



*The Vermont Vehicle and Automotive Distributors Association represents more than 125 businesses across the state that are in the business of keeping Vermonters moving.*

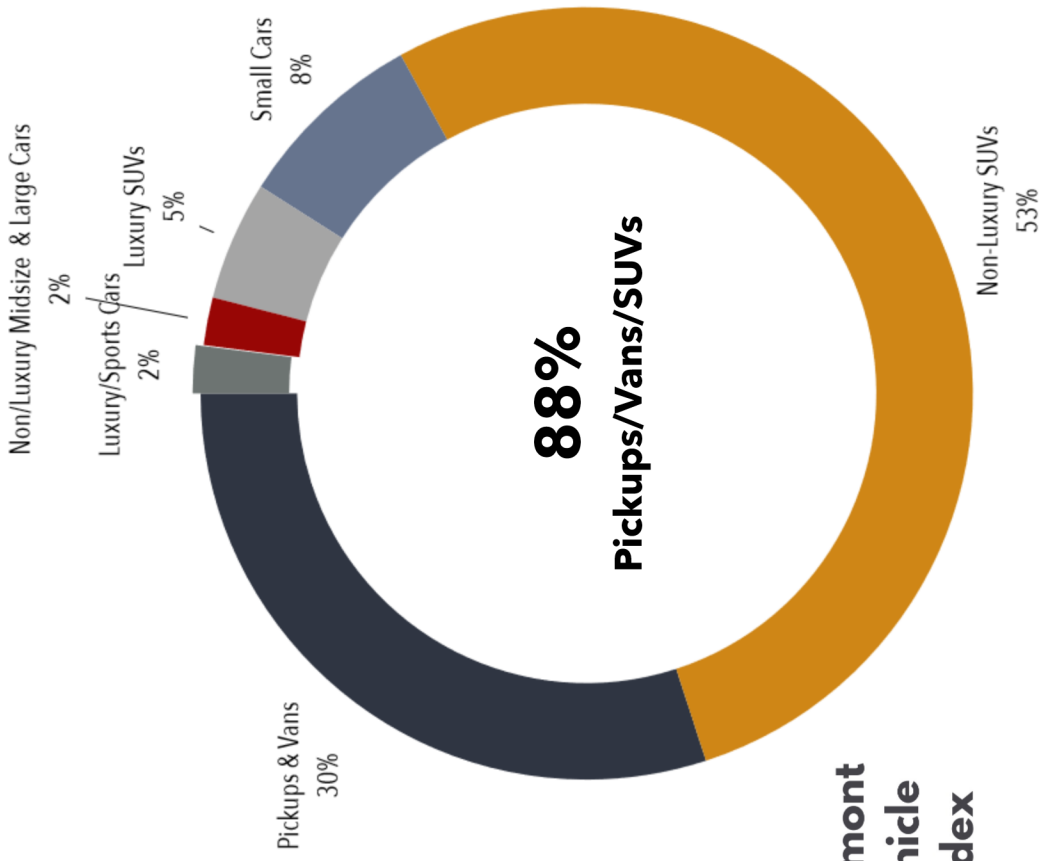
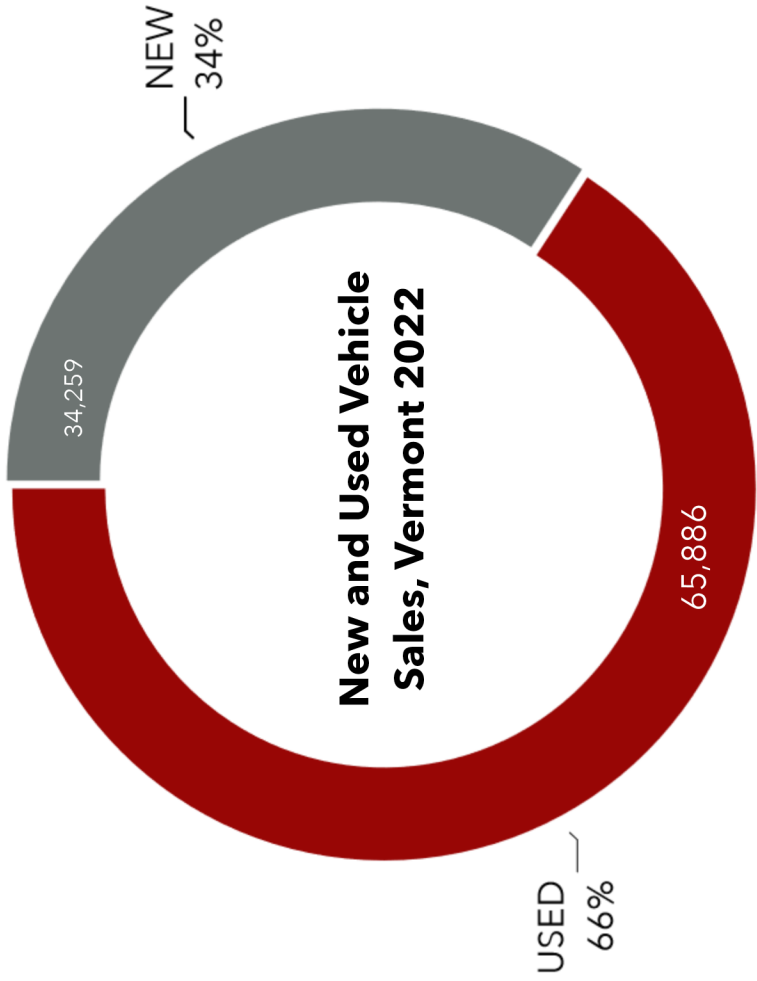


