



VERMONT LEGISLATIVE Joint Fiscal Office

1 Baldwin Street • Montpelier, VT 05633-5701 • (802) 828-2295 • <https://jfo.vermont.gov>

Fiscal Note

March 24, 2026

Logan Mooberry, Senior Fiscal Analyst

H.944 – An act relating to the fiscal year 2027 Transportation Program and miscellaneous changes to laws related to transportation

As recommended by the House Committee on Transportation, Draft 4.1¹

Bill Summary

The fiscal year 2027 Transportation Bill (H.944) adopts and amends Vermont’s annual Transportation Program. It contains numerous statutory amendments and funding authorizations related to transportation. The funding authorizations included in H.944 are subject to appropriations in the fiscal year 2027 appropriations bill.

Fiscal Impact

This bill is estimated to decrease Transportation Fund revenue in fiscal year 2027 and 2028 and increase revenue in fiscal year 2029 and beyond.

Background and Details

The following sections have a fiscal impact.

Section 11: Transportation Alternative Grant Program

This section proposes to increase the maximum amount of money that can be awarded through the Transportation Alternative Grant Program from \$300,000 to \$600,000. This section would also remove the limitation stating that 50 percent of grant program funds must be given to environmental mitigation projects relating to stormwater and highways.

Section 12: Fiscal Year 2027 Transportation Alternative Grant Program

This section proposes that in fiscal year 2027, grants up to a maximum of \$1.2 million may be issued from the Transportation Alternatives Grant Program. This authority would only be granted in fiscal year 2027. In future years the maximum grant award amount would revert to \$600,000.

Section 14: PILOT Special Fund

This section proposes that after fulfilling all payments currently required of the PILOT Special Fund, 50% of any remaining revenue from that year’s local option tax revenue would be transferred to the Transportation Fund. These funds would be appropriated for general State aid for town highways in the next fiscal year. In fiscal year 2028 this is estimated to be approximately \$195,000.

¹ The Joint Fiscal Office (JFO) is a nonpartisan legislative office dedicated to producing unbiased fiscal analysis – this fiscal note is meant to provide information for legislative consideration, not to provide policy recommendations.

Section 15: State Aid for Town Highways

This section specifies that any money appropriated for state aid for town highways pursuant to Section 14 of this bill would be in addition to money appropriated due to the existing statutory funding requirements for State aid for town highways. Additionally, this section states that money appropriated pursuant to section 14 would not be subject to the annual inflationary adjustment that currently exists for State aid for town highway appropriations.

Section 16: Drive Electric Vermont

This section would appropriate \$192,000 in one-time funding from the Transportation Fund to the Agency of Transportation for the continuation of their partnership with Drive Electric Vermont and shall be used on activities that support increased ownership and use of electric vehicles.

Section 19: Mileage-Based User Fee

This section would establish a mileage-based user fee (MBUF) for battery electric vehicles (BEV's) registered in the state. BEVs would be assessed a 1.4 cent per mile fee on the number of miles the vehicle has driven in one year. Vehicle odometer readings would be recorded during the vehicle's annual inspection and reported to the Department of Motor Vehicles (DMV). Once the DMV has determined the number of miles a vehicle has driven, they will calculate the vehicle's MBUF and send notice to the owner of the amount assessed. The owner of the vehicle can pay the assessment in its entirety or enter into an agreement with the Commissioner of DMV to pay the fee in quarterly or monthly installments. The commissioner may also establish a pay-as-you-go program. This option allows BEV owners to pay for the miles driven as they are being accrued by submitting periodic odometer reports which the DMV will use to assess an MBUF based on the miles driven between reports.

A vehicle's MBUF will be assessed based on the number of miles driven between the two most recent vehicle inspections occurring after January 1, 2027. For example, a BEV that receives an inspection in March of 2027 and March of 2028 will, in March of 2028, be assessed an MBUF based on the miles driven between those two inspections. Newly registered BEVs will be assessed an MBUF at the time of initial registration. This MBUF will be based on the statewide average of miles driven in a year. It is estimated that the average BEV in Vermont drives approximately 11,000 miles per year. At an MBUF assessment rate of 1.4 cents per mile, this would equate to an average MBUF of \$154 per year.

Only newly registered BEVs will be assessed an MBUF in fiscal year 2027. For most BEVs the first MBUF will not be assessed until after January 1, 2028. Revenue in fiscal year 2027 is estimated to be between \$0 and \$250,000. Greater revenue generation is expected in fiscal year 2028, but a majority of MBUF revenue won't be collected until the second half of the fiscal year. Because of this and the fact that BEV owners have the option to choose from multiple payment frequencies (up front, quarterly, monthly), the potential revenue generated in fiscal year 2028 is estimated to be between \$400,000 and \$1.4 million. In fiscal year 2029, all BEVs will be paying an MBUF, and it is estimated to generate \$2.6 million. All revenue generated for this fee would be deposited into the Transportation Fund.

Note that under current law, once an MBUF for BEVs has been enacted, the current \$89 annual EV infrastructure fee that is paid by BEVs at the time of registration is repealed. The repeal of this fee will decrease revenue into the Transportation Fund. Estimated revenue loss is roughly \$500,000 in fiscal year 2027, \$1.2 Million in 2028, and \$1.4 million in 2029. Taking into consideration the revenue lost from the repeal, positive net revenue is generated from an MBUF in fiscal year 2029 and beyond.

Estimated Fiscal Impacts (\$ Million)			
	FY 2027	FY 2028	FY 2029
MBUF Revenue	\$0-0.25	\$0.4-1.4	\$2.60
EV Infrastructure Fee Revenue Loss	\$(0.5)	\$(1.2)	\$(1.4)
Net Revenue	\$(.25) - (0.5)	\$(0.8) - 0.2	\$1.2

MBUF revenue is expected to grow in accordance with the adoption rate of BEVs in the state. MBUF revenue would also have the potential to fluctuate with changes in average vehicle miles driven. Net revenue generated from the MBUF is expected to increase in future years and will continue to grow as BEV ownership increases.

Section 20: EV Infrastructure Fee

This section proposes to change how the revenue from the annual and biennial EV infrastructure fee on plug-in hybrid electric vehicles would be allocated. Currently, at the time of registration, plug-in hybrid electric vehicles are required to pay a \$44.50 annual or \$89 biennial EV infrastructure fee. The revenue from this fee is deposited into the Transportation Fund and then sent to the Agency of Commerce and Community Development (ACCD) to be used to increase access to EV charging infrastructure. This section proposes to adjust this process so that the revenue is no longer sent to ACCD but instead deposited into the Transportation Fund to be appropriated for general transportation use.

Section 22: Mileage-Based User Fee Allocation

This section proposes to allocate the revenue generated from the MBUF in fiscal year 2027 to the appropriation for general state aid to town highways. This section also states that any money allocated in this manner is in addition to the current fiscal year 2027 allocation for state aid to town highways.

ⁱ The full fiscal note history is available on the fiscal tab of the bill page on the General Assembly website and can be pulled up through a bill number search on the JFO page.