
Electric Vehicle Infrastructure in Vermont

EASTERN BORDER TRANSPORTATION COALITION SUMMIT, MAY 7, 2025

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VERMONT AGENCY OF TRANSPORTATION

VT Global Warming Solutions Act (GWSA)

Act 153 of 2020

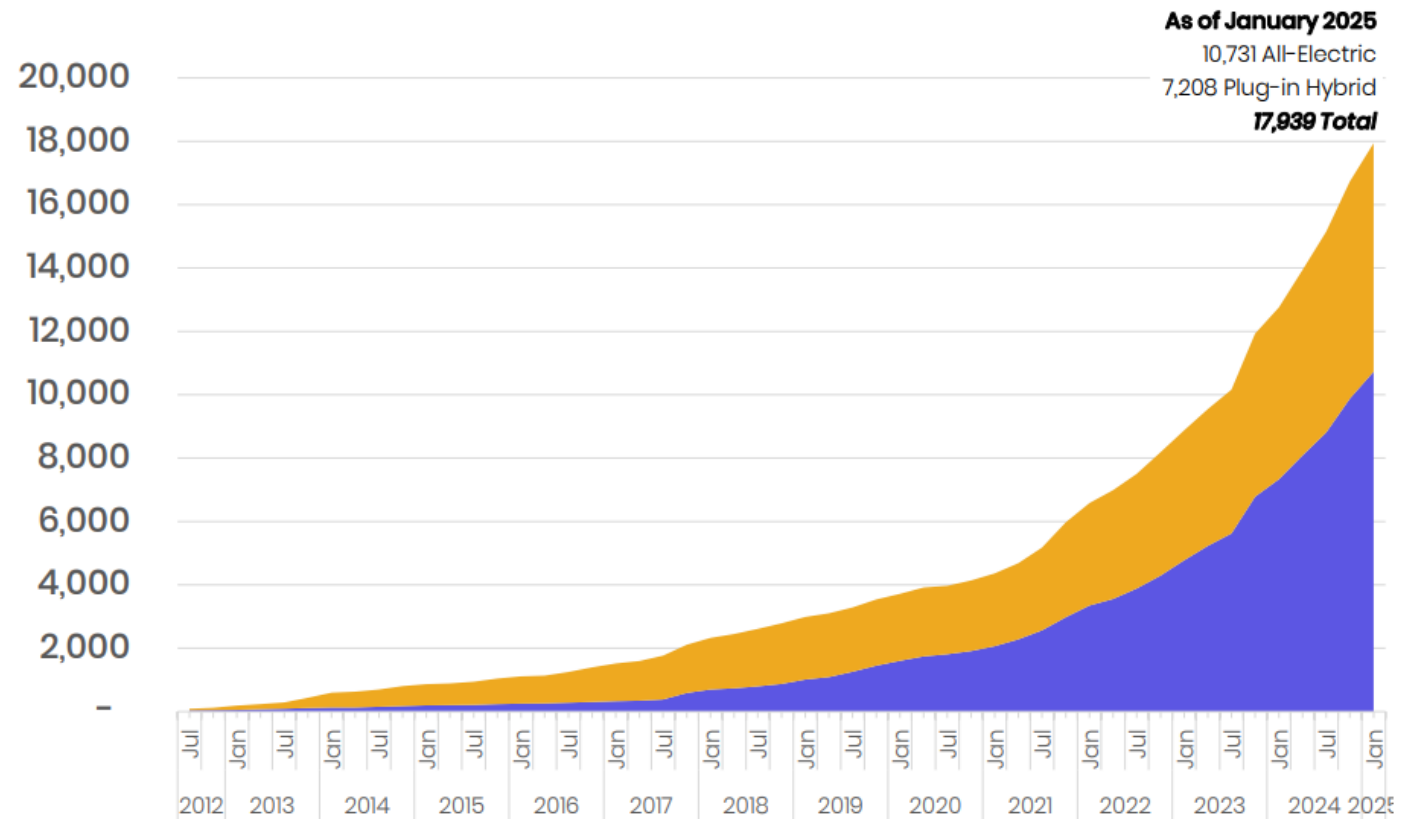
- Reduce GHG emissions below 2005 GHG emissions in Vermont by no less than:
 - 26% below 2005 GHG emission levels by January 1, 2025;
 - 40% below 1990 GHG emission levels by January 1, 2030;
 - 80% below 1990 GHG emission levels by January 1, 2050.
- Create the Vermont Climate Council
- Develop a Climate Action Plan
- Assign Sectoral Proportionality

