

April 13, 2026

Senate Committee on Transportation
The Honorable Richard Westman, Chair
The Honorable Rebecca White, Vice Chair

House Bill 944, Real-Time Status of Public EVSE

Monday, April 13, 2026, 3:00 PM

Position: Support with Amendments

Chair Westman, Vice-Chair White, and members of the committee:

Thank you for the opportunity to provide testimony on proposed language for House Bill 944 related to electric vehicle (EV) charging data. Specifically, the proposal would require that charging networks and operators to *“make available to third-party software developers, free of charge, data necessary to provide real-time information”* of each charging station in Vermont.

We appreciate the Committee’s focus on ensuring that EV drivers in Vermont have access to safe, secure, and reliable charging. Unfortunately, the section as drafted is inconsistent with equivalent data requirements in other leading states and, if adopted, would inadvertently undermine commercial arrangements to connect EV drivers with real-time charging data.

We respectfully encourage the Committee to accept amendments (Attachment A) that would align the proposed section in H. 944 (Real-Time Status of EVSE) to align with national standards and requirements in other leading states, as well as ensure that the private sector can continue to build out Vermont’s network of electric vehicle supply equipment (EVSE).

1) Mandatory free data sharing would undermine existing data-sharing arrangements

- Requiring charging network providers and station operators to provide unspecified operational data to third-party software developers free of charge would upend the commercial foundation of data sharing arrangements that are already active today and effectively force operators to subsidize downstream commercial use.
- This mandate would diminish the value of software, APIs, and customer-facing tools that charging network are already providing via commercial agreements, such as with widely available and publicly accessible consumer mapping services.
- Solution: Limit the set of EV chargers for which these requirements would apply to chargers that have received state funding to support deployment, which would be consistent with still-developing frameworks in California and Massachusetts, as well as with data requirements in the National Electric Vehicle Infrastructure (NEVI) program.

2) Avoid creating state-specific data requirements

- The proposed section is vague and would lead to state-specific data rules that create significant compliance challenges for industry and oversight burdens for agencies.

- Solution: Align Vermont's framework with specific NEVI data requirements and set an effective date of January 1, 2027 to allow time for agencies and industry to prepare.

3) Clarify obligations and revise technical definitions

- As drafted, the section would impose data sharing requirements on charging networks **and** charging providers. This overlapping obligation could be challenging to implement, as different parties may be responsible for ownership, operation, and maintenance.
- Technical definitions in the proposed section are inconsistent with products in the market and misaligned with requirements in other leading states.
- Solution: Clarify obligations and revise technical definitions.

H. 944 will be best positioned to help Vermont improve access to EV charging if it can complement existing private-sector solutions and state, and national, EV charging data sharing frameworks. Tesla supports the goals of the proposed language in H. 944 and encourages the Committee to consider the attached amendments to achieve the Committee's goals.

Respectfully submitted,

Kevin George Miller
Managing Policy Advisor
Tesla, Inc.

Attachment A – Proposed Amendments to H. 944

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 ~~operations and maintenance.~~

15 ~~operations and maintenance.~~

16 ~~operations and maintenance.~~

17 (3) “Charging station” ~~means EVSE available to the public or a group of~~

18 ~~EVSE available to the public and the area in the immediate vicinity of the~~

19 ~~EVSE or group of EVSE, including supporting equipment and parking spaces~~

20 ~~for users of the EVSE. means the area in the immediate vicinity of a group of~~

21 ~~chargers and includes the chargers, supporting equipment, parking areas~~

22 ~~adjacent to the chargers, and lanes for vehicle ingress and egress. A charging~~

23 ~~station could comprise only part of the property on which it is located.~~

10 “Publicly funded and publicly available charging station”, means a charging station with EVSE installed that has received an incentive for infrastructure deployment from a state agency in Vermont and is located at a publicly available parking space.

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~~24~~11 (4) “Charging station operator” means a person that owns or provides
~~25~~12 the EVSE and the supporting equipment and facilities at one or more charging
~~26~~13 stations and is responsible for operating and maintaining the EVSE, supporting

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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.

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1 (10) “Level 2 EVSE” means EVSE with a single-phase input voltage
2 range from 208 to ~~277~~ 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 ~~described in Section B1(a) on availability, power~~
20 ~~delivery rating, and~~
21 pricing via application programming interface of each ~~charging station~~ publicly
funded and publicly available charging station port installed in Vermont on or after
January 1, 2028.

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1 (b) The Secretary shall adopt rules by July 1, 2027 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 and limited to, the following data fields,
which align with NEVI standards:

- (1) Unique charging station name or identifier;
- (2) Address (street address, city, State, and zip code) of the property where the charging station is located;
- (3) Geographic coordinates in decimal degrees of exact charging station location;
- (4) Charging station operator name;
- (5) Charging network provider name;
- (6) Charging station status (operational, under construction, planned, or decommissioned);
- (7) Charging station access information:
 - (i) Charging station access type (public or limited to commercial vehicles);
 - (ii) Charging station access days/times (hours of operation for the charging station);
- (8) Charging port information:
 - (i) Number of charging ports;
 - (ii) Unique port identifier;
 - (iii) Connector types available by port;
 - (iv) Charging level by port (DCFC, AC Level 2, etc.);
 - (v) Power delivery rating in kilowatts by port;
 - (vi) Accessibility by vehicle with trailer (pull-through stall) by port (yes/no);
 - (vii) Real-time status by port in terms defined by Open Charge Point Interface 2.2.1;
- (9) Pricing and payment information:
 - (i) Pricing structure;
 - (ii) Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1; and
 - (iii) Payment methods accepted at charging station.

4 ~~data related to availability of EVSE,~~

5 ~~_____~~

6 ~~power delivery rating of EVSE, and pricing information;~~

7 ~~(2) provisions to ensure that data provided pursuant to subsection (a) of~~

8 ~~this section is accurate and reflects real-time conditions at each charging~~

Attachment A – Proposed Amendments to H. 944

9 ~~station port;~~

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

11 ~~time”;~~

12 ~~(4) requirements that the data provided pursuant to subsection (a) of this~~

13 ~~section include geographic information sufficient to support third-party~~

14 ~~mapping software;~~

15 ~~(5) requirements that the data format comply with PEV charging~~

16 ~~industry best practices and standards, including NEVI Standards or other~~

17 ~~equivalent standards; and~~

185 (6) provisions permitting charging station operators to attach reasonable

196 conditions to data use that are designed to protect confidential business

207 information, provided that the conditions do not prevent third-party software

21 ~~developers from accessing real-time information described in Section B(1)a on the~~
22 ~~availability, power~~

238 ~~delivery rating, and pricing~~ of each charging station port.