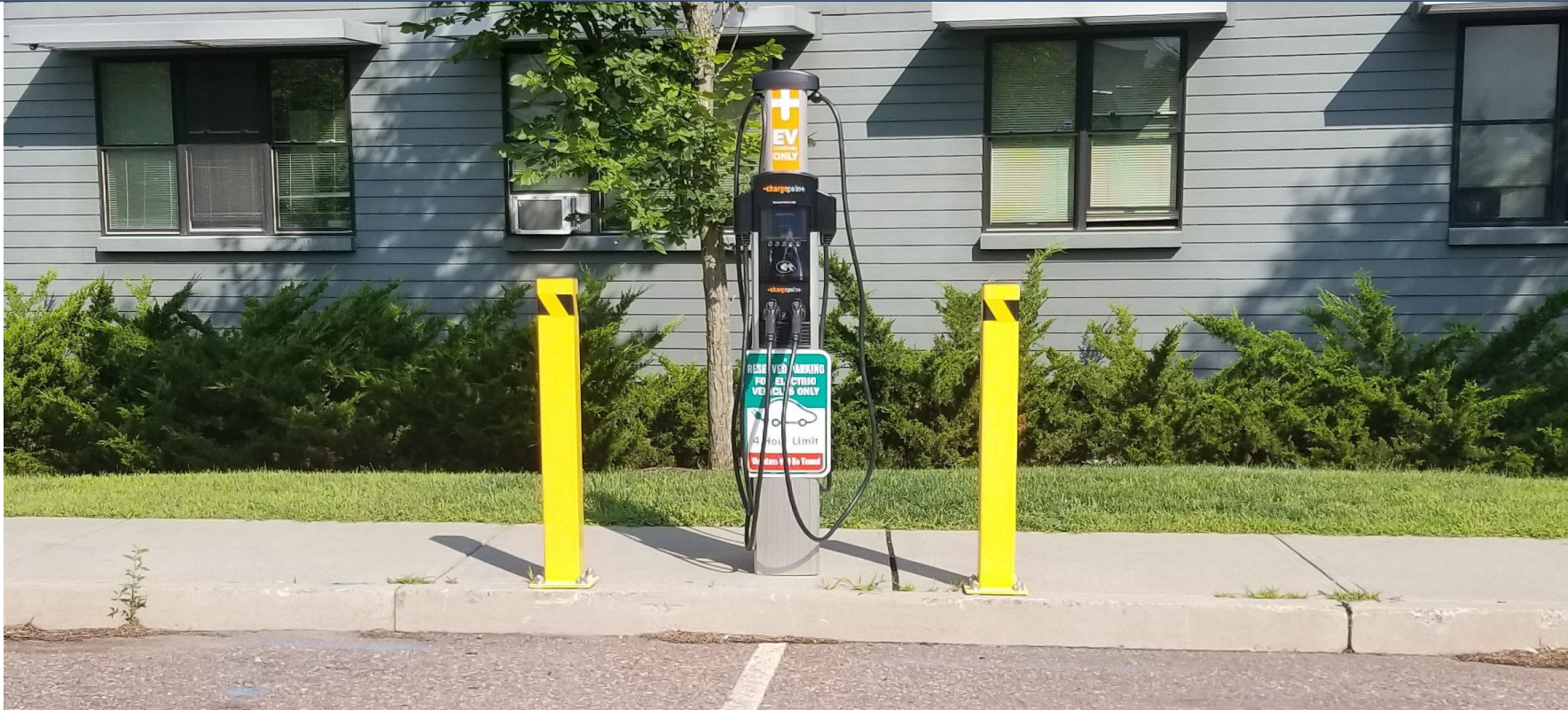


Electric Vehicle Charging Grant Programs



Community Planning & Revitalization (CP&R)



"The Community Planning and Revitalization team uses a **collaborative, place-based approach** to **land-use planning and community development** that **empowers state and local leaders** to plan for and **build vibrant, inclusive, and resilient [places]** downtowns, villages, and neighborhoods."

Overview of Testimony

- EVSE table setting (slides 4-6)
 - Electric Vehicle Supply Equipment
 - Electric Vehicle Supply Equipment (EVSE) network
- ACCD EVSE programs and awards (slide 7)
 - Electric Vehicle Supply Equipment Program – monitoring (slides 8-19)
 - Buildings and General Services MOU – update (slide 20)
 - Charge Vermont – update (slides 21-29)

Electric Vehicle Supply Equipment (EVSE)

Differences between Community and Corridor Charging

- Cost of infrastructure
- Cost of charging
- Charging speed
- Trip purposes
- Dwell times

Location	Charge Time	Price	Level	Driver
Interstate Travel	Travel 20 min	\$\$\$\$	Fast Charging	Parked
Entertainment/ Shopping/ Recreation	Public 0.5 – 3 hours	\$\$\$	L2/L3	Parked
Work/Transit Parking/Airport	Workplace 4 – 8 hours	\$\$	L1/L2	Parked
At Home	Residential 8 – 10 hours	\$	L1/L2	Sleeping Parked

EVSE Statewide Network



EVI-X

Electric Vehicle Infrastructure Toolbox

- DOE tool for estimating charging infrastructure
- Based on State goal of 126,000 EVs by 2030
- Assumes 71% of drivers have access to home charging, 42% PHEVs

Greater % of residents with access to home charging reduces need for DCFC

75,325	+
Single Family Charging Ports	
3,368	+
Shared Private Charging Ports	
3,105	+
Public Level 2 Charging Ports	
565	+
Public DC Fast Charging Ports	

565	-
Public DC Fast Charging Ports	
150 kW	167 Community 150kW DC Fast Charging Ports ?
250 kW	143 Community 250kW DC Fast Charging Ports ?
350+ kW	255 Community 350kW DC Fast Charging Ports ?

