

1 Representative Pouech, language for T-Bill re: EVSE

2

3 * * * Real-Time Status of Public EVSE * * *

4 Sec. __. 19 V.S.A. § 2901 is amended to read:

5 § 2901. DEFINITIONS

6 As used in this chapter:

7 * * *

8 (2) “Charging network provider” means a person that operates the
9 digital communication network that remotely manages the EVSE at a charging
10 station and is responsible for operating and maintaining the EVSE, supporting
11 equipment, and other facilities associated with the EVSE. A charging network
12 provider may delegate to or contract with another person for charging station
13 operations and maintenance.

14 (3) “Charging station” means EVSE available to the public or a group of
15 EVSE available to the public and the area in the immediate vicinity of the
16 EVSE or group of EVSE, including supporting equipment and parking spaces
17 for users of the EVSE.

18 (4) “Charging station operator” means a person that owns or provides
19 the EVSE and the supporting equipment and facilities at one or more charging
20 stations and is responsible for operating and maintaining the EVSE, supporting

1 equipment, and facilities. A charging station operator may delegate to or
2 contract with another person for charging station operation and maintenance.

3 (5) “Connector” means a device that attaches EVSE to a PEV to transfer
4 electricity from the EVSE to the PEV.

5 (6) “Direct current fast charger” or “DCFC” means EVSE that enables
6 rapid charging through the delivery of direct current electricity to a PEV’s
7 battery.

8 (7) “Electric bicycle” has the same meaning as in 23 V.S.A. § 4(46)(A).

9 ~~(3)~~(8) “Electric cargo bicycle” means a motor-assisted bicycle, as
10 defined in 23 V.S.A. § 4(45)(B)(i), with an electric motor, as defined under
11 23 V.S.A. § 4(45)(B)(i)(II), that is specifically designed and constructed for
12 transporting loads, including at least one or more of the following: goods, one
13 or more individuals in addition to the operator, or one or more animals. A
14 motor-assisted bicycle that is not specifically designed and constructed for
15 transporting loads, including a motor-assisted bicycle that is only capable of
16 transporting loads because an accessory rear or front bicycle rack has been
17 installed, is not an electric cargo bicycle.

18 ~~(4)~~(9) “Electric vehicle supply equipment (EVSE)” and “electric
19 vehicle supply equipment available to the public” have the same meanings as
20 in 30 V.S.A. § 201.

1 (10) “Level 2 EVSE” means EVSE with a single-phase input voltage
2 range from 208 to 240 volts of alternating current (AC) and maximum output
3 current less than or equal to 80 amperes AC.

4 (11) “NEVI standards” means the minimum standards and requirements
5 for projects funded under the National Electric Vehicle Infrastructure (NEVI)
6 Formula Program that were published in the Federal Register on February 28,
7 2023 (88 FR 12752).

8 ~~(5)~~(12) “Plug-in electric vehicle (PEV),” “battery electric vehicle
9 (BEV),” and “plug-in hybrid electric vehicle (PHEV)” have the same meanings
10 as in 23 V.S.A. § 4(85).

11 (13) “Port” means a system or connecting outlet on EVSE that provides
12 power to charge a PEV, provided that a port may be equipped with more than
13 one connector but shall only use one connector at a time to provide power to a
14 PEV.

15 Sec. __. 19 V.S.A. § 2908 is added to read:

16 § 2908. PUBLIC EVSE; REAL-TIME STATUS; AVAILABILITY

17 (a) A charging network provider or charging station operator shall make
18 available to third-party software developers, free of charge, data necessary to
19 provide real-time information on availability, power delivery rating, and
20 pricing of each charging station.

1 (b) The Secretary shall adopt rules to implement the provisions of this
2 section. The rules shall specifically address:

3 (1) requirements for the type of data to be provided pursuant to
4 subsection (a) of this section, including data related to availability of EVSE,
5 power delivery rating of EVSE, and pricing information;

6 (2) provisions to ensure that data provided pursuant to subsection (a) of
7 this section is accurate and reflects real-time conditions at each charging
8 station port;

9 (3) definitions of relevant terms, including “availability” and “real-
10 time”;

11 (4) requirements that the data provided pursuant to subsection (a) of this
12 section include geographic information sufficient to support third-party
13 mapping software;

14 (5) requirements that the data format comply with PEV charging
15 industry best practices and standards, including NEVI Standards or other
16 equivalent standards; and

17 (6) provisions permitting charging station operators to attach reasonable
18 conditions to data use that are designed to protect confidential business
19 information, provided that the conditions do not prevent third-party software
20 developers from accessing real-time information on the availability, power
21 delivery rating, and pricing of each charging station port.

