
Electric Vehicle Infrastructure Fee

HOUSE COMMITTEE ON TRANSPORTATION, FEBRUARY 7, 2025

PATRICK Ó. MURPHY, STATE POLICY DIRECTOR, AGENCY OF TRANSPORTATION

* * * Electric and Plug-In Hybrid Vehicles; EV Infrastructure Fee * * *

Sec. 36. 23 V.S.A. § 361 is amended to read:

§ 361. PLEASURE CARS

- (a) The annual registration fee for a pleasure car, as defined in subdivision 4(28) of this title, and including a pleasure car that is a plug-in electric vehicle, as defined in subdivision 4(85) of this title, shall be \$89.00, and the biennial fee shall be \$163.00.
- (b) In addition to the registration fee set forth in subsection (a) of this section, there shall be an annual electric vehicle (EV) infrastructure fee for a pleasure car that is a battery electric vehicle, as defined in subdivision 4(85)(A) of this title, equal to the amount of the annual fee collected in subsection (a) of this section, or a biennial EV infrastructure fee equal to two times the annual fee collected in subsection (a) of this section.
- (c) In addition to the registration fee set forth in subsection (a) of this section, there shall be an annual EV infrastructure fee for a pleasure car that is a plug-in hybrid electric vehicle, as defined in subdivision 4(85)(B) of this title, equal to one-half the amount of the annual fee collected in subsection (a) of this section, or a biennial EV infrastructure fee equal to the annual fee collected in subsection (a) of this section.
- (d) The annual and biennial EV infrastructure fees collected in subsections (b) and (c) of this section shall be allocated to the Transportation Fund for programs administered by the Agency of Commerce and Community Development to increase Vermonters' access to level 1 and 2 electric vehicle supply equipment (EVSE) charging ports at workplaces or multiunit dwellings, or both.

Sec. 37. EV INFRASTRUCTURE FEE; ELECTRIC VEHICLES

The Department of Motor Vehicles shall implement a public outreach campaign regarding EV infrastructure fees for battery electric vehicles and plug-in electric hybrid vehicles not later than October 1, 2024. The campaign shall disseminate information on the Department's web page and through other outreach methods.

Sec. 38. 23 V.S.A. § 361 is amended to read:

§ 361. PLEASURE CARS

(b) In addition to the registration fee set forth in subsection (a) of this section, there shall be an annual electric vehicle (EV) infrastructure fee for a pleasure car that is a battery electric vehicle, as defined in subdivision 4(85)(A) of this title, equal to the amount of the annual fee collected in subsection (a) of this section, or a biennial EV infrastructure fee equal to two times the annual fee collected in subsection (a) of this section. [Repealed.]

* * *

(d) The annual and biennial EV infrastructure fees collected in subsections (b) and subsection (c) of this section shall be allocated to the Transportation Fund for programs administered by the Agency of Commerce and Community Development to increase Vermonters' access to level 1 and 2 electric vehicle supply equipment (EVSE) charging ports at workplaces or multiunit dwellings, or both.

Sec. 39. PROPOSED FISCAL YEAR 2026 TRANSPORTATION PROGRAM; EVSE CHARGING PORTS PROJECT

The Agency of Transportation's Proposed Fiscal Year 2026 Transportation Program shall include a project that provides the estimated fiscal year 2026 revenue from the EV infrastructure fee to the Agency of Commerce and Community Development for the purpose of providing grants to increase Vermonters' access to level 1 and 2 EVSE charging ports at workplaces or multiunit dwellings, or both.

Sec. 44. EFFECTIVE DATES

* * *

(b) Sec. 36 (EV infrastructure fee; 23 V.S.A. § 361) shall take effect on January 1, 2025. (c) Sec. 38 (amendments to EV infrastructure fee; 23 V.S.A. § 361) shall take effect on the effective date of a mileage-based user fee for pleasure cars that are battery electric vehicles, as defined in 23 V.S.A. § 4(85)(A)

Summary of Sections 36-39 (2024 Act 148)

Section 36:

- Establishes an annual EV infrastructure fee of \$89 for Battery-Electric Vehicles (BEVs) and \$44.50 for PHEVs
- Ties fee amounts to a factor in relation to registration fee, more easily adapted to any changes to registration fees
- Directs revenue from the EV infrastructure fee to ACCD in support of community charging programs

