



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

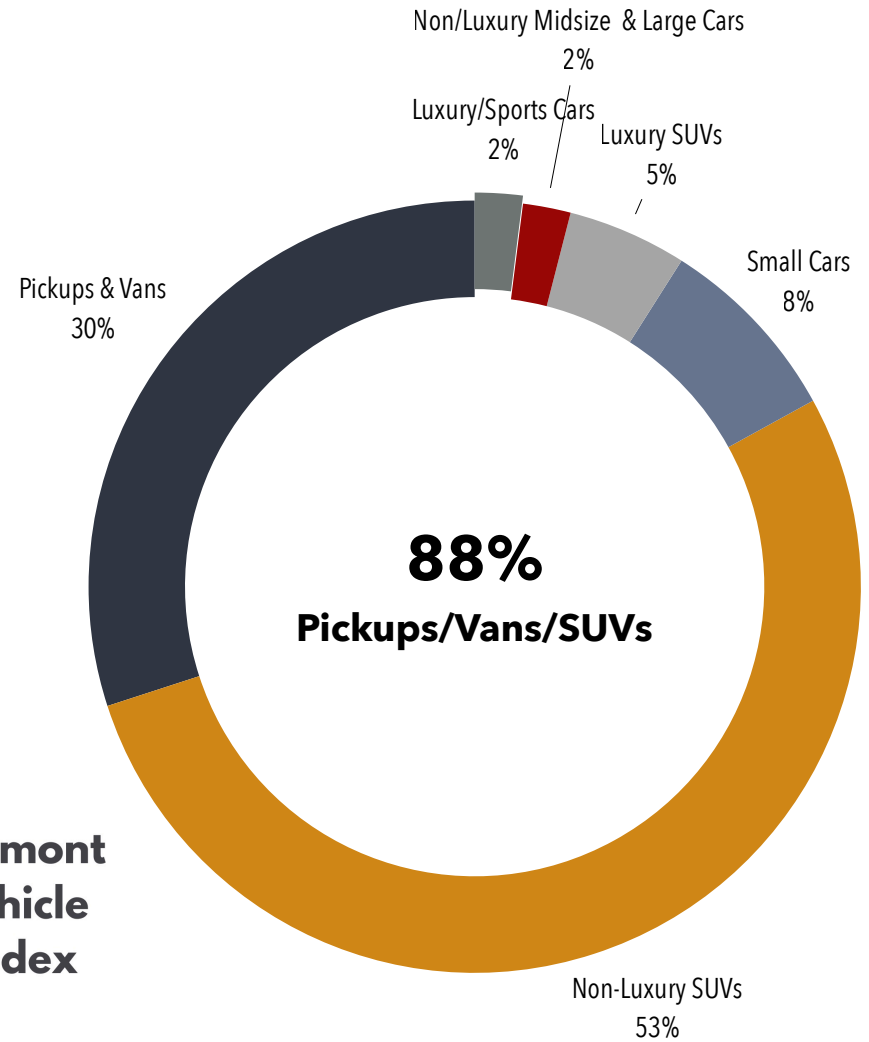
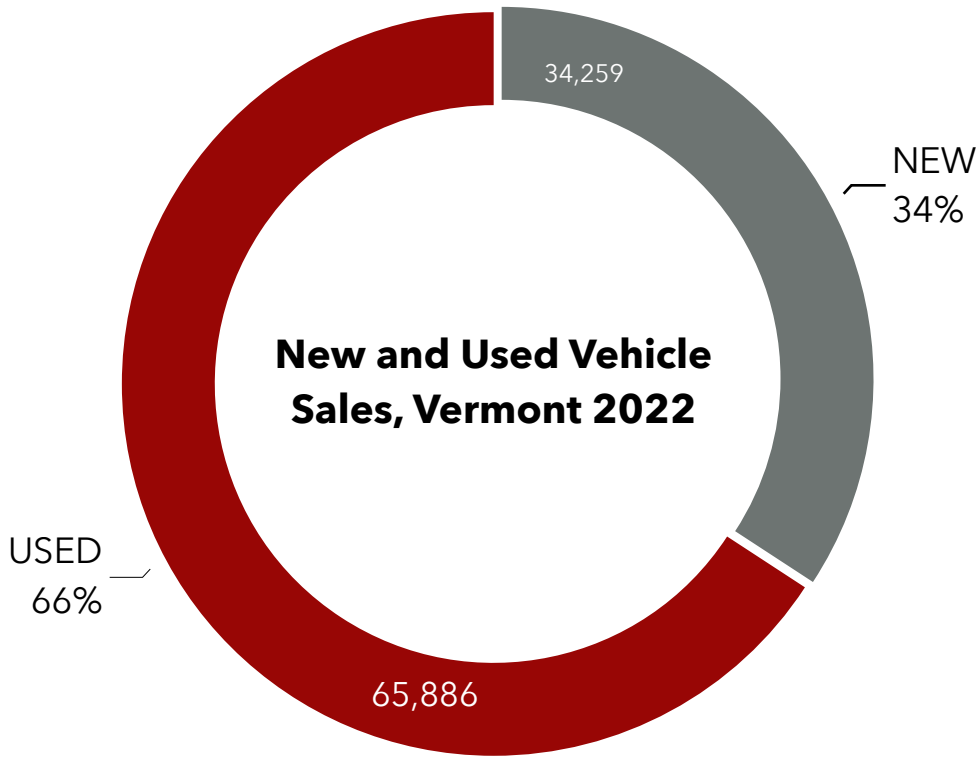


