

1       Sec. XX. FISCAL YEAR 2020 TRANSPORTATION INVESTMENTS  
2                    INTENDED TO REDUCE TRANSPORTATION-RELATED  
3                    GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL  
4                    USE, AND SAVE VERMONT HOUSEHOLDS MONEY

5           This act includes the State’s fiscal year 2020 transportation investments  
6           intended to reduce transportation-related greenhouse gas emissions, reduce  
7           fossil fuel use, and save Vermont households money in furtherance of the  
8           policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive  
9           Energy Plan, and to satisfy the Executive and Legislative Branches’  
10          commitments to the Paris Agreement climate goals. In fiscal year 2020, these  
11          efforts will include the following:

12                   (1) Park and Ride Program. This act provides for a fiscal year  
13                   expenditure of \$2,651,588.00, which will fund four park and ride construction  
14                   projects—creating 277 new spaces across the State—and the design of five  
15                   additional facilities—totaling 277 additional spaces—scheduled for  
16                   construction in fiscal year 2021. Once completed, these 554 new park and ride  
17                   spaces will increase the number of State-owned parking spaces by 34 percent.

18          Specific additions and improvements include:

19                   (A) Williston - Construction of 142 spaces;

20                   (B) Saint Johnsbury - Construction of 44 spaces;

21                   (C) Royalton - Construction of 91 spaces;

1           (D) Cambridge - Improvements to existing spaces;

2           (E) Thetford - Design for 40 spaces;

3           (F) Berlin (Exit 6) - Design for 62 spaces;

4           (G) Berlin (Exit 7) - Design for 75 spaces;

5           (H) Manchester - Design for 50 spaces; and

6           (I) Williamstown - Design for 50 spaces.

7           (2) Bike and Pedestrian Facilities Program. This act provides for a  
8           fiscal year expenditure of \$13,123,651.00, which will fund 34 bike and  
9           pedestrian construction projects, and 20 bike and pedestrian design or right-of-  
10           way projects, or both, for construction in fiscal year 2021. The construction  
11           projects include the creation, improvement, or rehabilitation of walkways,  
12           sidewalks, shared use paths, bike paths, and cycling lanes. Projects are funded  
13           in Albany, Arlington, Bennington, Burlington, Castleton, Chester, Colchester,  
14           Dover, East Montpelier, Enosburg Falls, Essex, Fair Haven, Fairfield,  
15           Franklin, Hardwick, Hartford, Hinesburg, Jericho, Lake Champlain causeway,  
16           Manchester, Middlebury, Milton, Montpelier-Berlin, Moretown, Norwich,  
17           Pittsford, Plainfield, Pownal, Richford, Royalton, Rutland City, South  
18           Burlington, Springfield, Stowe, Sheldon, Swanton, Thetford, Underhill,  
19           Waitsfield, Waterbury, West Rutland, Williston, and Winooski.

20           (3) Transportation Alternatives Program. This act provides for a fiscal  
21           year expenditure of \$4,085,772.00, which will fund 21 transportation

1 alternatives construction projects and 14 design or right-of-way projects, or  
2 both. Of these 35 projects, 12 involve environmental mitigation related to  
3 clean water or stormwater concerns, or both, and the remaining 23 involve  
4 bicycle and pedestrian facilities. Projects are funded in Bennington, Brandon,  
5 Burlington, Castleton, Chester, Colchester, East Montpelier, Enosburg, Essex,  
6 Essex Junction, Hartford, Hyde Park, Jericho, Montpelier, Newfane, Pomfret,  
7 Putney, Rutland City, Shelburne, South Burlington, Springfield, St. Albans, St.  
8 Johnsbury, Thetford, Williston, Wilmington, and Winooski.

9 (4) Public Transit Program. This act authorizes \$34,024,399.00 in  
10 funding for public transit uses throughout the State, which is a 17.2 percent  
11 increase over fiscal year 2019 levels. An additional \$3,000,000.00 flows  
12 through the State directly to the Green Mountain Transportation Authority.

13 Included in the authorization are:

14 (A) Go! Vermont with an authorization of \$858,434.00. This  
15 authorization supports the promotion and use of carpools and vanpools.

16 (B) Barre Transit Expansion with an authorization of \$275,000.00.  
17 This authorization increases service available through Barre Transit.

18 (C) Capital Commuters with an authorization of \$100,000.00. This  
19 program provides discounted bus passes to those commuting to work in  
20 Montpelier.

1           (D) Vermont Kidney Association Grant with an authorization of  
2           \$50,000.00. This authorization supports the transit needs of Vermonters in  
3           need of dialysis services.

4           (5) Rail Program. This act authorizes \$32,852,832.00 for rail transit and  
5           infrastructure uses throughout the State, which is an 11 percent increase over  
6           fiscal year 2019 levels.