Section 37:

- Directs DMV to implement a public outreach plan regarding the implementation of the fees

Section 38:

- Repeals EV infrastructure fee for BEVs and sunsets the link between fee revenue and EVSE in conjunction with Section 44 (EFFECTIVE DATES) upon implementation of a mileage-based user fee for such vehicles

Section 39

- Directs Agency to include project in FY2026 Budget for ACCD to support MUD and workplace charging

EV Infrastructure Fee Outreach

“An infrastructure fee will be collected in addition to the regular registration fee for all [Plug-in Hybrid \(PHEV\)](#) and [Battery Electric \(BEV\)](#) vehicles registered in the State of Vermont.


BEVs are powered by electricity, and vehicle owners do not pay any gas or diesel tax. Owners of PHEVs pay significantly less gas tax than the owners of average internal combustion engine vehicles. Revenue from gas and diesel taxes supports the maintenance of the transportation system through the transportation fund.

The infrastructure fee will be collected when you renew your vehicle registration. The tables below break down the new PHEV and BEV fees. Revenue raised will be used for charging infrastructure throughout Vermont until a mileage-based user fee is designed to account for the road usage of battery-electric vehicles.”

An Official Vermont Government Website

Search...

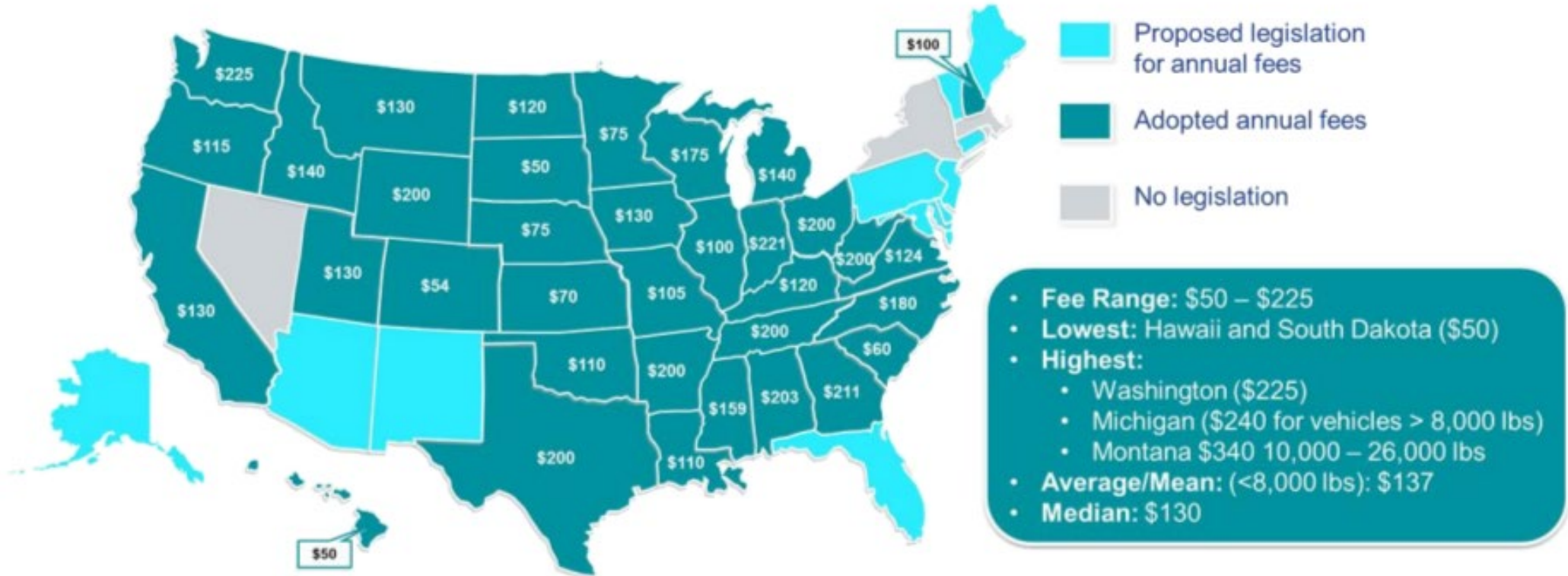
| Battery Electric Vehicles (BEV) | | |
|---------------------------------|-----------------|-----------------|
| | One-Year | Two-Year |
| Registration Fee | \$89.00 | \$163.00 |
| Infrastructure Fee | \$89.00 | \$178.00 |
| Total | \$178.00 | \$341.00 |



VERMONT STRONG PLATES NOW AVAILABLE

Last Updated: January 2, 2025

Where are annual flat fees happening in US?



