



SIERRA CLUB

VERMONT CHAPTER

Transportation Innovation Act H.552

The 2022 Transportation Budget

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The Transportation Bill and the DMV Bill

The House and Senate Transportation Committee in most years only pass one or two comprehensive bills. Last year, the Introduction of the Transportation Modernization Act, H.94 the path forward with a progressive vision for the Transportation Bill, H.433.

This year the Transportation Innovation Act, H.552 is the vehicle to to start the conversation to influence the FY' 23 Transportation Budget.

- The “Transportation Bill” starts in the House based upon the Governor’s and the Agency of Transportation Budget recommendations.
- The “Miscellaneous DMV Bill” starts as recommendations to the Senate and covers changes in motor vehicle laws and other policies that may have not been addressed in the Transportation Bill.

The Transportation Bill is a must pass bill.



Sources of Funds for the Transportation Bill

- American Rescue Plan Act(ARPA)
- Infrastructure Investment and Jobs Act(IIJAP)
- Build Back Better ?
- Transportation Fund
- General Fund



Vehicle Electrification Incentives

To reach the goal of getting 120,000-160,000 EVs on Vermont's roads by 2030 (the range modeling for the Climate Action Plan has indicated will be necessary to hit Vermont's climate pollution requirements) and make EVs available to Vermonters of all income levels, this bill proposes to significantly expand funding for these already designed programs.

- *Incentive Program for New EVs* - \$15,000,000, max 10% for capacity, outreach, translation services, etc.
- *MileageSmart* - \$2,000,000, max 15% for capacity, outreach, translation services, etc.
- *Replace Your Ride* \$4,000,000, max 15% for capacity and outreach, translation services, etc.
- *E-Bike Incentives* - \$250,000 for incentives of \$200, \$100 for ebike conversion kits. Tiered income eligibility and incentive size (\$400 incentive for very low income



Electric Vehicle Supply Equipment(EVSE)

- 11,000,000 for an EVSE grant program for businesses, municipalities, multi unit dwellings, schools, and state agencies and departments.
- Planning:
 - Affirms the goal of deploying level 3 charging stations 5 miles from every interstate exit and at least 50 miles away from the next level 3 charging station.
 - Requires the state to create and update a map of all public level 3 and level 2 charging stations in Vermont and report how it's meeting its goal of making charging more accessible in underserved and disadvantaged communities.



Electric Bus Transition/ State Fleet

- Proposes \$16,000,000 for an electric school and transit bus grant program:
- \$8,000,000 for electric transit buses and \$8,000,000 for electric school buses.

** The Agency of Transportation just released a bus electrification plan to transition from diesel to electric VTRANS ZERO-EMISSION TRANSITION PLAN- <https://bit.ly/3f69AhN>

State Fleet

- State fleet purchases require that 50% of vehicle purchase are EVs and that a report is presented explaining when no alternative vehicles were available
- By 2028 100% of state vehicle purchases are required to be battery-electric or fuel-cell electric, as long as it meets the needs of the state and costs are comparable to gas and diesel vehicles.



Climate Program Staffing in VTRANS

The following three positions are created in the Agency of Transportation, within the Division of Policy, Planning and Intermodal Development:

- one full-time, exempt Director of Transportation Innovation;
- one full-time, exempt Clean Transportation Incentive Program Administrator;
- and one full-time, exempt Manager of Community Planning.

Total cost: \$412,000



Vehicle Efficiency Price Adjuster

Establishes a vehicle efficiency price adjuster program for **new light trucks, new passenger automobiles, and new sport utility vehicles** as recommended by the Climate Action Plan. This program is divided into at least four tiers and is designed to be revenue-neutral to the State within each motor vehicle class. The Efficiency Fees and Rebates Task Force is created to design and recommend legislation to implement by January 15, 2023.

The program should be designed to mitigate potential impacts to low-income purchasers and business and commercial users who require certain vehicles and where no cost-effective, comparable electric or clean vehicle options are available. Program development should consider and weigh how it complements current EV purchase incentive programs so as to avoid duplicative or unnecessary incentives.



Complete Streets and Sprawl

Changes Vermont State Complete Streets policy to accommodate all transportation system users, not just consider users needs. Exceptions to Complete Streets policies are limited to when projects are “grossly disproportionate” to the need and to where a project does not involve the reconstruction of any infrastructure.

Policy for Municipally Managed Transportation Projects

Municipalities need to incorporate “complete streets” principles instead of just providing consideration to them. Exceptions to Complete Streets policies are limited to when projects are grossly disproportionate to the need and to where a project does not involve the reconstruction of any infrastructure.

** There is going to be more extensive recommendations on how to strengthen Complete Streets Policy coming out in the next two months. **



Governor's Proposed Budget Highlight and Concerns

\$15 million for EV Charging and \$22 million for EV Incentive Programs

**** Proposed source of funds from ARPA ****

Concerns:

1. We are not sure that ARPA funds can be used for EV Incentives and EV Supply Equipment
2. Absent dedicated funding to supporting Bus Electrification Plan
3. Missing Transportation Demand Management, fare-free transit, minimal support of Micro Transit and new programs.
4. Record Paving Budget proposed but absent a series commitment of bike and pedestrian needs.
5. EV incentives includes recreational ATVS and Snowmobiles.
6. Not enough staffing to support climate programs.
7. Governor's allocation of funds are for multiple years 3-5 years depending on program.



What's Next For Legislative Action

House Transportation Committee is continuing to debate the components of the Transportation Bill and will most likely vote the bill out of committee the week on March 18. The bill will then have to be approved by the House, and consequently reviewed by the Senate.

Senate Transportation Committee will pass the Miscellaneous DMV Bill and voted on by the Senate.

Other issues not addressed above that may enter the debate in either bills:



Next Steps to Influence the Process

1. Follow the committee process and submit written testimony to support the top priorities.

<https://legislature.vermont.gov/committee/detail/2022/20>

2. Write an Oped/LTE supporting components of the TIA



TAKE ACTION TO INFLUENCE THE TRANSPORTATION BILL

House Transportation Committee Members

Rep. Diane Lanpher, Chair Addison-3 Vergennes dlanpher@leg.state.vt.us

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Rep. Matthew E. Walker Franklin 4 Swanton mwalker@leg.state.vt.us (Replaced Rep Savage)

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