1 * * * Analysis of Current Regulation of EVSE * * *

2 Sec. __. CURRENT ELECTRIC VEHICLE CHARGER REGULATION;
3 WORKING GROUP; REPORT

4 (a) Creation. There is created the Current Electric Vehicle Charger
5 Regulation Working Group to analyze current requirements for electric vehicle
6 chargers and to recommend changes to Vermont’s laws and rules that would
7 eliminate duplicative provisions, address regulatory gaps, and increase the
8 number of electric vehicle chargers in Vermont.

9 (b) Membership. The Working Group shall be composed of the following
10 members:

11 (1) the Secretary of Transportation or designee;

12 (2) the Secretary of Agriculture, Food and Markets or designee;

13 (3) the Commissioner of Taxes or designee;

14 (4) the Chair of the Public Utility Commission or designee;

15 (5) the Secretary of Commerce and Community Development or
16 designee; and

17 (6) a representative of the Vermont Public Power Supply Authority.

18 (c) Powers and duties. The Working Group shall:

19 (1) identify and analyze all current legal requirements for electric
20 vehicle chargers in Vermont, including the following:

- 1 (A) with respect to chargers that are available to the general public:
- 2
 - 3 (i) requirements related to parking, including charges for parking
 - 4 and restrictions related to the amount of time that a vehicle may be parked in a
 - 5 specific location;
 - 6
 - 7 (ii) applicability of Vermont taxes;
 - 8
 - 9 (iii) requirements for signage, including instructional signage and
 - 10 contact information for user-assistance;
 - 11
 - 12 (iv) requirements related to disclosure of:
 - 13
 - 14 (I) charges for electricity;
 - 15 (II) charges for parking, both while charging and after
 - 16 completion of charging; and
 - 17 (III) other applicable charges or restrictions on usage;
 - 18 (v) requirements related to the display of information related to
 - 19 inspection or certification of the charger;
 - 20 (vi) requirements for permissible forms of payment;
 - 21 (vii) requirements for availability of information related to charger
 - status or usage; and
 - (viii) requirements related to the location and accessibility of
 - chargers;
 - 21 (B) with respect to chargers that are available to a specific subset of
the public, such as the tenants of a specific building or customers of a business:

1 (i) requirements applicable to chargers for which the owner or
2 operator of the charger requires payment for use of the charger; and

3 (ii) requirements applicable to chargers for which no payment is
4 required to use the charger;

5 (C) with respect to private home and business chargers, any existing
6 legal requirements related to the installation, use, and disclosure of data related
7 to such chargers; and

8 (D) any legal requirements or regulations related to the use of
9 standard electrical receptacles for charging electric vehicles;

10 (2) identify and summarize the sources of information related to the
11 applicable legal requirements for electric vehicle chargers that are available to
12 members of the general public, electricians, and other persons who install
13 electric vehicle chargers;

14 (3) determine if any legal or regulatory barriers exist in Vermont to the
15 adoption and increased availability of electric vehicle chargers;

16 (4) identify gaps in Vermont’s existing laws and rules related to electric
17 vehicle chargers and potential legislative or regulatory action to address those
18 gaps;

19 (5) identify any instances in which Vermont has overlapping or
20 conflicting laws or rules related to electrical vehicle chargers and potential
21 legislative or regulatory actions to eliminate such instances; and

1 (6) examine the impact of peak electricity rates on the availability of
2 electrical vehicle chargers and identify potential legislative or regulatory
3 actions to mitigate any negative impacts identified.

4 (d) Assistance. The Working Group shall have the administrative,
5 technical, and legal assistance of the Agency of Transportation; the Agency of
6 Agriculture, Food and Markets; and the Public Utility Commission.

7 (e) Report. On or before December 15, 2026, the Working Group shall
8 submit a written report to the House and Senate Committees on Transportation
9 with its findings and any recommendations for legislative action.

10 (f) Meetings.

11 (1) The Secretary of Transportation or designee shall call the first
12 meeting of the Working Group to occur on or before September 15, 2026.

13 (2) The Working Group shall select a chair from among its members at
14 the first meeting.

15 (3) A majority of the membership shall constitute a quorum.

16 (4) The Working Group shall cease to exist on December 31, 2026.