

1 TO THE HONORABLE SENATE:

2 The Committee on Transportation to which was referred House Bill No.
3 529 entitled “An act relating to the Transportation Program and miscellaneous
4 changes to laws related to transportation” respectfully reports that it has
5 considered the same and recommends that the Senate propose to the House that
6 the bill be amended by striking out all after the enacting clause and inserting in
7 lieu thereof the following:

8 * * * Transportation Program Adopted as Amended; Definitions * * *

9 Sec. 1. TRANSPORTATION PROGRAM ADOPTED AS AMENDED;

10 DEFINITIONS

11 (a) The Agency of Transportation’s proposed fiscal year 2020
12 Transportation Program appended to the Agency of Transportation’s Proposed
13 Fiscal Year 2020 Transportation Program (Revised February 21, 2019), as
14 amended by this act, is adopted to the extent federal, State, and local funds are
15 available.

16 (b) As used in this act, unless otherwise indicated:

17 (1) “Agency” means the Agency of Transportation.

18 (2) “Electric vehicle supply equipment” has the same meaning as in 30
19 V.S.A. § 201 as amended by Sec. 30 of this act.

20 (3) “Plug-in electric vehicle” has the same meaning as in 23 V.S.A.
21 § 4(85) as added by Sec. 29 of this act and is abbreviated “PEV.”

1 (4) “Secretary” means the Secretary of Transportation.

2 (5) The table heading “As Proposed” means the Transportation Program
3 referenced in subsection (a) of this section; the table heading “As Amended”
4 means the amendments as made by this act; the table heading “Change” means
5 the difference obtained by subtracting the “As Proposed” figure from the “As
6 Amended” figure; and the terms “change” or “changes” in the text refer to the
7 project- and program-specific amendments, the aggregate sum of which equals
8 the net “Change” in the applicable table heading.

9 (6) “TIB funds” means monies deposited into the Transportation
10 Infrastructure Bond Fund in accordance with 19 V.S.A. § 11f.

11 (c) In the Agency of Transportation’s Proposed Fiscal Year 2020
12 Transportation Program (Revised February 21, 2019) for Public Transit the
13 word “FAA” is struck and “FTA” is inserted in lieu thereof.

14 * * * Summary of Transportation Investments * * *

15 Sec. 2. FISCAL YEAR 2020 TRANSPORTATION INVESTMENTS

16 INTENDED TO REDUCE TRANSPORTATION-RELATED

17 GREENHOUSE GAS EMISSIONS, REDUCE FOSSIL FUEL

18 USE, AND SAVE VERMONT HOUSEHOLDS MONEY

19 This act includes the State’s fiscal year 2020 transportation investments
20 intended to reduce transportation-related greenhouse gas emissions, reduce
21 fossil fuel use, and save Vermont households money in furtherance of the

1 policies articulated in 19 V.S.A. § 10b and the goals of the Comprehensive
2 Energy Plan, and to satisfy the Executive and Legislative Branches’
3 commitments to the Paris Agreement climate goals. In fiscal year 2020, these
4 efforts will include the following:

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

11 Specific additions and improvements include:

12 (A) Williston - Construction of 142 spaces;

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

14 (C) Royalton - Construction of 91 spaces;

15 (D) Cambridge - Improvements to existing spaces;

16 (E) Thetford - Design for 40 spaces;

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

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

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

20 (I) Williamstown - Design for 50 spaces.

1 (2) Bike and Pedestrian Facilities Program. This act provides for a
2 fiscal year expenditure of \$14,737,044.00, which will fund 34 bike and
3 pedestrian construction projects, and 20 bike and pedestrian design or right-of-
4 way projects, or both, for construction in fiscal year 2021. The construction
5 projects include the creation, improvement, or rehabilitation of walkways,
6 sidewalks, shared use paths, bike paths, and cycling lanes. Projects are funded
7 in Albany, Arlington, Bennington, Burlington, Castleton, Chester, Colchester,
8 Dover, East Montpelier, Enosburg Falls, Essex, Fair Haven, Fairfield,
9 Franklin, Hardwick, Hartford, Hinesburg, Jericho, Lake Champlain causeway,
10 Manchester, Middlebury, Milton, Montpelier-Berlin, Moretown, Norwich,
11 Pittsford, Plainfield, Pownal, Richford, Royalton, Rutland City, South
12 Burlington, Springfield, Stowe, Sheldon, Swanton, Thetford, Underhill,
13 Waitsfield, Waterbury, West Rutland, Williston, and Winooski.

14 (3) Transportation Alternatives Program. This act provides for a fiscal
15 year expenditure of \$4,085,772.00, which will fund 21 transportation
16 alternatives construction projects and 14 design or right-of-way projects, or
17 both. Of these 35 projects, 12 involve environmental mitigation related to
18 clean water or stormwater concerns, or both, and the remaining 23 involve
19 bicycle and pedestrian facilities. Projects are funded in Bennington, Brandon,
20 Burlington, Castleton, Chester, Colchester, East Montpelier, Enosburg, Essex,
21 Essex Junction, Hartford, Hyde Park, Jericho, Montpelier, Newfane, Pomfret,

1 Putney, Rutland City, Shelburne, South Burlington, Springfield, St. Albans, St.
2 Johnsbury, Thetford, Williston, Wilmington, and Winooski.