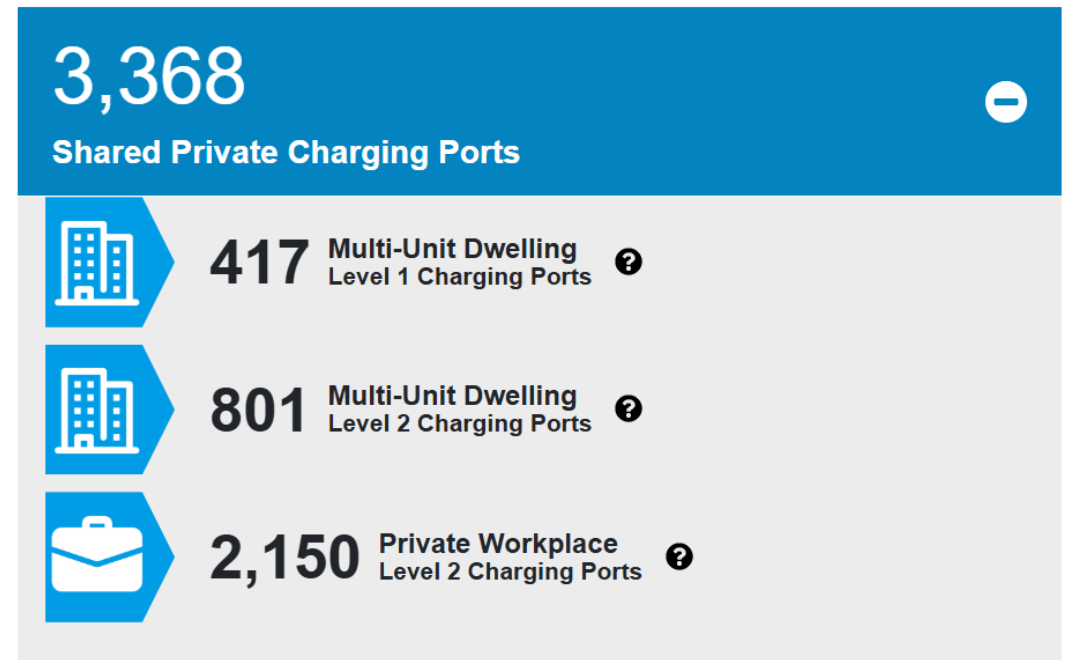
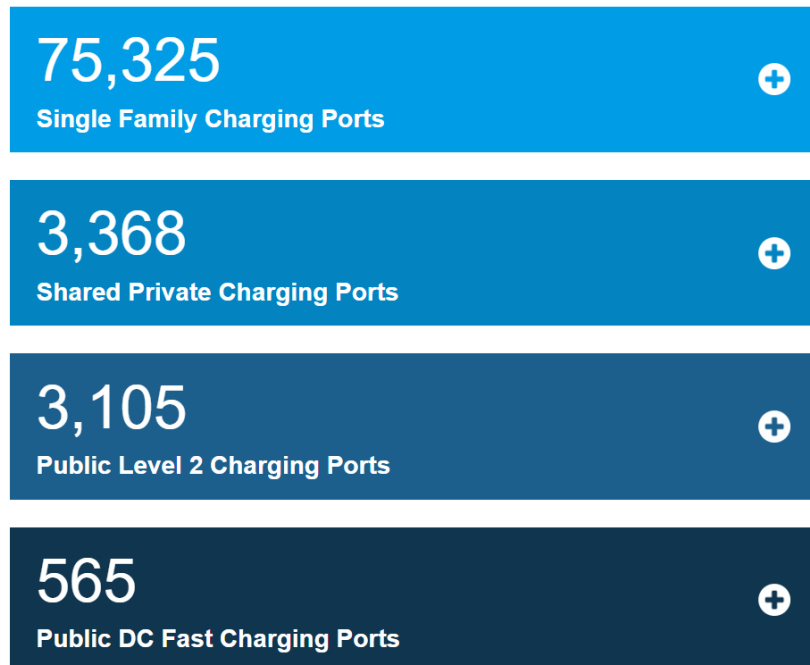
EVSE Statewide Network



EVI-X

Electric Vehicle Infrastructure Toolbox

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ACCD EVSE Programs & Awards

\$4M

Electric Vehicle Supply Equipment (EVSE) Grants (2014 – 2022)

- CP&R administers grant program with 5 award rounds, 42 grants, and 97 project locations
- Funded via MOUs with DEC (VW settlement funds) and VTrans (State funds)
- DCFC & L2 in downtown public locations, L1 & L2 in multifamily properties

\$500,000

Public EV Charging at State Workplaces (2023)

- CP&R administers MOU with Buildings and General Services for 8 project locations
- Funded via Act 185 direct appropriation to CP&R
- L2 available to the public in State workplaces

\$9.16M

Charge Vermont (2023 – ongoing)

- ACCD administers one grant agreement with GMP for EVSE incentive program
- Funded via Act 185 direct appropriation to CP&R, and Act 148
- DCFC in public attractions, L2 & L1 in multifamily & workplaces (employee charging)

Electric Vehicle Supply Equipment Program

Program Monitoring & Evaluation

- Grant recipient interviews
- Assessment of project costs
- Case studies
- **Station use reporting and data analysis**


“This EV charger represents an investment in the future — it is a symbol of innovative thinking and looking forward.

Now, community members, families, and schoolchildren will see this charger as part of the landscape and will see a cleaner option.”

*Rebecca Elder,
Former Starksboro Town Administrator*

Memphremagog Rentals & Essential Energy Solutions

Multiunit Charging and Workforce Development in the Northeast Kingdom



Overview

Memphremagog Rentals prides itself in providing quality affordable rental housing in the Northeast Kingdom. Essential Energy Solutions, also based out of the Northeast Kingdom, provides energy consulting services. The two paired up to install an EV charger that would serve the tenants living at a newly redeveloped multiunit property tucked into a residential neighborhood just outside of Newports designated downtown.

Cost: \$28,360
Year Installed: 2024
Type: One Dual Port Level II Charging Station
Network: Blink
Availability: Public

Opportunity


Hazen Converse of Essential Energy Solutions heard a radio spot about a State grant program that could fund electric vehicle charging equipment in multiunit affordable housing. Hazen recognized that electric vehicles are part of the future of transportation, and knew that multiunit property owners might need some help figuring out how to provide home charging access for their tenants. So he reached out to the owner of Memphremagog Rentals, Doug Spates, who also recognized that EV charging would increasingly become an important amenity for residents, and makes the rental property more attractive to prospective tenants. Together, they applied for a State grant to test out EV charging in an underutilized corner of one of the parking lots. They were also able to use customer EVSE incentives offered by Vermont Electric Coop, which reduced their reliance on grant funds.

