Opportunities and Challenges for Affordable, Equitable Access to EV Charging in Vermont

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Section 1: Introduction

1.1 Project Purpose and Key Questions

The transition to Electric Vehicles (EVs) is a critical part of Vermont's strategy to meet its climate commitments, yielding both significant greenhouse gas reductions and cost savings for drivers. While EV adoption in Vermont has accelerated in recent years, two significant barriers remain: relatively high upfront costs and concerns about charging access, particularly for longer trips and for residents without reliable home charging. This report is the result of a 10-week project assessing the current EV charging infrastructure in Vermont and identifying approaches for ensuring reliable, convenient, affordable, and equitable access to charging infrastructure by EV drivers. Key questions addressed include:

1. What is the current EV charging infrastructure in Vermont at homes, workplaces, and public locations, and how does it compare to the quantity needed to support widespread EV adoption?
2. What policies, programs, and investments have contributed to the establishment and growth of the existing charging network, and how viable are these approaches moving forward given changing funding conditions?
3. What gaps remain in ensuring equitable and affordable access to EV charging, and what strategies or policy tools could address these gaps?

1.2 The Context for this Project

The 2020 Global Warming Solutions Act (GWSA) established greenhouse gas reduction requirements for Vermont, requiring emissions to be reduced to 26% below 2005 levels by 2025, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050.[1] Transportation is central to Vermont's climate strategy because it is the state's largest source of greenhouse gas (GHG) emissions. In 2022, transportation accounted for approximately 40% of Vermont's statewide GHG emissions, and in 2023, 94% of the sector's energy consumption came from GHG-emitting fossil fuels.[2]

Vermont's strategies for meeting the GWSA requirements are outlined in the 2021 Initial Vermont Climate Action Plan (CAP) and the 2025 updated plan.[3] Transportation electrification is a key component of these plans. Key transportation-related priorities identified in both CAPs include:

- Supporting vehicle electrification through long term, consistent funding for EV incentives (particularly for low- and middle- income households); and
- Investing in the equitable deployment of EV charging infrastructure.

[1] Vermont.Gov. "About | Climate Change in Vermont." 2020. https://climatechange.vermont.gov/about.
[2] Energy Action Network. *2025 Annual Progress Report for Vermont, 11*.
[3] Vermont Climate Council. *2025 Climate Action Plan*.

Electric vehicle adoption in Vermont has grown steadily in recent years.

- At the end of 2025, there were 20,967 registered EVs in the state, representing a 12% increase over the previous year.[4]

Despite this growth, EVs only account for 3.5% of vehicles in the state.[5] Furthermore, recent elimination of federal EV incentives is expected to slow the pace of EV adoption, creating uncertainty about future market growth.

Consumer concern about reliable access to EV charging is well understood as one of the key barriers to expansion of the EV market in Vermont. A Plug In America paper[6] surveyed over 3,000 EV drivers in America about their concerns before and after they bought EVs. 50.8% of those surveyed had concerns about public charger availability and 38.8% had concerns about public charger reliability. After those surveyed purchased their EVs, concerns about public charging were still prominent, with 35.4% about public charger availability and 33.9% concerned about public charging reliability. Tables 1 and 2 present data pulled from 53 Vermont respondents that participated in the Plug In America survey. While the sample size is not statistically significant, it does provide a snapshot of Vermonters' charging experience.

Table 1. Which of the following were you concerned about when making the decision to buy or lease an EV? Select all that apply.

Value	Percent
Access to home charging	15.1%
Home charging setup or wiring costs	28.3%
Public charging availability	49.1%
Public charging reliability	37.7%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Table 2. Now that you own or lease an EV, which of the following are you concerned about? Select all that apply.

Value	Percent
Access to home charging	3.8%

[4] Energy Action Network. 2026 Annual Progress Report for Vermont, 18.
[5] Energy Action Network. 2026 Annual Progress Report for Vermont 18.
[6] Plug In America. 2026 EV Driver Annual Survey.

Home charging setup or wiring costs	1.9%
Public charging availability	37.7%
Public charging reliability	32.1%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

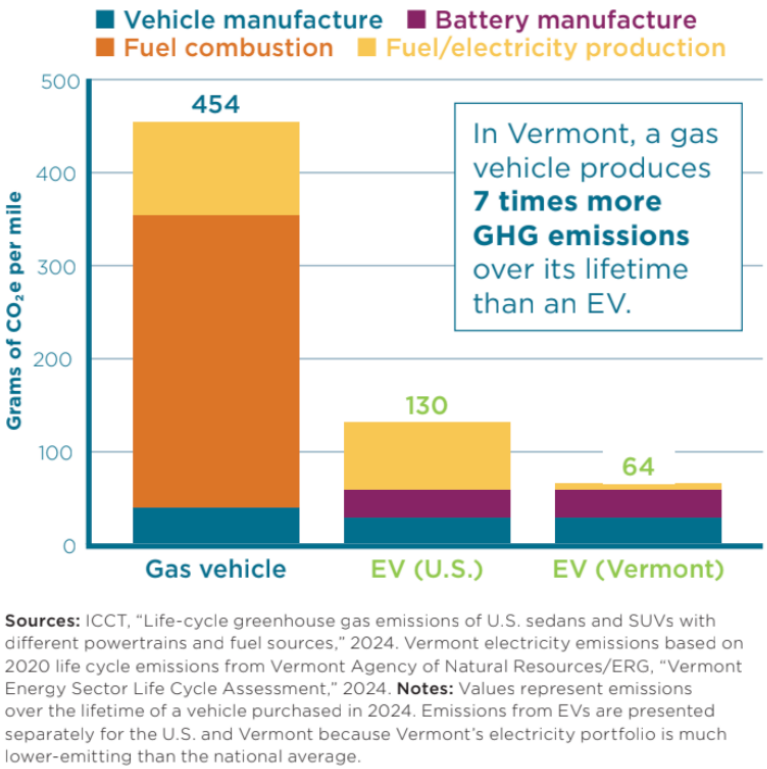
The availability of reliable, convenient, affordable, and equitable charging is key to continued market growth. Currently in Vermont, 80% of EV charging occurs at home.[7] However, public, workplace, and multiunit residential charging are also critical for residents who cannot reliably charge at home, for long-distance travel, and for supporting tourism and commercial activity throughout the state. The initial rollout of EV charging infrastructure in Vermont has raised concerns about public charging costs and limited access in rural, low- and moderate-income communities. As a result, equitable access has become an increasing policy priority.

While some EVs can have higher upfront costs than lower end gas-fired vehicles, they generally offer lower lifetime costs than comparable gasoline and diesel vehicles due to lower fueling and maintenance costs. In Vermont, transportation is the second-largest household expense after housing, making these savings especially important for households with high transportation cost burdens.[8] For average electricity prices in Vermont, charging an EV is equivalent to paying approximately $1.59 per gallon of gasoline, with even lower costs available through off-peak utility rates.[9] As of 2026, Burlington Electric Department's EV rate is equivalent to approximately $0.86 per gallon, while Green Mountain Power's is equivalent to about $1.25 per gallon.[10] For example, the lifetime cost of a 2026 all-electric Subaru Trailseeker is estimated to be about $4,200 lower than a comparable gasoline-fueled Subaru Outback, without factoring incentives.[11] In addition to these cost savings, EVs can also reduce transportation-related greenhouse gas emissions.

Presented in Figure 1 is an analysis from the EAN of lifecycle GHG emissions of gas and electric vehicles.[12] EVs in Vermont are 7 times less climate polluting on a lifecycle basis than comparable gasoline vehicles, due to Vermont's relatively clean electricity portfolio. If Vermont continues to decarbonize electricity portfolios, the lifecycle GHG emissions of EVs will diminish further.

[7] VT Dept. of Public Service. 2026 Annual Energy Report Vermont's Energy Supply and Demand Key Insights, Recommendations, and Data on Vermont's Energy Sectors. 2026, 78, https://legislature.vermont.gov/assets/Legislative-Reports/2026-Annual-Energy-Report.pdf.
[8] Energy Action Network. 2026 Annual Progress Report for Vermont, 3.
[9] Energy Action Network. 2026 Annual Progress Report for Vermont, 17.
[10] Energy Action Network. 2026 Annual Progress Report for Vermont, 17.
[11] Energy Action Network. 2026 Annual Progress Report for Vermont, 20.
[12] Energy Action Network. 2026 Annual Progress Report for Vermont, 22.