3 (4) Public Transit Program. This act authorizes \$36,824,399.00 in
4 funding for public transit uses throughout the State, which is a 17.2 percent
5 increase over fiscal year 2019 levels. This authorization includes
6 \$1,884,000.00 for two large all-electric transit buses for the Burlington area,
7 \$480,000.00 for two all-electric small shuttle buses for the Montpelier area,
8 and \$3,000,000.00 from the Federal Transit Authority that flows through the
9 State directly to the Green Mountain Transportation Authority. Also included
10 in the authorization are:

11 (A) Go! Vermont at \$858,434.00, which supports the promotion and
12 use of carpools and vanpools.

13 (B) Barre Transit Expansion at \$275,000.00, which increases service
14 available through Barre Transit.

15 (C) Capital Commuters at \$100,000.00, which provides discounted
16 bus passes to those commuting to work in Montpelier.

17 (D) Vermont Kidney Association Grant at \$50,000.00, which
18 supports the transit needs of Vermonters in need of dialysis services.

19 (5) Rail Program. This act authorizes \$35,983,865.00 for passenger and
20 freight rail uses throughout the State, which is an 11 percent increase over
21 fiscal year 2019 levels. This authorization includes \$5,200,000.00 for

1 infrastructure upgrades to bring passenger rail service to Burlington from
2 Rutland and \$8,300,000.00 to support Amtrak service. Since one freight rail
3 car holds the equivalent of four tractor trailer trucks, increased usage of freight
4 rail lines will reduce carbon emissions and minimize wear and tear on the
5 State's highway network.

6 (6) Multi-Modal Facilities Program. This act authorizes \$1,250,000.00
7 to complete the \$7,750,000.00 multi-modal transit center, bike path, and
8 pedestrian facility in Montpelier.

9 (7) Transformation of the State Vehicle Fleet. The State Vehicle Fleet,
10 which is under the management of the Department of Buildings and General
11 Services, contains 734 vehicles. Presently, 54 of those vehicles are hybrid or
12 plug-in electric vehicles. Secs. 40, 41, and 42 of this act will requires that not
13 less than 50 percent of vehicles purchased or leased by the Department of
14 Buildings and General Services on or after July 1, 2019 be hybrid or plug-in
15 electric vehicles, and not less than 75 percent beginning July 1, 2021.

16 (8) Vehicle incentive and emissions repair programs. Sec. 34 of this act
17 authorizes \$1,500,000.00 to support two programs.

18 (A) Plug-in electric vehicle incentive program. This program will
19 offer financial incentives to income-eligible Vermont households purchasing
20 or leasing new plug-in electric vehicles. As more fully described in Sec. 34 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 and emissions repair
4 program. This program will offer financial incentives to income-eligible
5 Vermont households to replace older, fuel inefficient vehicles with used high
6 fuel efficiency vehicles, including hybrid vehicles, and emissions repair
7 vouchers for certain vehicles that failed the on board diagnostic (OBD)
8 systems inspection but could, with less than \$2,500.00 in emissions repair
9 work, pass the OBD systems inspection. As more fully described in Sec. 34 of
10 this act, the Agency of Transportation will administer this program, which will
11 target incentives to households that are served by the State’s network of
12 community action agencies. These households, for whom the purchase of new
13 plug-in electric vehicles is financially out of reach, will benefit financially by
14 switching to far more efficient vehicles as envisioned by this program or
15 having emissions repair work done to their existing vehicle.

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

1 (10) Report on time-of-acquisition feebates. This act, through the
2 spending authorization for the Policy and Planning Program, includes funding
3 for and directs the Agency of Transportation to conduct a study on time-of-
4 acquisition feebates and make a recommendation on whether Vermont should
5 establish a time-of-acquisition feebate program on the purchase and lease, if
6 applicable, of new vehicles. Such a program would establish one or more
7 levels of fuel efficiency based on miles per gallon or miles per gallon
8 equivalent and provide an immediate cash incentive for vehicles that exceed
9 that level, or levels, or assess a financial fee on vehicles that perform less than
10 the established level, or levels.

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

18 (12) Plug-in electric vehicle charging regulatory report. This act lays
19 the groundwork for a regulatory structure in support of transportation
20 electrification. The policies in this act, combined with impending action at the
21 Public Utility Commission, will provide predictability for plug-in electric

1 vehicle owners and the sustainability of Vermont's transportation
2 infrastructure.

3 (13) Electrification of the State's motor vehicle fleet. This act, in
4 concert with the Big Bill, appropriates \$512,000.00 to electrify the State's
5 motor vehicle pool. The expenditures support the purchase of 12 fully electric
6 vehicles and electric vehicle supply equipment at the following State facilities:

7 (A) 134 State St., Montpelier;

8 (B) Rutland;

9 (C) Springfield; and

10 (D) Barre.

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