For more information, please contact:
 Bronwyn Cooke: bronwyn.cooke@vermont.gov or 802.636.7126

VERMONT
 AGENCY OF COMMUNITY & ECONOMIC DEVELOPMENT

Ruggles House

Affordable Homes with Equitable Access to Transportation Options



Overview

In the heart of downtown Burlington, Ruggles House is an affordable community for adults 55 and older who want to remain socially and independent. It is just one of many properties owned and managed by Cathedral Square, a nonprofit affordable housing provider in Chittenden County. With one Ruggles House resident expressing an interest in switching to an EV, Cathedral Square chose this location as one of the pilot properties to pilot the installation and management of EV charging stations for their residents.

Cost: \$30,609
Year Installed: 2023
Type: One Dual Port Level II Charging Station
Network: ChargePoint
Availability: Private – Residents, Staff, or Guests of Ruggles House

Opportunity

The installation of the electric vehicle (EV) charger at Ruggles House is part of a larger initiative by Cathedral Square to pilot the installation and management of EV charging as an amenity and to integrate sustainability into its affordable housing properties. To help inform which properties to include in the pilot program, Cathedral Square surveyed its residents and found that many were interested in EV charging, and either already own an EV or would like to own one if charging were available at the property. This larger project will result in the installation of a Level II charger at each of the 8 selected properties located throughout Chittenden County.

By installing EV chargers at their properties, the organization is helping to remove barriers to transportation options and provide opportunities for residents to make greener, more affordable choices. This initiative aligns with Cathedral Square's broader goals of promoting sustainability, improving quality of life for residents by creating access to modern amenities, and fostering a sense of community.

For more information, please contact:
 Cooke: bronwyn.cooke@vermont.gov or 802.636.7126

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Electric Vehicle Supply Equipment Program

Station Use Data Reporting

Prior to 2023 very few grantees were reporting annual data use

- Report template required manual entry of annual summary of metrics
 - kWhs dispensed
 - Number of charging sessions
 - Revenue collected
- Not all equipment has functions that allow for easy, consistent annual reporting

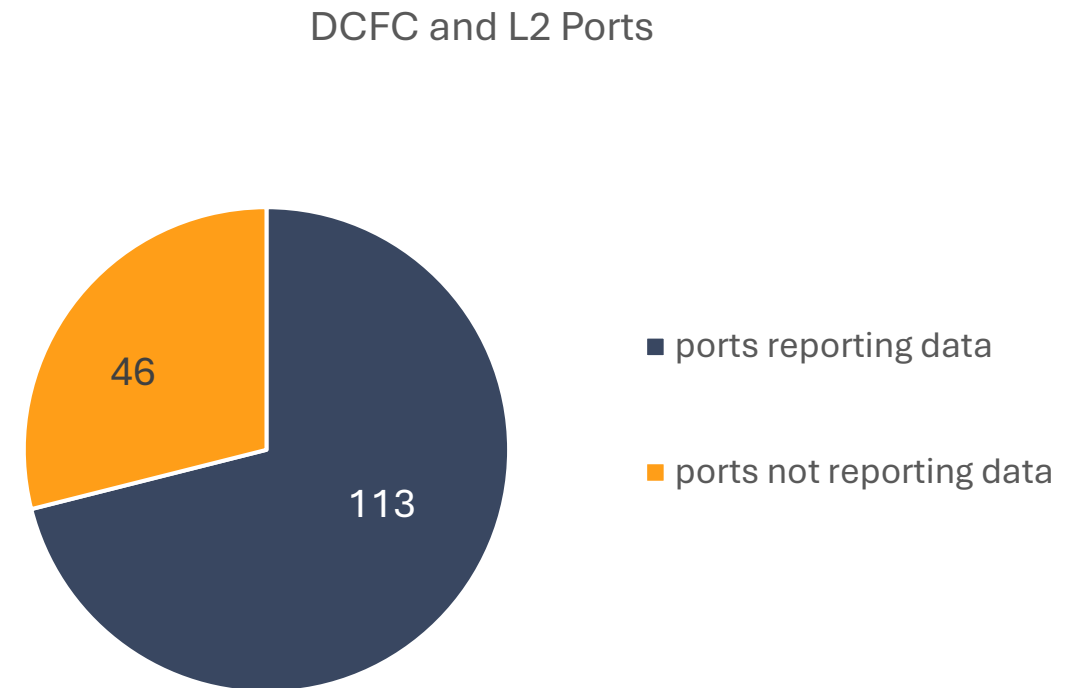
In 2024 CP&R staff created a new system for reporting annual use data

- Simple data export for networked equipment
- Single reporting timeframe with email reminders and step by step guides
 - e.g. CY2025 use data due 1/31/2026

Electric Vehicle Supply Equipment Program

Station Use Data Reporting

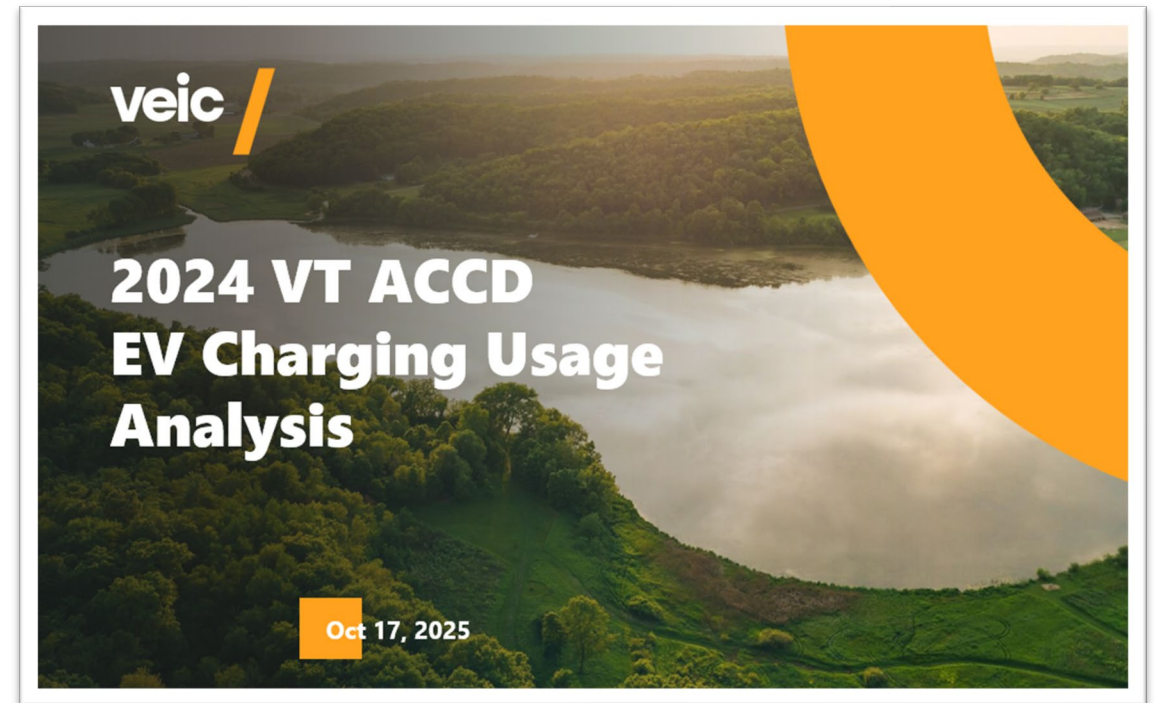
- 2024 use data was received for 71% percent of the ports that had reporting requirements and were completed prior to January 2024
- Some ports are non-networked, or do not have a dedicated electric meter, and cannot provide use data that is accurate, reliable, or consistent.