EV Adoption Goals

- **27,000 PEVs by 2025**
(17% of sales)
- **126,000 PEVs by 2030**
(68% of sales)

Vermont Electric Vehicle Registrations

■ All-Electric Vehicles ■ Plug-in Hybrid Electric Vehicles



Vermont Needs EVs

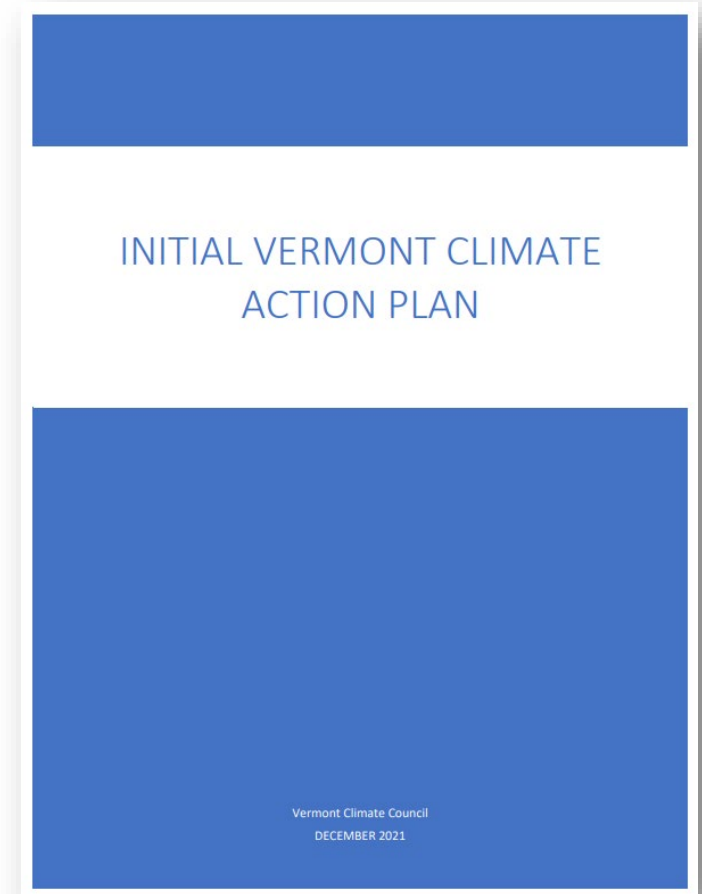
How many vehicles does Vermont need to electrify?



VT Climate Action Plan

Transportation Pathway 1 – Vehicle Electrification

- 1) Technology Forcing ZEV Regulation (100% by 2035)**
- 2) EV Purchase Incentives**
 - a) New & used EVs and electric bicycles, designed for equity
 - b) Expand to fleets
 - c) Continue MileageSmart and Replace Your Ride
 - d) Vehicle Efficiency Purchase and Use Tax Adjustment
- 3) EV Charging Investment**
 - a) Continue support for DCFC and Level 2
 - b) Public, workplace and multifamily priorities
 - c) Direct the PUC to consider EV charging rates
- 4) Transportation Climate Initiative (TCI)**
- 5) EV and VMT Reduction Outreach and Education**



DC Fast EV Charging

Sec. 23 of Act 148
(2024 Transportation Bill)