*The dealer franchise system is the most consumer-friendly, efficient, and effective model of distribution for motor vehicles in the United States.*

***Dealers are truly essential to the future of ICE and EVs.***

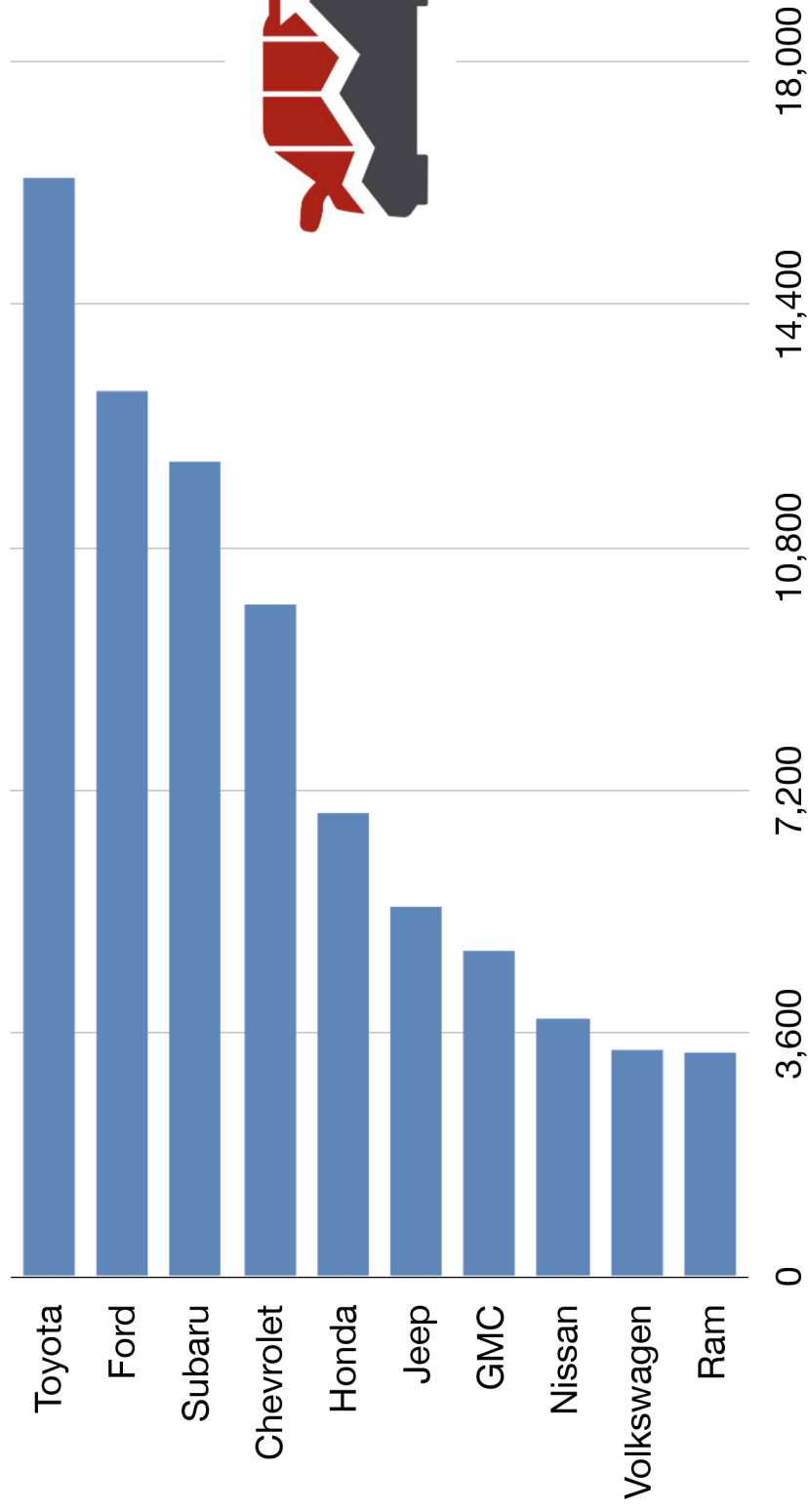
-Mike Alford, National Automobile Dealers Association