The dealer franchise system is the most consumer-friendly, efficient, and effective model of distribution for motor vehicles in the United States.

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

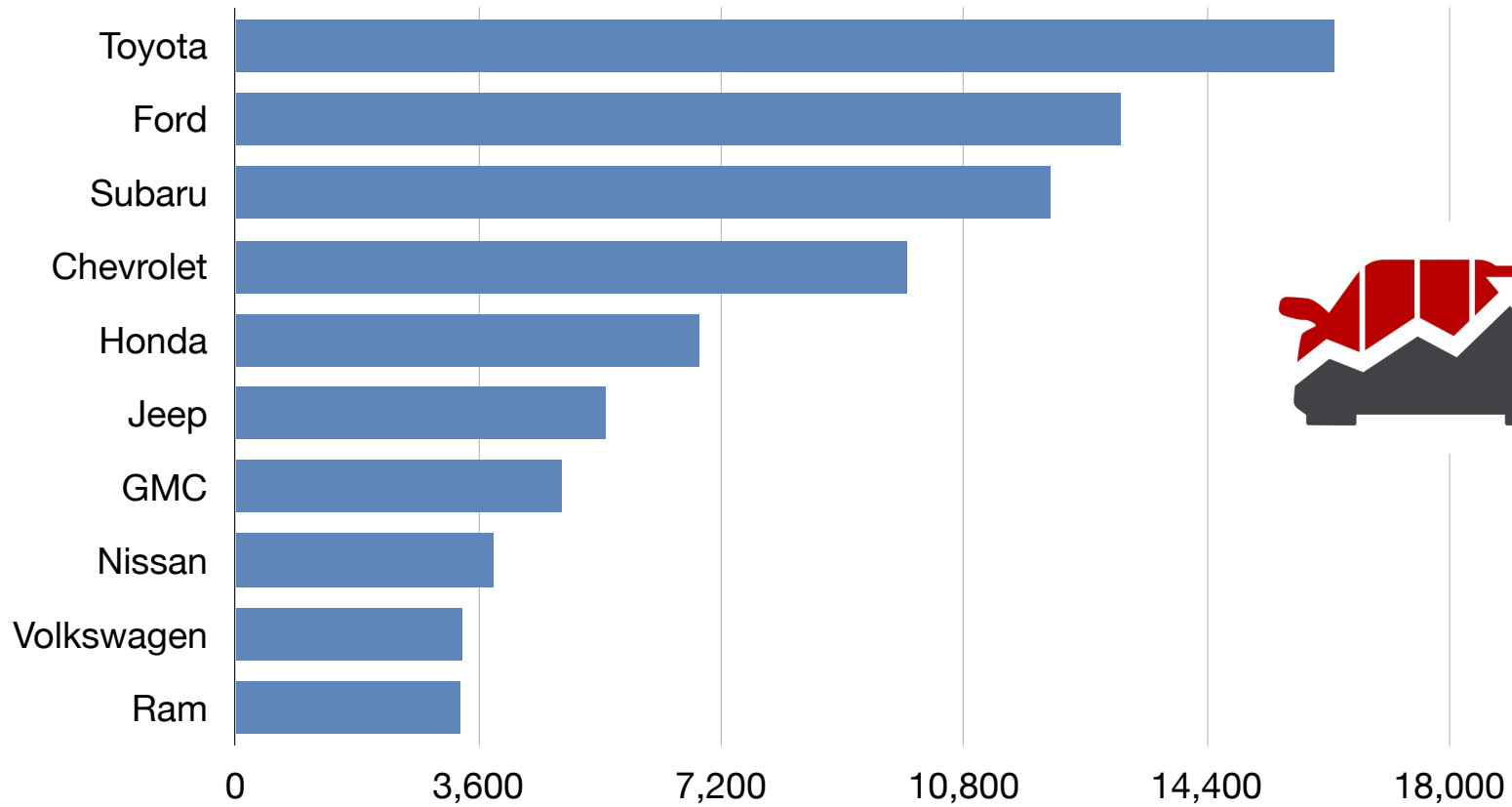
-Mike Alford, National Automobile Dealers Association





