VERMONT

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Agency of Transportation

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Legislative Report

To: House and Senate Committees on Transportation

Date: January 15, 2026

From: Andrea Wright, Environmental Policy Manager

Re: Statewide Level 3 EVSE (Direct Current Fast Charging or DCFC) Report, Map, and Funding for installation and maintenance of charging equipment to meet the targets of the Comprehensive Energy Plan and the Vermont Climate Action Plan.

Members of the Committees,

The Vermont Agency of Transportation (AOT) respectfully submits the following report on Vermont's public electric vehicle fast-charging network and progress toward State legislative goals and the National Electric Vehicle Infrastructure (NEVI) Deployment Plan as required by Sections 23 and 25 of Act 148 (2024 Transportation Bill).

Sec. 23 of Act 148 (2024 Transportation Bill) amended Sec. 4 of Act 184 (2022 Transportation Bill) which amended Sec. 30(b) of Act 55 (2021 Transportation Bill) requiring the following:

> § 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.
>
> § 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.

Sec. 25 of Act 148 (2024 Transportation Bill) includes the following:

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.

EXECUTIVE SUMMARY

The first part of this report addresses State efforts related to Level 3 DC fast charging ports available to the public in accordance with state goals and the NEVI Deployment Plan as well as the current operability of related charging ports. To date, ACCD has administered nearly $10 million state funds earmarked for DCFC, which has resulted in 17 operational DCFC projects and 10 DCFC projects that are under contract/planned. AOT is administering $21.2 million federal NEVI funds and currently has 1 operational DCFC project, 8 more under contract, and plans to issue a second solicitation for up to 19 additional projects. Several areas in northern Vermont do not yet meet the state goal to have fast charging located every 25 miles along the state highway system. To help close these gaps, AOT has received federal approval to include greater flexibility in future solicitations which will allow for more appropriately sized equipment to be installed in these areas to meet current demand.

The second part of this report addresses funding the installation and maintenance of the EVSE infrastructure necessary for Vermont to meet that portion of the goals of the Comprehensive Energy Plan and the Vermont Climate Action Plan. Revenues from the EV Infrastructure Fee will continue fund Level 1 and 2 charging at workplaces and multiunit dwellings through ACCD until a Mileage Based User Fee is in place. AOT will continue to deploy the remaining $13 million NEVI funds for DCFC projects, with a focus of closing gaps along highway corridors. Beyond these investments there is still a gap of 134 DCFC ports estimated to meet the demand of the approximately 126,000 EVs that would need to be deployed by 2030 in order to achieve the emissions reduction requirements set forward in the Global Warming Solutions Act (GWSA). Calculated based on today's estimates, it will cost an additional $33.5 million to reach this goal. It is not necessarily anticipated that only federal and state

funding resources will be required to support reaching these targets, the private sector is also investing in public charging however, the amount of private sector investment in the EVSE network will fluctuate based on the demand for charging (i.e. electric vehicle adoption) and the whole portfolio of types of charging available.

EVSE DCFC GOALS AND OPERABILITY

Until the National Electric Vehicle Infrastructure (NEVI) program was created as a federal formula-funded appropriation by the Investment in Infrastructure and Jobs Act of 2021, State investments in fast charging had been managed by the Agency of Commerce and Community Development (ACCD) in partnership with the EVSE interagency workgroup which includes AOT, Agency of Natural Resources, Public Service Department, Department of Buildings and General Services, and Agency of Agriculture Food and Markets.

- In 2017, Vermont was awarded $18.7 million in VW Settlement Funds, $2.8 million of which was eligible to be spent on EVSE deployment. ACCD has administered a competitive grant program with these funds to support public DC fast charging and public Level 2 charging. To date, the program has resulted in 15 completed DCFC projects, and 3 DCFC projects that are under contract.
- Act 185 of 2022 made $10 million available to ACCD for public charging at workplaces, multiunit dwellings, and public attractions. In 2023, ACCD launched the Charge Vermont program with $7 million in state funding for DCFC at public attractions and Level 2 charging at workplaces, multiunit dwellings, and public attractions. Charge Vermont has awarded 9 DCFC projects, 2 of which are now operational. The status of these projects is included in maps 2 and 3 and Table 1 below.
- Act 148 of 2024 authorized $1,7 million in one-time Transportation Fund monies to ACCD for the purpose of providing grants to increase Vermonters' access to Level 1 and 2 EVSE charging ports at workplaces or multiunit dwellings, or both. An initial transfer was made for $1.1 million and the remaining $600,000 was transferred quarterly from revenue collected from the EV Infrastructure Fee until a Mileage Based User Fee (MBUF) is put in place.
- Act 27 of 2025 added another $1.4 million in Transportation Funds to continue the quarterly transfers until the MBUF implementation date.

With federal NEVI program formula funding available through the Federal Highway Administration (FHWA) Infrastructure Investment and Jobs Act (IIJA), AOT is primarily responsible for fast charging to serve highway corridors. The IIJA established the NEVI program with $5 billion in formula funds. Vermont's share of these formula funds is $21.2 million over five years (FFY2022-2026). Federal program guidelines require annual approval by FHWA of a state's NEVI plan before being able to access that year's apportionment. To date, FHWA has approved four Vermont state plans providing access to all FFY2022-2026 funds, and AOT has obligated all $21.2 million available to the state. Vermont's most recent state plan update, approved by FHWA in August 2025, is included at the end of this report. Each of Vermont's annual plan updates are available on the AOT website. The Vermont Legislature also directed $2 million in ARPA funds, which were converted to General Fund dollars in 2025, to supplement fast charging along highway corridors.

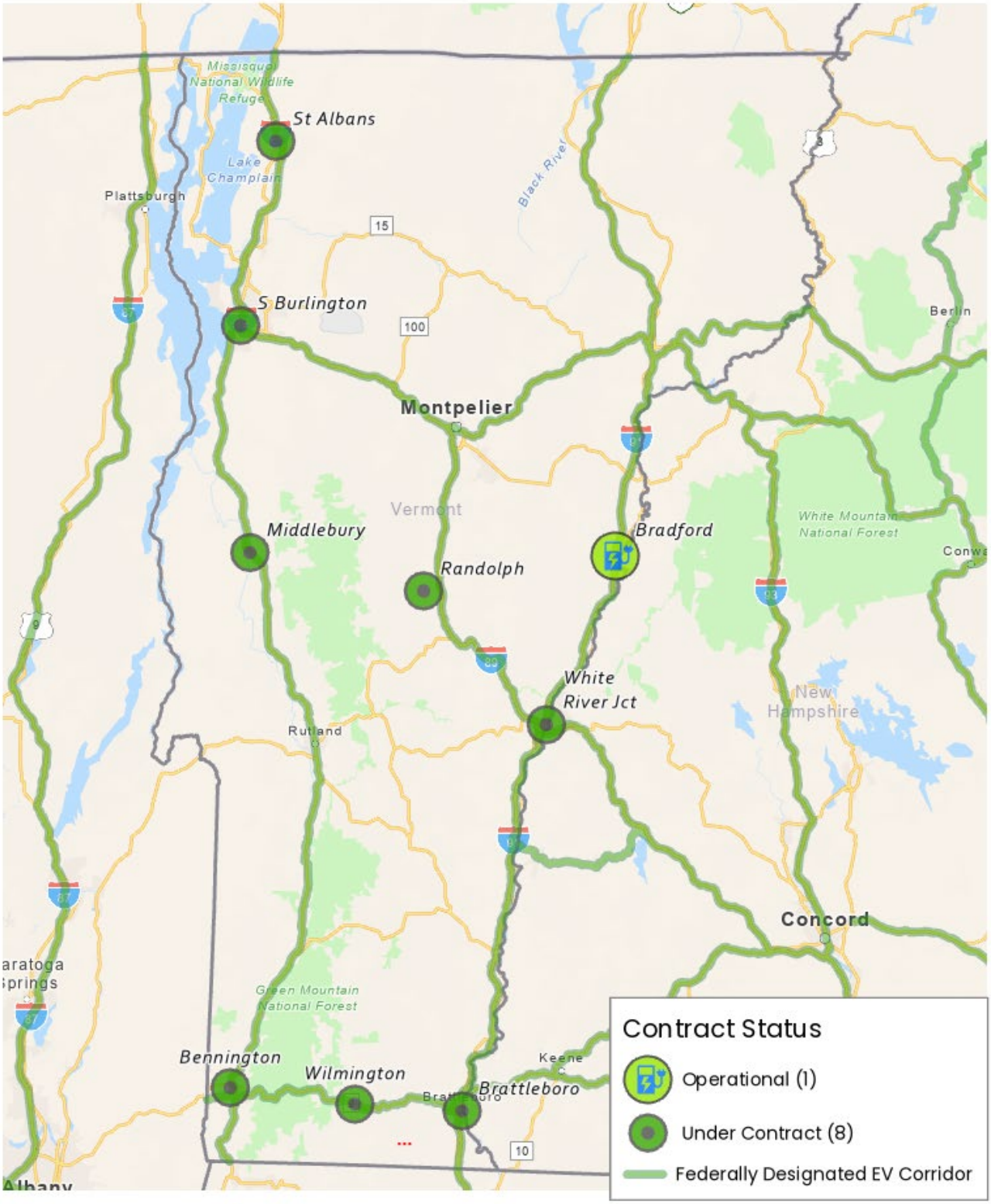
Charging stations funded through the NEVI program must meet the minimum federal requirements outlined in 23 CFR Part 680. Initial NEVI program guidance included criteria for location, ports, and power to count toward a "fully built out" certification:

- located within one mile of an interstate exit or highway intersection,
- within 50 miles of the next location,
- have a minimum of four ports capable of charging 150kW simultaneously (600kW minimum per location), and
- each port must have at least one permanently attached Combined Charging System (CCS) connector.

