

Vermont Legislative Joint Fiscal Office

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FISCAL NOTE

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H.529 An act relating to the Transportation Program and miscellaneous changes to laws related to transportation – Senate Proposal Of Amendment

<https://legislature.vermont.gov/Documents/2020/Docs/CALENDAR/sc190425.pdf> pg. 1254

H.529, the FY-20 Transportation bill as passed by Senate Transportation, has been referred to Finance to review Secs. 37 and 38. Sec. 37 authorizes a state agency that owns or controls an electric vehicle charging station to set and collect fees for use of their equipment. As a practical matter this authority is limited to the four state agencies that own land in the state: AOT, BGS, Fish & Wildlife and Forest, Parks and Recreation.

Currently AOT has one Level 2 charging station for its own electric vehicles at the AOT facility at the agency's Dill Facility in Berlin and has plans for a second charging station for its fleet at the recently upgraded White River Junction Maintenance Garage. In addition, over the past several years as AOT has upgraded park & rides, it has typically added Level 1 charging plugs (120 volt) at the bottom of its light poles which EV owners can use for charging with AOT picking up the cost in its lighting bill (these basic plugs cannot be converted into a commercial charging station). Finally, as a pilot project, Washington Electric installed and operates a commercial Level 2 charging station at the Middlesex park and ride. Washington Electric wants to turn that station over to AOT which plans to out-source the operation of the station to a third party.

BGS has a Level 2 charging facility for its fleet and also operates the free Level 2 charging stations located at the base of 133 Main Street. Fish & Wildlife and Forest, Parks and Recreation currently do not operate any EV charging stations.

The FY-20 Transportation bill authorizes \$300,000 in Transportation Funds for the construction of electric vehicle charging stations across the state for public use and BGS in its budget also has funds for charging of the state fleet.

AOT and BGS view the enactment of statutory authority to set and charge electric vehicle charging fees as proposed in H.529 as a necessary precondition to pursuing their efforts. The Administration's objective is to encourage electric vehicle sales by easing consumer concerns about the lack of accessible charging facilities. Due to the small number of electric vehicles currently in use the revenue impact is expected to be minimal over the next few years; and as the commercial electric vehicle charging network expands, the Administration's plan is to maintain state charging stations only where required to maintain a state-wide network.

To ensure legislative input in this process Sec.38 repeals Sec. 37 on July 1, 2022.