p><u>(c) Not later than December 15, 2026, the Agency, in consultation with public transit agencies that receive grants pursuant to this section, shall submit a written report the House and Senate Committees on Transportation regarding the extent to which grants issued pursuant to this section resulted in an increase in volunteer capacity in the State.</u></p>	Open
NA/27		<p>MEDICAID NON-EMERGENCY TRANSPORTATION</p> <p><u>In fiscal year 2026, prior to executing a contract to provide Medicaid Non-Emergency Transportation services, the Department of Vermont Health Access shall provide to the Joint Fiscal Committee for review and approval a detailed analysis demonstrating that by executing such a contract:</u></p> <p><u>(1) there will be no degradation of service to eligible individuals; and</u></p> <p><u>(2) the financial stability of the State’s public transportation systems will be maintained.</u></p>	Open

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NA/28		<p>VOLUNTEERS PROVIDING TRANSPORTATION SERVICES; BACKGROUND CHECKS; EXPANSION OF VOLUNTEER POOL; REPORT</p> <p><u>(a) On or before July 15, 2025, the Department of Vermont Health Access shall commence meeting with the Vermont Public Transit Association, the Agency of Transportation, and, in the discretion of the Commissioner of Vermont Health Access, other stakeholders to identify potential, federally permissible opportunities to expand the Medicaid Non-Emergency Transportation program’s pool of volunteer drivers. As part of this work, the Department and Association shall collaborate to determine if there are specific classes of offenses that currently prevent volunteer drivers from providing transportation services through the Medicaid Non-Emergency Transportation program.</u></p> <p><u>(1) The Vermont Public Transit Association shall, to the extent possible, gather and provide to the Department anonymized information from its members regarding:</u></p> <p><u>(A) the number of potential volunteers who were barred from providing transportation services through the Medicaid Non-Emergency Transportation program due to a background check during the past year;</u></p> <p><u>(B) which of the background checks currently required by the Medicaid Non-Emergency Transportation program resulted in potential volunteers being barred from providing transportation services, broken out by percentage; and</u></p> <p><u>(C) a summary of the offenses that resulted in potential volunteers being barred from providing transportation services through the Medicaid Non-Emergency Transportation program, broken out by:</u></p> <p><u>(i) the type of offense;</u></p>	Open
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		<p><u>(ii) whether the offense was a felony or misdemeanor;</u></p> <p><u>(iii) whether the offense was under State or federal law;</u></p> <p><u>(iv) the percentage of potential volunteers who were barred from providing transportation services through the Medicaid Non-Emergency Transportation program for each type of offense; and</u></p> <p><u>(v) to the extent that it is possible to determine, the number of rides that could have been provided by the individuals barred under each type of offense.</u></p> <p><u>(2) The Department shall utilize the information provided by the Association pursuant to subdivision (1) of this subsection to determine, to the extent possible, whether the identified offenses are:</u></p> <p><u>(A) fraud-based or otherwise implicate potential Medicaid fraud, waste, and abuse;</u></p> <p><u>(B) an offense that otherwise bars an individual from providing transportation services through the Medicaid Non-Emergency Transportation program; or</u></p> <p><u>(C) an offense that caused harm to an individual other than the offender, or otherwise negatively impacted the safety of the general public.</u></p> <p><u>(b) The Department of Vermont Health Access and the Vermont Public Transit Association shall, on or before January 30, 2026, make themselves available to provide an update to the House Committees on Transportation and on Health Care and to the Senate Committees on Transportation and on Health and Welfare regarding the work performed pursuant to this section and opportunities that were identified to expand the Medicaid Non-Emergency Transportation program's pool of volunteer drivers.</u></p>	
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NA/29		<p>VOLUNTEER DRIVERS; PUBLICITY; OUTREACH</p> <p><u>(a) The Commissioner of Motor Vehicles, in consultation with the Vermont Public Transit Association, shall identify and pursue opportunities to communicate with the Vermont driving public regarding volunteer and community driver participation in the State’s demand response transportation programs, including the Older Adults and Persons with Disabilities program and the Medicaid Non-Emergency Transportation program. Outreach conducted pursuant to this section may include:</u></p> <p><u>(1) invitations for individuals to voluntarily indicate their interest through the operator licensing and vehicle registration processes, subject to any data privacy requirements under State or federal law;</u></p> <p><u>(2) notices or other public outreach placed on the Department’s website or other internet-based platforms; and</u></p> <p><u>(3) messaging by the Agency of Transportation on social media platforms, including providing links to informational resources provided by the Vermont Public Transit Association.</u></p> <p><u>(b) The Department of Vermont Health Access shall develop informational materials related to eligibility for the Medicaid Non-Emergency Transportation program. The Department shall, in consultation with the Agency of Transportation and other relevant stakeholders, make the materials available to the public on the Department’s website and other internet-based platforms.</u></p>	Open