Electric Vehicle Supply Equipment Program

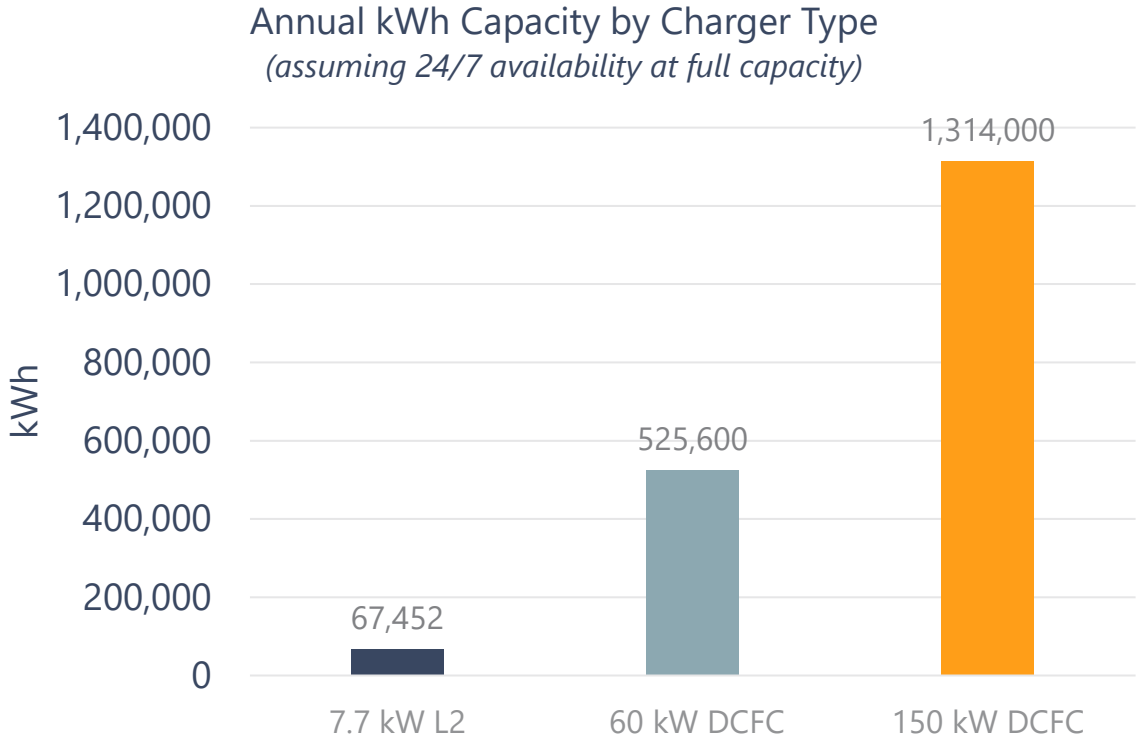
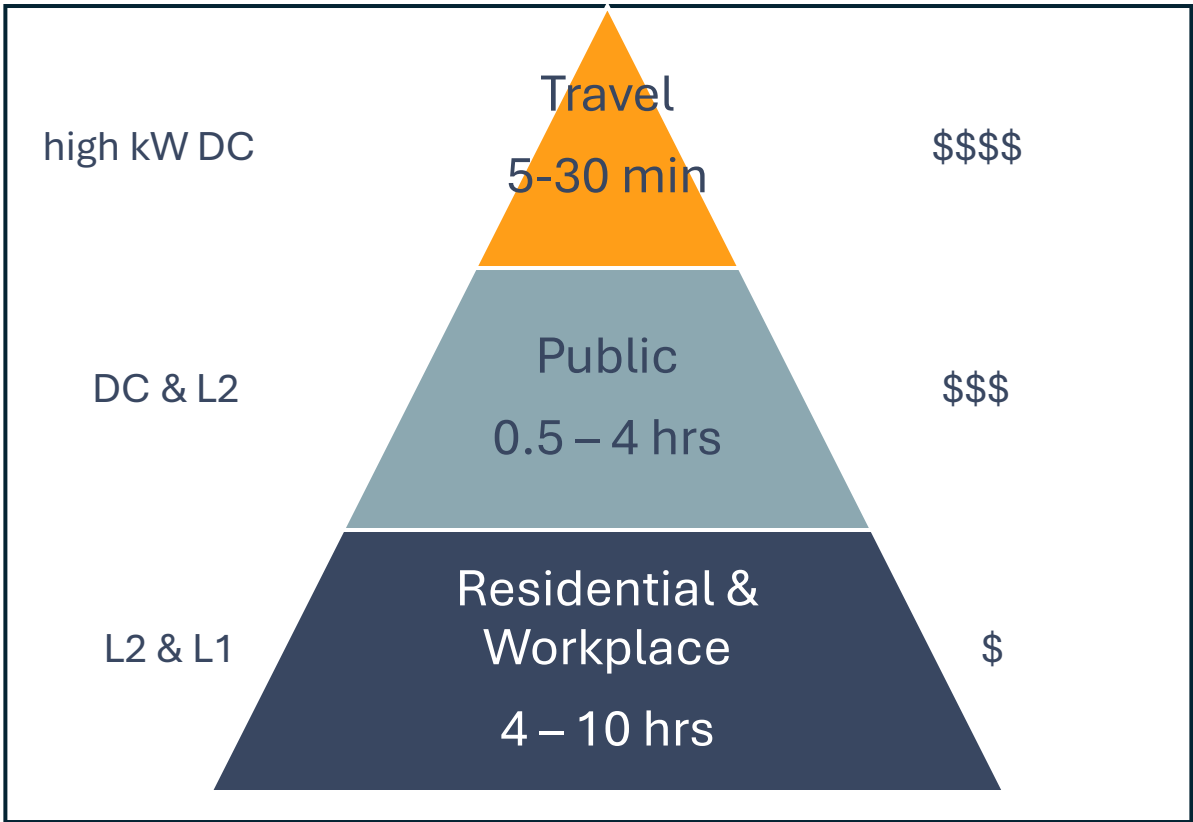
Station Use Data Analysis