19 V.S.A § 2906. ELECTRIC VEHICLE SUPPLY EQUIPMENT GOALS

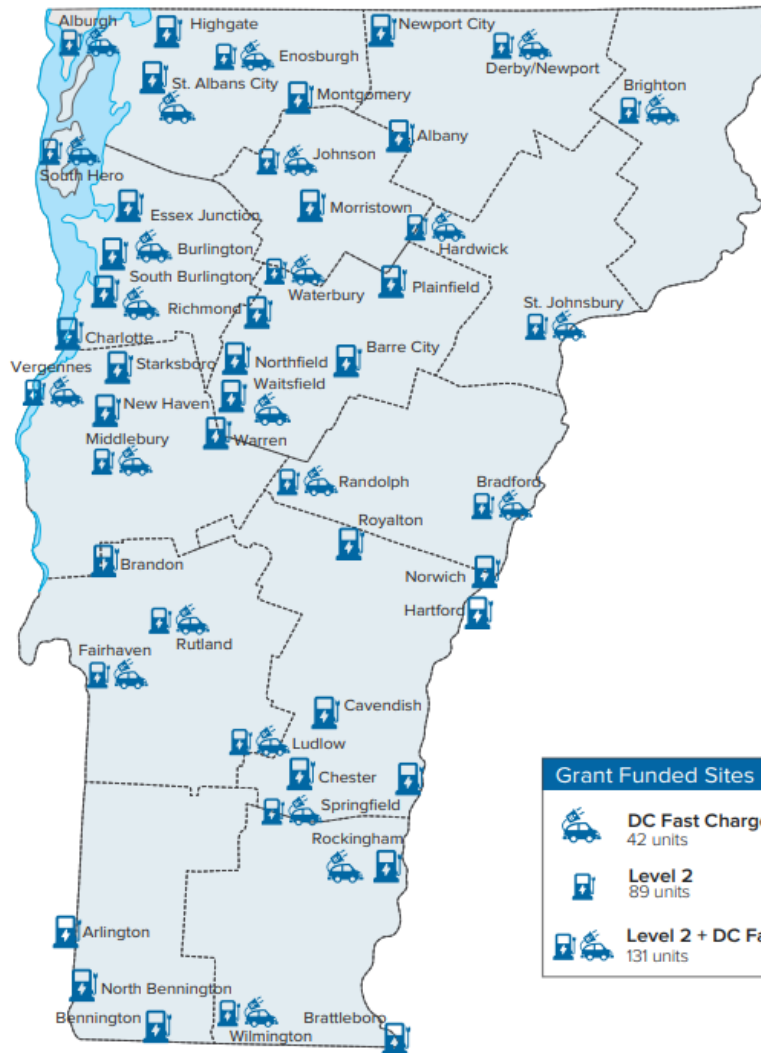
It shall be the goal of the State to have, as practicable, a level 3 EVSE charging port available to the public:

- (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.

Funding Timeline

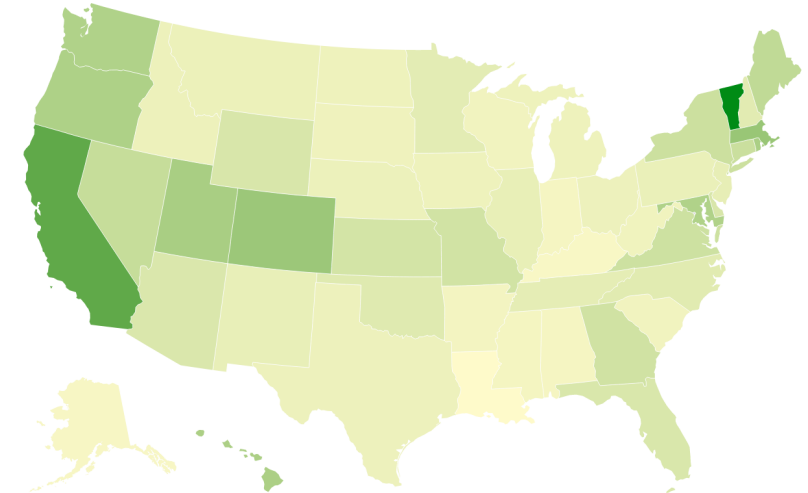
- 2014: VT launches Electric Vehicle Supply Equipment (EVSE) Program with \$200k
- 2017: VW Settlement, \$2.8 million
- 2019: ~ \$1 million for 75 Level 2 + 5 DC Fast Chargers
- 2020: \$1.7 million to Blink for 11 locations
- 2021: \$750k in capital funds to Norwich Technologies for 6 locations
- 2022: \$1 million to residential charging for multiunit housing
- 2023: \$10 million in state funds for community charging
- \$21.2 million in NEVI formula funds through 2026 + \$2 million in ARPA funds
- Charging Fueling Infrastructure Grants/Competitive Gap-filling Grants

Public EVSE Investments in Vermont



Alternative Fueling Station Density Across the U.S.

