

**SENT ON BEHALF OF REPRESENTATIVE DIANE LANPHER**

Dear Representative Hooper:

This will serve as the House Committee on Transportation’s response to the FY 2022 Governor’s Recommended Budget Adjustment Act, as updated on January 5, 2022, as it relates to transportation matters. For ease of reference, we will refer to each of the transportation line items in the [FY 2022 Governor’s Recommended Budget Adjustment Act – Worksheet \(revision of January 5, 2022\)](#) and certain sections in the [FY 2022 Governor’s Recommended Budget Adjustment Act – Language \(revision of January 5, 2022\)](#), as posted to the House Committee on Appropriations’ committee page on January 5, 2022.

**Transfer of Positions (B.900, B.903, and B.905) (Revenue Neutral)**

- B.900 (Finance and Administration) (-\$96,859 in Transportation Fund Monies)
- B.903 (Program Development) (-\$662,289 in Transportation Fund Monies)
- B.905 (Maintenance State System) (+\$759,148 in Transportation Fund Monies)

We agree with this recommendation.

**B.919 (Municipal Mitigation Assistance Program) (+\$2,175,150 in Clean Water Fund Monies)**

We agree with this recommendation.

**D.101 (Fund Transfers, Reversions, and Reserves)**

We agree with the portions of this recommendation related to transportation (excerpted below), which will allow the State to fund the redemption of existing transportation infrastructure bonds prior to maturity (D.101(a)(10) and (11) and D.101(f)) and revert funds to the Clean Water Fund to provide a portion of the increased appropriation amendment proposed for B.919 (D.101(g)), and suggest that the following modification be made to the Governor’s proposed language (in red (D. 101(a)(9))).

Sec. XX 2021 Acts and Resolves No. 74, Sec. D.101 is amended to read:

(a) Notwithstanding any other provision of law, the following amounts are transferred from the funds indicated:

\* \* \*

(9) From the Transportation Infrastructure Bond Fund established by 19 V.S.A. § 11f to the Transportation Infrastructure Bonds Debt Service Fund (35200) established by 32 V.S.A. § 951a for funding ~~fiscal-year 2023 transportation infrastructure bonds debt service~~ the redemption of transportation infrastructure bonds prior to maturity: \$2,502,363.

(10) From the Transportation FHWA Fund (20135) to the Transportation Infrastructure Bonds Debt Service Fund (35200) established by 32 V.S.A. § 951a for funding the redemption of transportation infrastructure bonds prior to maturity: \$12,554,768.

(11) From the Transportation Fund—Non-Dedicated (20105) to the Transportation Infrastructure Bonds Debt Service Fund (35200) established by 32 V.S.A. § 951a for funding the redemption of transportation infrastructure bonds prior to maturity: \$4,863,957.

\* \* \*

(f) Notwithstanding any provision of law to the contrary, in fiscal year 2022, the following amount shall revert to the Transportation Fund from the account indicated:

2140010000 DPS-State Police \$3,933,026.61

(g) Notwithstanding any provision of law to the contrary, in fiscal year 2022, the following amount shall revert to the Clean Water Fund from the account indicated:

6140040000 Environmental Conservation – Office of Water Programs \$675,149.73

**Sec. XX (addition of 32 V.S.A. § 902(c))**

We agree with this recommendation to the extent that it authorizes the State Treasurer to redeem any previously issued transportation infrastructure bonds prior to their maturity with funds appropriated under Sec. D.101(a)(9)–(11) as amended by the Budget Adjustment Act.

All members of the House Committee on Transportation appreciate being asked to provide a response to the FY 2022 Governor’s Recommended Budget Adjustment Act, as updated on January 5, 2022, and are available to answer any questions. The Committee took a vote on this letter and the vote was 9-0-1.

Sincerely,

Representative Diane Lanpher  
Chair, House Committee on Transportation