Figure 1. Lifecycle GHG Emissions of Gas vs. Electric Vehicles



Sources: ICCT, "Life-cycle greenhouse gas emissions of U.S. sedans and SUVs with different powertrains and fuel sources," 2024. Vermont electricity emissions based on 2020 life cycle emissions from Vermont Agency of Natural Resources/ERG, "Vermont Energy Sector Life Cycle Assessment," 2024. **Notes:** Values represent emissions over the lifetime of a vehicle purchased in 2024. Emissions from EVs are presented separately for the U.S. and Vermont because Vermont's electricity portfolio is much lower-emitting than the national average.

Source: Energy Action Network, *2026 Annual Progress Report for Vermont*, 22.

Against this backdrop, this report examines the current state of Vermont's electric vehicle charging infrastructure; the policies, programs, and investments that have contributed to its development; and the remaining challenges and opportunities for supporting widespread transportation electrification.

1.3 Research Methodology

Below is a summary of the research methodology used for this project:

- Reviewed federal, state, and nonprofit reports related to electric vehicle charging infrastructure, transportation electrification, and climate policy.
- Analyzed public EV charging infrastructure data, including charger locations, charger types, and the operational status of charging stations across Vermont.
- Reviewed Vermont legislation, policies, programs, and funding sources related to EV charging.
- Examined municipal and regional EV charging buildout plans and implementation strategies.
- Conducted nearly a dozen interviews with representatives from state agencies, electric utilities, nonprofits, Vermont state legislators, charging network operators, affordable housing organizations, and private industry.
- Reviewed selected policies, programs, and best practices from other states for comparison.
- Compiled tables, maps, and graphics to summarize findings and identify trends.

Section 2: Key Elements of the Electric Vehicle Infrastructure in Vermont

2.1 Electric Vehicle Types[13]

All-Electric Vehicles

All-electric vehicles (or battery electric vehicles [EVs]) have a battery that is charged by plugging the vehicle into charging equipment. Most modern EVs typically provide a driving range of 250–300 miles[14] and always operate in all-electric mode. At the end of 2025, 12,913 all-electric vehicles were registered in Vermont.[15]

Plug In Hybrid Electric Vehicles

Plug-in Hybrid Electric Vehicles (PHEVs) are powered by an internal combustion engine and an electric motor that uses energy stored in a battery. PHEVs can operate in all electric (or charge depleting) mode and can be plugged into an electric power source to charge. To enable operation in all electric mode, PHEVs require a larger battery than a typical gasoline car. Most PHEVs can meet a driver's typical daily travel needs by traveling 20 to 40 miles on electricity alone, after which they switch to gasoline operation, like a conventional hybrid.[16] At the end of 2025, there were 8,054 PHEVs registered in Vermont.[17]

Hybrid Electric Vehicles

Hybrid Electric Vehicles (HEVs) combine an internal combustion engine with one or more electric motors powered by a battery. Unlike plug-in vehicles, HEVs are fueled with gasoline, while their batteries are charged through regenerative braking and do not need to be plugged in.[18] As of 2025, there were 32,200 HEVs registered in Vermont.[19]

2.2 Types of EV Chargers

Presented in Table 3 is an explanation of the different levels of chargers used for electric vehicles as well as a description of their key attributes. Typically,

- All-electric vehicles use either Level 1, Level 2, or Level 3 DC fast chargers.
- Plug-in Hybrid Electric Vehicles use either Level 1 or Level 2 charging and do not generally use DC fast charging.
- Hybrid electric vehicle batteries are charged through regenerative braking and cannot be plugged in.

[13] Afdc.Energy.Gov. "Alternative Fuels Data Center: Electric Vehicles." Accessed August 27, 2026. https://afdc.energy.gov/vehicles/electric.
[14] Drive Electric. *Vermont EV Fact Sheet*. 2026.
[15] Energy Action Network. *2026 Annual Progress Report for Vermont, 18.*
[16] Afdc.Energy.Gov. "Alternative Fuels Data Center: Electric Vehicles."
[17] Energy Action Network. *2026 Annual Progress Report for Vermont, 18.*
[18] Afdc.Energy.Gov. "Alternative Fuels Data Center: Electric Vehicles."
[19] Energy.Gov. "Alternative Fuels Data Center: Vermont Transportation Data for Alternative Fuels and Vehicles." 2023. https://afdc.energy.gov/states/vt.

Table 3. Electric Vehicle Charging Options

	Level 1	Level 2	Level 3 "Fast Charger"
Power Source	120-volt outlet (a typical household outlet)	208-or 240-volt upgraded outlet	Direct current (DC) charging station outlet
Charging Speed	2-5 miles of range per hour	20-30 miles of range per hour	Approximately 80% charge in 20-40 minutes
Typical Installation	Standard household outlet	Commercial charging station or upgraded household outlet	Commercial charging station
Advantages	● No installation cost if outlet exists ● Good for limited electrical service ● Low utility demand ● Cost effective for multifamily housing	● Faster charging ● More energy efficient ● Better winter performance ● Supported by utility incentive programs	● Fastest charging option ● Ideal for long distance travel
Disadvantages	● Very slow ● Not as efficient in winter months	● Higher installation costs ● May require electrical upgrades ● For businesses: potentially higher impact on peak demand charges	● Cost (often $50,000+) ● For businesses: potentially increased peak demand charges ● Frequent use (multiple times a week) may affect battery health
Best Uses	● Overnight home charging ● Drivers traveling under ~40 miles/day	● Homes ● Multifamily housing ● Workplaces ● Hotels ● Public parking	● Highway corridors ● Road trips ● Retail locations
Connector Types	J1772 or NACS	J1772 or NACS	NACS, CCS, CHAdeMO

Source: Drive Electric Vermont, "EV Charging Types," 2025.

The J1772 is the standard plug connector used for charging electric vehicles. The CHAdeMO ("charge de move") plug is primarily found on older electric vehicle models. The North American Charging Standard (NACS) plug for charging is becoming the North American standard, originally developed and used by Tesla.

2.3 EV Charging Locations

Presented in Table 4 is an explanation of the different types of charging stations and descriptions of their key attributes. Presently:

- Home charging is the most common method used by EV drivers in Vermont.
- Workplace and private charging stations are less common but are increasing over time as the EV charging infrastructure continues to develop.
- Public charging is used by some EV drivers regularly. However, the availability of public charging varies widely across Vermont. Many rural locations, especially, have limited public charging at this time.

Table 4. Types of Electric Vehicle Charging

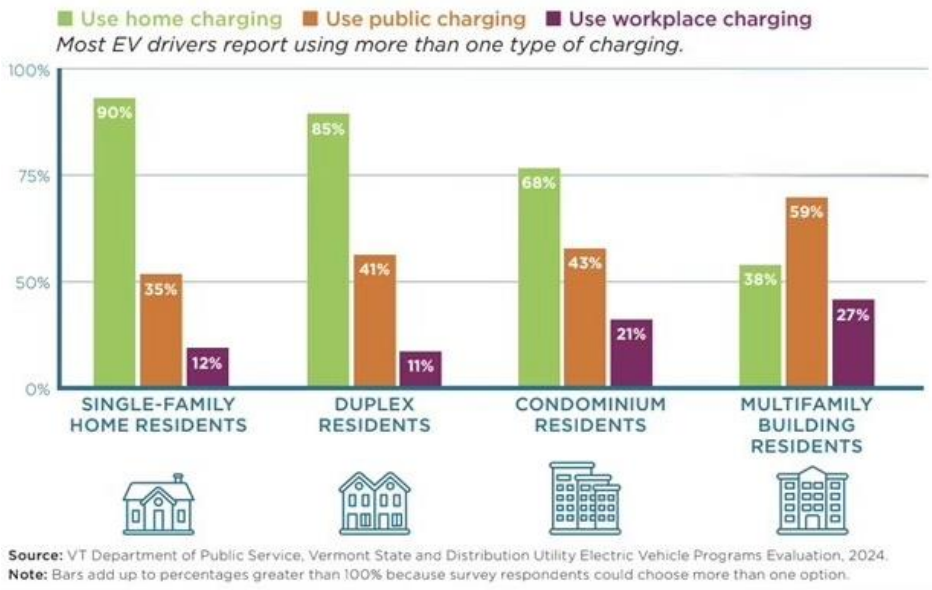
Charging Location	Description	Examples
Home Charging	Charging at a private residence, typically using Level 1 or Level 2 equipment	Single family homes, garages
Workplace/ Private Charging	Charging that is not available to the general public	Employee parking, government fleets, guest parking at hotels, select vehicle dealerships, some multiunit buildings
Public Charging	Charging stations available for use by the general public	Highway corridors, downtowns, municipal parking lots, public attractions, shopping centers, etc.

