Electric Vehicle Infrastructure in Vermont

HOUSE TRANSPORTATION COMMITTEE, JANUARY 29, 2026

ANDREA WRIGHT, ENVIRONMENTAL POLICY MANAGER

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EVSE Annual Reporting

19 V.S.A § 29017

§ 2907. ANNUAL REPORTING; ELECTRIC VEHICLE SUPPLY EQUIPMENT

(a) Notwithstanding 2 V.S.A. § 20(d), the Agency of Transportation shall:

(1) file a report, with a map, on the State's efforts to meet its federally required Electric Vehicle Infrastructure Deployment Plan, as updated, and the goals set forth in section 2906 of this chapter with the House and Senate Committees on Transportation not later than January 15 each year until the Deployment Plan is met; and

(2) file a report on the current operability of EVSE available to the public and deployed through the assistance of Agency funding with the House and Senate Committees on Transportation not later than January 15 each year.

(b) The reports required under subsection (a) of this section can be combined when filing with the House and Senate Committees on Transportation and shall prominently be posted on the Agency of Transportation's website.

EVSE Plan

Sec. 25 of Act 148
(2024 Transportation Bill)

Sec. 25. EVSE PLAN; REPORT

The Agency of Transportation, in consultation with the Agencies of Agriculture, Food and Markets and of Commerce and Community Development, shall prepare a written plan, which may incorporate other plans that have been prepared to secure federal funding under the National Electric Vehicle Infrastructure Formula Program, for how to fund and maintain the EVSE necessary for Vermont to meet that portion of the goals of the Comprehensive Energy Plan and the Vermont Climate Action Plan. The written plan shall be filed with the House and Senate Committees on Transportation not later than January 15, 2025.