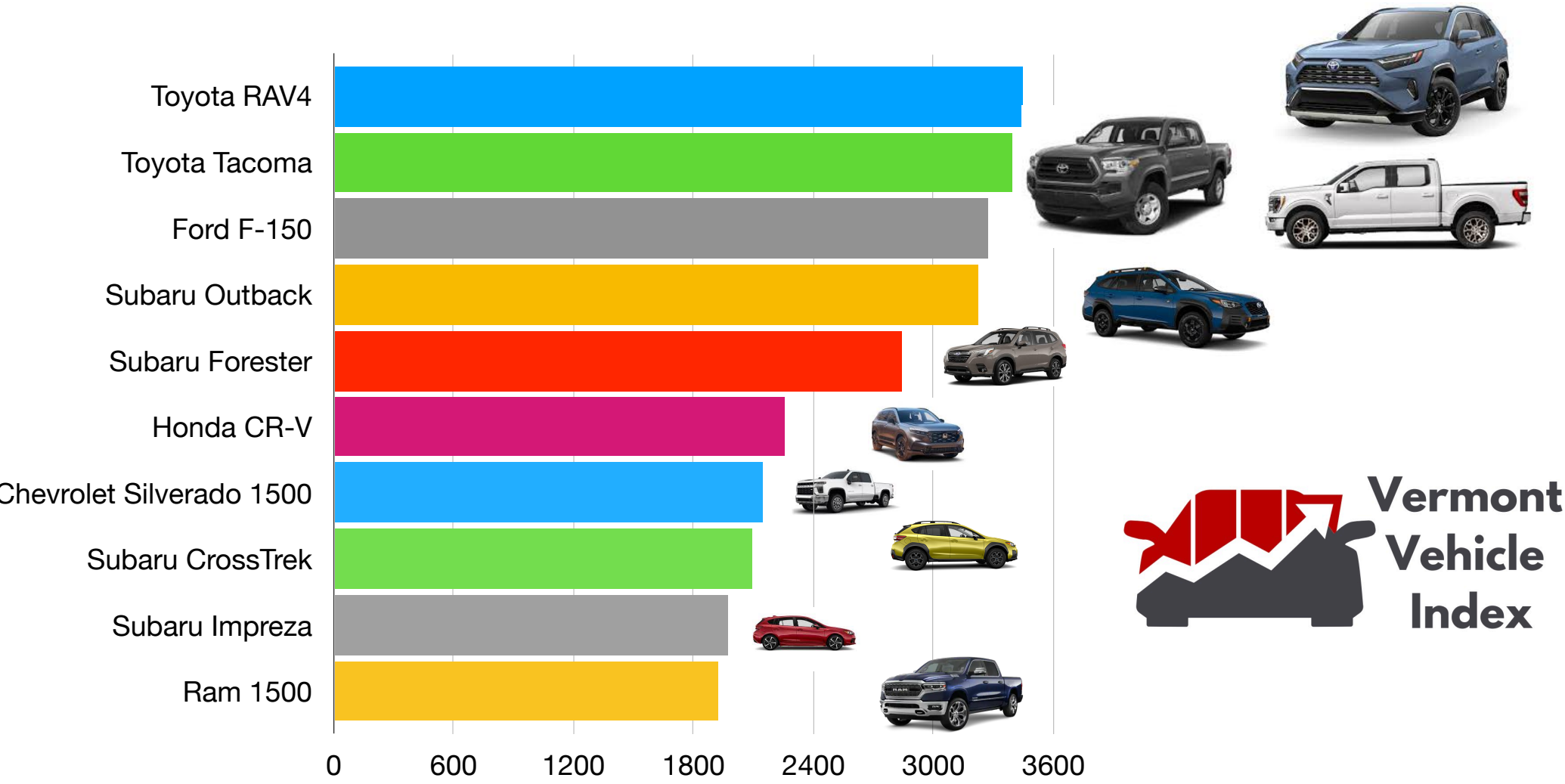
The Vermont Vehicle Index is produced by Meadow Hill for the Vermont Vehicle and Automotive Distributors Association Source: Experian AutoCount