EV Chargers Per 100,000 Residents
8.3 139.7



Ranking based upon EV charger density per capita; a rank of 1 is the best, most-dense.
Source: CoPilot • Created with Datawrapper

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

139.7 charging ports per 100,000 people

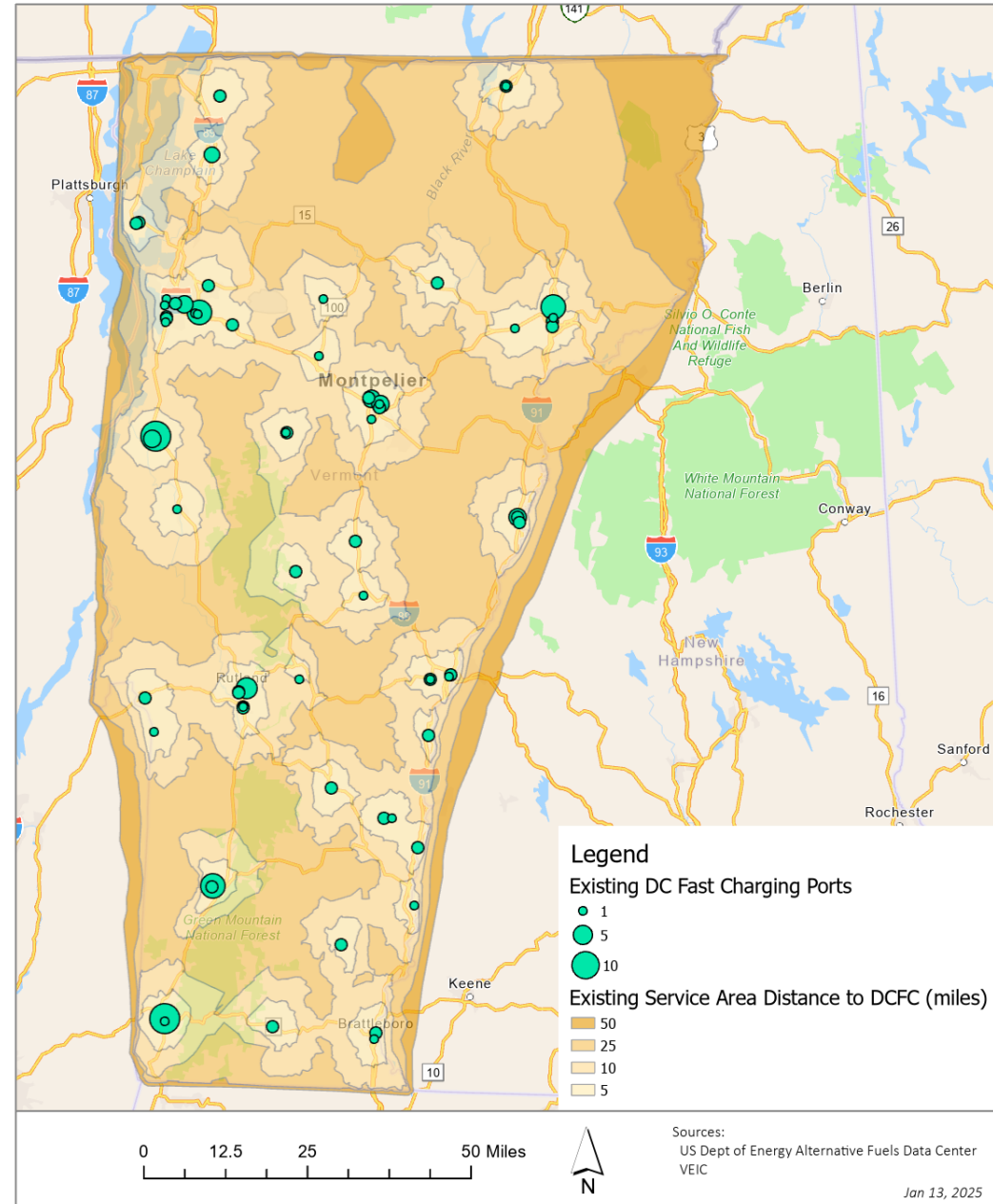
Existing Public Fast Charging

86 stations/233 ports

- 45 ports <50kW
- 120 ports 50-150kW
- 77 ports 150-350kW
- 0 ports >350kW

Vermont DC Fast Charging Availability

Distance to existing public locations as of January 2025



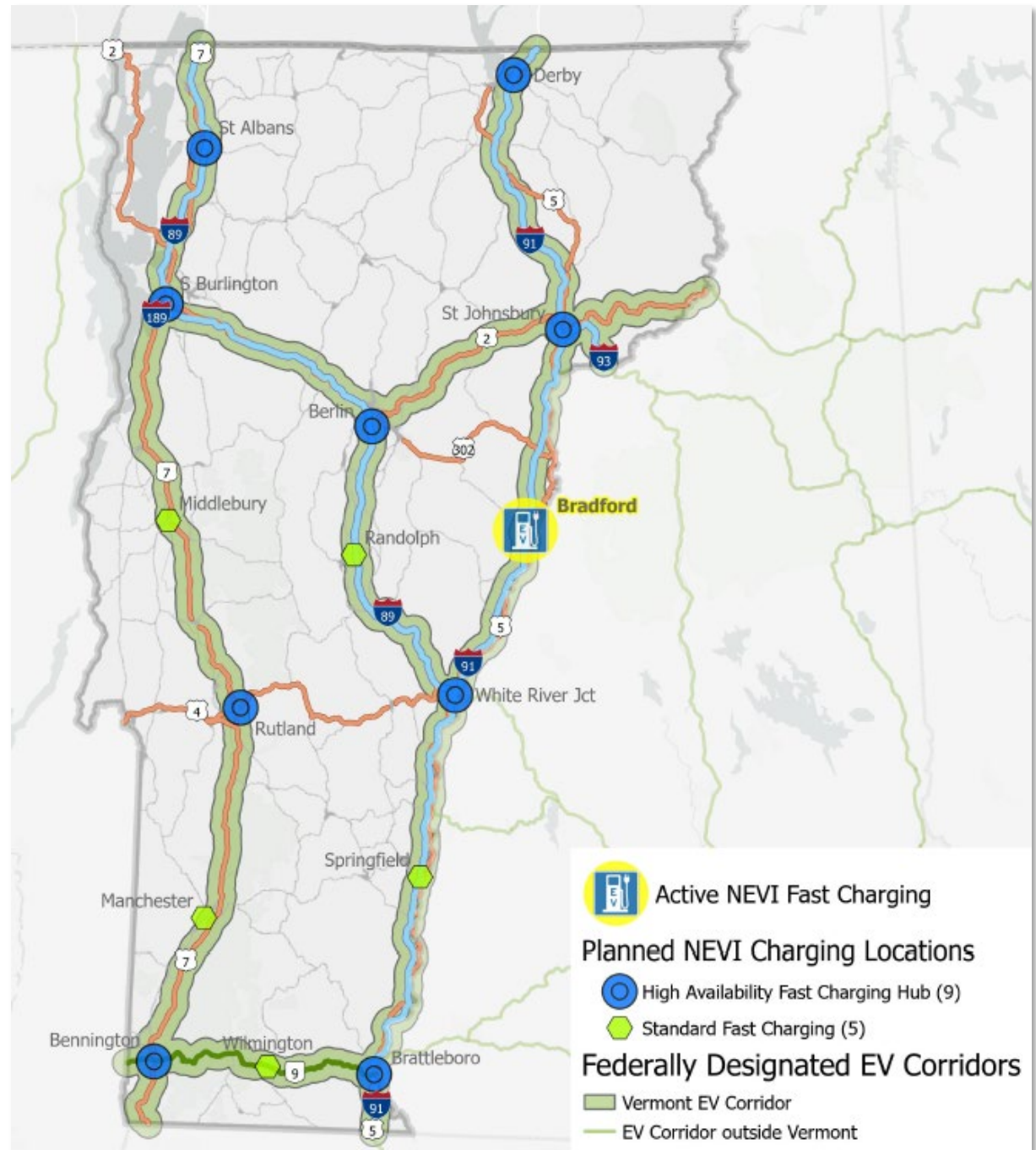
National Electric Vehicle Infrastructure (NEVI) Program

\$21.2 million over 5 years

15 Priority Locations

FHWA Designation

- Stations every 50 miles along the AFC and within 1 mile of an exit, with few exceptions
- Site power capability 600 kW (supporting at least 150 kW per port simultaneously across 4 ports with CCS connectors).
- Minimum 97% uptime



NEVI 2024

15 Priority Locations:

- 5 Standard Fast Charging Locations
- 9 High Availability Fast Charging Hub Locations

1 Active Location Opened
April 23, 2024

\$7.3 million awarded for 11
of 14 Remaining Locations

6 contracts executed

Planning for 2nd solicitation



NEVI 2025

- Approved plans rescinded
- \$16 million unobligated
- Next solicitation on hold
- Executed contracts on hold
- Remaining awards on hold
- Uncertainty about other IJA funding sources