DC Fast EV Charging

Sec. 23 of Act 148
(2024 Transportation Bill)
19 V.S.A. § 2906

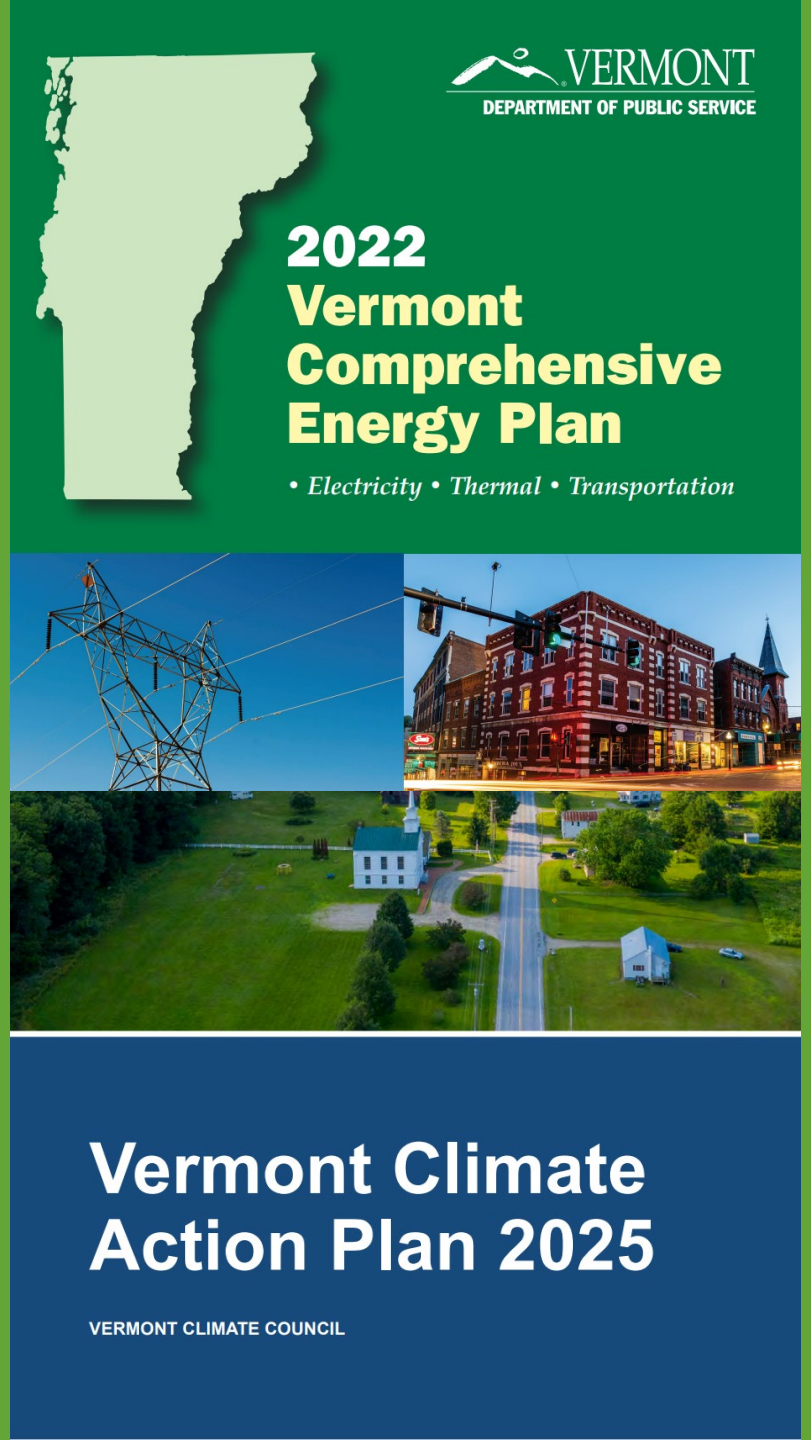
§ 2906. ELECTRIC VEHICLE SUPPLY EQUIPMENT GOALS

It shall be the goal of the State to have, as practicable, a level 3 EVSE charging port available to the public:

(1) within **three driving miles** of every exit of the Dwight D. Eisenhower National System of Interstate and Defense Highways within the State;

(2) within **25 miles** of another level 3 EVSE charging port available to the public along a State highway, as defined in subdivision 1(20) of this title; and

(3) **co-located with** or within a safe and both walkable and rollable distance of **publicly accessible amenities** such as restrooms, restaurants, and convenience stores to provide a safe, consistent, and convenient experience for the traveling public along the State highway system.



CEP Transportation Pathways

- Vehicle Electrification
  - Accelerate electric vehicle market share through incentives
  - Accelerate EV market share through supporting infrastructure and policy