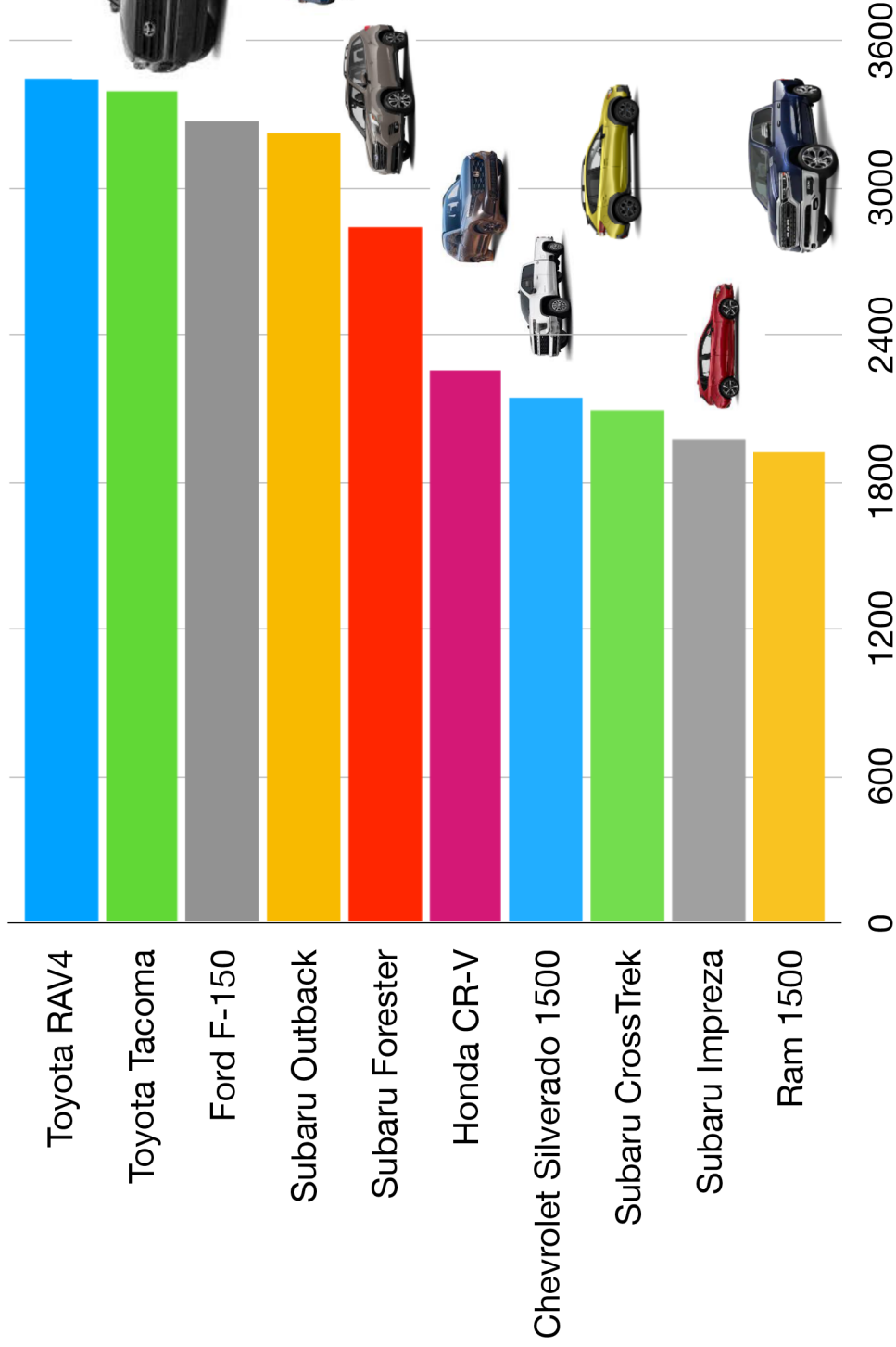
The Vermont Vehicle Index is produced by Meadow Hill for the Vermont Vehicle and Automotive Distributors Association Source: Experian AutoCount