- ACCD partnered with Drive Electric Vermont (DEV) through their contract with VTrans
- DEV cleaned and analyzed over 70,000 charging session records that occurred between 2016 and 2024.



Electric Vehicle Supply Equipment Program

Station Use Data Analysis



Electric Vehicle Supply Equipment Program

Station Use Data Analysis

	Charging Locations	Charging Units	Charging Ports	Average Equipment Age	Total kWh	Total # of sessions	Average Session Duration (hh:mm)	Average \$/kWh
DCFC	2	3	4	3.4 yrs	540,249	19,226	0:40	\$.40
Public L2	19	29	58	4.1 yrs	529,648	37,161	3:35	\$.15
Multifamily L2	24	28	51	1.3 years	90,909	4,924	3:24	\$.30
TOTAL in data set	45	60	113	NA	1,160,806	61,311	NA	NA

Electric Vehicle Supply Equipment Program

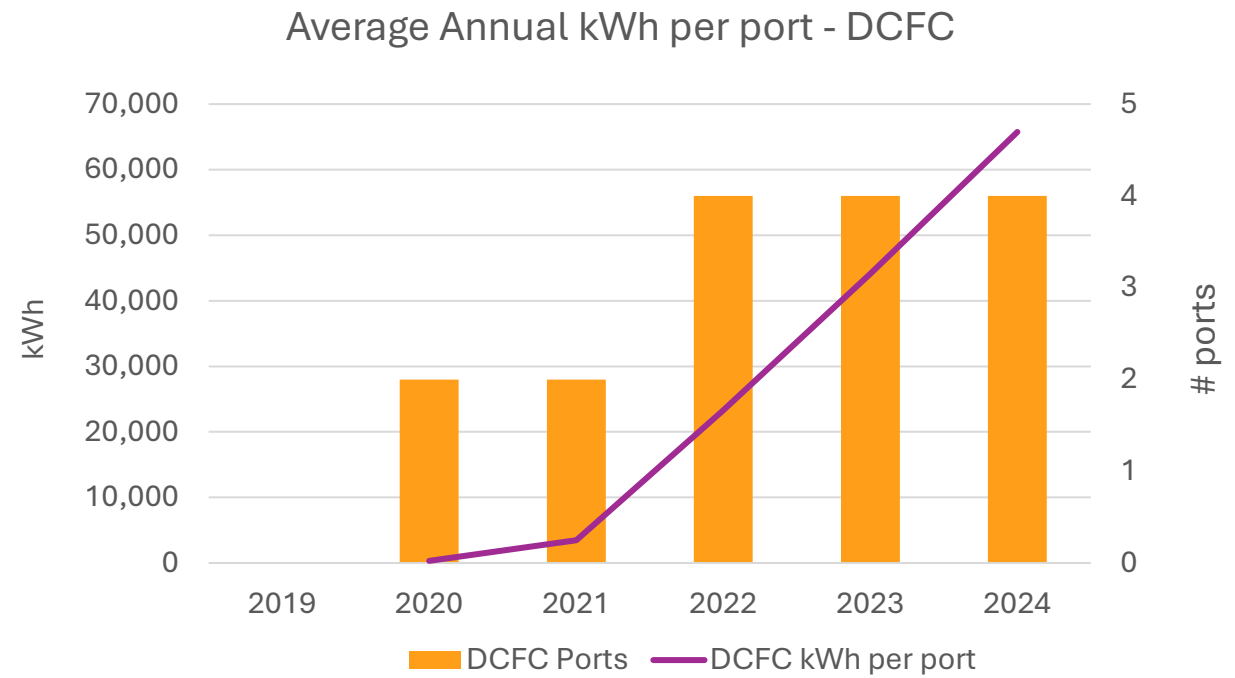
Station Use Data Analysis

	L2 Charging Locations	L2 Charging Ports	DCFC Locations	DCFC Ports	Total kWh	Total # of Sessions	Average Session Duration (hh:mm)
Chittenden	28	69	1	2	773,921	38,990	1:47
Windsor	5	12			104,007	6,605	2:36
Bennington	2	6			105,576	6,265	3:18
Washington	4	6	1	2	126,684	6,132	1:42
Rutland	1	4			25,395	1,494	3:01
Addison	2	4			16,895	948	3:06
Grand Isle	1	2			4,028	500	1:47
Franklin	3	6			4,281	377	1:55