Section 3: The Current Status of Vermont's EV Charging Network

This section examines the current state of Vermont's EV charging infrastructure at homes, workplaces, and public locations. It evaluates the availability, distribution, and reliability of existing charging infrastructure and compares the current network to projected charging needs associated with widespread EV adoption. Understanding the strengths and limitations of today's charging network provides important context for assessing the policies, programs, and investments discussed later in this report.

Presented in Figure 2 is an analysis of where Vermonter's charge their EVs, by dwelling type. While those in single family homes, duplexes, and condominiums mainly charge at home, residents in multiunit buildings do most of their charging at public stations and are thus more reliant on higher cost and less reliable charging. This disparity highlights an important gap in charging access that is discussed in greater detail later in this report.

Figure 2. Where Vermonters Charge their EVs, by Dwelling Type



Source: Energy Action Network. *2026 Annual Progress Report for Vermont, 19.*

3.1 Home EV Charging in Vermont

Home charging is the primary method of charging for most electric vehicle owners and is generally the most convenient and cost-effective option. Charging at home is estimated to be two to three times less expensive than using public charging stations,[20] making it an important factor in reducing the overall cost of EV ownership.

[20] Drive Electric Vermont. "EV Charging at Home - Drive Electric Vermont." 2026. https://www.driveelectricvt.com/charging/at-home.

Unlike public charging infrastructure, for which detailed information is available for individual charging stations and ports, there is no comprehensive dataset describing home charging in Vermont. As a result, this section of the report relies primarily on findings from the Vermont Public Service Department's *2024 Evaluation of Utility EV Programs*,[21] which involved surveying electric vehicle owners who participated in state and utility incentive programs. While the survey measures access to home charging rather than the percentage of electricity (in kWh) charged at home, it provides the best available information about home EV charging in Vermont.

The survey included 988 respondents, of whom 86% reported having access to home charging. As shown in Table 5, access to home charging varies by housing type.

Table 5. Access to Home EV Charging in Vermont

Housing Type	Respondents with Home Charging Access
Single Family Home	90%
Duplex	85%
Condominium	68%
Multifamily housing	38%

Source: CADMUS. *Vermont State and Distribution Utility Electric Vehicle Programs Evaluation Phase II Report*. 2024, 51.

The survey also collected information on the type of charging equipment used at home. Among respondents:

- 57% reported using a Level 2 charger.
- 22% reported using a Level 1 charger.
- Charger type varies by housing type.
- Condominium residents (44%) were more likely than single family homeowners (21%) to rely on a Level 1 charger.
- Conversely, 61% of single-family homeowners reported using a Level 2 charger, compared with 41% of duplex residents, 35% of condominium residents, and 19% of multifamily residents.

Every new EV and PHEV is sold with a Level 1 charging cable, allowing owners to charge using a standard 120-volt household outlet without purchasing additional equipment. Because Level 1 charging requires no installation cost, it represents the lowest cost option for home charging.[22]

[21] CADMUS. *Vermont State and Distribution Utility Electric Vehicle Programs Evaluation Phase II Report*. 2024, 51.
[22] Efficiencyvermont.Com. "Electric Vehicle Charging | Efficiency Vermont." 2023. https://www.efficiencyvermont.com/products-technologies/transportation-efficiency/electric-vehicle-charging?

Many homeowners, however, choose to install a dedicated 240-volt circuit and a Level 2 charging station. Although installation typically requires the services of a licensed electrician and can cost several hundred dollars, Level 2 charging provides significantly faster charging speeds and is generally the preferred option for drivers who regularly charge at home.[23]

Tables 6, 7, and 8, present data pulled from 53 Vermont respondents out of the plug in America paper.[24] While not statistically significant, it can provide a snapshot of Vermonters' home charging experience.

Table 6. How often do you charge at home?

Value	Percent
Daily	43.1%
A few days per week	33.3%
Weekly	17.6%
Monthly	2%
Rarely	3.9%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Table 7. What time of day do you most frequently charge at home?

Value	Percent
Morning (6am to 12pm)	5.9%
Afternoon (12pm to 5pm)	3.9%
Evening (5pm to 10pm)	13.7%
Overnight (10pm to 6am)	56.9%
When I can	19.6%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Table 8. Do you use a schedule charging feature to control the time of day at which you charge?

[23] Efficiencyvermont.Com. "Electric Vehicle Charging | Efficiency Vermont." 2023.
[24] Plug In America. *2026 EV Driver Annual Survey*.

Value	Percent
Yes, all of the time	51%
Yes, most of the time	3.9%
Yes, some of the time	5.9%
No	39.2%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

To encourage home charging, Vermont homeowners have access to a variety of utility-sponsored incentives. Information compiled by Drive Electric Vermont and Efficiency Vermont indicates that numerous electric utilities offer discounted Level 2 charging equipment, installation rebates, and reduced off peak electricity rates for EV charging.[25] Examples of current utility incentives include:

- **Burlington Electric Department:** Residential customers can save up to $900 on an in-home Level 2 charger and qualify for reduced EV charging rates. Additional incentives are available for income-qualified customers.
- **Green Mountain Power:** Residential customers enrolled in the Home Charging Program can receive an in-home Level 2 charger, up to $650 toward installation costs, and discounted electricity rates for EV charging.
- **Vermont Electric Cooperative:** Residential customers can receive a free Level 2 charger (or a $250 purchase credit), an $8 monthly bill credit, and a $100 enrollment incentive for eligible vehicles if they do not have a compatible charger.
- **Washington Electric Cooperative:** Residential customers participating in the PowerShift program can receive a free Level 2 charger, a $10 monthly bill credit, up to $500 toward installation costs, or a $100 rebate for connecting an existing charger.

Table 9 presents data pulled from 53 Vermont respondents in the Plug In America survey.[26] While the sample size is not statistically significant, the data provides a snapshot of Vermonters' experience with utility EV incentive offerings.

Table 9. Does your electricity provider (utility) offer EV rates for home charging?

[25] Drive Electric Vermont. "Vermont EV Incentives and Programs - Drive Electric Vermont." 2026. https://www.driveelectricvt.com/shopping/incentives/list.
[26] Plug In America. *2026 EV Driver Annual Survey*.

Value	Percent
Yes, and I use them	68.6%
Yes, but I don't use them	11.8%
No	11.8%
I don't know	7.8%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Until June 2026, homeowners could also claim a federal tax credit equal to 30% of eligible EV charging equipment and installation costs, up to $1,000 per charging port. That incentive expired following passage of the federal "One Big Beautiful Bill" Act (Public Law 119-21) passed in 2025.[27]

3.2 Multiunit Residential EV Charging in Vermont

Access to home charging is significantly more challenging for residents of multiunit housing than for those living in single-family homes. Unlike homeowners, many apartment residents do not have dedicated parking spaces or the ability to install charging equipment. As a result, increased focus on expanding charging access at multiunit residential properties will be key to achieving widespread EV adoption by multiunit residents in Vermont.

New Multiunit Residential Construction

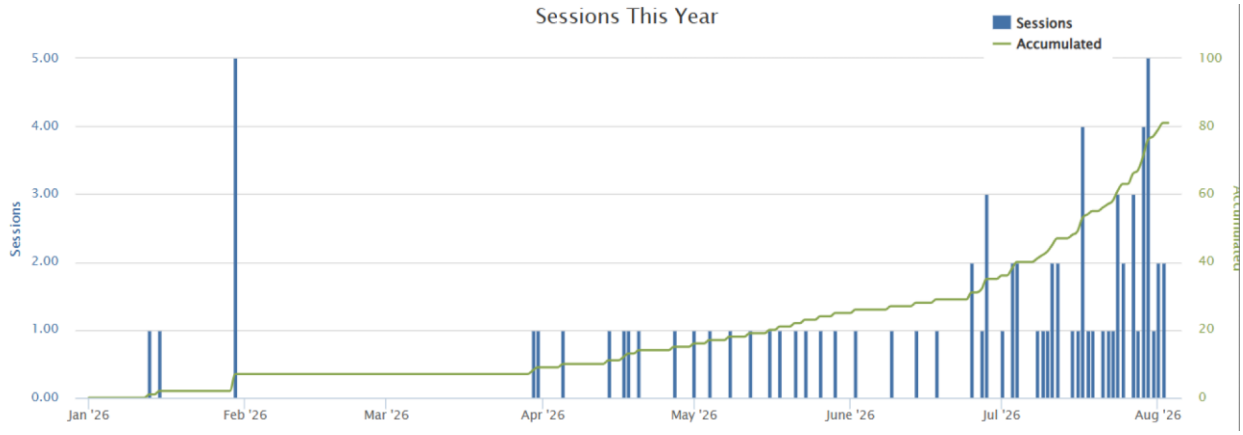
New multiunit residential buildings in Vermont must comply with one of the state's building energy codes: the Residential Building Energy Standards (RBES)[28] or the Commercial Building Energy Standards (CBES),[29] depending on the type of building.