# Top Ten Most Popular Brands Purchased and Registered in Vermont in 2022 (new and used)

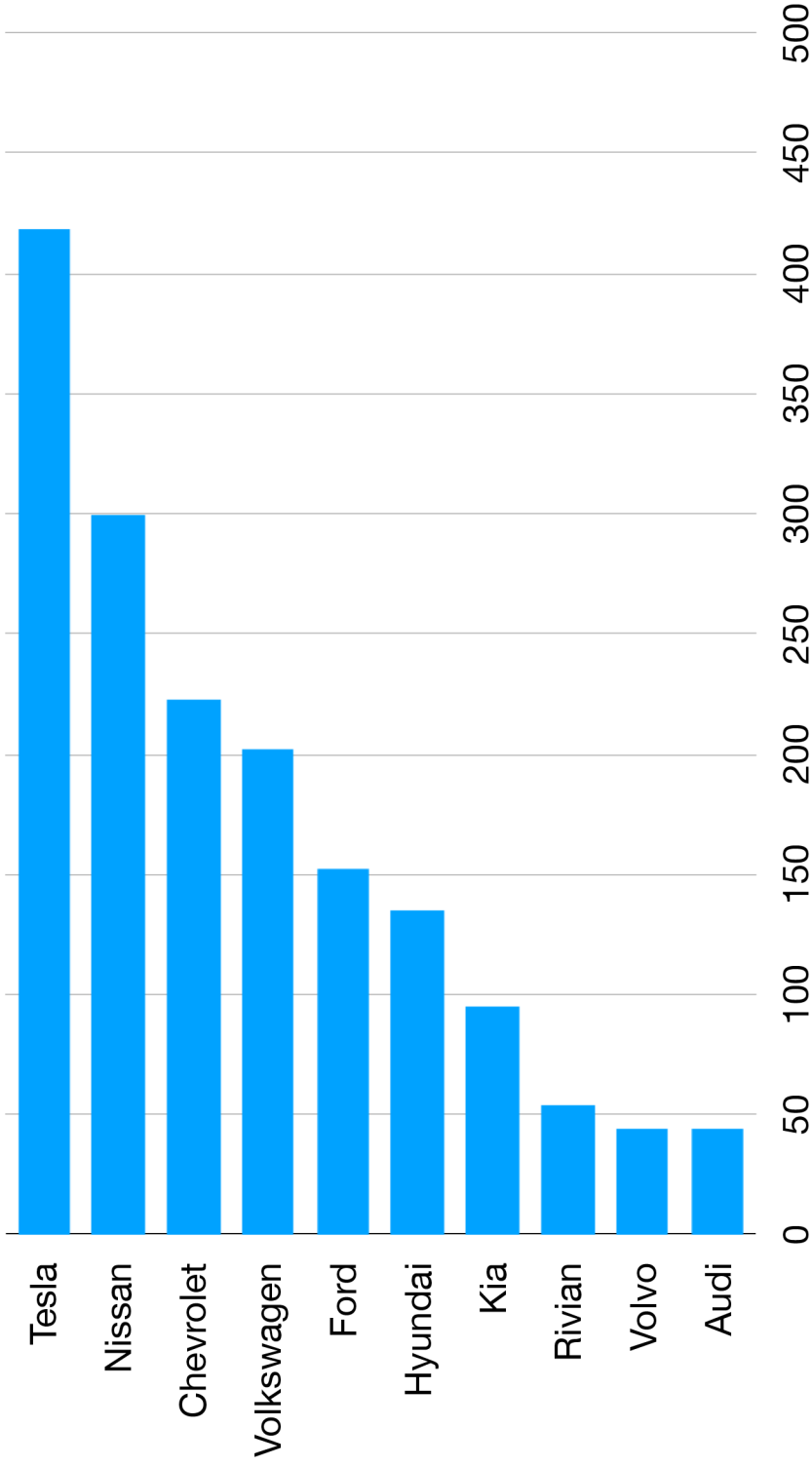


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**Top Ten Most Popular Vehicles Purchased and Registered in Vermont in 2022 (new and used)**



# Top Ten Most Popular Battery Electric Brands Registered in Vermont in 2022 (new and used)



1718 Total Vehicles  