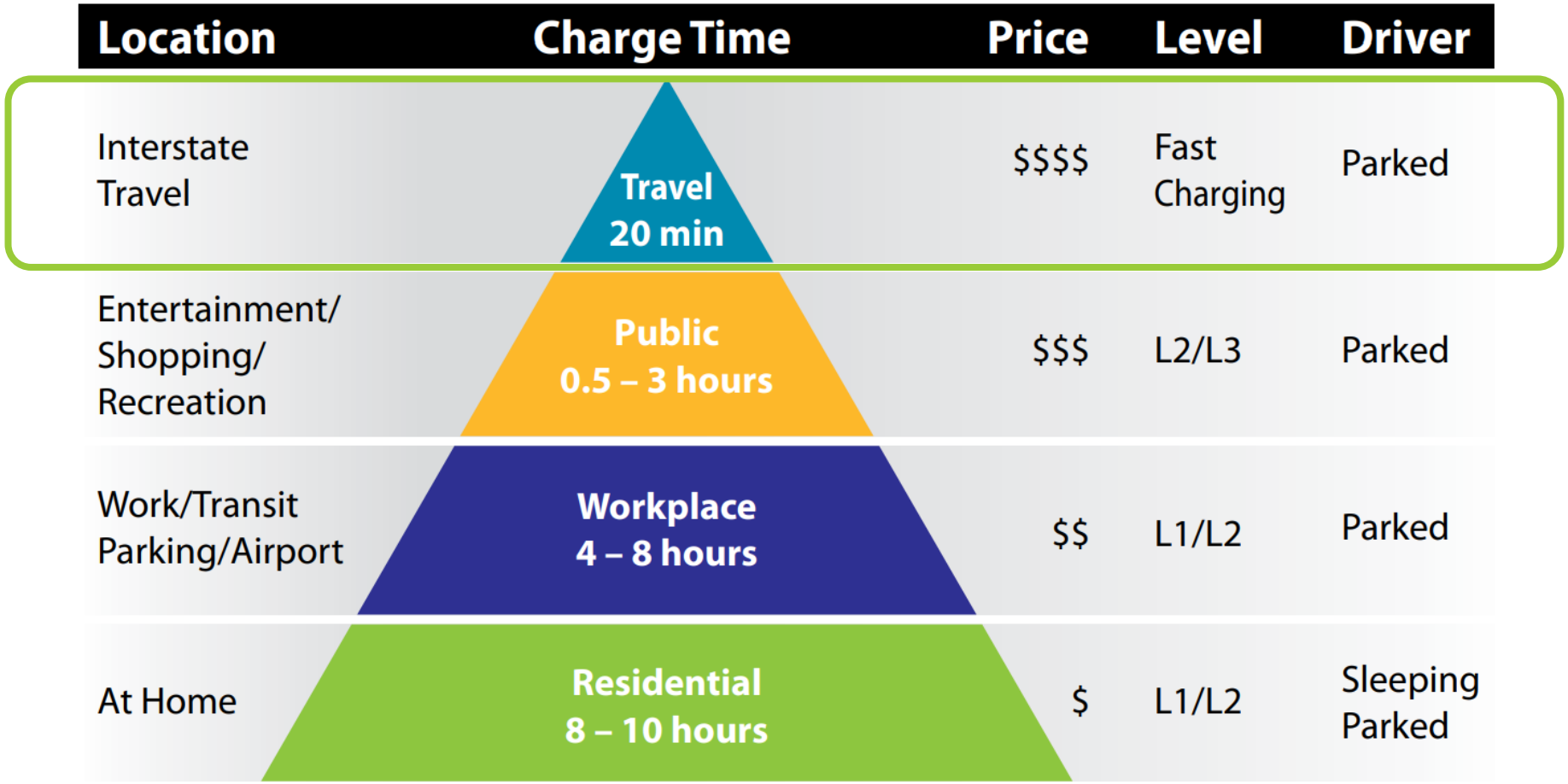
CAP Transportation Pathways

- Continue transportation electrification by supporting the availability, accessibility, and affordability of EVs and reliable EV charging options
  - long-term consistent funding for EV incentives to low and middle-income vehicle purchasers,
  - equitable deployment of fast-charging and Level 2 charging stations

Charging Equipment

Differences between Community and Corridor Charging

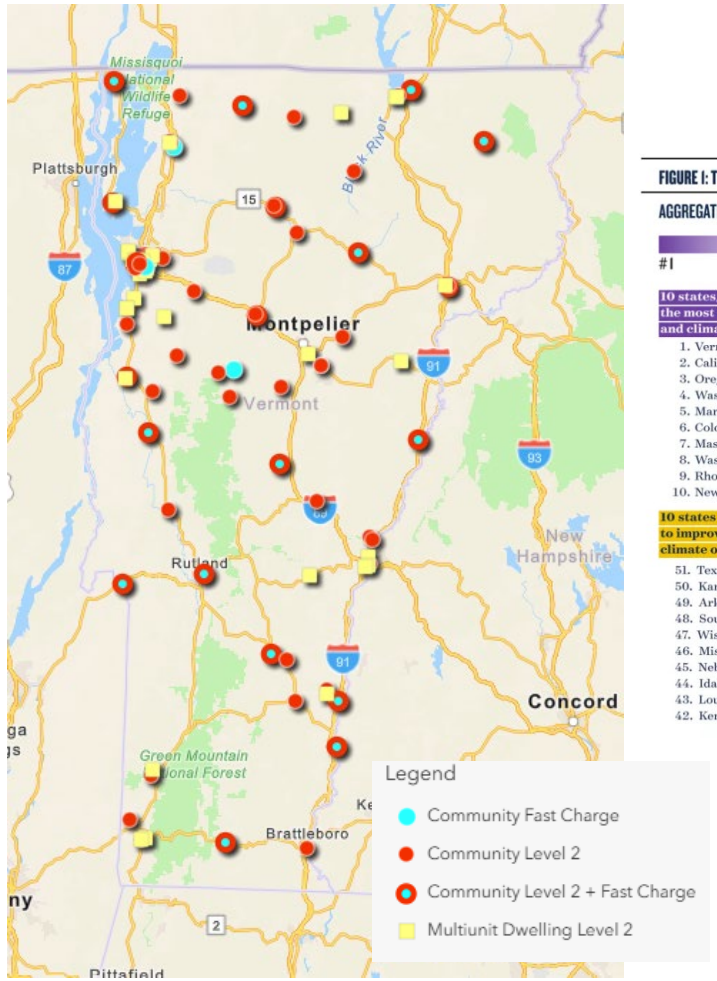
- Cost of infrastructure
- Cost of charging
- Charging speed
- Trip purposes
- Dwell times

