

1 Senator White language regarding Public 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 LAWS AND
3 REGULATION; REPORT

4 (a) On or before January 15, 2027, the Secretary of Transportation, in
5 consultation with the Secretary of Agriculture, Food and Markets; the Public
6 Utility Commission; and the Commissioners of Public Service and of Taxes,
7 shall submit a written report to the House and Senate Committees on
8 Transportation regarding the current laws and regulations governing the
9 installation and operation of electric vehicle supply equipment (EVSE) in
10 Vermont.

11 (b) The report shall specifically include the following:

12 (1) an analysis of all current legal requirements for EVSE in Vermont,
13 including the following:

14 (A) with respect to EVSE available to the public:

15 (i) requirements related to parking, including charges for parking
16 and restrictions related to the amount of time that a vehicle may be parked in a
17 specific location;

18 (ii) applicability of Vermont taxes;

19 (iii) requirements for signage, including instructional signage and
20 contact information for user assistance;

- 1 (iv) requirements related to disclosure of:
- 2 (I) charges for electricity;
- 3 (II) charges for parking, both while charging and after
- 4 completion of charging; and
- 5 (III) other applicable charges or restrictions on usage;
- 6 (v) requirements related to the display of information related to
- 7 inspection or certification of the charger;
- 8 (vi) requirements for permissible forms of payment;
- 9 (vii) requirements for availability of information related to charger
- 10 status or usage; and
- 11 (viii) requirements related to the location and accessibility of
- 12 chargers;
- 13 (B) with respect to EVSE available to a specific group of persons,
- 14 such as the tenants of a specific building, employees of a business, or
- 15 customers of a business:
- 16 (i) requirements applicable to chargers for which the owner or
- 17 operator of the charger requires payment for use of the charger; and
- 18 (ii) requirements applicable to chargers for which no payment is
- 19 required to use the charger;

1 (C) with respect to private home and business EVSE, any existing
2 legal requirements related to the installation, use, and disclosure of data related
3 to such EVSE; and

4 (D) any legal requirements or regulations related to the use of
5 standard electrical receptacles for charging plug-in electric vehicles;

6 (2) identify and summarize the sources of information related to the
7 applicable legal requirements for EVSE that are available to members of the
8 general public, electricians, and other persons who install EVSE;

9 (3) determine if any legal or regulatory barriers exist in Vermont to the
10 adoption and increased availability of EVSE;

11 (4) identify gaps in Vermont’s existing laws and rules related to EVSE
12 and potential legislative or regulatory action to address those gaps;

13 (5) identify any instances in which Vermont has overlapping or
14 conflicting laws or rules related to EVSE and potential legislative or regulatory
15 actions to eliminate such instances; and

16 (6) examine the impact of peak electricity rates on the availability of
17 EVSE and identify potential legislative or regulatory actions to mitigate any
18 negative impacts identified.

1 (c) As used in this section:

2 (1) “Electric vehicle supply equipment (EVSE)” and “electric vehicle
3 supply equipment available to the public” have the same meanings as in 30
4 V.S.A. § 201.

5 (2) “Plug-in electric vehicle” has the same meaning as in 23 V.S.A.
6 § 4(85).