1.7% of Total Market Share



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## Vermont Vehicle Index

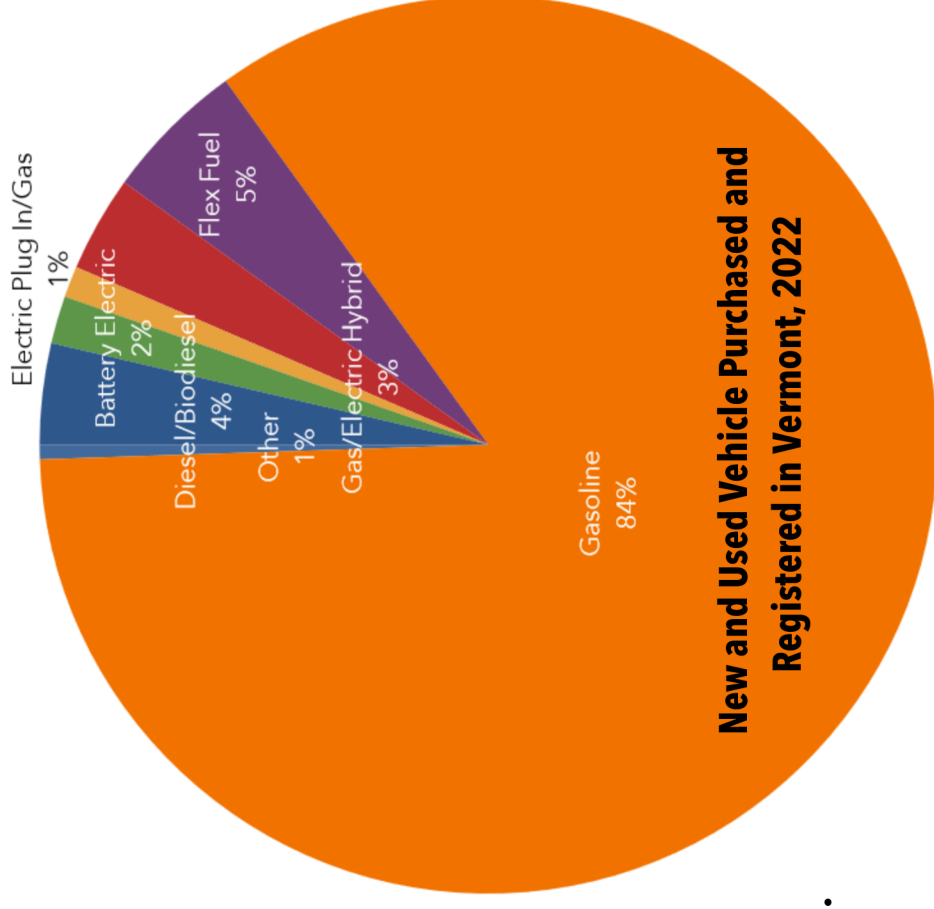
**1718** battery electric vehicles were purchased and registered in Vermont in 2022.

This is **4.3%** of new vehicle sales and **1.7%** of all sales.