NA/30		<p>COORDINATION OF HEALTH CARE AND TRANSPORTATION SERVICES; WORKING GROUP; REPORT</p> <p><u>(a) The Secretary of Transportation, in consultation with the Commissioner of Vermont Health Access, shall convene a working group to improve the coordination of</u></p>	Open

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		<p><u>health care and transportation services in relation to individuals enrolled in the State’s demand response transportation programs. The working group shall be composed of stakeholders identified by the Secretary in consultation with the Commissioner of Vermont Health Access, including representatives of the Vermont Association of Hospitals and Health Systems, independent dialysis and methadone facilities, and the Vermont Public Transportation Association.</u></p> <p><u>(b) The working group shall examine various options for improving the coordination of health care and transportation services, including:</u></p> <p><u>(1) opportunities to coordinate the scheduling of health care appointments and treatments to maximize the use of shared rides; and</u></p> <p><u>(2) opportunities to improve communication between the public transit agencies and health care providers to facilitate coordination of health care and transportation services for individuals enrolled in the State’s demand response transportation programs.</u></p> <p><u>(c) On or before January 15, 2026, the Secretary and Commissioner shall submit a written report to the House Committees on Transportation and on Health Care and the Senate Committees on Transportation and on Health and Welfare with the working group’s findings and any recommendations for legislative action.</u></p>	
NA/31	Agreed to with modified language	<p>ULTRA-LOW VOLUME VEHICLE MANUFACTURING; KIT-CARS; HOMEBUILT MOTOR VEHICLES; VEHICLE IDENTIFICATION NUMBER; REPORT</p> <p><u>(a)(1) The Commissioner of Motor Vehicles, in consultation with the Secretary of Natural Resources and representatives of the ultra-low volume vehicle manufacturing industry in Vermont, shall examine</u></p>	Agreed to with modified language

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		<p><u>processes for issuing vehicle identification numbers to ultra-low volume motor vehicles, kit-cars, and homebuilt motor vehicles and opportunities to facilitate the registration of such vehicles.</u></p> <p><u>(2) As used in this section:</u></p> <p><u>(A) “Homebuilt motor vehicle” means a motor vehicle that is constructed or assembled by an individual from new or used parts, or both, and is not a kit-car.</u></p> <p><u>(B) “Kit-car” means a motor vehicle that is constructed by an individual from a manufactured kit that includes some or all parts and components necessary to construct the motor vehicle.</u></p> <p><u>(C) “Ultra-low volume motor vehicle” means a vehicle that is manufactured for sale by a manufacturer whose annual worldwide production is not more than 325 motor vehicles.</u></p> <p><u>(b) In preparing the report, the Commissioner shall:</u></p> <p><u>(1) examine how other states address motor vehicle emissions requirements for ultra-low volume motor vehicles, kit-cars, and homebuilt motor vehicles;</u></p> <p><u>(2) identify a cost-effective process for certifying the safety of ultra-low volume motor vehicles, kit-cars, and homebuilt motor vehicles; and</u></p> <p><u>(3) develop a streamlined process to provide State Vehicle Identification Numbers to ultra-low volume motor vehicles, kit-cars, and homebuilt motor vehicles.</u></p> <p><u>(c) On or before January 15, 2026, the Commissioner shall submit a written report to the House and Senate Committees on Transportation regarding the Commissioner’s findings and identifying any legislative action necessary to enable the issuance of vehicle identification numbers to and registration of ultra-low volume motor vehicles, kit-cars, and homebuilt motor vehicles.</u></p>	
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NA/32		<p>5 V.S.A. § 3405 is amended to read:</p> <p>§ 3405. LEASE FOR CONTINUED OPERATION</p> <p>(a) The Secretary, as agent for the State, <u>with the approval of the General Assembly, or if the General Assembly is not in session, approval of the Joint Transportation Oversight Committee,</u> is authorized to lease or otherwise arrange for the continued operation of all or any State-owned railroad property to any responsible person, provided that approval for the operation, if necessary, is granted by the federal Surface Transportation Board under 49 C.F.R. Part 1150 (certificate to construct, acquire, or operate railroad lines). The transaction shall be subject to any further terms and conditions as in the opinion of the Secretary are necessary and appropriate to accomplish the purpose of this chapter.</p> <p>(b) To preserve continuity of service on State-owned railroads, the Secretary may enter into a short-term lease or operating agreement, for a term not to exceed six months, with a responsible railroad operator. <u>The Secretary shall notify the House and Senate Committees on Transportation within 10 calendar days after entering into any lease or agreement pursuant to this subsection.</u></p> <p>(c) The Secretary shall notify the House and Senate Committees on Transportation or, if the General Assembly is not in session, the Joint Transportation Oversight Committee when there are 12 months remaining on the operating lease for any State-owned railroad, and when there are 12 months remaining on a lease extension for the operating lease for any State-owned railroad.</p>	Open