Some new affordable housing developments include the installation of EV charging infrastructure, as required by the applicable energy code. In a typical 20- to 30-unit building, this generally results in the installation of approximately two EV charging stations. The cost of purchasing and installing the chargers is incorporated into the project's development budget.[30]

[27] Alternative Fuels Data Center. "Alternative Fuels Data Center: Tax Credits for Electric Vehicles and Charging Infrastructure." Afdc.Energy.Gov. Accessed August 27, 2026. https://afdc.energy.gov/laws/ev-tax-credits.
[28] Publicservice.Vermont.Gov. "Residential Building Energy Standards | Department of Public Service." Accessed August 27, 2026. https://publicservice.vermont.gov/efficiency/building-energy-standards/residential-building-energy-standards.
[29] Vermont.Gov. "Commercial Building Energy Standards | Department of Public Service." 2024. https://publicservice.vermont.gov/efficiency/building-energy-standards/commercial-building-energy-standards.
[30] Interview with an affordable housing development organization (anonymous), personal communication, 2026.

In Figure 3 and Table 10, information on usage and pricing data were collected by the property manager at Downstreet, from 4 chargers (totaling 8 ports) at two different buildings in Central Vermont. A continuous increase in charging sessions is shown throughout 2026. The fees are based on prices at other Charge Point sites.

Figure 3. Downstreet Charging Sessions in 2026



Source: Data provided by Jared Fay, Property Manager at Downstreet, personal communication, 2026.

Table 10. Downstreet EV Charger Pricing

Flat Fee	**Free**
Station Time Rate	$1.84/hr
Energy	$0.26/kWh
Min	$0.00
Max	$1,000

Source: Data provided by Jared Fay, Property Manager at Downstreet, personal communication, 2026.

In September 2025, Governor Phil Scott issued an executive order, allowing developers to comply with either the 2020 or the 2024 building energy code.[31] This change may reduce the amount of EV charging infrastructure installed in future multiunit residential developments. In the 2020 code, only 10% of parking spaces in new multiunit residential developments were required to be EV ready, whereas the 2024 code established more robust charging requirements.[32]

[31] EXECUTIVE ORDER NO. 06-25 [Promoting Housing Construction and Rehabilitation] (2025).
[32] Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026, 8. https://www.southburlingtonvt.gov/DocumentCenter/View/5505/20260223-VEIC-S-Burlington-EV-Plan-FINAL?bidId=.

Existing Multiunit Residential Buildings

While building codes influence new construction, most existing apartment buildings and condominiums were constructed before "EV ready" requirements were adopted. Retrofitting these properties to include EV charging involves technical and financial challenges not commonly found in single-family homes.

In the spring of 2022, a Multiunit Dwelling Electric Vehicle Charging Grant Program was launched in Vermont. The program was a one-time, competitive grant program for affordable multiunit housing developments with at least ten residential units. The $1 million program funded 84 Level 2 charging ports at 37 affordable housing sites serving more than 6,200 households.[33]

Bronwyn Cooke from the Agency of Commerce and Community Development (ACCD) explained that one objective of the one-time program was to determine whether property owners were interested in providing charging for their tenants and to evaluate which technologies and business models could provide affordable charging while still being practical for property owners. Cooke noted that the best model for multifamily charging is still uncertain, as different approaches prioritize access, affordability, or uniformity across charging locations. She emphasized that the most important goal is making electric vehicle supply equipment (EVSE) accessible to tenants. Flexible payment models are preferable to strict requirements to achieve this because more expensive equipment needed for per-kWh billing could discourage property owners from installing chargers or increase charging costs for tenants.[34]

According to Cooke, the program was fully subscribed, with all available funding awarded before a second funding round could be offered to market rate housing. Based on the strong demand for the program, the Vermont Legislature authorized an additional $10 million to continue providing funding for multiunit EV charging, and to expand the program to include EV charging at workplaces and community attractions

Subsequently, the Charge Vermont program was launched as a statewide initiative to provide funding to help property owners purchase and install EV chargers at workplaces, multiunit housing, and public attractions. Charge Vermont was designed to utilize lessons learned from the one-time Multiunit Dwelling EV Charging Grant Program.

A key focus of Charge Vermont has been providing incentives for Level 1 and Level 2 equipment for multiunit and workplace charging. Cooke explained that the incentives were created to address the fundamental challenge that most residents of multiunit housing lack control over their parking spaces and therefore cannot access home charging as easily as single-family residents. Unlike residential chargers installed in a single-family garage, charging stations serving multiple residents require additional infrastructure such as payment systems, user management, and metering, making them more like commercial charging installations. In addition, Charge Vermont has offered funding for EV charging at public attractions in the form of competitive grants.

[33] Vermont.Gov. "Multiunit Dwelling Electric Vehicle Charging Grant | Agency of Commerce and Community Development." 2023. https://accd.vermont.gov/multiunit_dwelling.
[34] Bronwyn Cooke (Agency of Commerce and Community Development), interview with Leida, [July, 2nd, 2026]. Information in this section is based on this interview.

Although Charge Vermont program participation has demonstrated strong demand, Cooke noted that funding for the program has remained inconsistent. Rather than receiving recurring appropriations through the state's base budget, funding has been provided through one-time appropriations that have varied from year to year. Previous funding sources have included state funds made available through the federal COVID-19 recovery American Rescue Plan Act (ARPA) and revenue generated from Vermont's EV registration infrastructure fee. However, a recent change to a mileage-based user fee instead of the previous EV infrastructure fee means funding is no longer available from that source to support Charge Vermont. As a result, future funding will depend on legislative appropriations and/or other sources.

Burlington Pole Mounted Charger Pilot

To improve charging access for renters, the Burlington Electric Department (BED) is piloting pole mounted EV chargers that allow residents without off-street parking to charge on neighborhood streets. According to Jennifer Green, Director of Sustainability and Workforce Development at BED, the pilot is particularly relevant in Burlington, where approximately 60% of residents are renters, and many do not have off-street parking.[35] Supported by State of Vermont grant funding, five pole mounted chargers were installed on residential streets in the city to evaluate their durability and customer satisfaction from the improved access to EV charging. BED is also testing a reduced off-peak charging rate at the locations (as they offer for single-family home EV charging).[36]

3.3 Workplace/Private EV Charging Network in Vermont

Private EV charging stations play an important role in expanding charging opportunities beyond the home. Unlike public charging stations, however, there is no comprehensive public dataset describing private charging infrastructure in Vermont. As a result, Table 11 represents the best available information that could be identified from the U.S. Department of Energy's Alternative Fuels Data Center (AFDC).[37]

Table 11. Workplace/Private Chargers in Vermont

	Level 1	Level 2	DC Fast Charger	Total
Stations	1	22	1	22
Ports	2	96	1	99

Note: 2 stations offer both Level 1 and Level 2 charging, so totals aren't a simple column sum.
Source: Alternative Fuels Data Center, "Alternative Fueling Station Locator."

[35] Jennifer Green (Burlington Electric Department), interview with Leida, July 7, 2026
[36] Burlingtonelectric.Com. "Burlington Electric Department Introduces New Pole-Mounted, Electric Vehicle Chargers to Improve Charging Access – Burlington Electric Department." June 5, 2024. https://www.burlingtonelectric.com/polemounted/.
[37] Afdc.Energy.Gov. "Alternative Fuels Data Center: Alternative Fueling Station Locator." Accessed July 16, 2026. https://afdc.energy.gov/stations#/find/nearest?fuel=ELEC.

To supplement these findings, data from the RES Tier III Verification Report shows that there were 158 workplace charging stations implemented in 2025 by GMP, BED, and VEC combined.[38]

3.4 Public EV Charging in Vermont

This section provides a snapshot of Vermont's public EV charging infrastructure using data collected from the national AFDC. The AFDC maintains a comprehensive database of public charging stations and their characteristics, including charger locations, access, operating hours, and pricing. The following tables summarize this information.