7           (6) Multi-Modal Facilities Program. This act authorizes \$1,250,000.00  
8           to complete the \$7,500,000.00 multi-modal transit center, bike path, and  
9           pedestrian facility in Montpelier.

10           (7) Transformation of the State Vehicle Fleet. The State Vehicle Fleet,  
11           which is under the management of the Department of Buildings and General  
12           Services, contains 734 vehicles. Presently, 54 of those vehicles are hybrid or  
13           plug-in electric vehicles. Secs 41, 41a, and 42 of this act will requires that not  
14           less than 50 percent of vehicles purchased or leased by the Department of  
15           Buildings and General Services on or after July 1, 2019 be hybrid or plug-in  
16           electric vehicles, and not less than 75 percent beginning July 1, 2021.

17           (8) Vehicle incentive programs. Sec. 33 of this act authorizes  
18           \$1,500,000.00 to support two vehicle incentive programs.

19           (A) Plug-in electric vehicle incentive program. This program will  
20           offer financial incentives to income-eligible Vermont households purchasing  
21           or leasing new plug-in electric vehicles. As more fully described in Sec. 33 of

1 this act, the Agency of Transportation will administer this program, which will  
2 be offered on a first-come first-served basis until the funds are exhausted.

3 (B) High fuel efficiency vehicle incentive program. This program  
4 will offer financial incentives to income-eligible Vermont households to  
5 replace older, fuel inefficient vehicles with used high fuel efficiency vehicles,  
6 including hybrid vehicles. As more fully described in Sec. 33 of this act, the  
7 Agency of Transportation will administer this program, which will target  
8 incentives to households that are served by the State's network of community  
9 action agencies. These households, for whom the purchase of new plug-in  
10 electric vehicles is financially out of reach, will benefit financially by  
11 switching to far more efficient vehicles as envisioned by this program.

12 (9) Report on methods to increase public transit ridership. This act,  
13 through the spending authorization for the Policy and Planning Program,  
14 includes funding for and direction to the Agency of Transportation to conduct  
15 a comprehensive study of strategies to increase public transit ridership, with an  
16 emphasis on rural areas.

17 (10) Report on time-of-acquisition feebates. This act, through the  
18 spending authorization for the Policy and Planning Program, includes funding  
19 for and directs the Agency of Transportation to conduct a study on time-of-  
20 acquisition feebates and make a recommendation on whether Vermont should  
21 establish a time-of-acquisition feebate program on the purchase and lease, if

1 applicable, of new vehicles. Such a program would establish one or more  
2 levels of fuel efficiency based on miles per gallon or miles per gallon  
3 equivalent and provide an immediate cash incentive for vehicles that exceed  
4 that level, or levels, or assess a financial fee on vehicles that perform less than  
5 the established level, or levels.

6 (11) Report on weight-based annual registration fees. This act, through  
7 the spending authorization for the Policy and Planning Program, includes  
8 funding for and directs the Agency of Transportation to conduct a study on  
9 whether Vermont should establish an annual vehicle registration fee schedule  
10 based upon the weight of the vehicle. As gas sales decline, revenues to support  
11 transportation infrastructure will continue to decline if not replaced with  
12 another source reflecting impact on roads, the environment, and State policies.

13 (12) Plug-in electric vehicle charging regulatory report. This act lays  
14 the groundwork for a regulatory structure in support of transportation  
15 electrification. The policies in this act, combined with impending action at the  
16 Public Utility Commission, will provide predictability for plug-in electric  
17 vehicle owners and the sustainability of Vermont's transportation  
18 infrastructure.

19 (13) Electrification of the State's motor vehicle fleet. This act, in  
20 concert with the Big Bill, appropriates \$512,000.00 to electrify the State's

1 motor vehicle pool. The expenditures support the purchase of 12 fully electric  
2 vehicles and electric vehicle supply equipment at the following State facilities:

3 (A) 134 State St., Montpelier;

4 (B) Rutland;

5 (C) Springfield; and

6 (D) Barre.

7 (14) Transportation and Climate Initiative (TCI). This act, through the  
8 spending authorization for the Policy and Planning Program, supports staff  
9 work in collaboration with the Agency of Natural Resources to negotiate the  
10 Transportation and Climate Initiative agreement with other participating  
11 jurisdictions. TCI jurisdictions are negotiating a regional low-carbon  
12 transportation policy proposal that would cap and reduce carbon emissions  
13 from the combustion of transportation fuels through a cap-and-invest program  
14 or other pricing mechanism and allow each TCI jurisdiction to invest proceeds  
15 from the program into low-carbon and more resilient transportation  
16 infrastructure.