Source: [Special Fees on Plug-In Hybrid and Electric Vehicles \(ncscc.org\)](https://www.ncscc.org) cross referenced with State DMV websites

Figure ES-4: Light EV Fees in January 2024 (rounded to nearest dollar)

Rate-setting considerations

2.2.3 Comparison of MBUF and gasoline tax

The table below summarizes amounts paid for various types of vehicles based on annual miles driven. Under an MBUF at 1.78 cents per mile, all electric vehicles would pay the same per mile:

- A vehicle driving 5,000 miles per year would pay \$89.
- A vehicle driving the Vermont average of 12,000 miles per year would pay \$214.
- A vehicle driving above average at 20,000 miles per year would pay \$356.

By contrast, under the gasoline tax, an EV would pay nothing in all three miles driven scenarios. A below average MPG vehicle such as a pickup truck would pay more: \$109, \$261, and \$435, respectively. An above average MPG hybrid would pay less: \$41, \$98, and \$163.

| Vehicle type | Average on-road MPG | Gasoline tax paid | | | MBUF | | |
|----------------|---------------------|-------------------|-----------------------|---------------------|-------------------|-----------------------|---------------------|
| | | Low (5,000 miles) | Medium (12,000 miles) | High (20,000 miles) | Low (5,000 miles) | Medium (12,000 miles) | High (20,000 miles) |
| Pickup | 15 | \$109 | \$261 | \$435 | | | |
| Average VT car | 20 | \$82 | \$196 | \$326 | | | |
| Sedan | 30 | \$54 | \$130 | \$217 | | | |
| Hybrid | 40 | \$41 | \$98 | \$163 | | | |
| PHEV | 80 | \$20 | \$49 | \$82 | | | |
| EV | ∞ | \$0 | \$0 | \$0 | \$89 | \$214 | \$356 |

2024 Legislative Report on Mileage-based User Fee

\$89 would reflect a low number of miles traveled for BEVs in Vermont

\$44.50 for PHEVs would mean that even a vehicle traveling as many as 20,000 miles annually will pay **\$127 total**, 35% less than the average VT vehicle

Projected Annual Revenue (Spring 2024)

| Calendar Year | Estimated Count of Vehicles | | Estimated Revenue | | Totals |
|---------------|-----------------------------|-------|-------------------|-----------|-------------|
| | BEVs | PHEVs | BEVs | PHEVs | |
| 2024 | 8500 | 6000 | \$0 | \$0 | \$0 |
| 2025 | 11500 | 6500 | \$1,023,500 | \$289,250 | \$1,312,750 |
| 2026 | 20000 | 7000 | \$1,780,000 | \$311,500 | \$2,091,500 |



VERMONT LEGISLATIVE Joint Fiscal Office

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Fiscal Note

April 17, 2024

Logan Mooberry, Fiscal Analyst

H.868 – An act relating to fiscal year 2025 Transportation Program and miscellaneous changes to laws related to transportation

As Recommended by the Senate Committee on Appropriations¹

Bill Summary

The fiscal year 2025 Transportation Bill (H.868) adopts and amends Vermont’s annual Transportation Program. It contains numerous statutory amendments and funding authorizations related to transportation. The funding authorizations included in H.868 are subject to appropriations in the fiscal year 2025 appropriations bill. As recommended by the Senate Committee on Transportation, H.868 would also authorize the implementation of a new fee on battery electric and plug-in hybrid electric vehicles registered as pleasure cars. It would dedicate these revenues to increasing Vermonters’ access to electric vehicle supply equipment.

Fiscal Impact

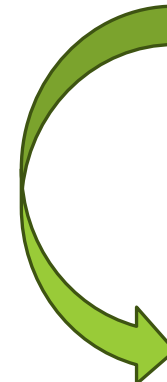
The Joint Fiscal Office (JFO) estimates this bill would increase State revenues to the Transportation Fund by \$912,000 in fiscal year 2025 and \$1.7 million in fiscal year 2026.