Public Charger Count

Vermont has over 500 public charging stations which is the highest number per capita in the U.S. Table 12 quantifies how many public EV charging stations can be found at each level of charging.

Table 12. Public EV Chargers in Vermont

	Level 1	Level 2	DC Fast Chargers	Total
Charging Stations	6	446	106	558

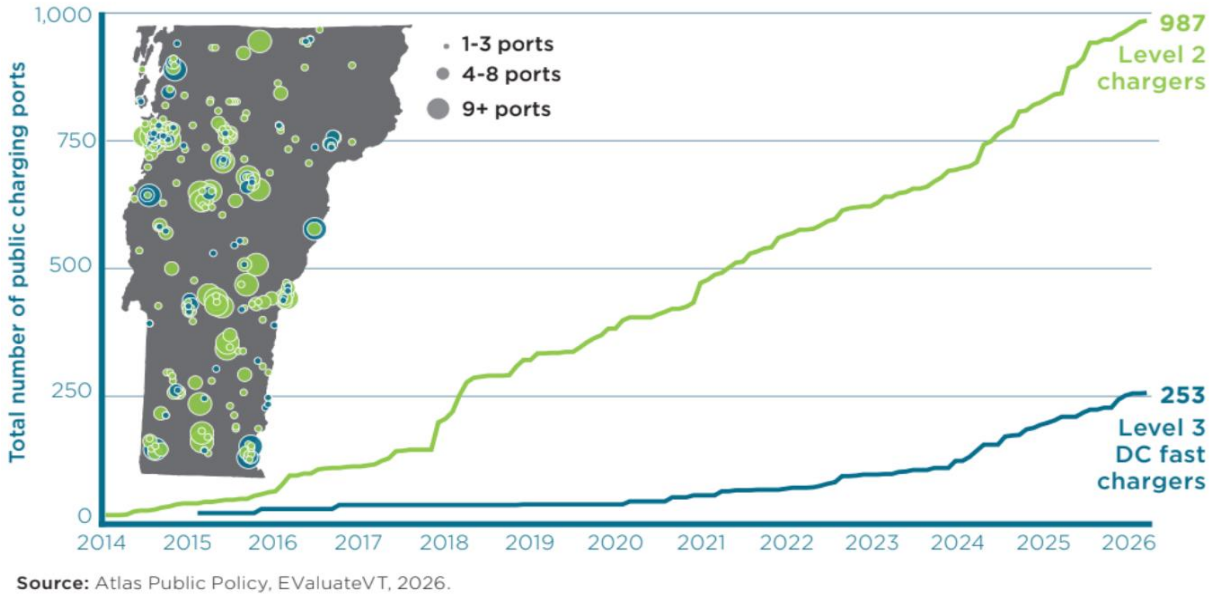
Note: 23 stations offer 2 types of charging, so totals are not a simple column sum.

Source: Alternative Fuels Data Center, "Alternative Fueling Station Locator."

Figure 4 depicts the growth of public charging ports for EVs in Vermont over time. With continued funding, the growth in public EV charging infrastructure is expected to continue in the future.

[38] RES Tier III 2025 Verification Report Evaluation of Electric Distribution Utilities" Compliance With Renewable Energy Standard Tier III Obligations. 2021, 13, 22, 34. https://publicservice.vermont.gov/sites/dps/files/documents/26-0467-INV%20-%202026.06.01%20-%20DPS%202025%20Tier%20III%20Verification%20Report_as_filed.pdf.

Figure 4. Public Charging Ports for Electric Vehicles in Vermont



Published in Energy Action Network's *2026 Annual Progress Report for Vermont,* 19.

Figure 4 also includes a map of Vermont noting the locations (in clusters) of public level 2 and DC fast chargers throughout the state. The map makes clear that areas which are more urban tend to have more public charging ports than rural areas. The lack of public EV charging in many rural areas of Vermont is widely recognized as a key barrier to more widespread EV adoption outside of the state's more urban and heavily populated areas.

Public Charging Accessibility

The term "public charging accessibility" refers collectively to a variety of factors that make (or impede) the accessibility to an EV charger by an EV driver including:

- Charging station operating hours
- Payment requirements
- Call-ahead restrictions
- Operational status of the charging equipment

Tables 13 and 14 present data pulled from 53 Vermont respondents to the Plug In America survey.[39] While the size of the Vermont sample is not statistically significant, it provides a snapshot of Vermonters' experience with public charger accessibility.

Table 13. How far from your home is the nearest public fast charging station that is compatible with your vehicle?

[39] Plug In America. 2026 EV Driver Annual Survey.

Value	Percent
Less than 1 mile	15.10%
1 mile - less than 3 miles	20.80%
3 miles to 5 miles	17.00%
Over 5 miles	37.70%
I don’t know	5.70%
Other	3.80%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Table 14. Do you have a public Level 2 charger within walking distance of your home (not counting any home charging you may have)?

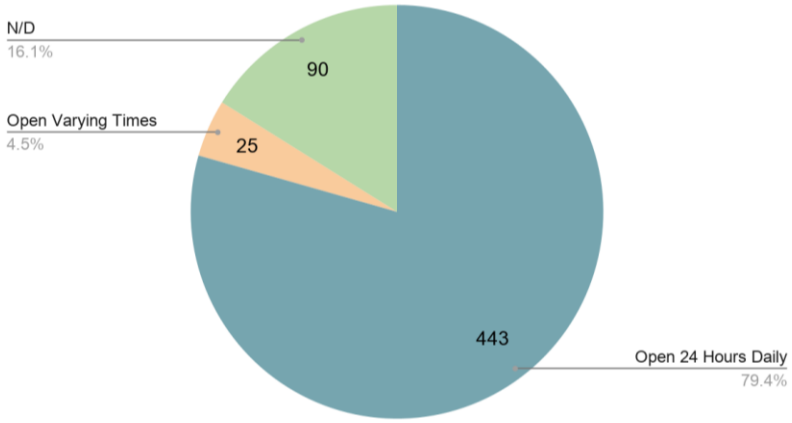
Value	Percent
Yes	26.40%
No	67.90%
I don't know	5.70%

Source: Vermont courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

The public charging accessibility information presented in Figure 5 and Table 15 was obtained from the Alternative Fuels Data Center[40] which includes information on operating hours, payment requirements, call ahead restrictions, and the operational status of EV charging equipment. However, data was not available for many of the public charging stations in Vermont. As a result, the figure and table do not provide a complete understanding of accessibility across Vermont's public charging network.

Figure 5. Access Times for Public Charging Stations in Vermont

[40] Alternative Fuels Data Center, “Alternative Fueling Station Locator.”



Source: Alternative Fuels Data Center, "Alternative Fueling Station Locator."

Table 15. Access to Public Charging Stations in Vermont

Accessibility Factor	Number of Stations
Call Ahead Requirement	6
Credit Card Requirement	13
Customer/Guest Use Only	22
For Tesla Use Only	3
Drivers must bring J1772 cord set for Level 1 charging	6
Temporarily Unavailable	9
No Data	529
Total	588

Source: Alternative Fuels Data Center, "Alternative Fueling Station Locator."

The Price of Public EV Charging in Vermont

The price of public EV charging is an important issue that directly affects the cost of EV ownership. In addition, the extent to which EV charging prices are clearly portrayed (or not) on charging apps and at charging stations is key to ensuring customer awareness when researching charging options before choosing a public charging station. Published information on charging pricing does not appear to be readily and consistently available at the station level across Vermont's public charging network. As a result, the information on charging prices provided in Table 16 is based on the subset of all charging stations for which data exists.

Table 16. Price for Public Charging Stations

Price	Number of Stations
Free	50
$0 - $5 Variable Parking Fee	25
$0.20 - $0.29 per kWh	8
$0.30 - $0.50 per kWh	7
No Data	468
Total	558

Source: Alternative Fuels Data Center, “Alternative Fueling Station Locator.”

To supplement these findings, the Vermont Agency of Agriculture, Food and Markets' Weights and Measures Division reports statewide average charging prices of $0.42 per kWh for DC Fast Charging and $0.27 per kWh for Level 1 and Level 2 (AC) charging.[41]

Public EV Charging Reliability in Vermont

The reliability of public EV charging infrastructure is critical to building consumer confidence and ensuring drivers can depend on public charging when needed. To promote reliable operation, projects funded through the National Electric Vehicle Infrastructure (NEVI) Program must include a minimum of five years of operation and maintenance and must meet strict uptime requirements. NEVI funded charging stations are required to be operational at least 97% of the time throughout the duration of the contract.[42]

[41] Dolan, Scott. “Vermont Weights & Measures EVSE 2025 Summary.” 2025.
[42] Wright, Andrea. 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. 2026.