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

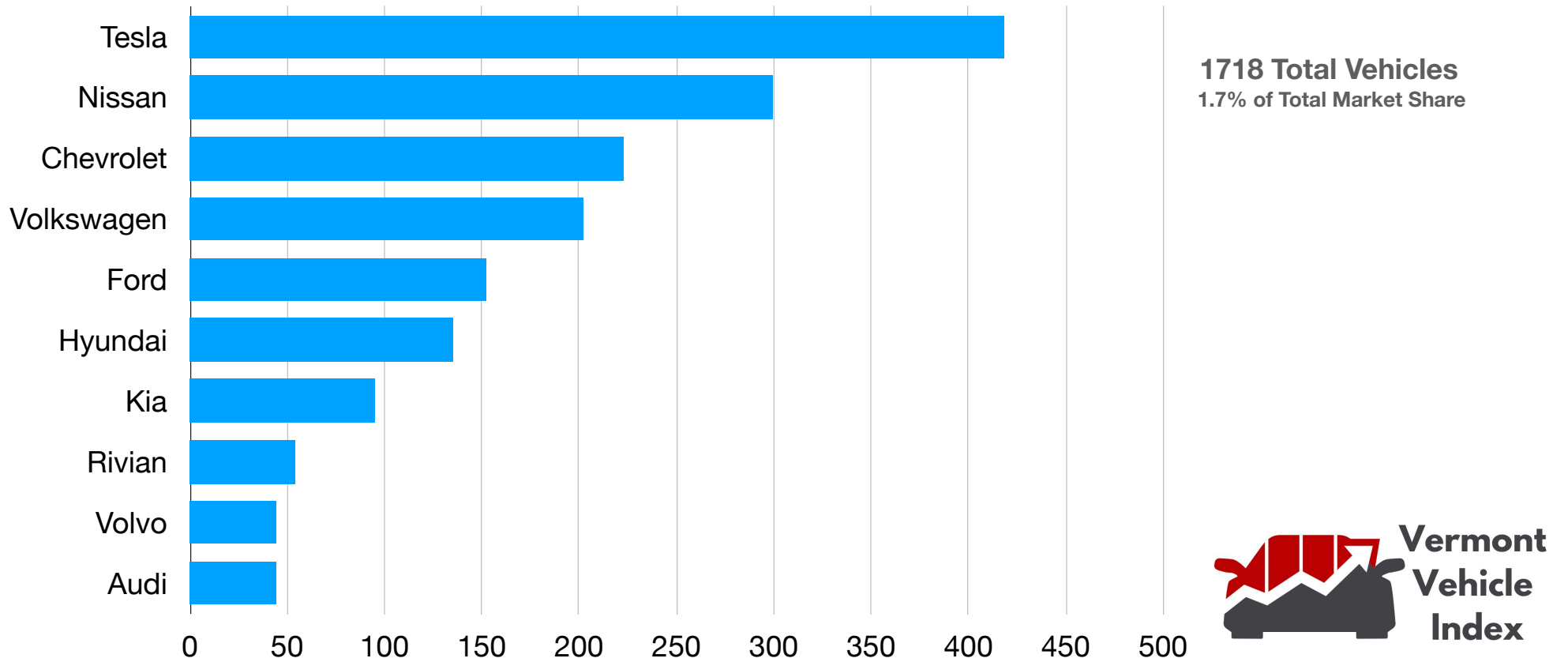


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Top Ten Most Popular Vehicles Purchased and Registered in Vermont in 2022 (new and used)



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