BEVs, Hybrids and Plug in Hybrids represent **13.2%** of new vehicle sales and **6.3%** of all sales.

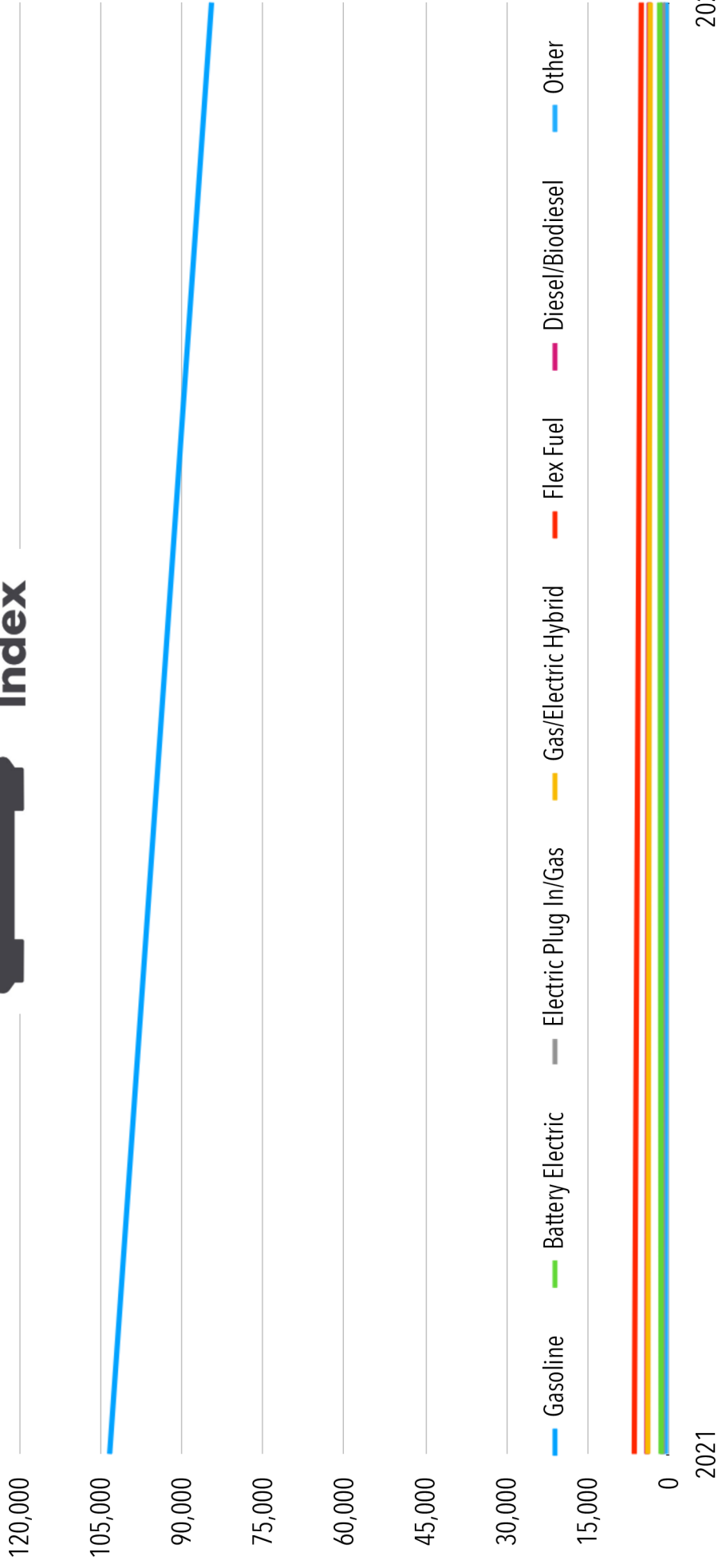
Vermont's Climate Action Plan calls for **27,000** EVs in 2025.

And **126,000** by the end of the decade.