During an interview, Jim Merriam, CEO of Norwich Technologies,[43] explained that his company is also contractually required to maintain a 97% uptime requirement for the first 5 years of operation and to respond to maintenance issues within established timeframes.

Public EV Charging Availability in Vermont

There is no single publicly available source that tracks the real time operational status of every public EV charger in Vermont. While many charging networks provide status information through their own mobile applications, drivers often rely on recent user comments in the PlugShare app to determine whether a charger is functioning before arriving at the charger.

To better understand charger availability in Vermont for this report, customer comments on PlugShare on July 22, 2026, were reviewed for public DC fast charging stations (kilowatt range 50-350+)[44] throughout the state. Table 17 summarizes the comments and provides a snapshot of charger availability based on recent user experiences. Because the information is user-reported, it should not be interpreted as a comprehensive measure of statewide public charger reliability.

Table 17. Snapshot of the Operational Status of Public Charging in Vermont, July 22, 2026

Charger Status	Number of Chargers
Fully operational	61
Charging hardware/software malfunction	21
Partial hardware/software failure (one of two ports unavailable)	9
Charging hardware/software and payment system malfunction	1
Payment system malfunction (credit card reader unavailable)	4
Inaccessible due to site access issues (e.g., repeatedly blocked by dealership vehicles)	1
Total Chargers	97

Source*:* Data from Recargo Inc, *PlugShare*, v. 7.42.0 (2026), Apple App Store / Google Play Store.

Later sections of this report discuss Vermont's recently enacted transportation legislation, which includes provisions intended to improve the availability of real time charger status information.

[43] Jim Merriam (Norwich Technologies), interview with Leida, July 23rd, 2026.
[44] Nicholas, Michael, Dale Beijing, | Berlin, | Brussels, | San, and Francisco Washington. Lessons Learned on Early Electric Vehicle Fast-Charging Deployments. 2018, 4. https://theicct.org/sites/default/files/publications/ZEV_fast_charging_white_paper_final.pdf.

Maintenance Issues with Public EV Charging in Vermont

Interviews with charger operators indicate that software issues, rather than hardware failures, are among the most common causes of charger outages. Merriam, of Norwich Technologies, noted that while modern charging hardware is generally reliable, software platforms that process payments, communicate with charging networks, and authorize charging sessions are often the weakest component of the system.[45]

Merriam also noted that some outages result from user error, including damaged charging cables or connectors. Mechanical or electrical failures within the charging equipment occur less frequently but can require replacement parts or assistance from the equipment manufacturer, extending repair times.

According to Merriam, Norwich Technologies' operations and maintenance team is typically able to repair most chargers within approximately one week. However, repairs may take longer when specialized replacement parts or manufacturer support are required.

Dave Roberts, Program Director of Drive Electric Vermont, identified credit card readers and payment systems as another common maintenance issue. Rather than the absence of payment options, users more frequently report that payment terminals fail to function properly, preventing charging sessions from starting.[46]

Consumer Perspectives on Public EV Charging in Vermont

While reviewing PlugShare comments,[47] a recurring theme emerged regarding the overall user experience of public charging. Many users expressed frustration with the need to download multiple charging network applications before initiating a charging session. This challenge is particularly significant in rural areas of Vermont, where limited cellular service can make downloading or using mobile applications difficult. Common user comments included:

> *"Very difficult to use... We had no service at the location, so we were unable to start the charge through the app."*

> *"I downloaded their app and tried to activate it three times. Every time it came up as a charging error."*

Ingrid Malmgren, Senior Policy Director at Plug In America, explained that the charging experience is expected to improve as automakers transition to the North American Charging Standard (NACS) and adopt NACS-compliant plug and charging technology. These changes will allow many drivers to simply connect their vehicle without manually initiating a charging session through a separate mobile application, creating an experience like the Tesla Supercharger network.[48]

[45] Merriam, Interview. Information in this section is based on this interview.
[46] Dave Roberts (Program Director, Drive Electric Vermont), interview with Leida, July 7 and 21, 2026.
[47] Data from Recargo Inc., *PlugShare*, v. 7.42.0 (2026), Apple App Store / Google Play Store.
[48] Ingrid Malmgren (Plug In America), interview with Leida, July 27, 2026.

Table 18 presents data pulled from 53 Vermont respondents to the Plug In America survey.[49] While the Vermont sample is not statistically significant, it provides a snapshot of Vermonters' experience with public fast chargers.

Table 18. Thinking about charging your vehicle using DC fast chargers, have you experienced any of the following at your most used DC fast charging network over the past year? Select all that apply.

Value	Percent
Charging locations are too far apart	25.5%
Not enough chargers at each location (chargers are often occupied)	25.5%
Chargers are non-functional or broken	29.8%
The charging location did not have my preferred payment option	6.4%
Chargers are blocked by gas vehicles or non-charging EVs	10.6%
The charging speed is too slow	27.7%
The charging location feels unsafe	4.3%
The charging cost is too high	14.9%
No amenities available at charging stations (such as bathrooms or food options)	17%
Chargers are hard to find (not enough signage)	8.5%
None of these	31.9%
Other	12.8%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

[49] Plug In America. 2026 EV Driver Annual Survey.

Winter Performance of Public EV Chargers in Vermont

Although cold weather can significantly reduce electric vehicle driving range, there is minimal evidence indicating that winter temperatures are currently a major source of public charger failures in Vermont.

Dave Roberts of Drive Electric Vermont explained that some chargers experienced winter related issues several years ago, often because snow and ice blocked ventilation systems or because preventative maintenance was insufficient. However, he noted that these problems have become much less common as manufacturers have improved charger durability, and operators have gained experience maintaining public charging equipment throughout the winter.[50]

Merriam of Norwich Technologies similarly reported that his company has not experienced significant charger reliability issues related to Vermont's winter conditions.[51]

While Vermont specific performance data are limited, charging equipment manufacturers continue to improve charger durability during cold winters and hot summers. For example, ABB E-mobility reports that its fast chargers are designed to operate in temperatures ranging from -22°F to 131°F and now offer rain and snow covers as standard equipment on many installations. As charging technology continues to evolve, improvements in charger weatherization, battery technology, and vehicle thermal management are expected to further improve winter charging performance.[52]

Section 4: Future Expansion Needed for EV Charging in Vermont

Planning Vermont's future charging network depends on estimates of how many electric vehicles are expected to be on the road and the infrastructure needed to support them. The transportation scenarios in the Vermont Pathways Analysis Report 2.0, (which informed key strategies in the state's 2021 Initial Climate Action Plan) envisioned 126,000 plug-in electric vehicles in Vermont by 2030.[53] Such a significant increase in electric vehicles was identified as a key strategy for meeting Vermont's legally binding greenhouse gas emissions reduction requirements.

To support this level of adoption, the Vermont Agency of Commerce and Community Development (ACCD) used a U.S. Department of Energy tool to project the charging infrastructure needed to support 126,000 EVs in Vermont.[54] The total amount of EV charging estimated for Vermont is presented in Table 19.

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[50] Roberts, Interview
[51] Merriam, Interview
[52] Cantor, Corey. "How EV Winter Performance Has Improved In 2026." Zeta.Org, Zero Emission Transportation Association, January 26, 2026. https://www.zeta.org/insights/how-ev-winter-performance-has-improved-in-2026.

[53] CADMUS. *Vermont Pathways Analysis Report 2.0 Vermont Agency of Natural Resources*. 2022, 6. https://climatechange.vermont.gov/sites/climatecouncilsandbox/files/2022-03/Pathways%20Analysis%20Report_Version%202.0.pdf.
[54] Cooke, Bronwyn. *Electric Vehicle Charging Grant Programs*. 2026, 5-6. https://legislature.vermont.gov/Documents/2026/Workgroups/House%20Transportation/Agency%20of%20Commerce%20and%20Community%20Development/W~Bronwyn%20Cooke~ACCD%20EVSE%20Programs~2-5-2026.pdf.

Table 19. Estimated Future EV Charging Needed in Vermont

Charging Type	Estimated Charging Ports Needed
Single-family Residential Charging	75,325
Shared Private Charging:	—
Multiunit Level 1	417
Multiunit Level 2	801
Workplace Level 2	2,150
Public Level 2	3,105
Public DC Fast Charging	565
Total Chargers	82,363

Source: Cooke, Bronwyn. *Electric Vehicle Charging Grant Programs*. 2026.