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Vermont Vehicle Index

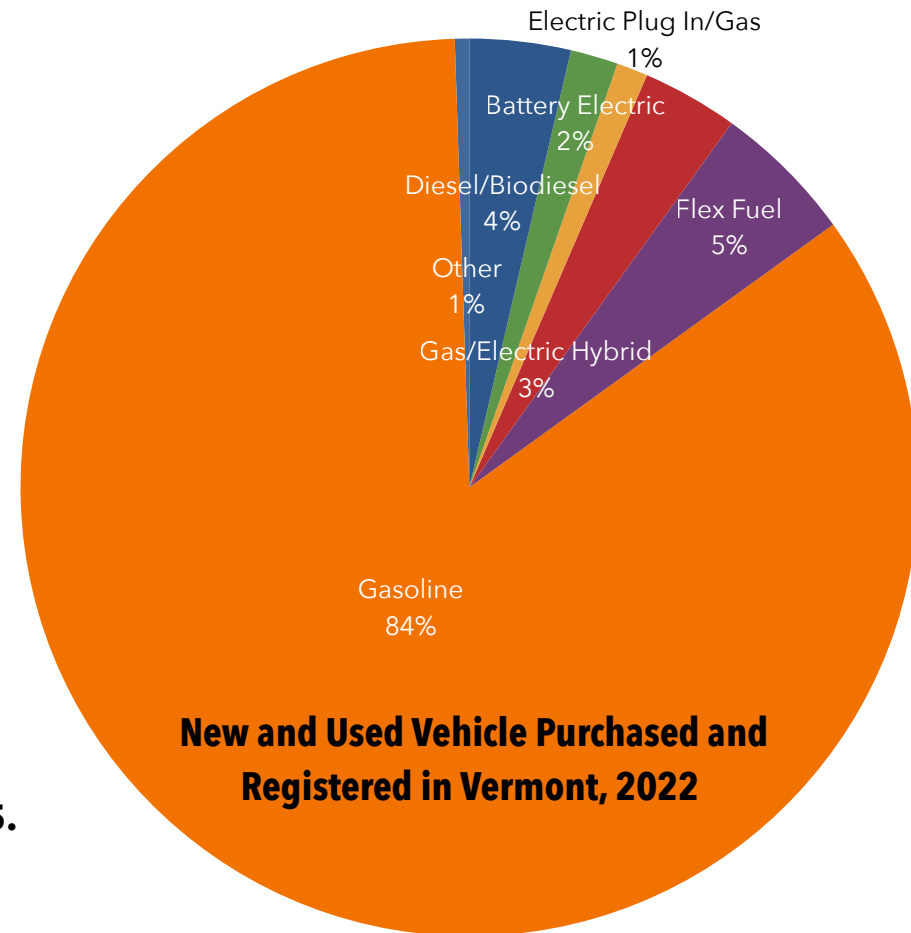
1718 battery electric vehicles were purchased and registered in Vermont in 2022.

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.