Under the original guidance, Vermont was required to build 15 NEVI compliant charging stations to be eligible to request "fully built out" certification. Those 15 locations were included in an initial RFP issued in Spring 2024. Meeting narrowly defined criteria for location, while ensuring access to a variety of public amenities, poses a particular challenge in our rural state, as does locating a willing and committed site host that meets all other NEVI requirements, offers a robust and consistent user experience, and contributes to economic activity in Vermont's downtowns and villages. With these criteria, AOT was able to award 11, and ultimately contract 9 of the initial 15 locations included in the first-round solicitation. Revised guidance issued in August 2025 removed the location criteria required for "fully built out" certification, however minimum requirements for power and number of ports at each site remain intact in 23 CFR Part 680. The removal of the location criteria in the revised guidance allowed AOT to request certification as "fully built out" for the 9 contracted locations. FHWA approved the request and Vermont's Alternative Electric Fuel Corridors are now certified as "fully built out," allowing AOT more flexibility in where the remaining funds are deployed. Alternative Fuel Corridors (AFCs) are federally designated routes along major highways in the U.S. that support the installation of infrastructure for electric vehicle (EV) charging, hydrogen, propane, and natural gas fueling. With the designation of Alternative Electric Fuel Corridors (AFCs), the Federal Highway Administration (FHWA) is establishing a national network of electric fueling options along national highway system corridors.

A map of the 9 locations counting toward Vermont's "fully built out" status is included below as Map 1. As of January 2026, one station is open (Bradford). The remaining 8 priority locations that are under contract are all expected to be operational by December 2026.

Map 1 - Status of Vermont's 9 Priority NEVI Locations Under Contract as of Dec. 2025



With the first-round solicitation complete and project awards made, AOT headed into 2025 with high expectations for program expenditures and station build out. However, actions at the federal level throughout much of 2025 led to months of uncertainty and disruption.

- In December 2024, AOT announced 11 awards that were to contribute toward the build out of Vermont's charging network to federal and state specifications with the installation of 60 additional fast charging ports across the state.
- In January 2025, the approval of State NEVI Plans was rescinded via Executive Order. Access to any unobligated FFY2022-2025 funds was paused.
- In February 2025, AOT issued orders to pause 5 awards that were not yet under contract plus 4 executed contracts. Two contracts were modified to move forward using state General Fund dollars. A second solicitation for the use of the remaining NEVI funds, planned for release in February 2025, was not issued.
- In May 2025, Vermont joined a multistate lawsuit to regain access to the frozen FFY2022-2025 apportionments. However, Vermont was not included in the preliminary injunction granted to 14 of the 17 states named in the lawsuit.
- In July 2025, the federal reconciliation bill was signed into law, sunsetting federal tax credits for EVSE by June 30, 2026. AOT's contractors were encouraged to include the federal tax credit as part of the 20% private sector match required of the program. The overall program pause, coupled with the elimination of the tax credit incentives, burdens these businesses with unreasonable timeline and budgetary constraints.

Despite these setbacks, the latter part of 2025 saw renewed momentum with AOT successfully regaining access to 100% of its NEVI apportionment, executing contracts for 6 projects, and planning for a second solicitation.

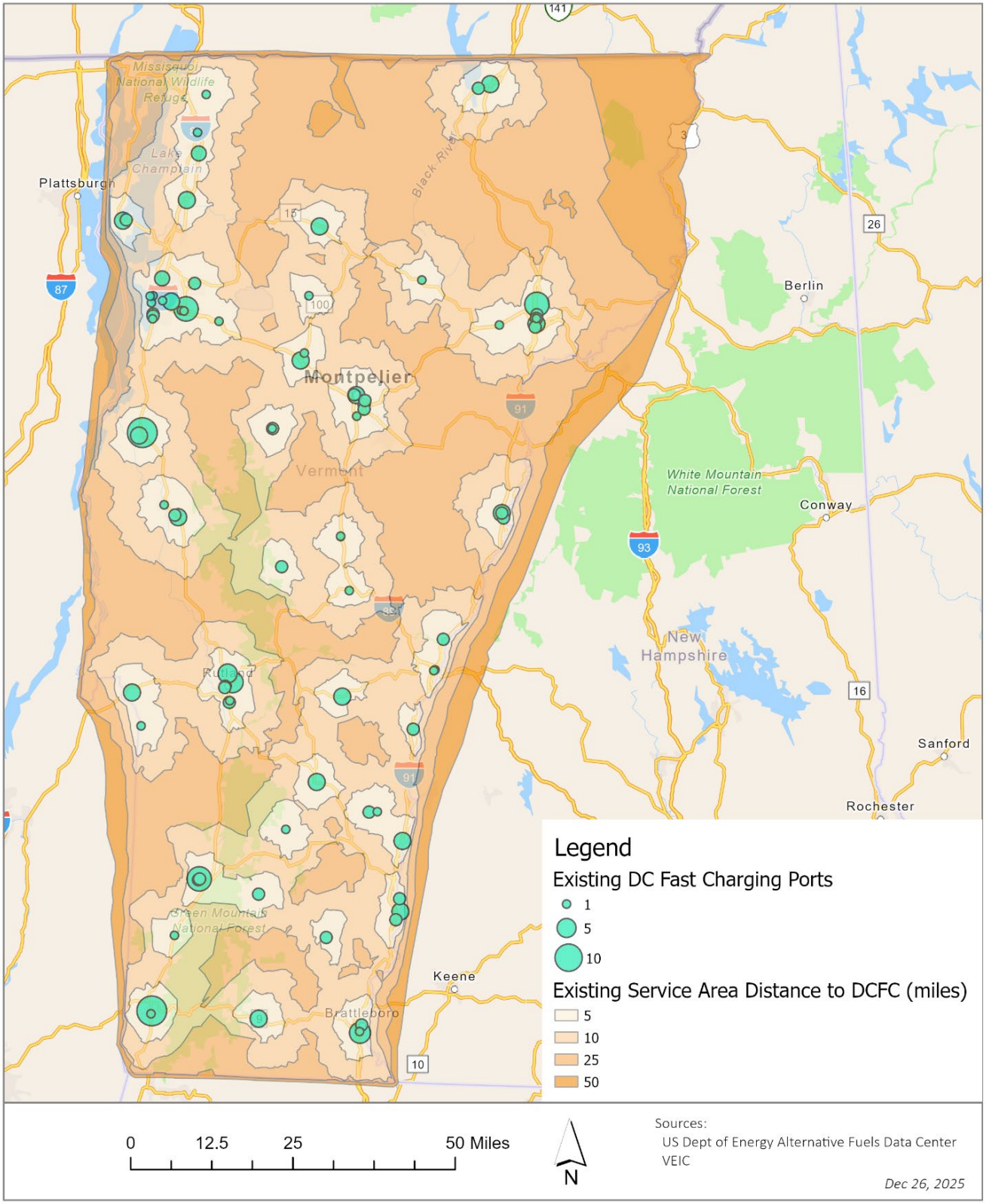
- On August 11, 2025, FHWA released revised NEVI Interim Final Guidance. AOT quickly drafted a FFY2026 state plan update in accordance with the new guidance and submitted it to FHWA on August 25. FHWA approved the FFY2026 plan on August 26. By August 29, FHWA made the $15.8 million previously authorized, but paused, FFY2022-2025 funds available. Those funds were obligated by September 11 for all awarded NEVI locations plus additional locations to be included in a second solicitation.
- In September 2025, AOT lifted the stop work orders and finalized contracts for 6 fast charging stations. Two awards were declined and one contract was cancelled due to impacts related to market uncertainties that unfolded over the course of the year including program disruptions, cost increases for equipment and labor expenses, loss of federal tax incentives, supply chain delays, and declining private sector appetite to take on debt and risk.
- Also in September, FHWA authorized the remaining $4.5 million FFY2026 apportionment, which was quickly obligated and will also be included in a second solicitation.
- In October 2025, AOT requested certification of Vermont's Alternative Fuel Corridors (AFCs) for EVs as "fully built out." FHWA approved the request by the end of the month, making all remaining NEVI funds available for use with more flexibility both on and off highway corridors.

Looking ahead to 2026, AOT expects to issue a second RFP to continue filling gaps to meet the State's goal to have DCFC located every 25 miles on the state highway network. Ahead of the solicitation, AOT will engage with communities and potential site host properties throughout the state to connect interested property owners in these areas with AOT's pre-qualified EVSE providers. These early conversations are expected to result in stronger bids and help reduce the time needed to execute site host agreements once contracts are in place.

The map below titled "Map 2 – Vermont DC Fast Charging Availability – Distance to existing public locations," shows currently available DC fast chargers and the State's gaps in meeting its legislative goal to have a fast charger within 25 miles of the next fast charger. The darkest orange areas represent gaps in meeting the state goals, where someone would find themselves more than 25 miles from the nearest charger.

For the purposes of this report, Map 2 includes all fast chargers offering CCS and NACS connectors that are open to public use. CCS is the fast charging plug standard historically used by non-Tesla automakers. NACS (North American Charging Standard, also known as J3400, or "Tesla") is a smaller plug which is overtaking CCS in market adoption. Over the last few years all major auto manufacturers have announced plans to adopt NACS for fast charging, with several recent model year non-Tesla vehicles already equipped with NACS ports. This industry shift will allow non-Tesla EVs easy access to charge at many Tesla fast charging stations. Map 2 below includes existing Tesla DCFC open to non-Tesla EVs including "Magic Docks" with NACS connectors that have CCS adapters built into the charging equipment (Vergennes) as well as locations open to non-Tesla EVs using individual vehicle NACS to CCS adapters (Willison, St. Johnsbury, Rutland, and Bennington). As described in this Drive Electric Vermont resource, all EV manufacturers now offer NACS adapters for most of their existing EVs. Three Tesla "Superchargers" that are Tesla-only (South Burlington, Berlin, and Brattleboro) are excluded from the map due to limitations for public use.