Electric Vehicle Supply Equipment Program

Station Use Data Analysis

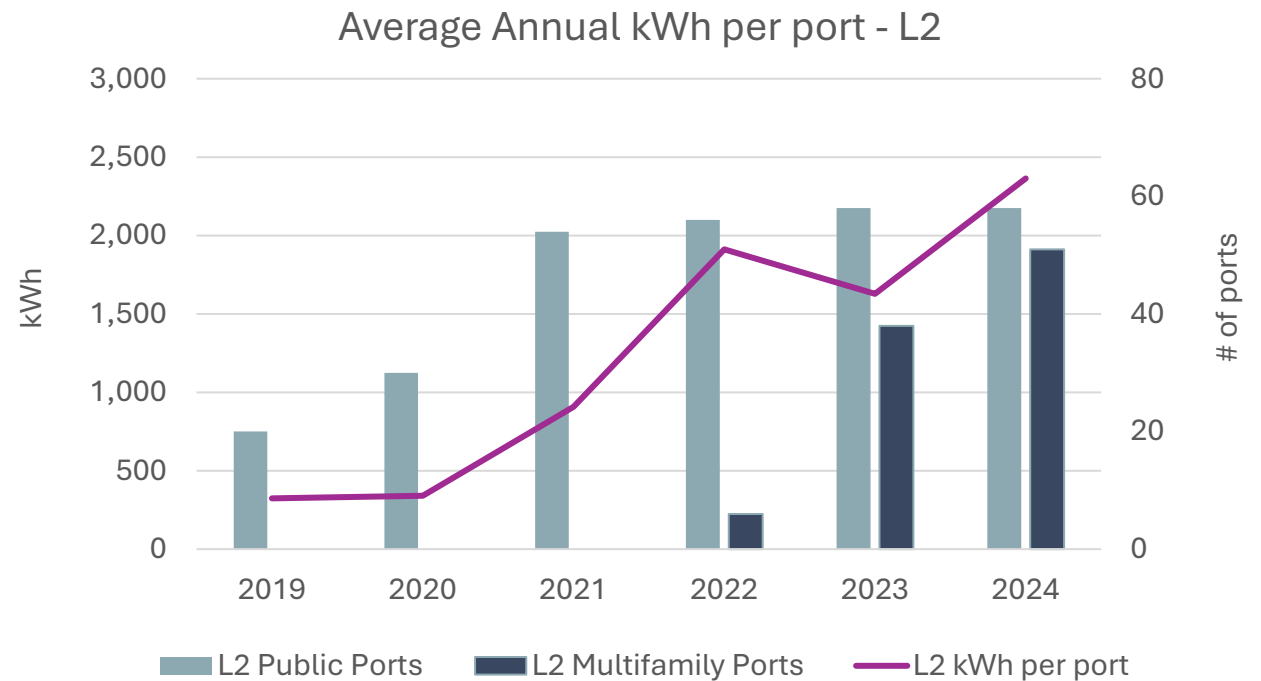
- Average annual kWh use per DCFC port is increasing over time



Electric Vehicle Supply Equipment Program

Station Use Data Analysis

- Average annual kWh use per L2 port is increasing over time
- 2023 dip in average annual kWh use is due high number multifamily projects coming online in 2023



Electric Vehicle Supply Equipment Program

Station Use Data Analysis

- Utilization is what we would expect, given access and age of equipment.

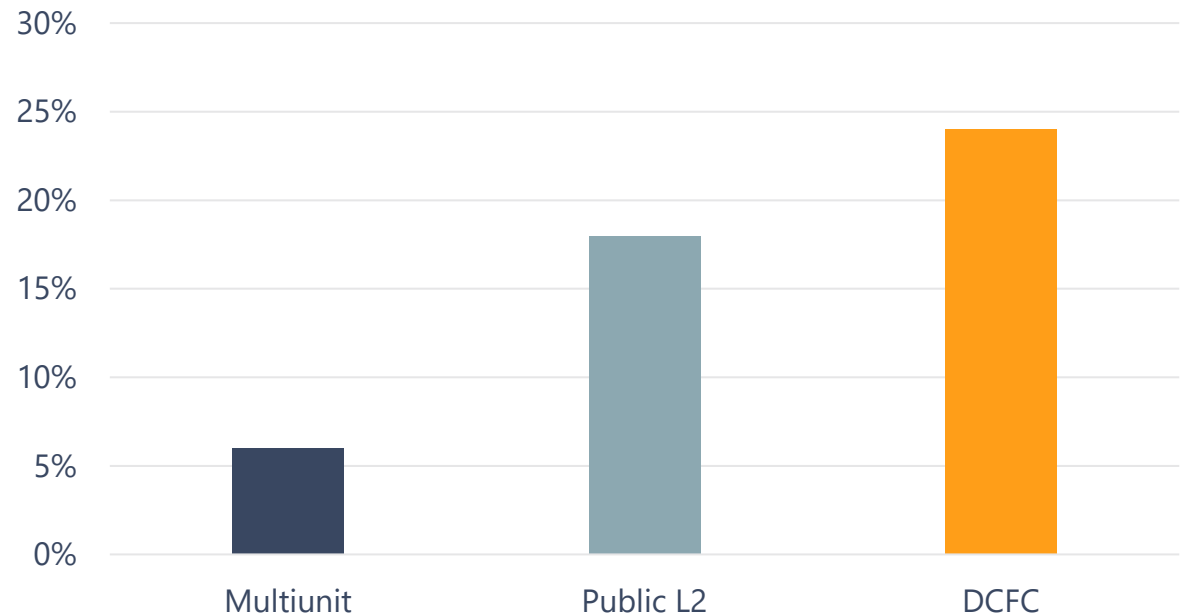
Access

- Multifamily chargers are often restricted to residents
- DCFC & Public L2 are available to all EV drivers

Equipment Age

- Multifamily average age – 1.3 years
- Public L2 average age – 4.1 years
- DCFC average age – 3.4 years

2024 Average Utilization Rate



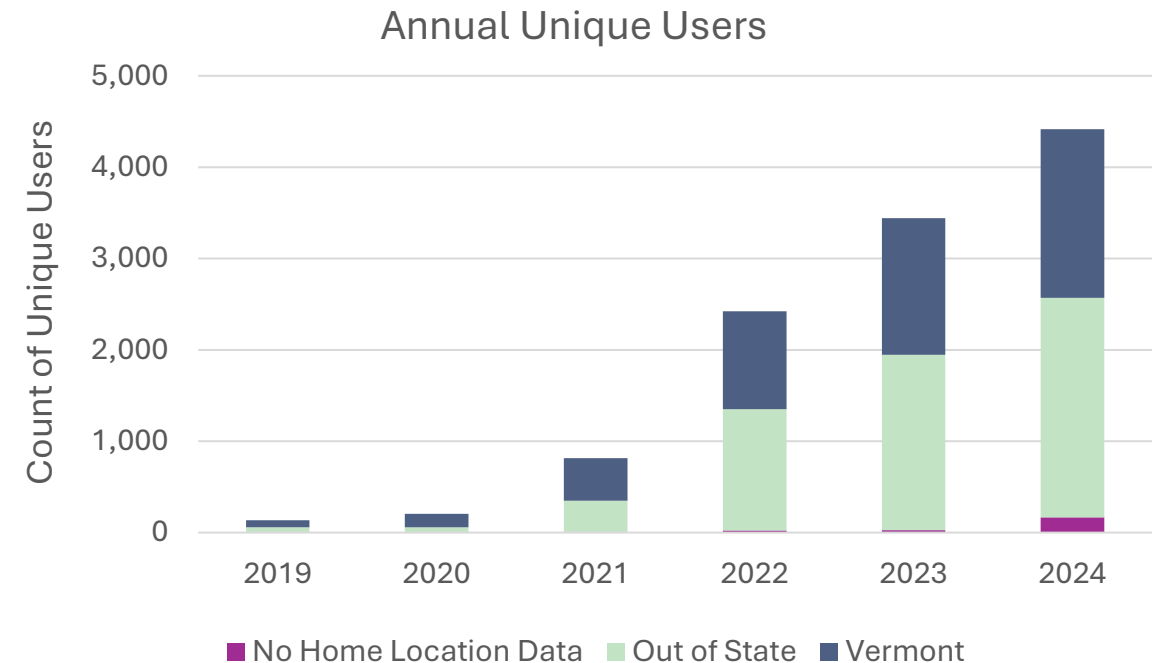
Utilization = average % of total time in 2024 an EV was plugged into the equipment

