

Sec.	Description	Senate Action	HTC Position
1 (S)	Program Adoption/Definitions	Deletes two definitions (“Level 1 charger” and “Level 2 charger”)	
2 (S)	Summary Section	Added	Update
3 (S)	Investments in EVSE	<ul style="list-style-type: none"> - Allows for public-private partnership and - Modifies administrative costs subsection 	
4 (S)	EVSE Goals	Adds “driving” before “miles”	
5 (S)	Vehicle Incentive Programs	<ul style="list-style-type: none"> - Makes \$2M to Drive Electric Vermont as its own subsection - Deletes \$1M for eBikes and \$1M for eATVs/eSnowmobiles, and - Modifies administrative costs 	Add \$50k for eBikes (incl. 15% admin.)
6 (S)	Incentive Program for New PEVs (MSRP)	<ul style="list-style-type: none"> - Only increases the base MSRP cap from \$40k to \$45k for BEVs (not PHEVs) and - Eliminates the base MSRP cap in certain instances related to individuals with disabilities 	
7 (S)	VAST	<ul style="list-style-type: none"> - Adds \$50k (GF) to support the Law Enforcement and Safety Program and - Adds \$750k (GF) to support the Equipment Grant-in-Aid Program (with parameters on utilization) 	Switch to VTrans (not DMV)
8 (S)	Bridge Formula Program	No changes	
9 (S)	Town Highway Bridge Program	No changes (one internal citation is different)	
10 (S)	Program Development (free up \$54,211)	No changes	

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11 (S)	Town Highway Aid (use \$54,211)	No changes	
12 (S)	Policy and Planning (NEVI \$ (Fed.))	No changes	
13 (S)	Town Highway Grant Programs	Directs carryforward as opposed to using a reduction in maintenance to put authorization at statutory amount of awards for both grant programs	Reject
12 & 13 (H)	Town Highway Grant Programs	Deleted – different approach in Sec. 13 (S)	Add back
14 (H)	Maintenance (reduction)	Deleted	Reduce by \$1,817,750; contingent restoration
14 (S)	DMV IT Project	No changes	
15 (S)	Mobility and Transportation Innovation Grant Program	<ul style="list-style-type: none"> - Increases authorization by \$1M (GF) and preserves \$500k (TF), - Allows for grant awards for non-micro-transit projects, but requires \$1.25M to go towards micro-transit projects), and - Deletes subsecs. (d) and (e) on other funding sources for micro transit and assistance with conversion of fixed route service 	
16 (S)	Public Transit	<ul style="list-style-type: none"> - Decreases authorization from \$1,433,000 to \$1,200,000, - Changes funding source from TF to GF, - Changes implementation to direct transit agencies to, as practicable and in its sole discretion, to operate routes other than commuter and LINK on a zero-fare basis and provide service at pre-COVID levels (from zero fare on all but LINK) 	Clarify implem. language (subsec. (c))

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17 (S)	Burlington International Airport Study	Added	??? Make \$15k (from Av. Ops. not BTV)
18 (S)	Carbon Reduction Program Monies	Does not require that Carbon Reduction Program monies available to the State in FFY 22, 23, and 24 be programmed in the White Book in SFY 23 in ways that align with the recommendations of the CAP, but does require that for SFY 23, 24, and 25 any Carbon Reduction Program monies that are proposed for expenditure align with the recommendations of the CAP	
19 (S)	Plan to Update Vermont State Standards	Added	
20 (S)	Transportation Alternatives Grant Program	No changes	
21–23 (S)	FY22 EBike Incentives	No changes	
24 (S)	FY22 EVSEs at MUDs	No changes	
25 (S)	Bicycle and Pedestrian Planning Integration Program	- Strikes “pilot” (no longer a pilot program) and - Eliminates the reporting requirement (Jan. 2023)	
24 (H)	Pedestrian Safety Outreach	Deleted	
26–35 (S)	Transportation Board Appeals	No changes	

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36 (S)	Repeal of 5 V.S.A. chapter 5	No changes	
37 (S)	On-Premises Signs	No changes	
38 (S)	1111 Permit Fees	No changes	
39 (S)	Site Plan Review Letter	No changes	
40 (S)	Smugglers’ Notch	<ul style="list-style-type: none"> - Changes descriptor for “single-unit” and “combination,” - Modifies who can be subject to a civil penalty (operator’s employer if within scope of employment and operator if for personal reasons), and - Preserves current civil penalties (as opposed to increasing) 	
41–48 & 50 (S)	Covered Bridges	No changes	
49 (S)	Covered Bridge Violation	Deletes “on a public highway” (duplicative with public jurisdiction)	
51–52 (S)	Recovery of Expenses for Emergency Services	Repeals existing law on right to recover for violations of the closed highways statute, but adds in a new statute that allows for recovery in the case of violations of the closed highways, Smugglers’ Notch, and covered bridges statutes (narrower than what was in the House) and only allows recovery from the operator’s employer if the operator was acting during or incidental to the operator’s scope of employment (narrower than what was in the House, based on doctrine of respondeat superior)	
53 (S)	Annual Filing of Highway Restrictions	Added	

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54–56 (S)	Sustainable Building Components	Added	
57 (S)	State Charging for Charging at EVSE Sunset	No changes	
58 (S)	State Charging for Charging at EVSE Report	Changes annual written report requirement to an annual oral update requirement	
59 (S)	Route 207 Relinquishment Extension	No changes	
59a (H)	Route 36 Relinquishment		Add
60–62 (S)	Codified Law Technical Corrections	No changes	
63 (S)	Zoning Exemption (municipal airport parking location)	Added	Reject
63–64 (H)	TNC Preemption Savings Clause Sunset Extension to 2025 and 2024 Report		Add from S.280
65 (H)	Effective Dates	Changes section numbers	Change to Sec. 65