Map 2 – Vermont DC Fast Charging Availability – Distance to existing public locations as of Dec. 2025



Challenges to building DCFC to the original NEVI standard and in areas with the widest service area gaps are not unique to Vermont, but are amplified by the rural nature of the state. Utility demand charges at the most popular times that EV drivers charge at public DCFC, combined with limited access to existing three phase power, lower customer demand, and fewer viable site hosts in these areas make a hard business case for EVSE providers to build here without taking on additional cost and risk. Federal tax credits helped to alleviate some of that cost and risk for some bidders. Still, only 2 of AOT's 8 pre-qualified EVSE providers are currently under contract with the State through the initial RFP, and both are dependent on utilizing the remaining tax credits to help fund their match requirement for existing contracts. For these reasons, Vermont did not receive viable bids in the first solicitation for projects in Derby/Newport, Springfield, or St. Johnsbury. Without continued access to incentives, private sector interest in building in these areas may remain limited. However, achieving "fully built out" certification will allow AOT the flexibility to award for project bids that are appropriately scaled for the near-term demand in these and other more rural locations in the next solicitation.

The map below titled "Map 3 – Vermont Public DC Fast Charging Availability – Existing, contracted and planned," represents additional contracted and planned DCFC locations that are funded by the State of Vermont, including NEVI-supported equipment. Planned NEVI locations are indicated with blue squares and blue crosses denote where contracts or grant agreements have been reached by the State through ACCD state funds and ARPA funds. Installation of DCFC stations at these locations will not only provide more DC fast charging locations and greater redundancy in the statewide network, supporting growing passenger EV adoption but also early adopters of medium- and heavy-duty electrified vehicles along the State's main EV freight corridors (I-89, I-91, I-93, I-189) and at critical junctures of multiple routes.

Map 3 – Vermont Public DC Fast Charging Availability – Existing, Contracted, and Planned Dec. 2025

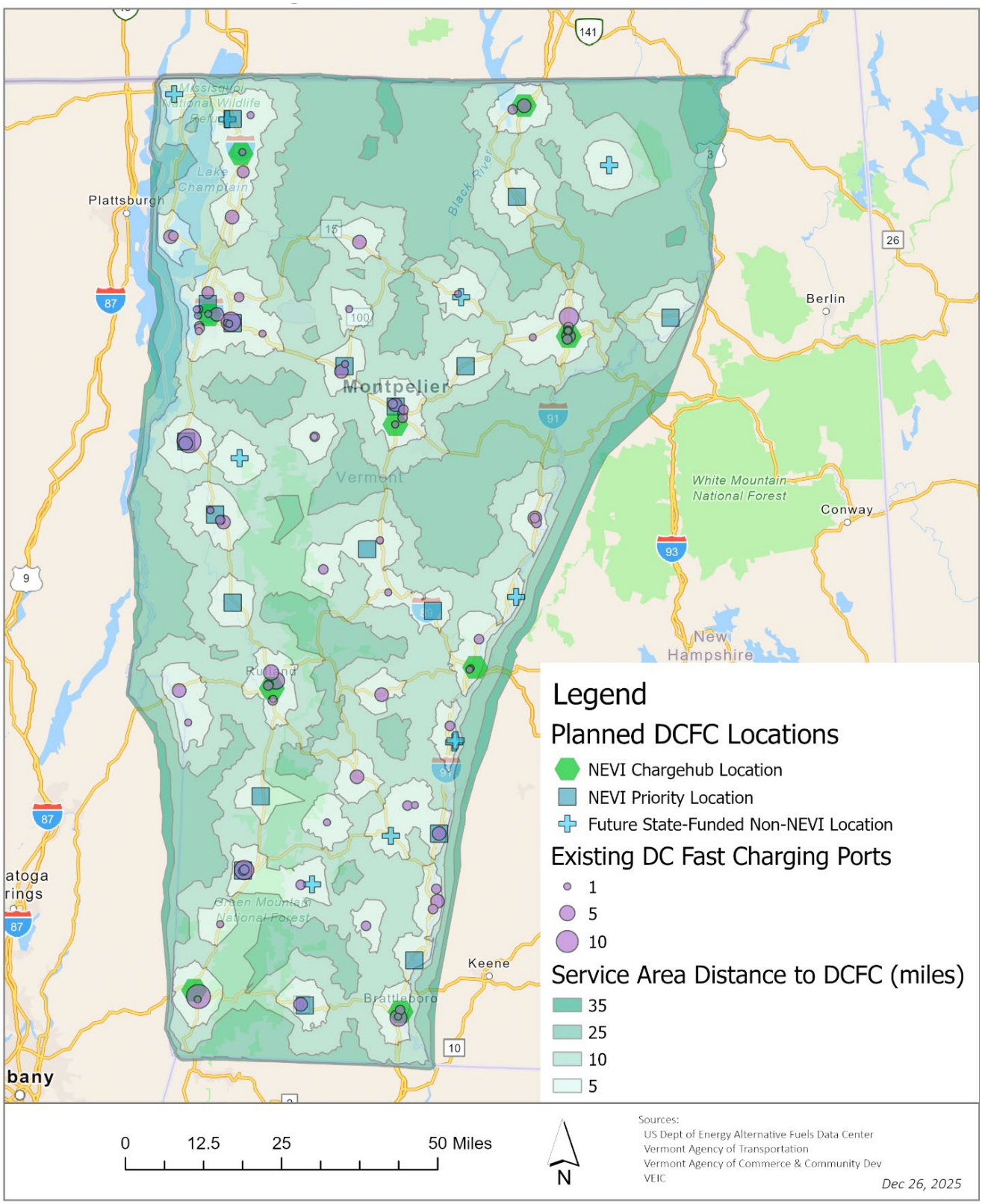


Table 1 - DCFC Stations on Highway Corridors - AOT and ACCD Funded DCFC Station Status as of Dec. 2025

Program	Municipality	Address	Status
AOT/NEVI	Bradford	6 South Main St.	Operational
AOT/NEVI + GF	Randolph	7 Summer St.	Contracted
AOT/NEVI + GF	Wilmington	129 VT-9 E	Contracted
AOT/NEVI	Rutland	TBD	Planned
AOT/NEVI	Berlin	TBD	Planned
AOT/NEVI	South Burlington	150 Dorset St.	Contracted
AOT/NEVI	St. Albans	178 Swanton Rd.	Contracted
AOT/NEVI	White River Junction	129 N Main St.	Contracted
AOT/NEVI	Brattleboro	2 Main St.	Contracted
AOT/NEVI	Middlebury	260 Court St.	Contracted
AOT/NEVI	Bennington	210 Northside Drive	Contracted
AOT/NEVI	Manchester	TBD	Planned
AOT/NEVI	St. Johnsbury	TBD	Planned
AOT/NEVI	Derby	TBD	Planned
AOT/NEVI	Springfield	TBD	Planned
AOT/NEVI	Swanton	TBD	Planned
AOT/NEVI	Winooski	TBD	Planned
AOT/NEVI	Williston	TBD	Planned
AOT/NEVI	Waterbury	TBD	Planned
AOT/NEVI	Sharon	TBD	Planned
AOT/NEVI	Barton	TBD	Planned
AOT/NEVI	Putney	TBD	Planned
AOT/NEVI	Lunenburg	TBD	Planned
AOT/NEVI	Marshfield	TBD	Planned
AOT/NEVI	Vergennes	TBD	Planned
AOT/NEVI	Brandon	TBD	Planned
AOT/NEVI	Danby	TBD	Planned
AOT/NEVI	Montpelier	TBD	Planned
ACCD/VW	South Burlington	5 Dorset St.	Operational
ACCD/VW	Rockingham	17 Depot Street	Operational
ACCD/VW	Saint Albans	555 Fairfax Rd	Operational
ACCD/VW	Waitsfield	89 Mad River Green	Operational
ACCD/VW	Alburgh	TBD	Contracted
ACCD/VW	Bradford	South Main S.	Operational
ACCD/VW	Brighton	TBD	Contracted

ACCD/VW	Fairhaven	5 S. Park Place	Operational
ACCD/VW	Hardwick	126 Hazen Union Dr.	Contracted
ACCD/VW	Johnson	25 Route 15	Operational
ACCD/VW	Ludlow	112 Main St.	Operational
ACCD/VW	Newport	4486 U.S. Rte 5	Operational
ACCD/VW	South Hero	US Rt 2	Operational
ACCD/VW	Springfield	14 Missing Link Rd	Operational
ACCD/VW	St Johnsbury	51 Depot Square	Operational
ACCD/VW	Vergennes	48 Green St.	Operational
ACCD/VW	Waterbury	5 Pilgrim Park Rd.	Operational
ACCD/VW	Wilmington	19 S. Main St.	Operational
ACCD/Charge VT	Windsor	183 Main St.	Planned
ACCD/Charge VT	Thetford	3052 US-5	Planned
ACCD/Charge VT	Windsor	30 Depot Ave.	Contracted
ACCD/Charge VT	Swanton	74 Merchant's Row	Contracted
ACCD/Charge VT	Woodstock	548 W Woodstock Rd.	Operational
ACCD/Charge VT	Weston	657 Main St.	Operational
ACCD/Charge VT	Chester	60 Main St.	Planned
ACCD/Charge VT	Bristol	25 Mountain Vier St.	Planned
ACCD/Charge VT	Rawsonville	8701 VT Rt 30	Planned

FUNDING INSTALLATION AND MAINTENANCE TO MEET CAP TARGETS

The Vermont Pathways Analysis Report 2.0 which followed the adoption of the initial Climate Action Plan (CAP) by the Vermont Climate Council in 2021, estimates that approximately 126,000 EVs would need to be deployed by 2030 in order to achieve the emissions reduction requirements set forward in the Global Warming Solutions Act (GWSA). The scenario modeling performed in support of the updated 2025 Climate Action Plan, which includes a revised EV deployment estimate, falls short of meeting the emissions reductions required by the GWSA by January 1, 2030. The Vermont Agency of Natural Resources (ANR) is in the process of making further model updates. Until a revised EV deployment target is finalized, we continue to use 126,000 from the Vermont Pathways Analysis Report 2.0.