Location	ORIGINAL Funding Source(s)	Contractor	Project Status	Award Amount
Bradford	NEVI	A	Operational	631,662.00
Randolph	NEVI+ GF (originally ARPA)	A	Contracted	797,998.35
Wilmington	NEVI+ GF (originally ARPA)	B	Contracted	572,319.00
Rutland	NEVI (originally +ARPA)	A	Contracted – On Hold	1,157,043.44
St. Albans	NEVI	B	Contracted – On Hold	596,789.00
Manchester	NEVI	A	Awarded – On Hold	717,639.16
Bennington	NEVI	B	Contracted – On Hold	758,717.00
Middlebury	NEVI	B	Contracted – On Hold	587,460.00
Berlin	NEVI	C	Awarded – On Hold	599,400.00
Brattleboro	NEVI	A	Awarded – On Hold	1,245,809.32
South Burlington	NEVI	D	Awarded – On Hold	1,082,266.00
White River Junction	NEVI	A	Awarded – On Hold	1,231,725.79
Springfield	n/a	n/a	Not awarded	0
Newport/Derby	n/a	n/a	Not awarded	0
St Johnsbury	n/a	n/a	Not awarded	0
			Total	9,978,829.06

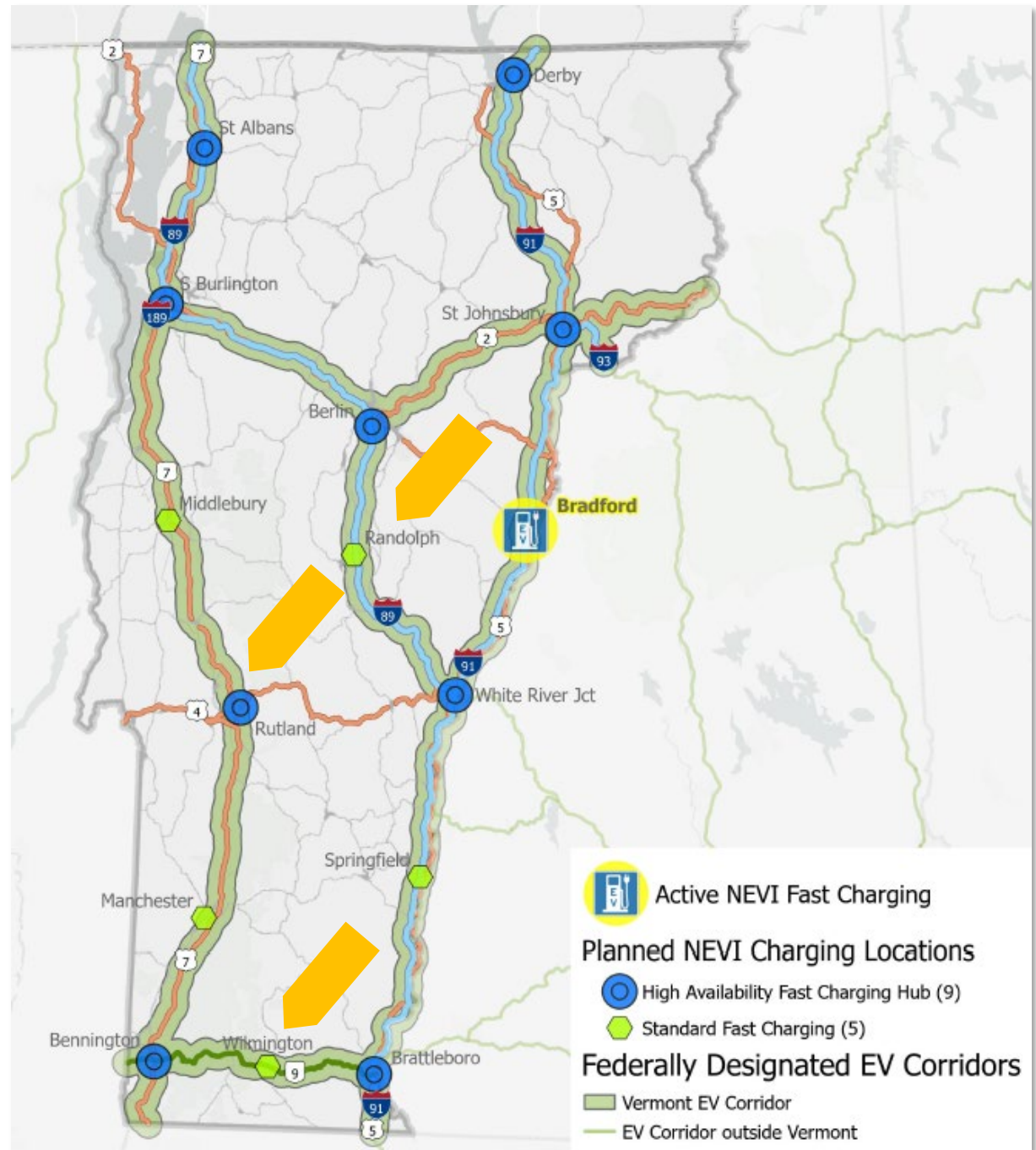
Onward

DCFC:

