

H.479

Sec. 12.

* * * Codification of Vehicle Incentive Programs * * *

Amends Chapter 29 § 2902(b)(3) by adding a new (F) to read as follows:

(F) a not-for-profit shared mobility organization that provides direct transportation services as an alternative to personal vehicle ownership, with programs and services directed towards and utilized by individuals in subsection (A), (B), (C), (D) or (E) of this section. Not-for-profit shared mobility transportation business entities registered in Vermont that maintain a fleet of motor vehicles that are registered in Vermont shall be eligible for no more than 20 incentives over the existence of the Program. Individuals receiving a subsidy for shared transportation services from the service provider, who are also eligible for programs such as 3SquareVT, Reach Up, SSI/SSDI, Medicaid or receive housing assistance are deemed to have satisfied the eligibility criteria in (A), (B), (C), (D) or (E) of this section.

There are two not-for-profit shared mobility providers in the State, Community Rides Vermont “Gopher” and Car Share Vermont (CSVV). Both providers operate (or will operate in the case of CRVT) programs that reduce the actual cost of transportation for low-income community members. Section 12 of H.479 provides low-income individuals with EV incentives for purchasing a new electric vehicle. Both CRVT and CSVV serve low-income Vermonters who simply cannot afford car ownership. Our respective sharing programs make transportation affordable for the customers we serve.

We are requesting access to the incentive funds available in section 12 because the people we serve meet that criteria and those incentive funds are capitalized at \$12 million and provide a maximum benefit of \$6,000 per individual. The fleet EV incentive program in section 14 of the bill is capitalized at \$500,000, the maximum award is \$2,500 and a cap of 20 incentives per fleet.

By spending less on the purchase of an electric vehicle through the incentive, both organizations would be able to provide more rides to the poorest in our communities. By opening the individual incentives to not-for-profit mission driven organizations that exist to transport low-income individuals in a less expensive way than car ownership, we are providing a benefit to these low-income Vermonters who wouldn’t otherwise have access to it since car ownership is beyond their means.