AOT uses the Alternative Fuel Data Center's (AFDC) Electric Vehicle Infrastructure Daily Charging Need tool to estimate the number of public charging ports required to support adoption of EVs in line with the state's 2030 target of 126,000 PEVs. Access to charging at home impacts the estimates for the amount and type of public charging needed. AOT therefore used two different scenarios for home charging access in the tool to estimate the number of public ports needed.

Scenario 1 - Public EV charging ports needed to support 126,000 PEVs by 2030 – assuming 71% of drivers have access to home charging, 42% PHEVs.

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

*Includes all sites listed in Table 1 + existing publicly available private installations. https://afdc.energy.gov/

Scenario 2 - Public EV charging ports needed to support 126,000 PEVs by 2030 – assuming 87% of drivers have access to home charging, 42% PHEVs.

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

*Includes all sites listed in Table 1 + existing publicly available private installations. https://afdc.energy.gov/

Scenario 1 above assumes that 71% of drivers would have access to home charging while Scenario 2 assumes a larger number of EV drivers, 87%, have access to home charging.

This exercise demonstrates that increased access to home charging may reduce the amount of public EVSE DCFC needed to support Vermont drivers. The scenario that assumes 71% of drivers have access to home charging reflects Vermont's current housing stock, where 71% of homes are single family homes with more readily available and affordable home charging solutions. Home charging access is more challenging for drivers living in the 29% of homes that are in multiunit buildings or manufactured home communities have. Meaningfully increasing investments in multiunit charging would ensure more equitable access to home EV charging and decrease the amount of public charging and level of investment needed to support equitable adoption of EVs.

DCFC plays an important role in this public EVSE network, as many EV drivers may expect to rely on fast charging when not charging at home. However, in these scenarios, increased Level 2 charging available at locations off corridor remains an important part of the EVSE charging network. Level 2 charging is less expensive to install, likely to have lower fees for use compared to DCFC, reduces demand on the grid, and leverages opportunities to offer "right sized" charging in places where drivers tend to park for longer periods of time, such as at workplaces or at public attractions.

Additional funds for competitive programs that can demonstrate documented unmet need, such as ACCD's Charge Vermont program and Burlington Electric Department's (BED) (now frozen) CFI award for Level 2 and DCFC public charging ports throughout the city, support Vermonters' ability to charge where they live, work, and play. In 2024, FHWA awarded BED $4.8 million to install 153 Level 2 and 47 fast chargers at about 85 public spots in Burlington by 2030. This plan expands on BED's successful pilot program that leveraged a $95,294.00 state Multiunit Dwelling EVSE Grant program for increased access to affordable charging to install pole mounted EVSE curbside and in the city's right of way in 5 neighborhoods with a high density of multiunit properties. Now over one year later, FHWA has not made additional information available about BED's award and Vermont's attorney general recently joined legal action to restore access to the funds.

To fund the outstanding EVSE needed to support the targeted transition to vehicle electrification in the state, AOT will continue to pursue discretionary funding opportunities that become available, including future Charging and Fueling Infrastructure (CFI) and gap-filling grant funds if FHWA ultimately releases them. In the meantime, AOT plans to fully utilize the remaining $13 million NEVI funds in its next solicitation for DCFC, as outlined above. Additional funding beyond the NEVI apportionment will be required to close the 134 port gap based on scenario 1 above.

A gap of 134 public DCFC ports required to meet Vermont Pathways Analysis Report 2.0 remains unfunded after the available federal resources are exhausted and are still needed to support the State's EV adoption targets. Calculated based on today's estimates ($250,000 total cost per port), it will cost an additional $33.5 million to reach this goal, including private sector investment. It is not necessarily anticipated that only federal and state funding resources will be required to support reaching these targets, the private sector is also investing in public charging. The amount of private sector investment in the EVSE network will, however, fluctuate based on the demand for charging (i.e. electric vehicle adoption) and the whole portfolio of types of charging available.

It is also worth noting that the average cost per port increased during the period this year when the NEVI program was frozen and the first round of NEVI awards were paused. Several cost increases were honored while finalizing the 8 new contracts. As mentioned in the first section of this report, market uncertainties that unfolded over the course of the year including program disruptions, cost increases for both equipment and labor expenses, loss of federal tax incentives, and supply chain delays have all impacted the private sector's appetite to take on the debt and risk of expanding the public charging network without public sector support.

Operations and maintenance provisions included in public investment agreements ensure that infrastructure remains operational and well maintained and avoids stranded or inoperable stations, at least in the near term. Projects funded via NEVI require a minimum of five years of operation and maintenance to ensure consistent and continued uptime (chargers must be operational at least 97% of the time) for the duration of the contract as required by 23 CFR 680. That maintenance expense is provided for in the cost per port awarded.

Projects funded via VW and Charge Vermont (ACCD) also include maintenance and ongoing operations requirements. The VW agreement is for a period of seven years and includes a continuity of operation and maintenance provision that chargers must be operational at least 97% of the time based on 24 hours a day and 7 days a week. The grant term for Charge Vermont is five years and stipulates no more than 10% downtime in a 30-day period.

State of Vermont

Electric Vehicle Infrastructure Deployment Plan 2025 (FFY2026) Update

Image: Ribbon cutting at Vermont's first, and the nation's sixth, NEVI station in Bradford, Vt.

Vermont Agency of Transportation
August 25, 2025

VERMONT

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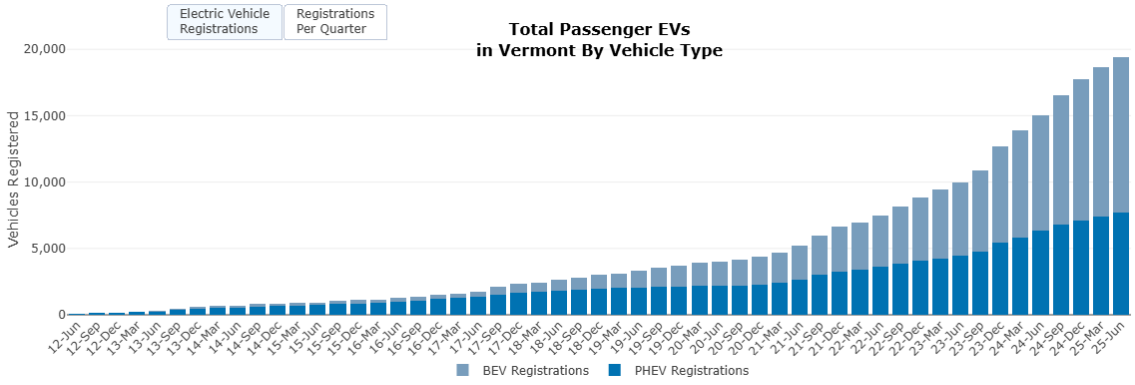
Introduction

Vermont has been a leader in public EV charging deployment, with more chargers per capita than any state in the nation. In the fall of 2021, the Vermont Agency of Transportation (AOT) sought to build upon the state's early success by working with Drive Electric Vermont to develop a ten-year, statewide strategic Electric Vehicle Supply Equipment (EVSE) deployment plan. This initial effort formed the foundation of the State's initial NEVI plan, and annual updates, as required in statute, to reflect sustained public engagement, lessons learned from implementation, and revised projections.

The Global Warming Solutions Act requires Vermont to reduce greenhouse gas pollution to 26% below 2005 levels by 2025, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050, and the steps to meet this requirement are detailed in the initial 2021 Vermont Climate Action Plan[1] and 2025 Plan update[2] as well as climate action plans developed by local and regional partners across the state. Deployment of electric vehicle charging infrastructure to support transportation electrification is a priority of the Climate Action Plan.

As of July 2025, there were 19,374 plug-in passenger vehicles and light-duty trucks in the state. This includes 7,700 plug-in hybrids and 11,674 all-electric vehicles. Vermont has over 497 publicly accessible charging stations (with 1,266 charging ports), maintaining the state's raking as that with the highest per capita presence of EVSE in the nation[3]. The state's Initial Climate Action Plan was accompanied by a scenario modeling document; Vermont Pathways Analysis Report 2.0[4]. The transportation scenarios called for 126,000 PEVs by 2030. The Alternative Fuel Data Center's Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite[5] indicates Vermont would need 3,105 public Level 2 charging ports and 565 public DCFC ports to support these vehicles. With 1,002 public Level 2 charging ports and 245 public fast charging ports currently in operation, that leaves a gap of 2,103 Level 2 and 320 DCFC ports.

Figure 1. Total Passenger EVs in Vermont as of June 2025



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[2] Vermont Agency of Natural Resources. 2025. Climate Action Plan updated July 1, 2025. https://climatechange.vermont.gov/cap-2025 https://climatechange.vermont.gov/cap-2025
[3] Drive Electric Vermont. 2025. Public Charging Map. https://www.driveelectricvt.com/about-evs/charging-map
[4] Vermont Agency of Natural Resources. 2025. Initial Vermont Climate Action Plan. Vermont Pathways Analysis Report 2.0. https://climatechange.vermont.gov/sites/climatecouncilsandbox/files/2022-03/Pathways%20Analysis%20Report_Version%202.0.pdf
[5] US Department of Energy. 2025. Alternative Fuels Data Center EVI-Pro Lite Daily Charging Need Tool. https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports

The State of Vermont had originally specified a goal in the SFY2022 Transportation Bill to have charging availability within five miles of every interstate exit and every 50 miles along state highways[6]. State goals for EVSE availability were re-examined in the SFY2023 and SFY2024 Transportation Bills to reflect federal requirements and to support EV adoption at levels suggested in Vermont Climate Action Plan modeling. The State now aims for public fast charging within three miles of every interstate exit and every 25 miles along state highways, the availability of which is seen as critical to accelerating EV adoption in the State and broader region.