Electric Vehicle Supply Equipment Program

Station Use Data Analysis

- Annual number of unique users has increased over time.

User location is based on billing zip code for the credit card used. “Out of State may include students, and people employed in the State etc.



Fair Haven, VT

4 DCFC ports, 2 L2 ports

“If you build it, they will come”

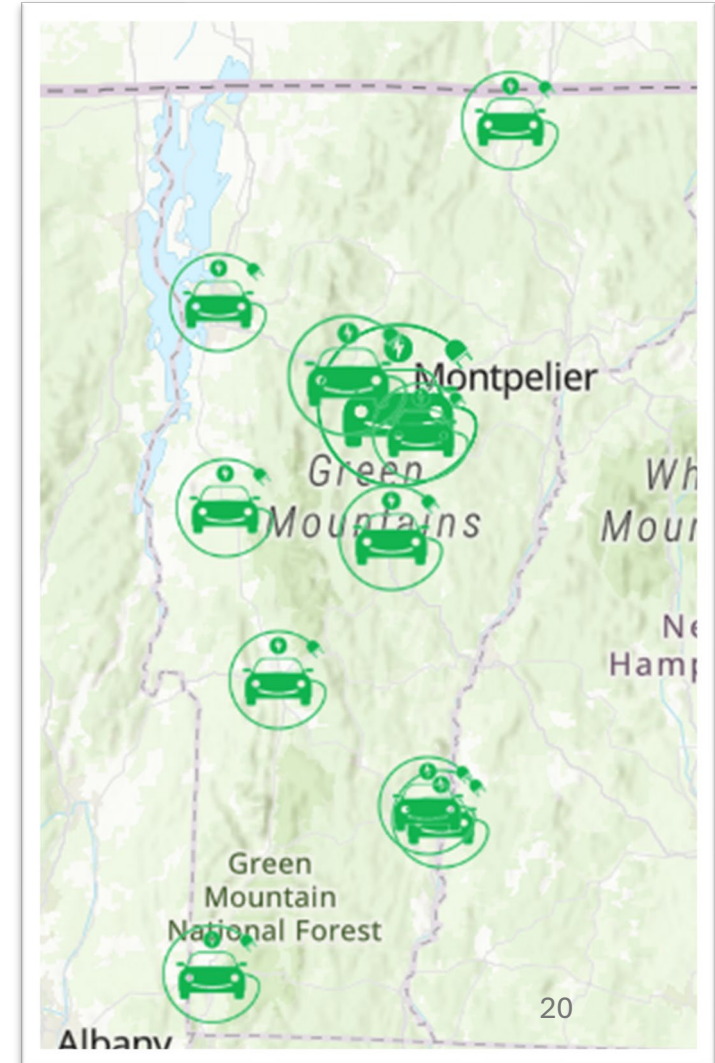
“There’s a big, shady, quiet park that is great for walking a dog”

– Bekah, July 28, 2025



Public EVSE at State Workplaces

- CP&R administers \$500,000 MOU with Buildings and General Services
 - BGS to install Level 2 chargers at 8+ State workplace locations, available to the general public
- Project delayed due to State contracting
- Project further delayed due to RTO
 - Projects are on hold pending an updated employee survey



- CP&R administers \$9.12M grant contract with Green Mountain Power for Charge Vermont program

Aug 2023 – Dec 2025 Program stats	# of Applications Processed	\$ Investment in Projects (Contracted and in Pipeline)	# of Projects Contracted and in Pipeline
Program Total (29 months)	548	\$ 4,156,534	127
Program Average Annual	227	\$ 1,719,945	53

- ~200 applications on hold due to funds being fully subscribed

March '23

Selected Green Mountain Power to develop new program in partnership with DHCD, and administer \$7M in funding for the program

- \$4,860,000 for rolling L1 & L2 incentives
- \$1.44M for competitive DCFC incentives
- \$700,000 admin

July '23

Launched a rolling Level 1 & 2 incentive program for multiunit residences, workplaces, and community attractions.