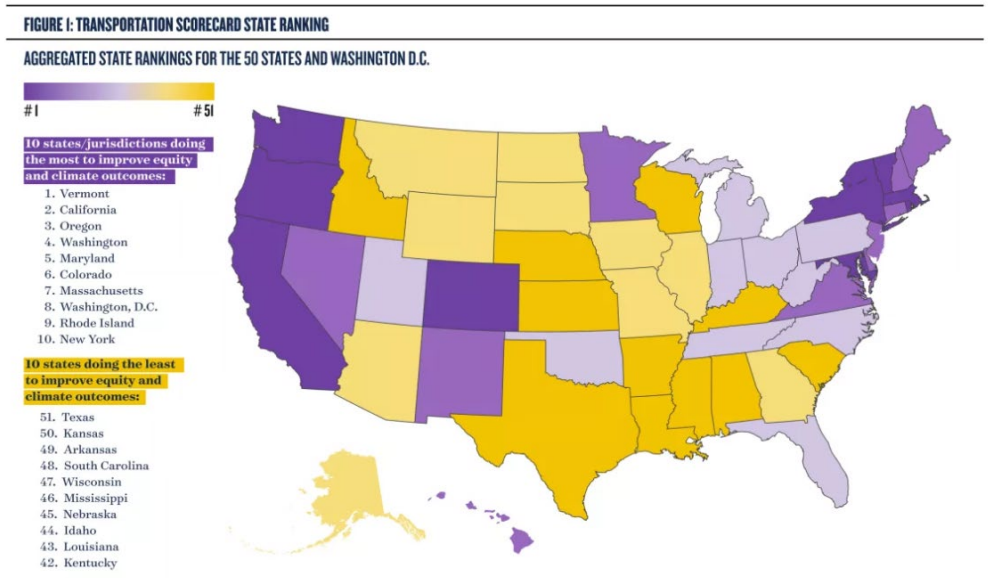


Public Funding Timeline

- 2014: VT launches Electric Vehicle Supply Equipment (EVSE) Program with $200k
- 2017: VW Settlement, $2.8 million
  - 2019: ~ $1 million for 75 Level 2 + 5 DC Fast Chargers
  - 2020: $1.7 million to Blink for 11 locations
  - 2021: $750k in capital funds to Norwich Technologies for 6 locations
- 2021: $1 million multi-unit dwelling (MUD) pilot
- 2022: $10 million in state funds for, MUD, workplace, and community attractions
- FFY2022-2026: $21.2 million in NEVI formula funds through 2026 + $2 million in ARPA funds
  - 2025: 9 DCFC projects under contract after first solicitation
  - 2026: $13 million for projects in second solicitation

Public EVSE Investments in Vermont





Vermont has highest number of public chargers per capita in U.S.