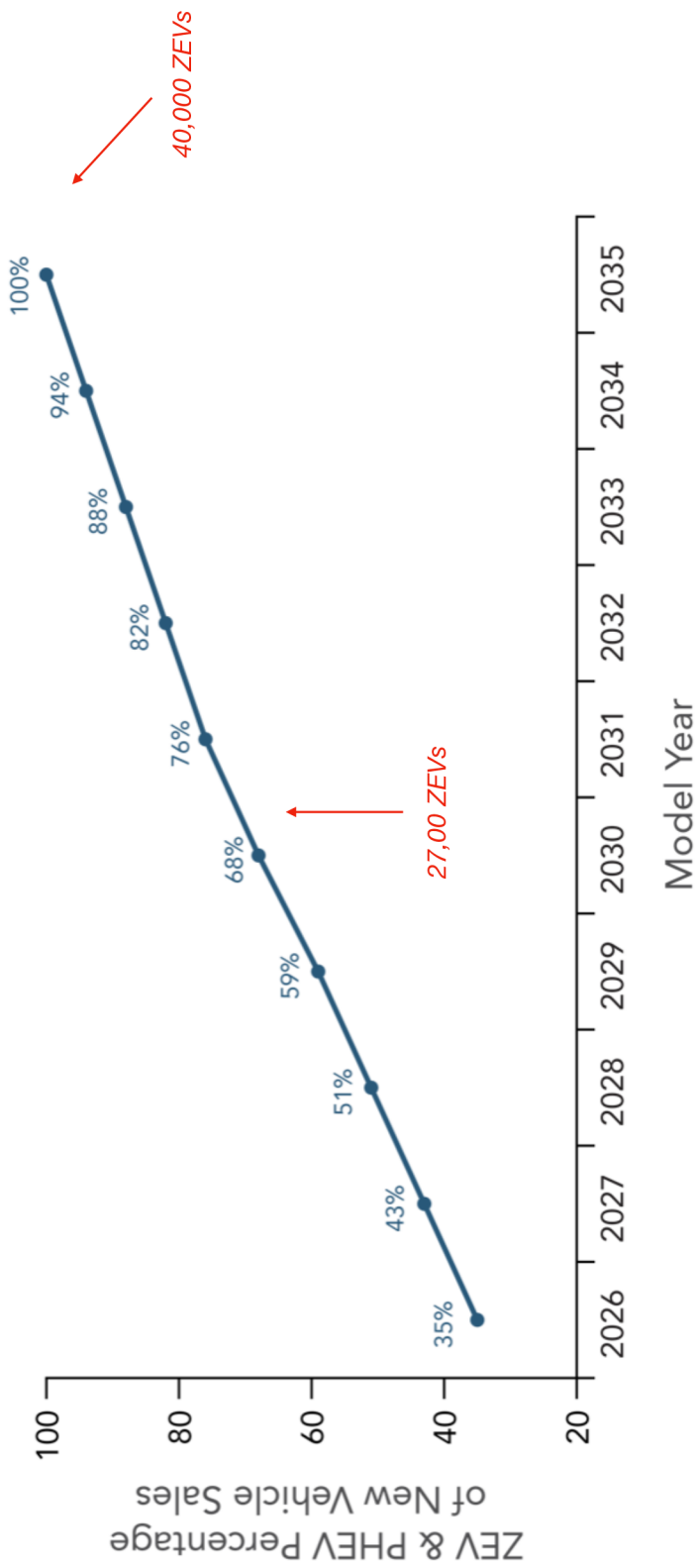
# Vermont Vehicle Index



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# Vermont's Low and Zero Vehicle Regulation

The new regulation accelerates requirements that automakers deliver an increasing number of zero-emission light-duty vehicles each year beginning in model year 2026. Sales of new ZEVs and PHEVs will start with 35% that year, build to 68% in 2030, and reach 100% in 2035.







## Vermont Investments in Electrification

Over **\$36 million** authorized in SFY2023 for vehicle incentives and electric vehicle charging infrastructure

- Incentives for New PEVs, \$12 million
- MileageSmart, \$3 million
- Replace Your Ride, \$3 million
- eBike Incentive Program, \$50k
- Drive Electric Vermont, \$2 million
- Corridor fast-charging, \$6.25 million
- Community charging, \$10 million



583 New Plug-in Electric Vehicles Incentivized, FFY22	228 Used Fuel-Efficient Vehicles Incentivized, FFY22	279 Electric Bikes Incentivized, FFY22	\$2.67M Total Incentive Funds Issued, FFY22	81% Total Incentive Funding Directed Towards Households with Lower Incomes, FFY22
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Federal, state, and utility incentives can reduce the cost of EVs by as much as \$14,000