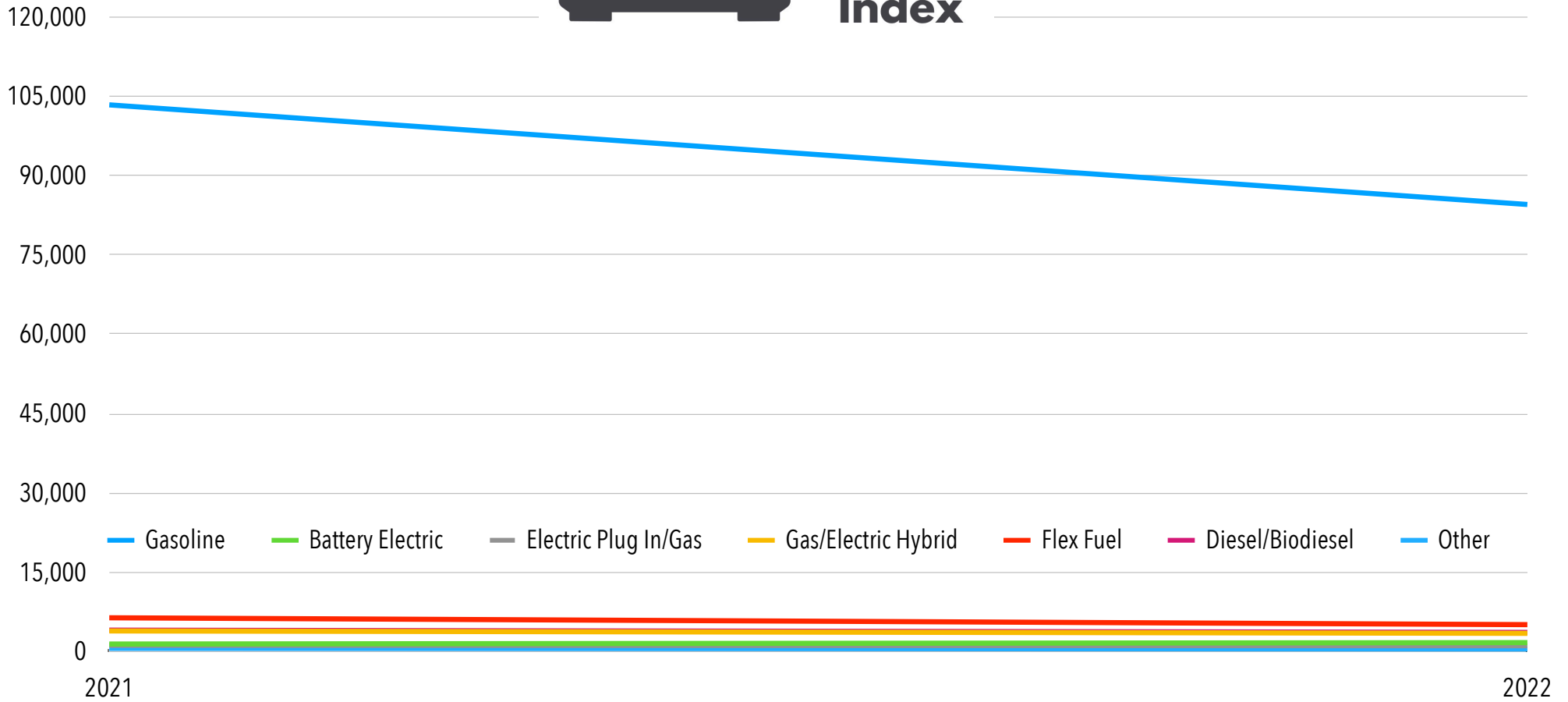
And **126,000** by the end of the decade.