Vermont's first three state plans were previously approved by FHWA on the dates indicated below and include detailed site analysis and intended deployment of funds, plus community engagement reports, and information on physical and cybersecurity strategies employed at now-awarded locations.

- The Vermont 2022 (FFY 2022/2023) State NEVI Plan was approved by FHWA on September 27, 2022.
- The Vermont 2023 (FFY 2024) State NEVI Plan Update was approved by FHWA on September 29, 2023.
- The Vermont 2024 (FFY 2025) State NEVI Plan Update was approved by FHWA on November 15, 2024.

This plan summarizes progress to date, outlines intended use of remaining funds, and serves as Vermont's FFY26 State NEVI Plan. This plan addresses the Federal NEVI Interim Final Guidance issued August 11, 2025, which requires states to submit a State EV Infrastructure Deployment Plan that includes the following statutory and regulatory requirements:

- how the State intends to use NEVI Program funds for each fiscal year, covering all unobligated funding for fiscal years 2022-2026;
- a Community Engagement Outcomes Report, per 23 CFR 680.112(d);
- and a description of physical and cybersecurity strategies, per 23 CFR 680.106(h).

Utilization of NEVI Program Funds

The IIJA appropriated a total of $5.0 billion for the NEVI Formula Program over fiscal years 2022 through 2026, with more than $21 million apportioned to Vermont. Table 1 shows Vermont's NEVI Formula Program apportionments and obligations by fiscal year as of August 2025.

Table 1. Vermont NEVI Program Funds FFY2022-FFY2026

Federal Fiscal Year	2022	2023	2024	2025	2026	Total
Apportionment	$3,140,247	$4,518,851	$4,518,882	$4,518,886	$4,518,895	$21,215,761
Obligated	$554,957.58	$0	$0	$0	$0	$554,957.58
Unobligated	$2,585,289.42	$4,518,851	$4,518,882	$4,518,886	$4,518,895	$20,660,803.42

[6] State of Vermont. June 2025. Act 55 – FY2022 Transportation Bill, Section 30. https://legislature.vermont.gov/Documents/2022/Docs/ACTS/ACT055/ACT055%20As%20Enacted.pdf

Contracting Progress and Plan Overview

To create an efficient, effective, and fair contracting process for NEVI-funded projects, and future charging installations regardless of funding source, the Agency developed a process to solicit competitive bids and advance plan objectives.

EVSE projects do not fit neatly into traditional design-build contracts as the NEVI program requires an ongoing relationship with the contractor (vendor) for maintenance, uptime, reporting, and other requirements that must extend for up to five years beyond the construction itself. To navigate this new contracting territory, the Agency worked with FHWA to develop a contract for services model that blends the two, with the idea that the contracts will be performance-based, reimbursements made upon meeting certain milestones/deliverables, including annual submissions attesting to program compliance.

Through this FHWA approved Special Experimental Project No. 14 (SEP-14) request for its use of the alternative Design-Built-Own-Operate-Maintain (DBOOM) contracting method and a Memorandum Of Understanding with the Vermont Department of Housing and Community Development (DHCD), AOT was able to cost-effectively upgrade a state-funded charging station in Bradford to become one of the first NEVI-funded stations to open in the nation and begin progress toward fully building out Vermont's AFC corridors.

After opening the Bradford site, the sixth NEVI-funded charging location in the country in April 2024, the Agency released a Request for Qualifications to develop a list of qualified EV charging providers that can perform nearly all aspects of the NEVI program from working with site hosts on agreements, designing and installing NEVI-compliant equipment, to operating and maintaining the equipment to meet accessibility, uptime, reporting and other requirements. Multiple RFPs can be issued to the list of qualified providers using multiple sources of funding over time.

The Agency will contract with third party vendors to verify the delivery of EV charging infrastructure at the locations proposed in the plan and at new sites identified throughout the duration of the program according to all state and federal requirements. To ensure EVSE projects meet program requirements, the Agency's contract for services model will pass through all the provisions to which these projects will be subject.

The following summarizes the contracting process to date:

- On April 16, 2024, AOT issued a Request for Qualifications (RFQ) to identify electric vehicle charging providers that are capable of building out Vermont's charging network to federal and state specifications. For the full announcement, please read the press release.
- On June 5, 2024, AOT announced the list of the 8 electric vehicle charging providers selected through the RFQ process to build out Vermont's charging network to federal and state specifications. For the full announcement, please read the press release.
- On July 25, 2024, AOT issued a Round 1 Request for Proposals (RFP) to invite bids from the eight providers selected through the RFQ for the design, construction, ownership, operation, and maintenance of public charging infrastructure at 14 sites along Vermont's Alternative Fuel Corridors as shown in the map in Figure 2.
- On December 12, 2024, AOT announced the award of 11 electric vehicle (EV) public charging projects that will contribute toward the build out of Vermont's charging network to federal and state specifications with the installation of 60 additional fast charging ports across the state. For the full announcement, please read the press release.
- On February 7, 2025, AOT issued written orders to pause all work related to its NEVI awards required for "fully built-out" certification. A second solicitation was expected to be issued in February 2025, for proposals to complete contracting to begin to fill in gaps both on and off

designated corridors toward meeting State goals to have EVSE every 25 miles as shown in the Figure 3 map below. That solicitation will be announced once NEVI funds have become available again.

Planning Towards a Fully Built Out Determination

The August 11, 2025 interim final guidance specifies that initial funding under the Program is directed to infrastructure acquired or installed along designated Alternative Fuel Corridors (AFCs)[7] then, when a State determines and the US DOT Secretary certifies that AFCs in a State are fully built out, funding may be used for EV charging infrastructure on any public road or in other publicly accessible locations.

Vermont identified 15 priority locations for fully built-out (FBO) status, taking into consideration geographic and network coverage to provide for a safe, reliable, and consistent charging experience for drivers throughout the state. Of these locations, nine were identified for potential higher availability and higher-powered charging, exceeding the minimum requirement of four 150-kilowatt ports, to build redundancy in the network and begin to establish a framework for future medium- and heavy-duty freight charging. These "Chargehubs" are identified with blue icons on all maps included in this plan.

Vermont's first NEVI station in Bradford is operational and seeing active utilization of four super-fast NEVI charging ports that can simultaneously charge 180 kilowatts per hour, which are complemented by two 50-kilowatt DC fast chargers and a single AC Level 2 charger installed at the site through a state-funded grant agreement with DHCD.

Vermont's first competitive solicitation included the remaining 14 priority locations identified for FBO. The 11 bids that were received in response to that solicitation identified the locations that are market ready for additional EVSE installation. The contracts that result from awards made in that first solicitation, plus the Bradford charging station awarded through a sole source procurement, will count toward Vermont's fully built-out status along the state's federally designated Alternative Fuel EV corridors.

Table 2. Federally Designated Alternative Fuel EV Corridors in Vermont

Route	Designation
I-89 from NH border to Quebec border	Corridor-ready
I-91 from MA border to Quebec border	Portions corridor-ready and pending
I-93 from St Johnsbury to NH border	Portions corridor-ready and pending
US 2 from Montpelier to the NH border	Portions corridor-ready and pending
US 7 from MA border to S Burlington	Portions corridor-ready and pending
VT 9 from NH border to NY border	Corridor-ready

[7] National Electric Vehicle Charging and Hydrogen, Propane, and Natural Gas Fueling Corridors (23 U.S.C. § 151(a)-(e)).