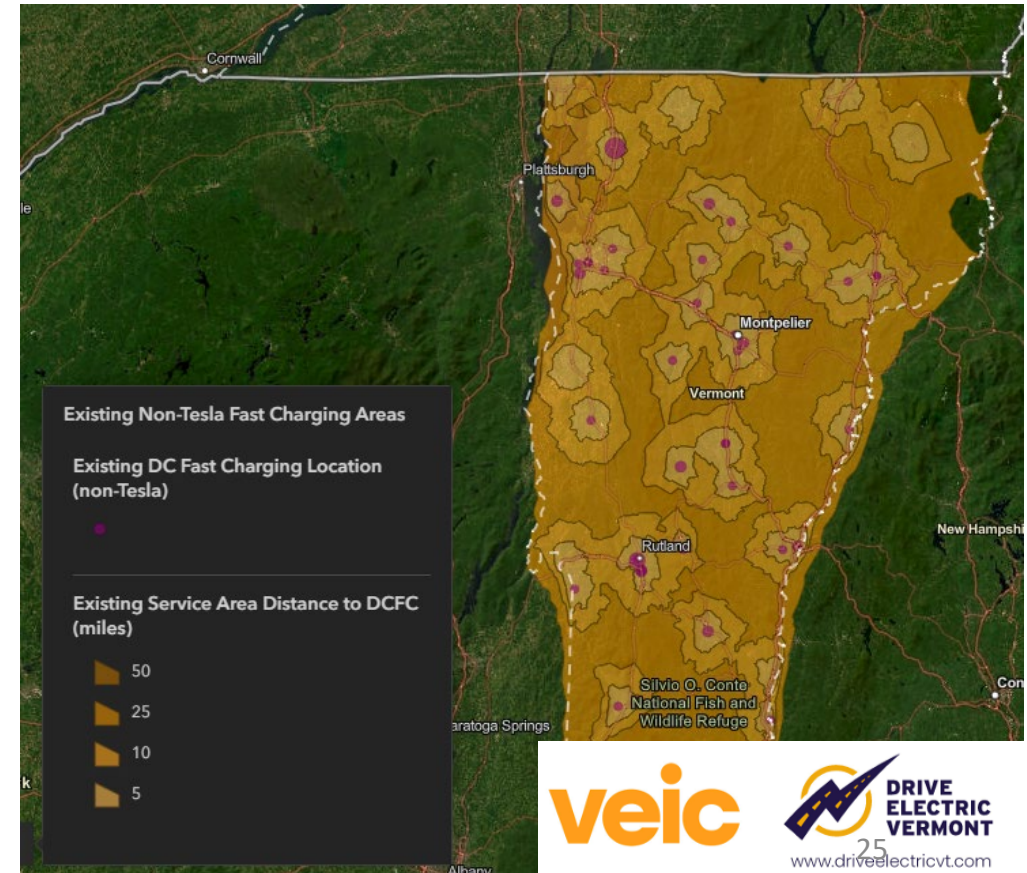
- \$4,860,000 for rolling L1 & L2 Incentives
 - \$2.7M for L1 & L2 at multiunit
 - \$1.8M for L1 & L2 at workplace
 - \$360,000 for L2 public attractions
- No one county can receive more than 10% (\$486,000) of the total funds
- Utility territory caps reflect customer base served

- July '23** Chittenden County fully subscribed
- August '23** \$360,000 for L2 at public attractions fully subscribed
- June '24** \$1,800,000 for workplaces fully subscribed
- Feb '24 – May '25** Washington, Windham, Windsor counties fully subscribed

July '24

Competitive DCFC awards in locations >10 miles from existing DCFC

- \$1.44M for DCFC grants
- All funds committed to 9 project locations
- Two projects completed
 - Bridgewater Woolen Mills
 - Vermont Country Store



August '25

Funds for incentives increased by \$1.9M to create time-limited \$486,000 funding “floor”

- ~~\$4,860,000~~ **\$6,804,000** for rolling L1 & L2 incentives (= \$486,000/county)
 - \$2.7M for L1 & L2 at multiunit - **~30% obligated**
 - \$1.8M for L1 & L2 at workplace – **OBLIGATED**
 - \$360,000 for L2 public attractions – **OBLIGATED**
 - Chittenden, Washington, Windham and Windsor - **FULLY SUBSCRIBED**
 - **\$1.9M** - for multiunit or workplace charging in counties that had NOT reached \$486,000 in incentive awards
- Program estimated that “floor” funds would support ~30 projects/year over 3 years (assumed pipeline in rural communities would continue to be slower)

	Program Funds	Contracted		In Pipeline		Total	
		# of Projects	\$ Incentives Paid	# of Projects	\$ Estimated Incentives	# of Projects	\$ Incentives
Rolling Applications	\$4,860,000	91	\$1,617,534	36	\$1,099,000	127	\$2,716,534
Multiunit L1 & L2	\$2,700,000	41	\$687,037	11	\$337,000	52	\$1,024,037
Public Attraction L2	\$360,000	11	\$229,747	3	\$84,000	14	\$313,747
Workplace L1 & L2	\$1,800,000	39	\$700,750	22	\$678,000	61	\$1,378,750

- Contracted = 70 projects completed, 21 in construction
- In Pipeline = 36 projects eligible, in design & estimate phase
- 32 projects progressed from the pipeline to contracted in 2025
- Total # of projects and \$ incentives is lower than previous year end report
 - 29 projects dropped out of the pipeline, 8 projects added to the pipeline
 - Actual contracted project costs are, on average, lower than the amount of incentive they were eligible for
- Applications on hold (~200) are re-activated when funds become available

L1 & L2 at Multiunit, Workplace; L2 at Public Attraction	Program Funds	Contracted		In Pipeline		Total	
		# of Projects	\$ Incentives Paid	# of Projects	\$ Estimated Incentives	# of Projects	\$ Incentives
Rolling Applications	\$4,860,000	91	\$1,617,534	36	\$1,099,000	127	\$2,716,534
Addison	No county can receive more than 10% of funds (\$486,000 max)	5	\$61,241	1	\$29,000	6	\$90,241
Bennington		1	\$10,918	1	\$32,000	2	\$42,918
Caledonia		3	\$59,934	4	\$159,000	7	\$218,934
Chittenden		23	\$459,483	1	\$23,000	24	\$482,483
Essex		0	\$0	1	\$32,000	1	\$32,000
Franklin		6	\$96,923	1	\$29,000	7	\$125,923
Grand Isle		1	\$10,759	0	\$0	1	\$10,759
Lamoille		6	\$89,572	4	\$104,000	10	\$193,572
Orange		2	\$51,633	4	\$119,000	6	\$170,633
Orleans		2	\$46,461	3	\$81,000	5	\$127,461
Rutland		7	\$148,719	1	\$23,000	8	\$171,719
Washington		15	\$241,556	7	\$206,000	22	\$447,556
Windham		9	\$81,835	3	\$96,000	12	\$177,835
Windsor		11	\$258,500	5	\$166,000	16	\$424,500 ²⁸

2026

Program Adjustments

- Restructuring of incentive amount
- Release funding into rolling L1 & L2 program for counties having reached the floor
- Consider additional round of DCFC competitive grants in locations > 10 miles from existing DCFC
 - Demand charges remain an issue for equitable siting across counties/utility territories
- Consider additional funding for L2 public attraction
 - Meet the demand we saw in undersubscribed counties
 - Revisit definition and locational eligibility criteria