- \$2 million State Funds
- \$500,000 Federal Funds Carbon Reduction Program
- 3 contracts moving ahead without NEVI

Level 1 and 2:

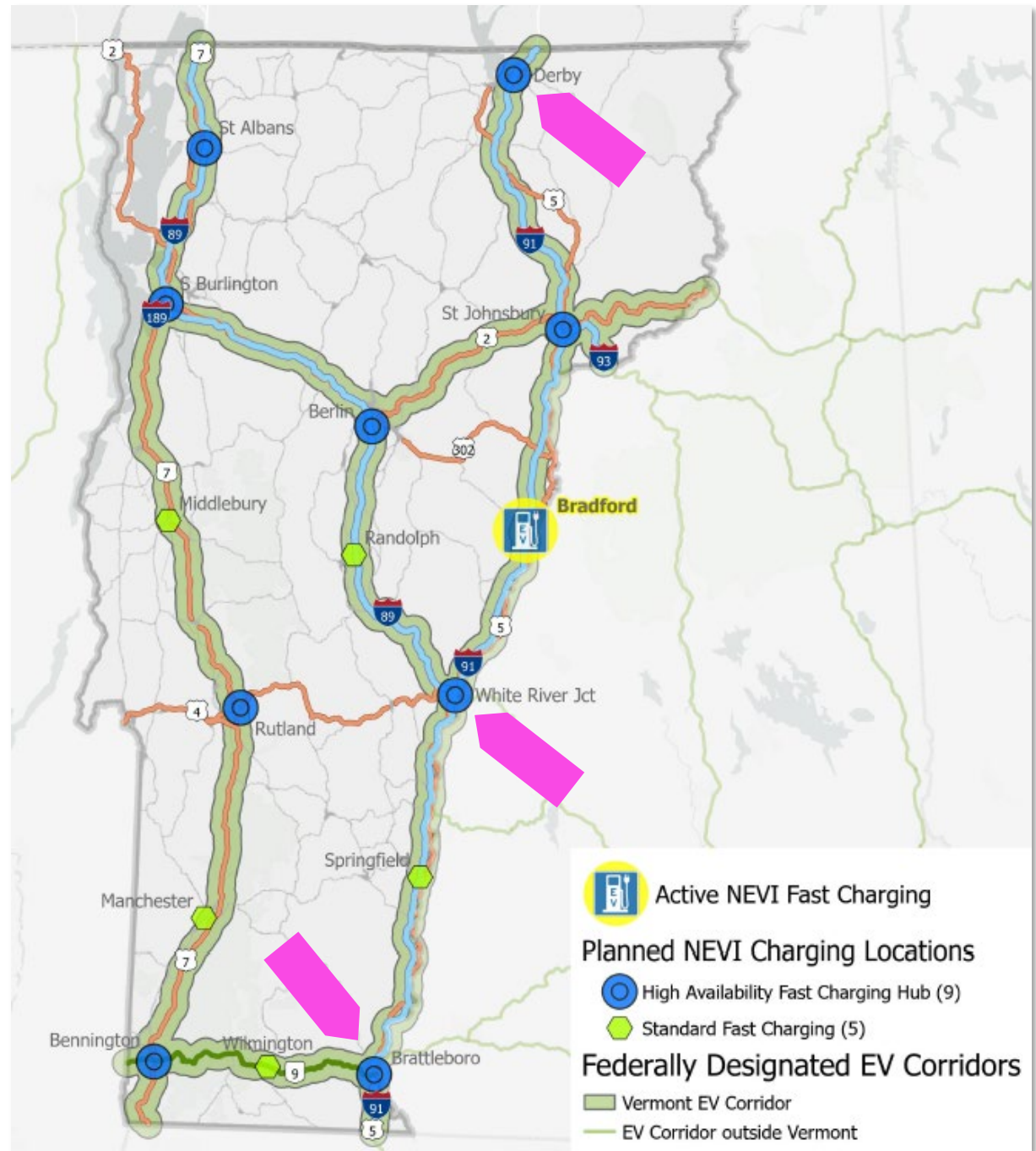
- \$1.7m to ACCD for workplace and multiunit
- EV Infrastructure Fees