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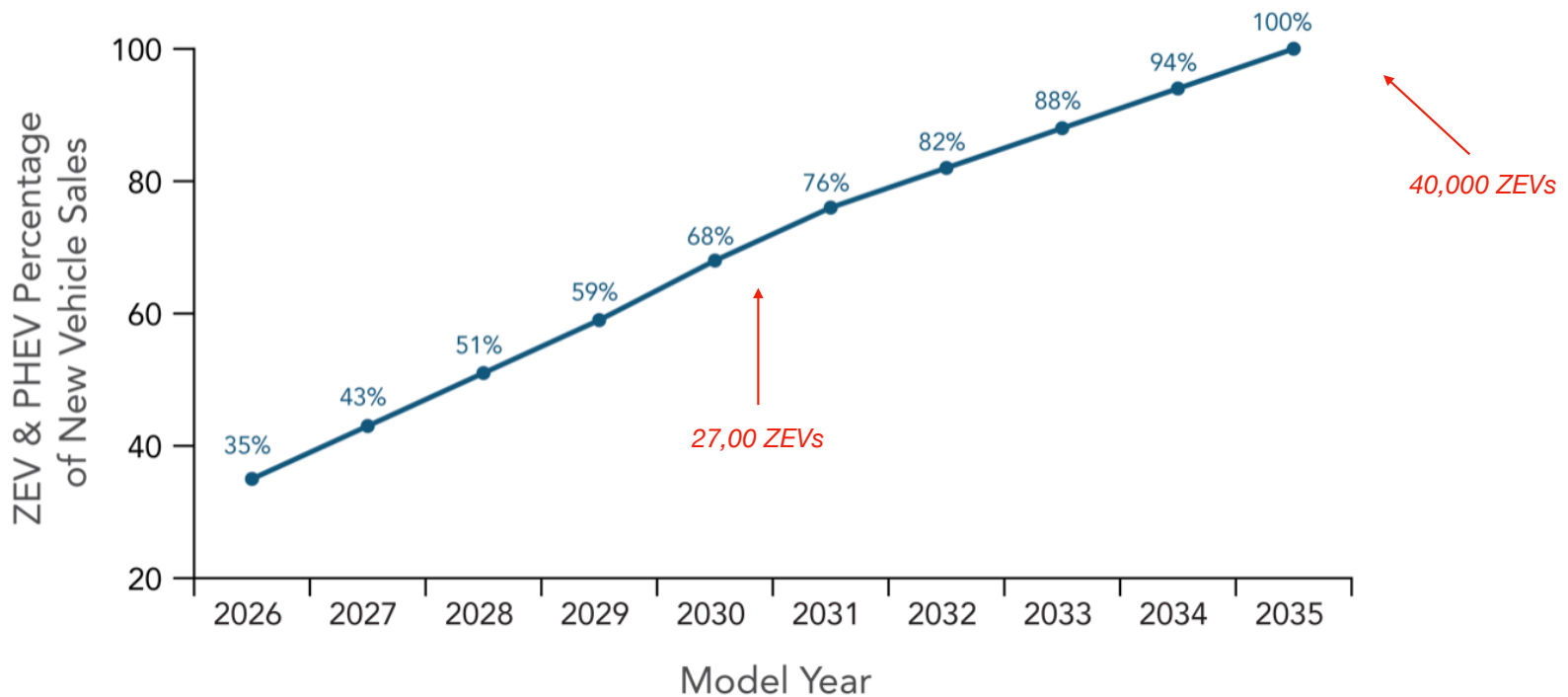
Vermont Vehicle Index



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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



<p>583 New Plug-in Electric Vehicles Incentivized, FFY22</p>	<p>228 Used Fuel-Efficient Vehicles Incentivized, FFY22</p>	<p>279 Electric Bikes Incentivized, FFY22</p>	<p>\$2.67M Total Incentive Funds Issued, FFY22</p>	<p>81% Total Incentive Funding Directed Towards Households with Lower Incomes, FFY22</p>
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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
	\$50,001 up to \$100,000	\$1,500	\$2,500
Married filing jointly	\$75,000 or less	\$3,000	\$4,000
	\$75,001 up to \$125,000	\$1,500	\$2,500
Married filing separately	\$50,000 or less	\$3,000	\$4,000
	\$50,001 up to \$100,000	\$1,500	\$2,500
Individual filing as qualifying widower	\$75,000 or less	\$3,000	\$4,000
	\$75,001 up to \$125,000	\$1,500	\$2,500

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

Federal, state, and utility incentives can reduce the cost of EVs by as much as \$14,000



Charging Equipment

Level 1 Charging
120V
5 miles range / hr

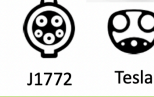


Plug
Types →

J1772

Tesla

Level 2 Charging
240V
10-20 miles / hr



J1772

Tesla

DC Fast Charging
480V
Up to 1,000 miles / hr



CCS

CHAdeMO

Tesla

VERMONT ELECTRIC VEHICLE & INFRASTRUCTURE PROGRAMS

VERMONT
AGENCY OF TRANSPORTATION

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.

