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Reduce Barriers to Electric Vehicle (EV) Adoption

The transition to electric vehicles (EVs) must be rapidly accelerated to reduce carbon emissions and avoid the most dire effects of climate disruptions. To do so, EVs must be as financially and logistically accessible as possible: funding for EV purchase incentives, vehicle replacement programs, and EV charging station grant programs must be increased to better serve low-income and BIPOC Vermonters. Current EV incentive programs should also be expanded to allow municipalities, non-profit organizations, and businesses to participate and transition vehicle fleets.



EV Incentives and Marketing in the 2022 Transportation Bill

(A) Incentive Program for New PEVs. The legislature authorized \$12,000,000.00 for PEV purchase and lease incentives under the Incentive Program for New PEVs.

(B) MileageSmart. The legislature authorized up to \$3,000,000.00 for purchase incentives under MileageSmart, which is the State's used high-fuel-efficiency vehicle incentive program and capped administrative costs.

(C) Replace Your Ride Program. The legislature authorized \$3,000,000.00 for incentives under Replace Your Ride, which will be the State's program to incentivize Vermonters to remove older low-efficiency vehicles from the operation and switch to modes of transportation that produce fewer greenhouse gas emissions, and capped administrative costs. This program was originally created in the 2021 Transportation Bill and is expected to be launched in the coming months.



EV Incentives and Marketing in the 2022 Transportation Bill

(D) eBike Incentives. The legislature authorized \$50,000.00 for incentives under a continuation of the eBike incentives, which will be the State's programs to provide incentives for the purchase of electric bicycles, and capped administrative costs.

(E) Drive Electric Vermont. The legislature authorized up to \$2,000,000.00 for the Agency to continue and expand the Agency's public-private partnership with Drive Electric Vermont to support the expansion of the PEV market in the State. DEV has been the lead resource for vehicle electrification expertise and marketing in Vermont.



EV Charging Infrastructure in 2022 Transportation Bill

- (A) The legislature authorized up to \$6,250,000.00 to install level 3 EVSE along with the State highway network and to cover capped administrative costs.
- (B) The transportation bill also amends a State goal to have a level 3 EVSE charging port available to the public within one driving mile, down from five miles, of every exit of the Dwight D. Eisenhower National System of Interstate and Defense Highways within the State and 25 driving miles, down from 50 miles, of another level 3 EVSE charging port available to the public along a State highway.
- (C) The legislature authorized up to \$10,000,000.00 to install EVSE at **multi unit dwellings, workplaces,** and public venues and attractions, such as parks, State parks, and access areas, downtowns, museums, and ski mountains, and to cover capped administrative costs.
- (D) The legislature extended by three years the July 1, 2022 sunset contained in 32 V.S.A. § 604 on State agencies' and departments' authority to establish and collect fees from the public use of their electric vehicle supply equipment (EVSE).



Transformation of the State Vehicle Fleet in 2022 Transportation Bill

The Department of Buildings and General Services, which manages the State Vehicle Fleet, currently has 18 plug-in hybrid electric vehicles and 11 battery electric vehicles in the State Vehicle Fleet. In fiscal year 2023, the Commissioner of Buildings and General Services will continue to purchase and lease vehicles for State use in accordance with 29 V.S.A. § 903(g), which requires, to the maximum extent practicable, that the Commissioner purchase or lease hybrid or plug-in electric vehicles, with not less than 75 percent of the vehicles purchased or leased be hybrid or plug-in electric vehicles.

Vermont joined California and other states in adopting the Advanced Clean Cars II and Advanced Clean Trucks December 2022

The **Advanced Clean Car Rules II** require automakers to offer a gradually increasing percentage of zero-emission vehicles (tailpipe emissions) within the Vermont market, eventually putting the state's car and light truck sales on a pathway toward 100% electric vehicle (EV) sales by 2035.

The **Advanced Clean Trucks Rule** similarly requires auto manufacturers to sell an increasing percentage of zero-emission medium- and heavy-duty trucks between model years 2026 and 2035

** **The Vermont Climate Action Plan** required the Agency of Natural Resources to enact both rules to meet Vermont's required emission reduction requirements. Section 177 of the Clean Air Act allows for states to follow California's rules. If Vermont does not follow the California's rules, Vermont would revert to the weaker federal emission rules. **





Next Steps to Reduce Barriers to Electric Vehicle (EV) Adoption

- Continue to fund the **E-Bike Incentives** in the Budget Adjustment Act and Transportation Bill.
- Ensure that the **Mileage Smart Program** and **Replace Your Ride Program** and new **EV Incentive** funds are being distributed and adequately marketed. More transparency is needed in how the agency is implementing programs. Ensure that programs established are meeting their equity goals and transitioning away from internal combustion engines.
- Include non-profit programs such as Car Share Vermont to be able to obtain EV incentives. EV incentive programs, including EVSE funding, should also be expanded to fleets as recommended by the Vermont Climate Action Plan, with priority given to non-profit organizations and municipalities providing mobility services to people with low to moderate incomes, and seeking to transition vehicle fleets.
- Seek **comprehensive funding solutions** to pay for all of Vermonters transportation needs and to strategically align planning related the Carbon Reduction Strategy as the general policy direction.



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