207.4 charging ports per 100,000 people

https://accd.vermont.gov/

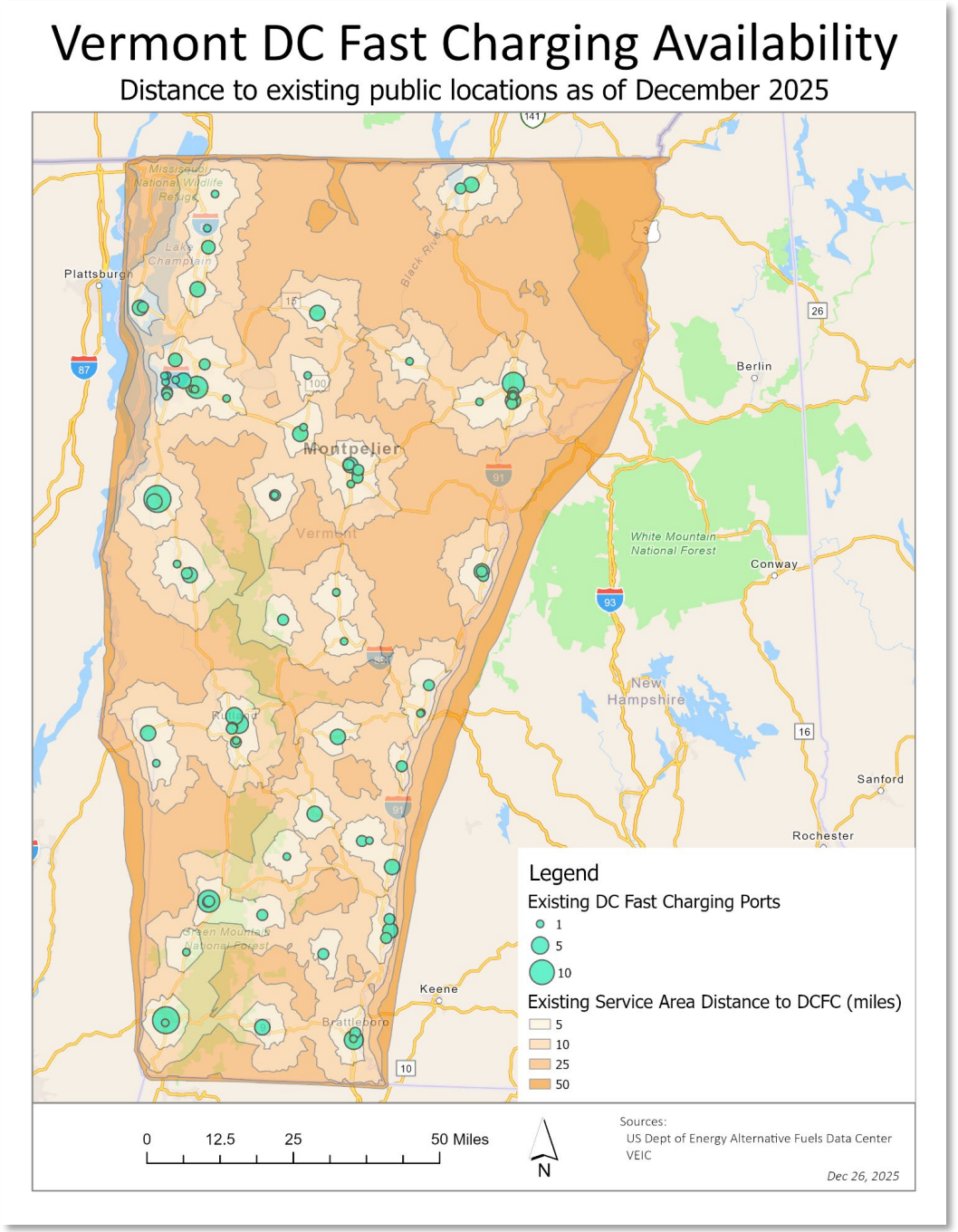
www.nrdc.org

NEVI Contracting Status

- 1 Operational Location Opened April 23, 2024
- 11 Awards made in first solicitation
- 8 Active contracts from first solicitation
- Received “Fully Built Out” Certification allowing more flexibility in where the remaining funds are deployed and equipment configuration
- Planning for next solicitation ~$13m for gap filling to meet state EVSE goals