Figure 2. Map of 14 NEVI Priority Locations Included in Round 1 RFP

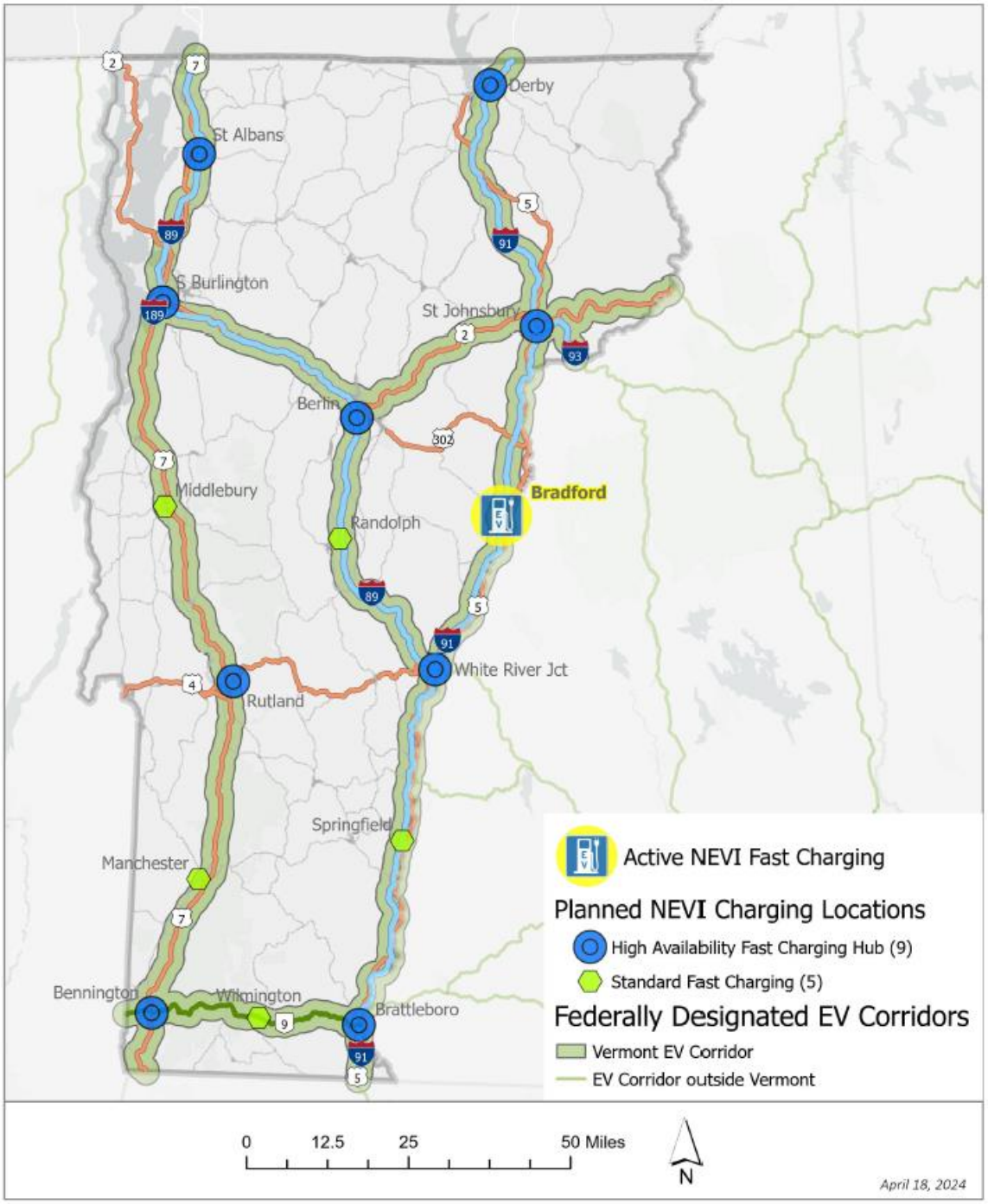


Table 3. Awards Made to Date via Sole Source and Round 1 RFP

Round of Contracting	Contract Type (design-build-operate-maintain, design-build, or others)	Location of Charging Station	Award Amount	Status
Sole Source Contract	Design-Build-Own-Operate-Maintain (DBOOM)	Bradford I-91	$631,662.00	Operational
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Randolph I-89	$797,998.35	Under contract
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Wilmington VT-9	$572,319.00	Under contract
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	St. Albans I-89	$596,789.00	Under contract
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Bennington US-7/VT-9	$758,717.00	Under contract
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Middlebury US-7	$587,460.00	Under contract
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	White River Junction I-89/I-91	$1,231,725.79	Awarded
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Brattleboro I-91/VT-9	$1,245,809.32	Awarded
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Berlin I-89	$599,400.00	Awarded
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	Manchester US-7	$717,639.16	Awarded
Request for Proposals (RFP) Round 1	Design-Build-Own-Operate-Maintain (DBOOM)	South Burlington I-89	$1,082,266.00	Awarded

Table 4 below indicates the status and dollar amount of the 11 awarded projects made through Vermont's Round 1 solicitation for which funds are not yet obligated that will count toward fully building out Vermont's Alternative Fuel Corridors. A forthcoming Round 2 solicitation will include the estimated remaining sites to be built with funds remaining after achieving "fully built-out" status. The exact number of projects and DCFC ports awarded will be based on the bids that are received in the second solicitation. In total, 29 locations were identified as priorities toward reaching state goals. AOT anticipates that at least 24 of these sites will be funded with FFY2022-2026 funds.

Table 4. NEVI Solicitations

Solicitation	Status	# Projects	# DCFC Ports	Amount
Round 1	Awarded	11	60	$7,323,200
Round 2	Planned	13	52 (minimum)	$12,000,000
Total	Awarded and Planned	24*	112 (minimum)	$19,323,320

To ensure that the work performed meets NEVI program guidelines and CFR 680 requirements, AOT has procured the expertise of a third-party contractor through a retainer contract held by AOT for structural engineering services. Contract management and environmental and right-of-way clearances will be facilitated internally by AOT staff. The following Table 5 provides an overview of the costs expected for this work, which will obligate all remaining funds after all 24 projects are awarded.

Table 5. Estimated Compliance and Administration Expenses

Compliance and Administration	Contract	Amount
NEPA and environmental clearances	AOT Staff	$12,000
Right of Way clearances	AOT Staff	$24,000
Contract Management	AOT Staff	$101,600
Third Party compliance and equipment testing	Structures Retainer	$1,200,000
Total		$1,337,600

EV Charging Infrastructure Deployment Beyond Built-Out Certification

AOT expects to issue a second solicitation for proposals to begin to fill in gaps both on and off designated corridors toward meeting the State's goal to have fast charging available every 25 miles as shown in the Figure 3 map below.

Vermont expects to request "fully built-out" status for its corridor network using the first two years of NEVI formula funds and ARPA funds authorized for DC fast charging along highway corridors. Once Vermont's AFCs are fully built-out to meet NEVI minimum requirements, remaining funding for DC fast charging will focus on filling gaps to meet state goals beyond NEVI requirements (at least one DCFC station within one mile of every exit along interstates 89, 91, 93, and a DCFC station within 25 miles of the next throughout the state highway system), early stages of electric freight corridor build out, and increased public engagement and opportunities for public input to shape Vermont's EV charging landscape to determine collective priorities for the siting of community charging stations post-certification of Vermont's fast-charging corridors.

Figure 3. Map of Planned Vermont NEVI Priority Locations and Locations to be Included in Round 2 RFP

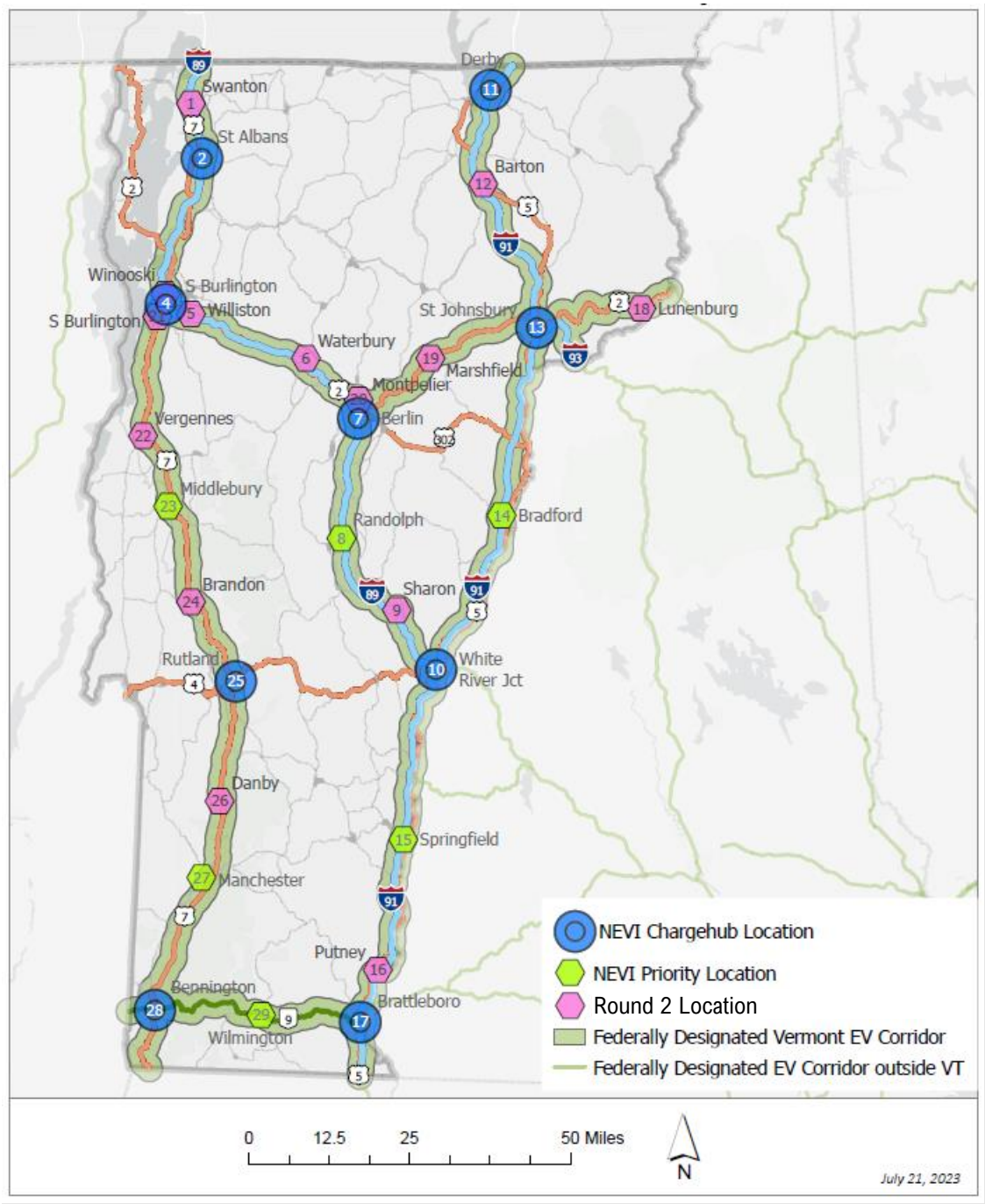


Table 6. Remaining Planned Vermont NEVI Locations to be Included in Round 2 RFP

Route(s)	Location	Number of Ports	Anticipated Funding Sources (Choose No NEVI, FFY22/FFY23, FFY24, FFY25, FFY26)	Status
I-89	Swanton	NEVI Standard 4 ports	FFY26	To be constructed
I-89	Winooski	NEVI Standard 4 ports	FFY26	To be constructed
I-89	Williston	NEVI Standard 4 ports	FFY26	To be constructed
I-89	Waterbury	NEVI Standard 4 ports	FFY26	To be constructed
I-89	Sharon	NEVI Standard 4 ports	FFY26	To be constructed
I-91	Derby	Potential Chargehub up to 8 ports	FFY22/23, FFY24, FFY25	Potential upgrade of current installation
I-91	Barton	NEVI Standard 4 ports	FFY26	To be constructed
I-91 / I-93 / US 2	St Johnsbury	Potential Chargehub up to 8 ports	FFY22/23, FFY24, FFY25	Potential upgrade of current installation
I-91	Springfield	NEVI Standard 4 ports	FFY22/23, FFY24, FFY25	Potential upgrade of current installation
I-91	Putney	NEVI Standard 4 ports	FFY26	To be constructed
US 2	Lunenburg	NEVI Standard 4 ports	FFY26	To be constructed
US 2	Marshfield	NEVI Standard 4 ports	FFY26	To be constructed
US 2	Montpelier	NEVI Standard 4 ports	FFY26	To be constructed
US 7	Vergennes	NEVI Standard 4 ports	FFY26	To be constructed
US 7	Brandon	NEVI Standard 4 ports	FFY26	To be constructed
US 7	Danby	NEVI Standard 4 ports	FFY26	To be constructed

