

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

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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

station

(3) “Charging station” means the area in the immediate vicinity of a group of  
chargers and includes the chargers, supporting equipment, parking areas adjacent to  
the chargers, and lanes for vehicle ingress and egress. A charging 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 the  
deployment of infrastructure from a state agency in Vermont or a charge on  
ratepayers and is located at a publicly available parking space.

11 (4) “Charging station operator” means a person that owns or provides  
12 the EVSE and the supporting equipment and facilities at one or more charging  
13 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 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 277 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 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) via application  
programming interface of each publicly funded and publicly available charging  
station port installed in Vermont on or after January 1, 2028.

- 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.

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6           (2) provisions permitting charging station operators to attach reasonable  
7           conditions to data use that are designed to protect confidential business  
8           information, provided that the conditions do not prevent third-party software  
9           developers from accessing real-time information described in Section B(1)a of each  
10           charging station port.

(3) how the state agency supporting the incentive and ratepayer funding infrastructure shall share the applicable stations to the EV charging network on a quarterly basis.