[GENERAL-376139-v2-H868 FN Senate.pdf \(vermont.gov\)](#)

Estimated Revenue

| | |
|----------|---------------|
| SFY2025: | \$912,000* |
| SFY2026: | \$1.7 million |

*Based on October 1, 2024 implementation

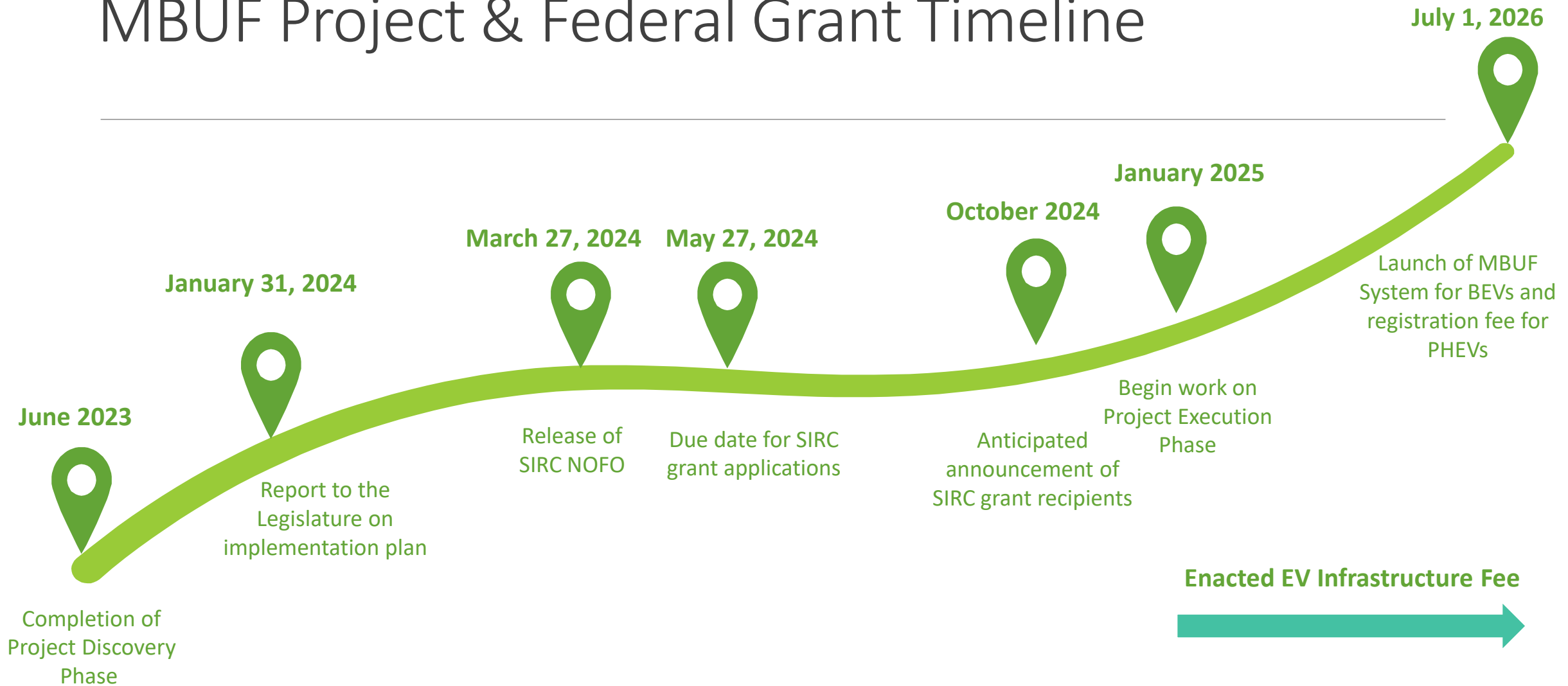


DMV currently estimates

| | |
|----------|---------------|
| SFY2025: | \$500,000* |
| SFY2026: | \$1.4 million |

*Based on January 1, 2025 implementation

MBUF Project & Federal Grant Timeline



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Contact

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