Planned Expansion of Vermont's Public Charging Network

Vermont's public charging network is expected to continue expanding through two distinct initiatives. The first is the federal National Electric Vehicle Infrastructure (NEVI) Program, which provides dedicated funding for corridor fast charging and is being implemented in Vermont by the state Agency of Transportation (VTrans), in collaboration with the Agency of Commerce and Community Development (ACCD). The second consists of municipal EV Readiness Plans, such as those developed for South Burlington and Winooski, which identify future charging needs and priority locations for each municipality.

4.1 The National Electric Vehicle Infrastructure Program in Vermont

The EV infrastructure program developed for Vermont using funding from the federal NEVI Program is the state's primary program for expanding public DC fast charging. Vermont's goal is to provide public fast charging within three miles of every interstate exit and every 25 miles along designated highway corridors. To accomplish this, VTrans identified 29 priority locations, with at least 24 locations expected to receive funding through federal fiscal years 2022-2026.[55]

[55] Vermont Agency of Transportation. State of Vermont Electric Vehicle Infrastructure Deployment Plan 2025 (FFY2026) Update. 2025, 9.

The initial phase of Vermont's EV build-out efforts focused on interstate corridors, particularly I-89 and I-91. According to Cooke from the Agency of Commerce and Community Development, this approach in Vermont reflected the intent of the federal NEVI program which prioritizes locations with the greatest traffic volumes and expected utilization. Only after corridor buildout is complete, does NEVI offer flexibility to expand into more rural parts of the state. Because of this, ACCD intentionally directed some of its own charging investments toward remote communities that were unlikely to be served early through the NEVI-funded program.[56]

The program has progressed through competitive solicitations. Vermont's first solicitation resulted in one operational site, five locations under contract, and five additional awarded projects.[57] Future solicitations will determine the remaining priority locations based on market interest and the locations proposed in the bids received for program funding.

Vermont EV professionals interviewed for this report emphasized that the NEVI program is a funded implementation program rather than simply a planning program. Dave Roberts of Drive Electric Vermont noted that although individual locations may change depending on vendor participation, the program has dedicated federal and state funding, making it different from municipal readiness plans. However, he also noted that the exact public charging locations depend, in part, of what is proposed in competitive bids as suitable host sites.[58]

Merriam of Norwich Technologies described how significant delays in the allocation of federal funding to Vermont created a time gap between when new public charging projects could have been constructed and when construction ultimately occurred. That delay resulted in public charging developers experiencing significant pressure to complete installations before federal tax credit deadlines were met, and the credits were no longer available. Merriam expressed concern that without continued federal or state financial support in the future, expanding the fast-charging network through private investment alone would be difficult because current utilization rates do not generate sufficient revenue to justify the installation costs.[59]

4.2 Municipal EV Readiness Plans

In contrast to public charging infrastructure developed using NEVI funds, the South Burlington and Winooski EV Readiness Plans are long-term planning documents that estimate future charging demand, identify optimal charging locations, and outline potential implementation strategies. Both plans were developed by VEIC using National Renewable Energy Laboratory EVI-Pro Lite modeling, together with local demographic, transportation, land use, and electrical infrastructure data. The plans are aspirational until or unless funding is received for implementation.

The South Burlington EV Readiness Plan

[56] Cooke, Interview.
[57] Vermont Agency of Transportation. State of Vermont Electric Vehicle Infrastructure Deployment Plan 2025 (FFY2026) Update. 2025, 8.
[58] Roberts, Interview.
[59] Merriam, Interview.

South Burlington projects about 12,000 EVs in the city by 2035, representing roughly 55% of all registered vehicles. To support that level of adoption, the city estimates it will require approximately 590 public Level 2 charging ports and 70 DC fast charging ports by 2035, as presented in Table 20. Since the city currently has 88 Level 2 charging ports and 19 DC fast charging ports, an additional 490 Level 2 charging ports and 50 DC fast charging ports will be needed over the next decade.[60]

Table 20. Estimate of South Burlington EV Charging Ports Needed Achieve the EV Readiness Plan, Medium Scenario

Year	Estimated EVs	Private Single-Family Home Level 1 and Level 2 Charging Ports	Private Shared Level 1 and Level 2 Charging Ports	Public Level 2 Charging Ports	Public DC Fast Charging Ports
2035	11,740	8,150	550	590	70
2050	19,770	13,100	875	910	80

Source: Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026, 17.

The plan prioritizes charger locations using factors including housing density, employment centers, traffic volumes, environmental justice considerations, three-phase electrical service, and existing charging availability. (See Figures 1 and 2 in the Appendix for additional information about the South Burlington EV Readiness Plan.)

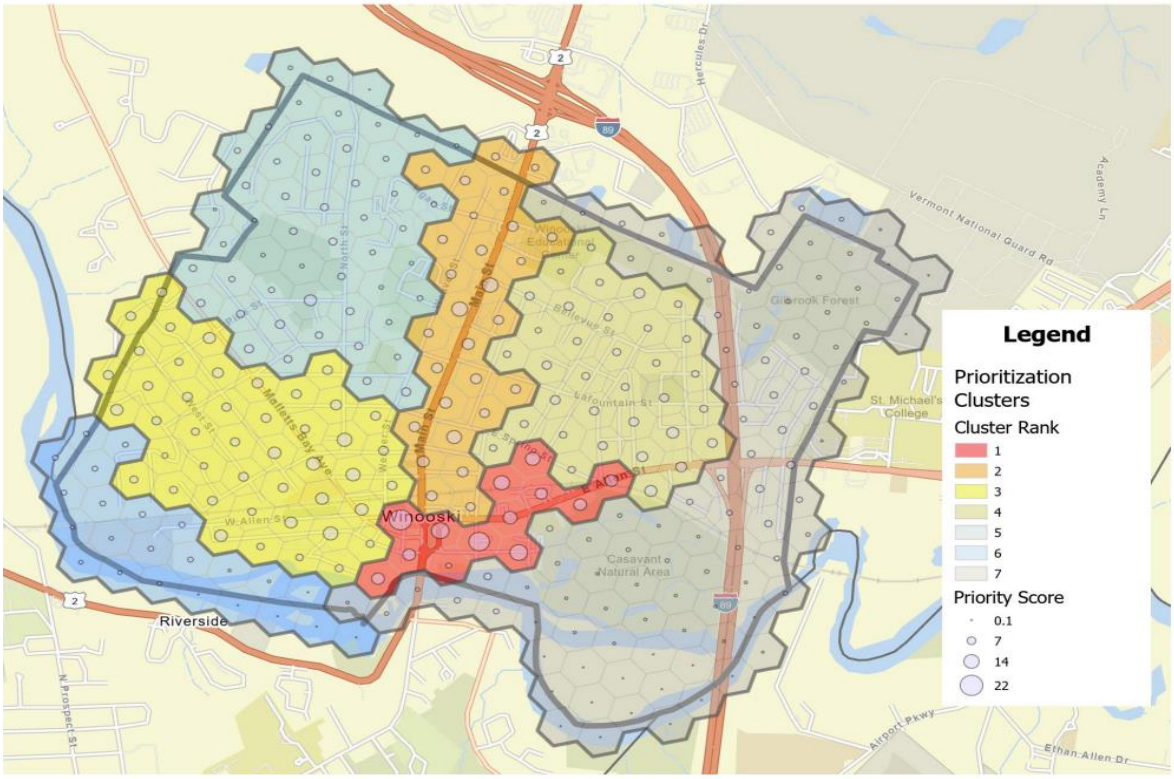
The Winooski EV Readiness Plan

Winooski anticipates about 1,720 EVs by 2035, representing about 75% of registered vehicles under its medium adoption scenario. The city estimates it will require approximately 130 public Level 2 ports and 13 DC fast charging ports by 2035. As of late 2025, Winooski had only one public Level 2 charger and no public DC fast chargers, illustrating the scale of future expansion envisioned in the plan.[61] (See Figure 3 in the Appendix for further information about the Winooski EV Readiness Plan.)

Like South Burlington, Winooski's prioritization framework incorporates housing, employment, traffic patterns, electrical infrastructure, and equity indicators to identify preferred charging locations. Figures 6 and 7 show that areas with higher concentrations of renters, affordable housing, multiunit buildings, and residents who may have limited access to home charging received higher priority for future public charging investments in the plan.