Community Engagement Outcomes Report

AOT intends to continue consulting with public and private partners toward the first goal of corridor build-out. Additionally, AOT is starting to establish a framework through which to gather more input directly from communities to shape the deployment of funds when more flexibility is possible.

Once Vermont's corridors are certified as fully built-out, greater flexibility in deploying NEVI funds will be key to delivering greater benefits to disadvantaged communities. Vermont's prioritization analyses are based upon state environmental justice rules and tools, and other factors such as EV adoption rates. Deployment will continue to be guided by NEVI program requirements, public input and legislative goals, funding availability through overlapping state or federal sources (state transportation fund or the Carbon Reduction Program, for example), and by evaluating the effectiveness of NEVI and similar investments to help achieve the greenhouse gas emissions reductions targets required by Vermont's Global Warming Solutions Act.

The Agency has completed its Transportation Equity Framework[8], which will guide future sustained public engagement for plans, projects, and programs, including those related to EVSE deployment. This and a parallel effort to implement the State's recently enacted environmental justice law will shape how the Agency approaches these responsibilities. In 2024, the Agency began the initial phases of the Framework's rollout and implementation which includes an update to the Agency's community engagement plan.

While we await an updated community engagement plan, AOT's NEVI staff has begun developing a separate communications strategy for keeping existing contacts informed of EVSE related updates as well as interacting with community groups on an ongoing basis, outlined in the following sections.

General Public

AOT's website architecture was updated to elevate its environmental policy and sustainability programs, including clean transportation incentives and EV charging, higher in the site map and more in line with AOT core operational and planning divisions. The contact form used to collect public comments and contact information for parties interested in receiving programmatic updates was upgraded to a more user-friendly email marketing and customer relationship management (CRM) software platform. This allows for the segmentation of contacts collected and enables AOT to share targeted news updates based on interest in multiple topics. A suite of resources on public charging including a public charging map are also available on the Drive Electric Vermont website. A website refresh was completed in 2024 for a more user friendly and experience.

AOT established an ongoing collaboration with the Vermont Climate Action Office (CAO) housed within the Vermont Agency of Natural Resources (ANR) Department of Environmental Conservation (DEC) to partner on regularly scheduled community outreach activities. The CAO updated the Vermont Climate Action Plan in 2025, and through this process has incorporated targeted outreach activities over the next year with a variety of community groups. AOT is in coordination with these efforts to increase its usefulness to participants and inform both programs with important feedback.

AOT contributes EVSE updates in the CAO's regular newsletters and shares relevant CAO updates through AOT channels. The CAO provides quarterly reports with anonymized public responses and feedback related to EV charging collected during focus groups and public events that AOT incorporates

[8] Vermont Agency of Transportation. 2025. Transportation Equity Framework. https://vtrans.vermont.gov/equity

in plan updates and proposals for discretionary funding opportunities. As Vermont approaches full corridor build out, AOT will increasingly participate in public engagement events alongside the CAO and with other statewide, regional, and local organizations. Added staff capacity at the CAO will enable AOT to identify and participate in more opportunities[9] in the coming year(s).

AOT will partner with other organizations as opportunities to join their community engagement initiatives arise. These may include Vermont Clean Cities and Communities Coalition listening sessions and ride-and-drive events, and AOT's Go Vermont program participation at statewide events to increase awareness and assess community transportation needs.

Government Entities

In addition to its interagency and intergovernmental coordination, AOT has consistently and deeply engaged with the Vermont Legislature on transportation electrification and climate issues. With the authorization of an "EV infrastructure fee" for all plug-in electric vehicles effective January 2025, the legislature has dedicated more funding in the transportation bill (2024 Act 148) to deploy multiunit and workplace charging. The Agency also worked with the legislature on enhanced reporting of the existing conditions and future needs for the state's public EV charging network, with a view towards filling in gaps and addressing weaknesses that might otherwise slow EV adoption in Vermont. State legislative goals have also been revised with input from the Agency to include more nuance and better reflect the realities of our rural state, with the following approved in June 2024:

> "*It shall be the goal of the State to have, as practicable, level 3 EVSE charging ports 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 driving 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.*"

The changed language increases the distance from the interstate or state highway network to up to three miles, in recognition that there are some areas of Vermont where the absence of viable sites with desired amenities within one mile would create a less safe, less convenient, and potentially more costly experience for EV travelers. It also strikes a preferred balance between what is most expedient for individual drivers and what might better serve the communities and local economies in which DC fast chargers are located.

AOT has also shared state charging infrastructure plans with various stakeholder groups including at Drive Electric Vermont stakeholder meetings, which are held on a quarterly basis with representatives from industry, advocacy organizations, government officials and electric utility representatives.

Regional Planning Commissions and Metropolitan Planning Organizations

AOT regularly joins monthly Transportation Planning Initiative (TPI) meetings to provide staff at Vermont's 11 Regional Planning Commissions (RPCs) and Metropolitan Planning Organization (MPO) with updates related to the state's charging plan and related funding opportunities and receive feedback about regional needs. The RPCs act as conduits between state and local governments, helping to facilitate

[9] Vermont Climate Action Office. 2025. Events calendar. https://climatechange.vermont.gov/calendar

communication with city and town officials. AOT meets with individual RPCs and municipal groups on an ongoing basis to provide topical presentations to staff and stakeholders and discuss local needs.

AOT is developing a tool kit for RPCs, municipalities, and local businesses and organizations to use in communicating the details of the EVSE installations with the communities in which they are located.

Utilities

AOT regularly works with utilities to identify opportunities for EVSE in their service territories. Vermont electric utilities continue to offer incentives for EVSE installations, some of which have increased the incentive amount and expanded eligibility to include multiunit and workplace charging, in addition to residential installations.

Green Mountain Power (GMP) is the state's largest utility, serving over 80% of the state (more than 260,000 customers). GMP and several smaller and municipal electric departments are researching estimates for interconnection at priority locations. Vermont's smaller utilities are assessing site readiness within territories in some of the state's most rural areas.

GMP administered the Charge Vermont program with state funds made available through the Vermont Agency of Commerce and Community Development (ACCD) for charging at workplaces, multiunit dwellings, and public attractions. GMP and ACCD provided program data demonstrating the unmet need from this oversubscribed program. Proceeds from Vermont's EV Infrastructure Fee will further fund charging at multiunit dwellings.

Urban, Rural, and Disadvantaged Communities

Now in its 6th year, AOT's Mobility and Transportation Innovations (MTI) grant program was enabled by the Vermont Legislature with the passage of the 2020 Transportation Bill (Act 121). The program is designed to support innovative strategies and projects that improve mobility and access to services for transit-dependent Vermonters, reduce the use of single occupancy vehicles, and reduce greenhouse gas emissions. In addition to funds provided through the authorization of the Transportation Bill, this year the program included funding from the federal Infrastructure Investment and Jobs Act (IIJA) Carbon Reduction Program (CRP). These additional CRP funds specifically support the expansion of travel demand management projects that encourage less carbon-intensive means of travel. The program is open to municipalities, local or regional planning agencies, transit agencies, school districts or schools, non-profit organizations, and citizen groups focused on providing public transportation resources.

While this year's funding opportunity remains open, examples of previously funded projects include increased access to carsharing and transitioning shared fleets to electric. One such project area aimed at improving equity and access through carsharing. The recipient also received a state-funded Electrify Your Fleet grant award to add two all-electric vehicles to its fleet of shared vehicles. Their operations manager said, "The program gives us a clear path to steadily transition towards a majority-EV carsharing operation so we can provide our members with more choices without burning gas and also augment our efforts to reduce greenhouse gas emissions in our transportation system. Thanks for making this such a practical and transparent process!" This recipient also used the program to expand its service area to include additional communities where the need for mobility services is great, yet the limited availability of public transit and other factors necessitate a greater degree of subsidy to sustain a carsharing service there.