## Incentive Program for New PEVs

Up to **\$4000** for a new all-electric vehicle

### Program Guidelines

Tax Filing Status	Adjusted Gross Income (AGI) Limits for Enhanced and Standard Incentives	State Incentive Amount	
		Plug-in Hybrid Electric Vehicle	All-Electric Vehicle
Individual filing as single or head of household	\$50,000 or less	\$3,000	\$4,000
Married filing jointly	\$50,001 up to \$100,000	\$1,500	\$2,500
	\$75,000 or less	\$3,000	\$4,000
Married filing separately	\$75,001 up to \$125,000	\$1,500	\$2,500
	\$50,000 or less	\$3,000	\$4,000
Individual filing as qualifying widower	\$50,001 up to \$100,000	\$1,500	\$2,500
	\$75,001 up to \$125,000	\$3,000	\$4,000

Over **\$10 million** remaining out of nearly **\$15 million** in incentive funds

# Charging Equipment

## Level 1 Charging

120V

5 miles range / hr



J1772

Tesla

## Level 2 Charging

240V

10-20 miles / hr



J1772

Tesla

## DC Fast Charging

480V

Up to 1,000 miles / hr



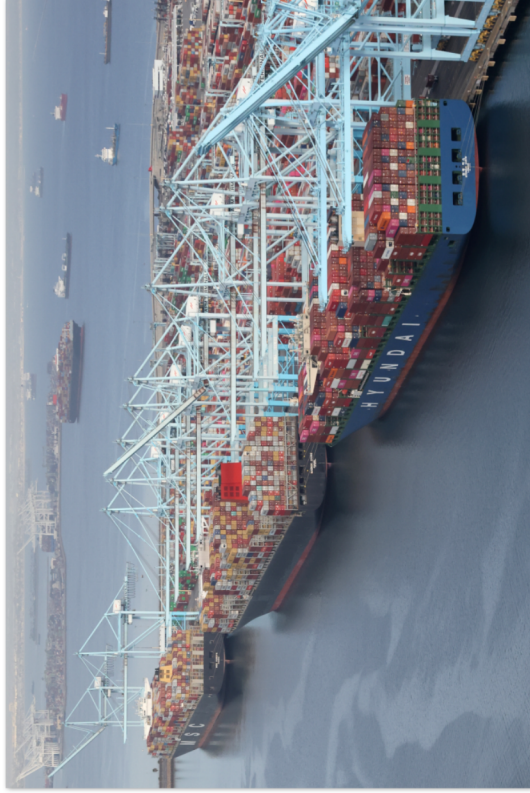
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CHAdeMO

Tesla

Plug Types

VERMONT ELECTRIC VEHICLE & INFRASTRUCTURE PROGRAMS



# Charging Equipment – Capital Costs

	Level 1	Level 2	DC Fast Charging
Equipment Price	\$30 - 900	\$600 - 9,000	\$15,000 - 150,000+
Installation	\$200 - 450+	\$2,000 - 12,000+	\$10,000 - 100,000+
Total Capital Cost	\$230 - 1,350+	\$2,600 - 21,000+	\$25,000 - 250,000+



S.48

Introduced by Senators Chittenden, Ingalls and Perchlik  
Referred to Committee on

Date:

Subject: Commerce and trade; consumer protection

Statement of purpose of bill as introduced: This bill proposes to protect individual and business consumers by further regulating the sale of catalytic converters to scrap metal processors.

*Vermont should make it more difficult for those who steal catalytic converters to sell their stolen goods.*

**Vermont Senate Bill #48 is an important step in that direction.**

Catalytic converter theft is one of the fastest growing crimes in the United States. The National Insurance Crime Bureau estimates that these thefts increased by 326% in 2020 and increased another 353% in 2021. Vermont is not immune. Ease, speed and economics are making stealing this once-obscure car part far too common. Car dealerships are frequent targets and often the perpetrators aren't after just one. The legislation strengthens existing law ([9 V.S.A. § 3022](#)) by making it more difficult for someone to turn in multiple cats at a time and also requiring sellers to prove evidence of ownership.

