

| Sec. | Description | Senate Action | House Action | Senate Transportation's Recommendation |
|--------|--|---|---|--|
| 1 (S) | Program Adoption/Definitions | Deletes two definitions (“Level 1 charger” and “Level 2 charger”) | | |
| 2 (S) | Summary Section | Added | Updated | Update further |
| 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 | Added \$50k for eBikes (incl. 15% admin.) | Accept \$50k for eBikes but eliminate \$200 incentive amount from the eBike incentive program (up to VTrans) |
| 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) | Switched 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 | Rejected | |
| 12 & 13 (H) | Town Highway Grant Programs | Deleted – different approach in Sec. 13 (S) | Added back | |
| 14 (H) | Maintenance (reduction) | Deleted | Reduced 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) | Clarified implementation language (subsection (c)) | |

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| 17 (S) | Burlington International Airport Study | Added | Changed to an alternative proposal (working group), eliminated authorization | Go back to the Senate's version of the language with source of \$15k nonfederal match fixed (general aviation) |
| 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 | | Eliminate \$200 incentive amount from the eBike incentive program |
| 24 (S) | FY22 EVSEs at MUDs | No changes | | |
| 25 (S) | Bicycle and Pedestrian Planning Integration Program | <ul style="list-style-type: none"> - 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 | | |
| 54–56 (S) | Sustainable Building Components | Added | | |

H.736 (T. Bill) TRACKING DOCUMENT – May 3, 2022

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| 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 | | Added | |
| 60–62 (S) | Codified Law Technical Corrections | No changes | | |
| 63 (S) | Zoning Exemption (municipal airport parking location) | Added | Rejected | |
| 63–64 (H) | TNC Preemption Savings Clause Sunset Extension to 2025 and 2024 Report | | Added from S.280 | |
| 65 (H) | Effective Dates | Changes section numbers | Changed to Sec. 65 | |