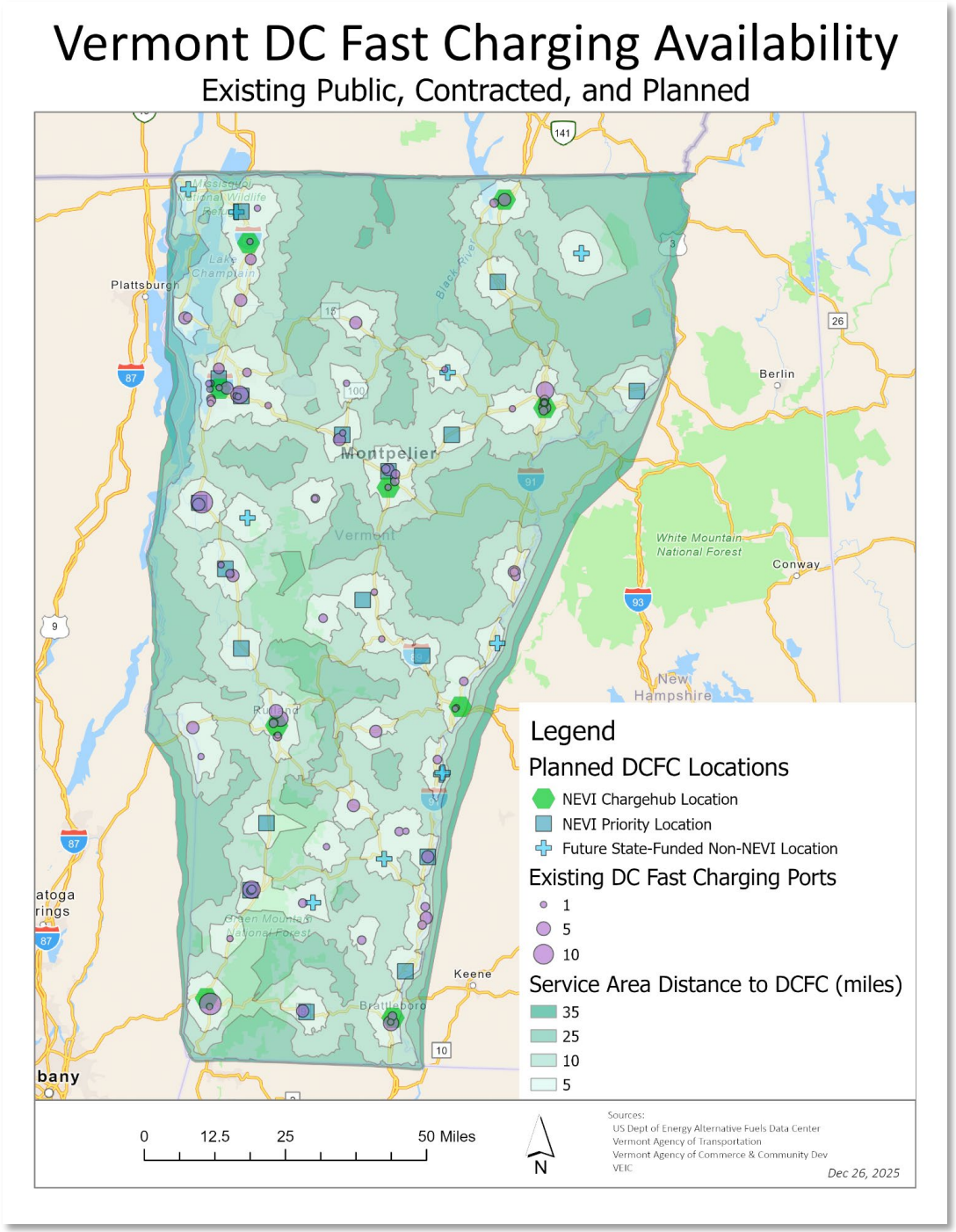
Existing Public Fast Charging

97 stations
281 ports



Planned, Contracted, and Existing Public Fast Charging

Includes planned and awarded projects under ACCD's Charge Vermont and AOT's NEVI programs