By supporting programs like these, AOT aims to increase opportunities for the public to see and interact with electric vehicles of all sizes, model a clean transition with a variety of electric transportation options,

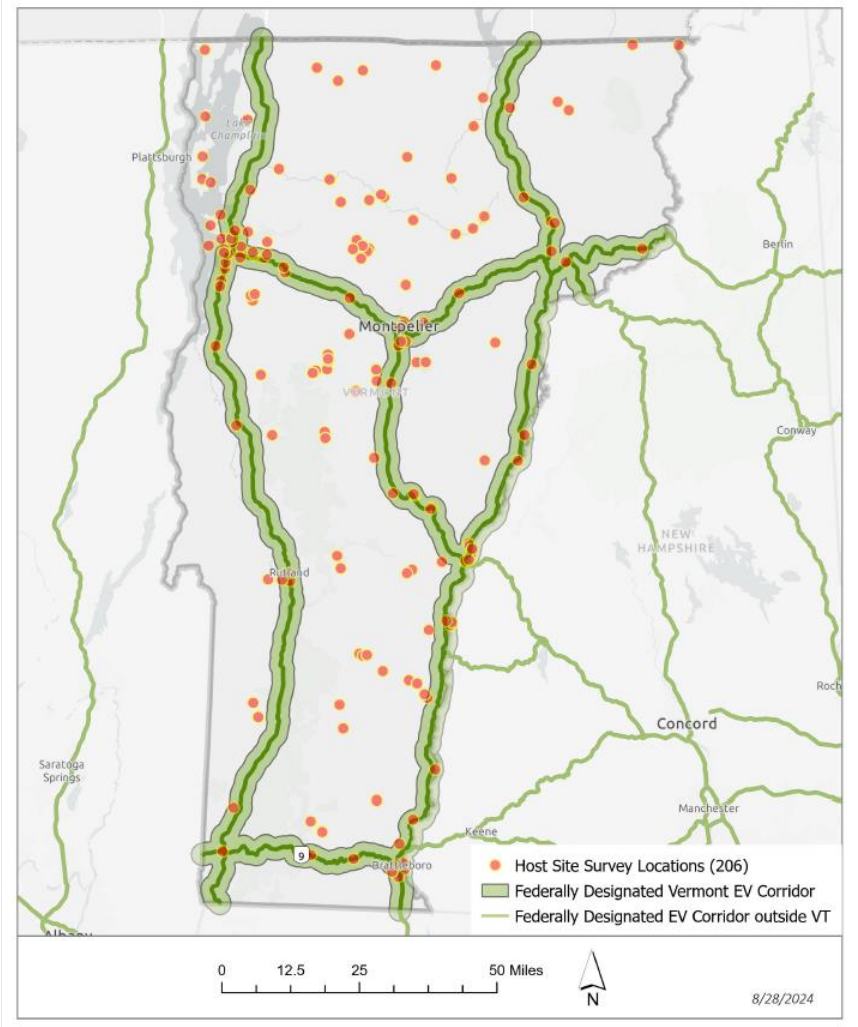
and provide an entry point for people to learn more about how they, too, can participate in the transition.

Site-Specific Public Engagement

To identify potential host site locations for charging stations, AOT and Drive Electric Vermont released a survey targeted to property and business owners interested in supporting plug-in electric vehicle (PEV) charging or providing services associated with the installation and management of charging. Those interested in partnering with the State may fill out the survey at https://arcg.is/DDeDT to offer their collaboration. The survey results will help identify opportunities for potential charging locations or EV charging services. Survey responses are shared to facilitate potential partnering discussions between property owners/managers, charging service providers, and installation contractors.

As of July 2024, the survey has collected approximately 206 responses, with 53 of the potential host sites identified located within two miles of proposed corridor fast charging priority areas across the state. The survey will remain open to continue collecting responses and streamline location siting processes for NEVI and other EVSE installations

Figure 4. Potential EVSE Site Host Locations



For example, 11 sites located within roughly 1 mile of exits in or near the towns identified as NEVI priority sites were identified as possible site hosts for Vermont's first RFP. These sites expressed interest via the survey and agreed to have their locations and contact information included in the RFP for bidders to engage with while building their proposals.

For the Bradford station, Norwich Technologies worked with the Bradford Selectboard and the Town's energy committee to bring the project to fruition. AOT's expectation is that providers will reach out to the communities in which they aim to locate charging.

Physical and Cybersecurity Strategies

Security considerations carry significant weight as part of the RFP scoring rubric AOT utilized to evaluate responses to the RFQ and RFP. Proposals were scored competitively, and considerations made for proposals that go above and beyond minimum requirements to provide for a safe and user-friendly experience.

AOT's RFPs include a requirement for contractors to provide an outline of proposed physical and cybersecurity strategies, per 23 CFR 680.106(h), and contracts reiterate the importance of adhering to this requirement.

Physical Security Strategies

For the physical safety of all who work on or utilize the charging stations, the RFP requires documentation of all personnel involved with these projects, including their qualifications, experience, and skill level. This includes Electric Vehicle Infrastructure Training Program (EVITP) Certified Electrician(s) responsible for the electrical site work during construction, operations, and maintenance of the project. At least one licensed electrician/electrical contractor with EVITP certification that meets the requirements of the NEVI program must be included in Key Personnel by the time of the RFP proposal submission.

In addition, safety attributes of each awarded site were captured and scored in the RFP process. Points were given to proposals that included physical security strategies such as lighting; siting and station design to ensure visibility from onlookers; driver and vehicle safety; and video surveillance. See the site attribute descriptions AOT sought out in its RFP in the table below.

Table 7. Site Attribute Descriptions Required in Vermont's Round 1 RFP

Site Attribute	Attribute Description
Distance to AFC	*Enter miles from nearest AFC exit. If over 1 mile from the AFC, provide rationale for the 1-mile exception.*
On-site customer service	*Enter who is available to assist, where they are located, how they will be contacted for assistance, and days/hours of availability.*
Amenities	*Enter details about bathrooms, dining options, services, public WIFI and cellular connectivity, indoor shelter, seating, and other amenities available on site or nearby. Include distance to chargers and whether amenities are ADA accessible from chargers.*
Hours of operation	*Enter days/times site is open to the public throughout the year, include any days/times site is not open to the public and reasons for closure.*
Lighting	*Enter sources of illumination present on site, where they are located in relation to the chargers and amenities, days/hours in operation.*
Security measures	*Enter gates, surveillance equipment, security staffing, or other measures in place to monitor, protect, and respond to issues on site.*
Pedestrian access	*Enter pathways, crosswalks, sidewalks, signals, signage, or other components in place for safe and easy pedestrian access at the site and from the site to amenities.*
ADA accessibility	*Enter ADA designs incorporated at the site for accessible access to the chargers and from the chargers to amenities.*
Snow removal	*Enter plan for plowing, shoveling, and clearing ice and snow from around chargers, parking spots, and access from the chargers to amenities.*
Pull-through access *(if available for Chargehub locations or other site configurations)*	*Enter parking space/bay configurations that allow vehicles to pull-through to accommodate charging port variations for different vehicle types.*
Cellular network	*Enter cellular carrier available on site, strength/reliability of service, and plan for charger connectivity if cellular network is not present/reliable.*
Other attributes	*Enter other attributes on site that provide a safe and user-friendly experience or note areas where site improvements are needed.*

Scoring also took into account battery energy storage systems (BESS), which can enable EV fast charging build-out in areas with limited power grid capacity, reduce charging and utility costs through peak shaving, and boost energy storage capacity to allow for EV charging in the event of a power grid disruption or outage, and provide opportunities for futureproofing as demand grows.

Cybersecurity Strategies

The following excerpts from proposals awarded through the Round 1 solicitation exemplify the cybersecurity strategies employed by Vermont NEVI contractors and subcontractors.

Cybersecurity will be provided by both the equipment manufacturer and software developer subcontracted by the contractor. The contractor will have visibility in site sessions and statistics through the software, but will not have access to any identifying user information. The contractor has tested and verified the ability of the equipment to continue operation (continue session, initiate session, and end session) when the software network is disrupted. The software developer has provided the following information regarding the security of its network:

> "We prioritize data security. We employ advanced encryption techniques for data both at rest and in transit. Access to data is meticulously controlled, ensuring personal data remains secure. Our system and data are hosted within a secure AWS environment, accessible only to designated instances. Adherence to standard communication protocols like OCPP 1.6 JSON and OCPP 2.0.1 ensures standardized and secure data communication. Our software was designed in house and updated to meet NEVI standards.
>
> This solution is unique in that it was developed from the ground up with a focus on limiting server interactions which has proven to greatly increase charger uptime versus our competitors. It also has enhanced reporting and pricing capabilities, allowing for greater flexibility and in charger management. Another unique feature is our push notification system which alerts us to any issues with chargers allowing for a faster response time. This combined with our enhanced diagnostics and remote controlling capabilities allows for a substantial increase in uptime with over 95% of all issues being resolved remotely over the air without the dispatch of a technician.
>
> This network is currently integrated and deployed with over 14 EVSE manufacturers at over 3,000 chargers nationwide. We have been certified by utilities and government entities nationwide as a compliant Network Solution for grant funded and utility funded sites."

Only personal information strictly necessary to provide charging services to a customer will be collected. No personal information will be collected or stored by Vermont, its contractors, or subcontractors. Subcontractors have supplied the following attestations and can provide further information on customer data privacy upon request:

> "We are committed to protecting consumer privacy by ensuring that all personal information collected is strictly necessary for providing our charging services. We do not collect any unnecessary personal information, and we do not distribute personal information outward. Our data collection practices are designed solely to enhance and support the efficient and effective delivery of our charging services, ensuring that our customers' privacy is safeguarded at all times.
>
> To protect proprietary and customer, the equipment manufacturer developed and implemented several security policies and standards. Those documents are mandatory for the whole company and were created in line with reputable international security frameworks.

The equipment manufacturer has an Information Security Management System in place that is described in its Information Security Policy, which is aligned with the ISO/IEC 27001 and ISO/IEC 27002 standards. Technical measures include, but are not limited to Endpoint Detection and Response, Patch Management, Vulnerability Management, Incident Management, Encryption, Security Configuration Management, Penetration Testing and Threat Management. Organizational measures include, but are not limited to, a global Information Security Organization, Security Awareness Program for users (including mandatory trainings), User Provisioning and Access Management processes. Physical measures include, but are not limited to perimeter protection, access control, and environmental protection."