

Bill	Title	VERY Brief Summary	Sponsor
<a href="#">H.525</a>	An act relating to roadside memorials	<p>Would create an official roadside memorial that can be requested for an individual who passed away as a result of a fatal traffic crash, provided that the individual has not been found comparatively negligent or convicted of a traffic violation or crime in conjunction with the fatal crash. Would be managed by the Agency of Transportation with memorial message; placement; form of request; fee; length of display; and what happens upon removal addressed in codified law. Agency is also required to develop a roadside memorial policy and file it with the House and Senate Committees on Transportation on or before December 15, 2022 with roadside memorials being available starting on July 1, 2023.</p>	Rep. Curt McCormack
<a href="#">H.544</a>	An act relating to leveling Vermont Route 22A	<p>Would add the leveling, with centerline rumble strip, of the portions of Vermont Route 22A between the intersection with Vermont Route 73 and the border with New York that are State highway to the Agency of Transportation’s Proposed Fiscal Year 2023 Transportation Program for Paving, with a completion date on or before December 31, 2022.</p> <p>NOTE: This could be the <a href="#">Fair Haven-Orwell STP FPA V (61) project</a>, which is in the Proposed FY23 Transportation Program.</p>	Rep. William Canfield + <sup>1</sup>

<sup>1</sup> + Designates that there are additional sponsors.

<a href="#">H.552</a>	An act relating to transportation initiatives to reduce carbon emissions	A longer, but still brief, summary/comparison document is available <a href="#">here</a> .  NOTE: This is frequently referred to as the Transportation Innovation Act (TIA)	Rep. John L. Bartholomew +
<a href="#">H.554</a>	An act relating to an aquatic invasive species decal	Would create an annual aquatic invasive species (AIS) decal—at a fee of \$20 for in-State, \$40 for out-of-State—that would need to be displayed on motorboats operated in the waters of the State. There are certain exceptions, and the possibility of reciprocity. There would also be new signage requirements (paid for in FY24 with revenue from the AIS decal) and a phased-in approach for the assessment of civil penalties for failing to display an AIS decal (starting with a period where only a warning is issued and, at final level (starting in 2025), \$100 for the first violation and \$250 for a second or subsequent violation.	Rep. Katherine “Kari” Dolan +
<a href="#">H.578</a>	An act relating to requirements for older drivers to renew operator’s licenses	Would require Vermonters 75 years of age or older to appear in person and pass both a vision test and road test in order to renew an operator’s license.  NOTE: Companion bill is <a href="#">S.276</a>	Rep. Gabrielle Stebbins
<a href="#">H.593</a>	An act relating to new motor vehicle arbitration (SF) <sup>2</sup>	Would amend the reasonable allowance for use that is applicable when a manufacturer is required to accept return of a motor vehicle (under New Motor Vehicle Arbitration/Lemon Law) that is	Rep. R. Scott Campbell

<sup>2</sup> (SF) Designates that the bill is a short-form bill.

		<p>unable to be conformed to any express warranty to be either: (1) full purchase price * miles traveled before first repair attempt / 300,000 miles for a ZEV (new concept) or (2) full purchase price * miles traveled before first repair attempt / 200,000 miles for a non-ZEV</p> <p>NOTE: Is currently full purchase price * miles traveled before first repair attempt / 100,000 (for any vehicle type).</p>	
<a href="#">H.598</a>	An act relating to a rail feasibility study	<p>Would require the Agency of Transportation to conduct a passenger and freight rail feasibility study and develop an implementation plan for the following corridors: (1) between Montreal, Quebec, and East Northfield, MA, via Newport, VT and (2) between Island Pond, VT and Portland, ME.</p>	Rep. Woodman Page +
<a href="#">H.642</a>	An act relating to utility-terrain vehicles (SF)	<p>Would define utility-terrain vehicle (UTV) separate from all-terrain vehicle (ATV) and allow UTVs with a sufficiently large engine to be operated on all State, State forest, and town highways when other motor vehicles are permitted, provided that the UTV has been modified to include or includes as manufactured certain safety features.</p>	Rep. Harvey Smith +
<a href="#">H.646</a>	An act relating to joining the Transportation and Climate Initiative	<p>Would direct the Governor to sign a memorandum of understanding stating intent to participate in the Transportation and Climate Initiative of the Northeast and Mid-Atlantic States (TCI-P) and, upon that happening, enact</p>	Rep. Gabrielle Stebbins +

		necessary codified law to participate in TCI-P (including the establishment of a special fund, the creation of an equity advisory body, and the adoption of rules).  NOTE: Drafted by Ellen Czajkowski	
<a href="#">H.647</a>	An act relating to funds collected from cap-and-invest programs	Would establish a special fund to administer funds from a cap-and-invest program and an equity advisory body to allocate the program's revenues to greenhouse gas reduction projects.  NOTE: Drafted by Ellen Czajkowski	Rep. Gabrielle Stebbins +
<a href="#">H.649</a>	An act relating to motor vehicle inspections	Would amend codified law to make the annual motor vehicle safety and emissions inspections biennial and form a study committee to investigate the effect motor vehicle inspections have on Vermonters with low income, Vermonters who live in rural parts of the State, and Vermonters who are elders.	Rep. Daniel Noyes +
<a href="#">H.673</a>	An act relating to permits for overweight and overlength motor vehicles (SF)	Would create a special annual permit for a truck trailer combination or truck tractor, semi-trailer combination transporting cargo of legal dimensions that carries a divisible load at a maximum of 107,000 pounds on six axles or 117,000 pounds on seven axles; and require that the centralized online permitting system that the Commissioner of Motor Vehicles was authorized to initiate under the 2021 Misc. MV Bill to be operational, including providing access to	Rep. Gabrielle Stebbins +

		<p>municipally issued weight and length permits, not later than January 1, 2023.</p> <p>NOTE: This topic is addressed in <a href="#">S.280 (Misc. MV Bill, which has passed the Senate), Sec. 4</a> (limited to milk haulers) and <a href="#">H.581, Secs. 20–22</a>.</p>	
<a href="#">H.674</a>	An act relating to requiring the removal of snow and ice from vehicles operated on public highways	<p>Would require the removal of accumulated snow/ice from a motor vehicle, including trailers and semi-trailers, prior to operation on the public highway as needed to avoid a threat to persons or property caused by the snow/ice dislodging or obstructing the operator’s view with increased civil penalties if the vehicle is a commercial motor vehicle (defined under statute).</p> <p>NOTE: This is a re-run of <a href="#">H.65 (2019)</a>.</p>	Rep. Mollie S. Burke +
<a href="#">H.675</a>	An act relating to excessive motor vehicle noise	<p>Would make explicit (already addressed in case law) that it is a traffic violation, with escalating civil penalties (\$100/\$200/\$350), to operate a motor vehicle with an exhaust system that has been modified so as to amplify or increase the noise emitted beyond that emitted by the motor vehicle with the originally installed muffler and that such a vehicle shall not pass the annual safety inspection. Would also establish an objective defense (less than 95 decibels measured in accordance with SAE standard J1492).</p>	Rep. Sarah “Sarita” Austin