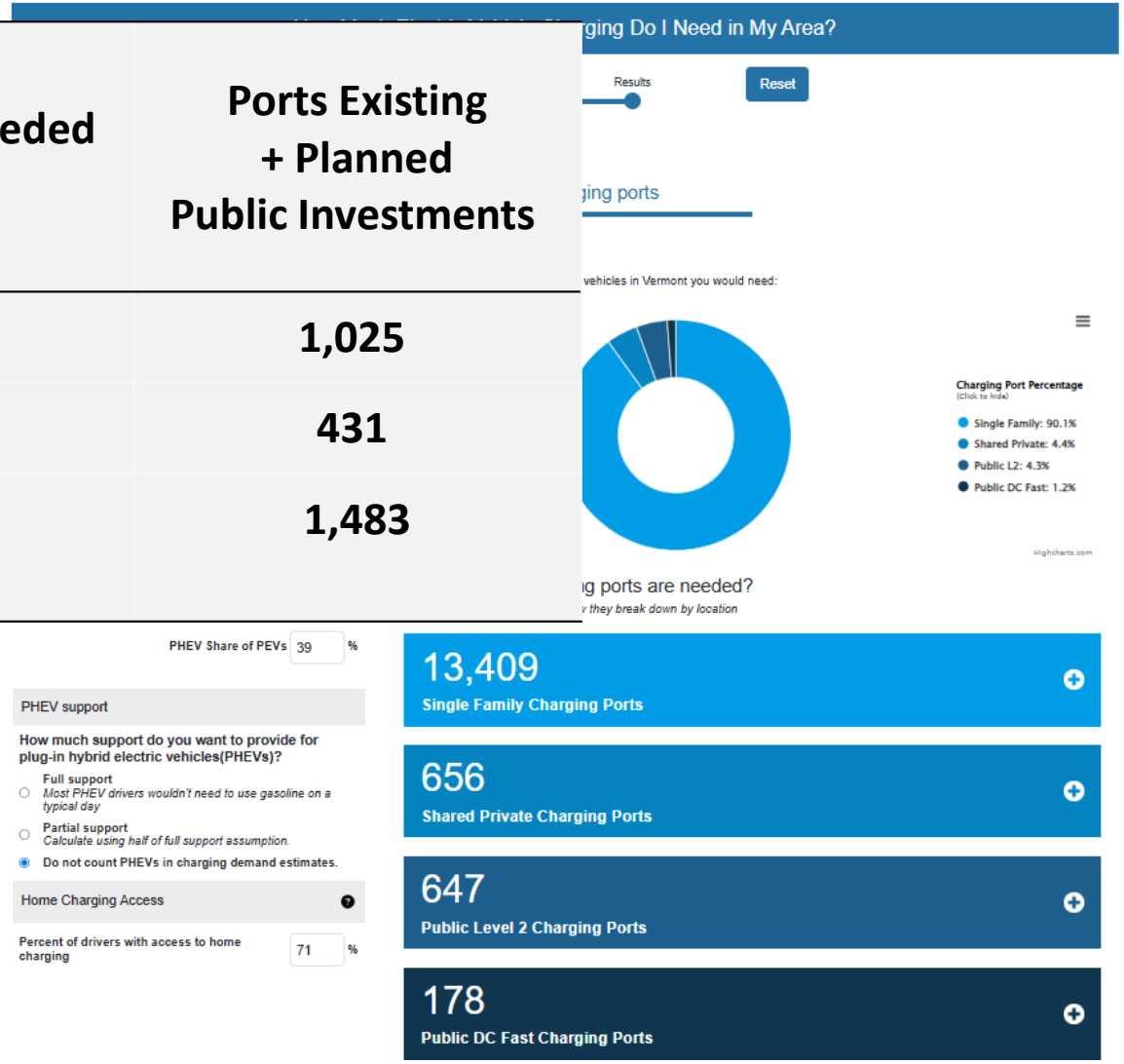
Assessing Current EVSE Needs

EV registrations as of October 2025

- 20,316 PEVs total
- 12,361 BEV
- 7,955 PHEV

Current Scenario – assuming 71% of drivers have access to home charging, 39% PHEVs.

Charging Level	Ports Needed	Ports Existing + Planned Public Investments
Level 2	647	1,025
DCFC	178	431
Total Ports	825	1,483



https://afdc.energy.gov/

Assessing Remaining DCFC Needed

To meet State targets:

- 126,000 EVs by 2030
- Within 3 miles from interstate exits
- Within 25 miles of next DCFC location

Scenario 1 – assumes 71% of drivers have access to home charging, 42% PHEVs.

Charging Level	Ports Needed	Ports Existing + Planned Public Investments	Gap
Level 2	3,105	1,052	-2,053
DCFC	565	431	-134
Total Ports	3,670	1,483	-2,187

Scenario 2 - assumes 87% of drivers have access to home charging, 42% PHEVs.

Charging Level	Ports Needed	Ports Existing + Planned Public Investments	Gap
Level 2	2,126	1,052	-1,074
DCFC	413	431	18
Total Ports	2,539	1,483	-1,056

https://afdc.energy.gov/

Assessing Remaining DCFC Needed

To meet State goals:

- 126,000 EVs by 2030
- 3 miles from interstate
- With 25 miles from next DCFC

Funding Needed to Fill Gaps and Meet State EVSE Goals

Funding Gap	Target # of Ports
$33.5 million	134 DCFC ports

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