Onward

Medium, Heavy-Duty,
Freight:

- 3 locations identified in Northeast Freight Corridor Charging Plan led by National Grid and NESCAUM

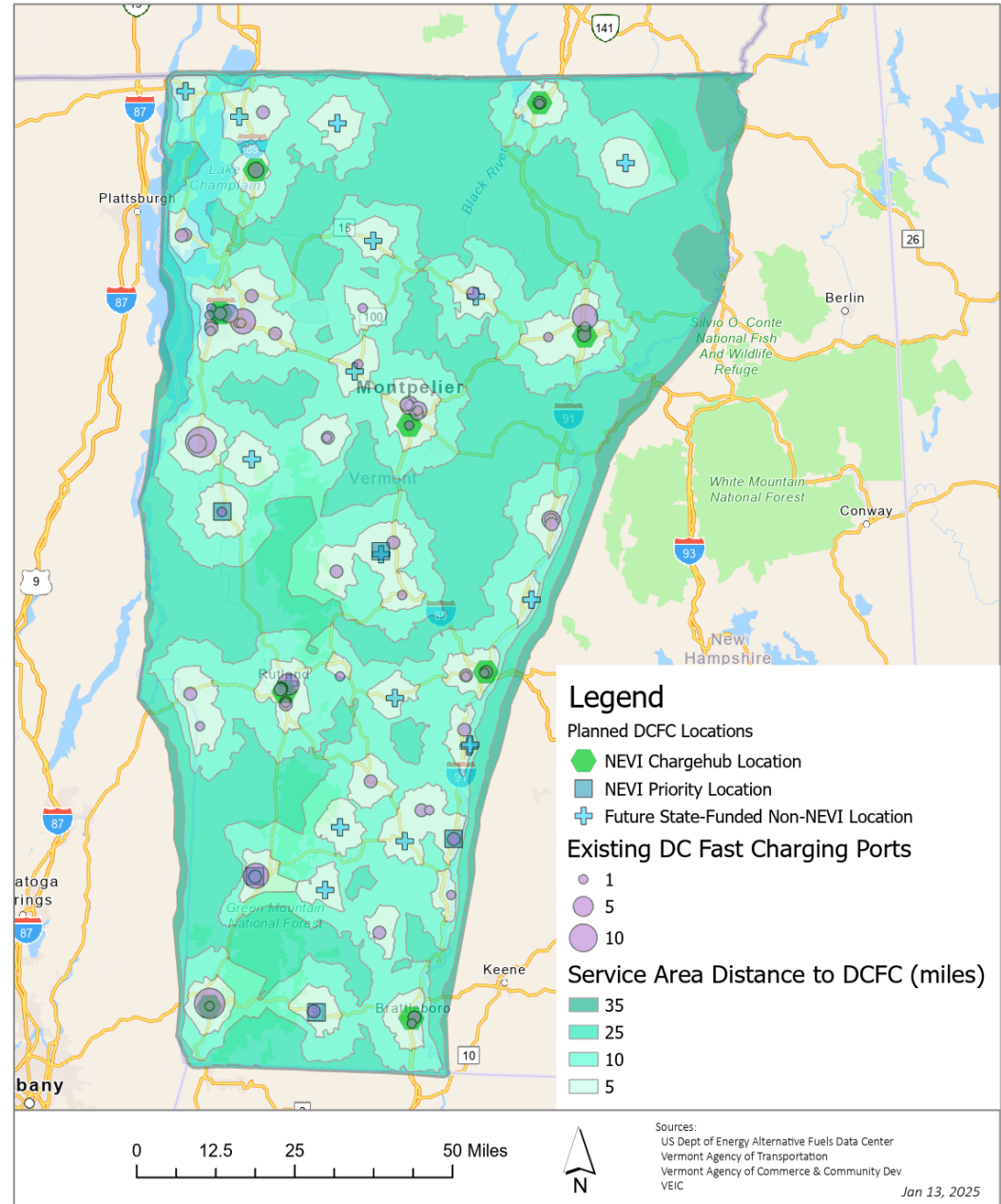


Planned, Contracted, and Existing Public Fast Charging

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

Vermont DC Fast Charging Availability

Existing Public, Contracted, and Planned



Thank you!

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