NA/33	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/34	Agreed to Senate Language	Agreed to Senate Language	Agreed to Senate Language
NA/35		<p>19 V.S.A. chapter 3 is amended to read:</p> <p>CHAPTER 3. TOWN HIGHWAYS</p> <p>§ 301. DEFINITIONS</p>	Open

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		<p>As used in this chapter:</p> <p style="text-align: center;">* * *</p> <p>(2) “Legislative body” includes boards of selectmen, aldermen, and village trustees <u>means a “legislative body” as defined in 24 V.S.A. § 2001.</u></p> <p>(3) “Selectmen” includes village trustees and aldermen <u>“Selectboard” means a “selectboard” as defined in 24 V.S.A. § 2001.</u></p> <p style="text-align: center;">* * *</p> <p>(8) “Trail” means a public right-of-way that is not a highway and that:</p> <p style="padding-left: 40px;">(A) <u>municipalities have the authority to exclusively or cooperatively maintain;</u></p> <p style="padding-left: 40px;">(B) <u>previously was a designated town highway having the same width as the designated town highway, or a lesser width if so designated; or</u></p> <p style="padding-left: 40px;">(B)(C) <u>a new public right-of-way laid out as a trail by the selectmen legislative body for the purpose of providing access to abutting properties or for recreational use. Nothing in this section shall be deemed to independently authorize the condemnation of land for recreational purposes or to affect the authority of selectmen legislative bodies to reasonably regulate the uses of recreational trails.</u></p> <p>§ 302. CLASSIFICATION OF TOWN HIGHWAYS</p> <p style="padding-left: 40px;">(a) For the purposes of this section and receiving State aid, all town highways shall be categorized into one or another of the following classes:</p> <p style="text-align: center;">* * *</p> <p style="padding-left: 40px;">(2) Class 2 town highways are those town highways selected as the most important highways in each town. As far as practicable, they shall be selected with the purposes of securing trunk lines of improved highways from town to town and to places that by their nature have more than</p>	
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		<p>normal amount of traffic. The selectmen <u>legislative body</u>, with the approval of the Agency, shall determine which highways are to be class 2 highways.</p> <p>(3) Class 3 town highways:</p> <p>(A) Class 3 town highways are all traveled town highways other than class 1 or 2 highways. The selectmen <u>legislative body</u>, after conference with a representative of the Agency, shall determine which highways are class 3 town highways.</p> <p style="text-align: center;">* * *</p> <p>(5) Trails shall not be considered highways and the town. A <u>municipality</u> shall <u>have the authority to maintain trails but shall</u> not be responsible for any maintenance, including culverts and bridges.</p> <p style="text-align: center;">* * *</p> <p>§ 303. TOWN HIGHWAY CONTROL</p> <p>Town highways shall be under the general supervision and control of the selectmen <u>legislative body</u> of the town where the roads are located. Selectmen <u>The legislative body of a town</u> shall supervise all expenditures.</p> <p>§ 304. DUTIES OF SELECTBOARD</p> <p>(a) It shall be the duty and responsibility of the selectboard of the town to, or acting as a board, it shall have the authority to:</p> <p style="text-align: center;">* * *</p> <p>(16) Unless the town electorate votes otherwise, under the provisions of 17 V.S.A. § 2646, appoint a road commissioner, or remove him or her <u>the road commissioner</u> from office, pursuant to 17 V.S.A. § 2651. Road commissioners, elected or appointed, shall have only the powers and authority regarding highways granted to them by the selectboard.</p> <p style="text-align: center;">* * *</p>	
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		<p>(24) <u>Maintain trails, but shall not be required to maintain trails.</u></p> <p>* * *</p>	
15/36	<p>EFFECTIVE DATE</p> <p><u>This act shall take effect on July 1, 2025.</u></p>	<p>EFFECTIVE DATES</p> <p>(a) <u>This section and Secs. 32 (railroad leases) and 33 and 34 (dig safe) shall take effect on passage.</u></p> <p>(b) Sec. 5 (Agency of Transportation dashboard) shall take effect on January 1, 2026.</p> <p>(c) Sec. 6 (repeal of 19 V.S.A. § 10g reports) shall take effect on July 1, 2026.</p> <p>(d) <u>The remaining sections shall take effect on July 1, 2025.</u></p>	<p>Depends on resolution of Sec. 32. Effective dates for Senate Secs. 5 and 6 deleted.</p>