[60] Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026, 4.
[61] Winooskivt.Gov. "Winooski Electric Vehicle Readiness Plan." 2026, 3. https://www.winooskivt.gov/DocumentCenter/View/10836/VEIC-Winooski-EV-Readiness-Plan-FINAL-March2026.

Figure 6. Winooski EV Readiness Plan's Prioritization Results



Source: Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026, 28.

Figure 7. Winooski Charging Cluster Priority Scoring

Cluster Rank	Weighted Cluster Score	% of Weighted Score for DCFC	% of Weighted Score for Level 2	2035 DCFC Ports	2035 Level 2 Ports
1	180	41%	13%	5	17
2	262	59%	19%	8	25
3	409		30%		39
4	248		18%		24
5	253		19%		24

Source: Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026, 29.

Implementation Challenges for Municipal EV Readiness Plans

Although both municipal plans provide detailed recommendations (including estimated costs, ownership models, funding possibilities, and conceptual site designs), they currently do not have dedicated funding for implementation. Roberts from Drive Electric Vermont described the plans as aspirational, explaining

that municipal budgets alone are unlikely to support widespread charger deployment. Instead, implementation will likely require external funding, partnerships with utilities or private charging providers, and/or future federal or state grant programs.[62]

Interviewees consistently identified funding as the largest barrier to public charging implementation. However, they also noted additional challenges including identifying willing host sites, securing adequate electrical infrastructure (including three-phase power for DC fast charging), avoiding flood-prone locations, and ensuring long term maintenance. Roberts emphasized that privately-owned charging stations supported by public funding may provide a more sustainable ownership model than municipal ownership. Private operators may have stronger financial motivation to maintain reliable equipment.

Despite these challenges, Roberts noted that EV readiness planning is valuable. If new funding becomes available in the future, he expects municipalities would closely follow the prioritization framework developed in the South Burlington and Winooski plans. The emphasis on equitable distribution of charging infrastructure based on housing characteristics, transportation needs, and environmental justice considerations is key in both plans.

Section 5: Key Factors Shaping the Future of EV Charging in Vermont

A variety of policy, program design, implementation, and funding issues will affect future development and expansion of the EV charging infrastructure in Vermont. Key factors affecting EV charging expansion are discussed below.

5.1 Key State Policies Affecting EV Charging Infrastructure

A variety of state policies are key to the continued expansion of EV charging infrastructure in Vermont, as described in Table 21.

Table 21. Key Policies Driving Future EV Charging Investment in Vermont

Policy	Purpose	Status	Impact

[62] Roberts, Interview. Information in this section is based on this interview.

Vermont Transportation Bill H.944, 2026[63]	Comprehensive transportation legislation that (1) establishes a mileage-based user fee for EVs beginning in 2027, (2) requires publicly funded EV charging stations to provide standardized real-time data through open APIs, and (3) prohibits common interest communities from unreasonably restricting EV charger installation ("Right to Charge").	Enacted	Creates a long-term transportation funding mechanism, improves public charging transparency, and expands access to home charging for condominium owners and residents of eligible common interest communities.
Vermont Executive Order 06-25, 2025[64]	Reinstates compliance with the 2020 Commercial Building Energy Standards as an alternative to the 2024 standards for developers.	Issued by Governor Phil Scott in September 2025.	May significantly reduce EV charging availability in new multiunit residential developments compared to the 2024 standards. Under the 2020 code, only 10% of parking spaces in new multiunit residential developments are required to be EV ready.
Advanced Clean Cars II & Advanced Clean Trucks, 2022[65]	Requires manufacturers to deliver an increasing percentage of zero emission vehicles, culminating in 100% new light duty vehicles and 40-75% of medium/heavy sales being zero emission by 2035.	The Vermont Agency of Natural Resources adopted California's rules, but enforcement paused in 2025. Federal legal uncertainty remains following the revocation of California's EPA waiver.	Intended to increase the availability of zero emission vehicles in Vermont, though implementation is currently uncertain.

[63] No. 168. An Act Relating to the Fiscal Year 2027 Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2026).
[64] EXECUTIVE ORDER NO. 06-25 [Promoting Housing Construction and Rehabilitation] (2025).
[65] VT Dept. of Public Service. *2026 Annual Energy Report Vermont's Energy Supply and Demand Key Insights, Recommendations, and Data on Vermont's Energy Sectors*. 2026, 72.

Vermont Transportation Bill, Act 55, 2021[66]	(1) Requires electric utilities to offer EV specific electricity rates and (2) establishes statewide planning goals for EV charging infrastructure, particularly DC fast charging along major highways.	Enacted and implemented statewide.	Encourages off peak EV charging and provides a statewide framework for charging infrastructure deployment.

5.2 Switching from the EV Infrastructure Fee to the Mileage-Based User Fee

Vermont currently requires an EV Infrastructure Fee for plug-in hybrid and battery electric vehicles to help offset declining gasoline tax revenues. Funds from the fee are directed to the Agency of Commerce and Community Development for building out EV charging infrastructure in Vermont. The fee is currently paid at the time of vehicle registration. Battery electric vehicles pay $89 per year, and plug-in hybrid electric vehicles pay $44.50 per year.[67]

A new Mileage-Based User Fee was included in the most recent Vermont Transportation Bill. Once implemented in 2027, revenue from the new fee will help offset declining gasoline tax revenues. Funds obtained directly from EV owners will be deposited into the state's Transportation Fund and will no longer be funding EV charging infrastructure in Vermont. At 1.4 cents per mile, this would equate to an average Mileage-Based User Fee of $154 per year. It is projected that the new fee will generate up to $600,000 in Fiscal Year 2027; $1.1 to $1.3M in 2028; and $1.8 to $2.9M in 2029, depending on EV miles driven. Initially, total revenue from the Mileage-Based User Fee may be less than total revenue would have been from the EV Infrastructure Fee. However, as seen in Figure 8, that is projected to no longer be the case starting in Fiscal Year 2029.[68]

Figure 8. Estimated MBUF Fiscal Impacts ($ Million)

	FY 2027	FY 2028	FY 2029
MBUF Revenue	$0 - 0.6	$1.1 - 1.3	$1.8 - 2.9
EV Infrastructure Fee Revenue Loss	$(0.6)	$(1.3)	$(1.5)
Net Revenue	**$(0.6) - 0**	**$(0.2) - 0**	**$0.3 - 1.2**

Source: Vermont Legislative Joint Fiscal Office. H.944 – An Act Relating to the Fiscal Year 2027 Transportation Program. 2026.

[66] No. 55. An Act Relating to the Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2021).
[67] Vermont Legislative Joint Fiscal Office. *H.944 – An Act Relating to the Fiscal Year 2027 Transportation Program*. 2026.
[68] Vermont Legislative Joint Fiscal Office. *H.944 – An Act Relating to the Fiscal Year 2027 Transportation Program*. 2026.

5.3 Stakeholder Perspectives on Key EV Charging Policies

Switching to a Mileage-Based User Fee

Cooke from the Agency of Commerce and Community Development explained that without the EV infrastructure fee, there will no longer be funding for any of ACCD's Electric Vehicle Supply Equipment programs. Charge Vermont will spend down the funds it has, and with no new funding, these programs will sunset, likely within a few years.[69]

Real Time Charger Availability

Roberts from Drive Electric Vermont identified the lack of reliable real time charger status information as a barrier for EV drivers. He noted that while most Vermont EV owners charge at home, public charger reliability remains important for longer trips and consumer confidence. Vermont's new requirements for real time charger availability will apply to publicly funded chargers, but not necessarily the entire charging network.[70]

Charging Access and the Right to Charge

Vermont Senator Andrew Perchlik discussed Vermont's recent Right to Charge legislation for condominiums and homeowner associations, noting that similar protections for apartment residents have faced opposition from landlords due to concerns about costs and implementation. He emphasized that expanding charging access for renters remains an important policy discussion.[71]

Advanced Clean Cars/Trucks Regulations

Vermont stakeholders interviewed for this report expressed views on Vermont's vehicle electrification requirements. Megan O'Toole from the Vermont Agency of Natural Resources (ANR) (and previously with NESCAUM), emphasized that these regulations address the supply side of EV adoption by ensuring automakers provide and support zero emission vehicles in the state. However, they may also negatively impact dealerships if dealers are not adequately supported by their manufacturer partners.[72] Vermont House Representative Mollie Burke also noted that the Vermont Vehicle and Automotive Distributors Association raised concerns before the House Transportation Committee that the Advanced Clean Cars Act could negatively impact dealerships and business operations.[73]

5.4 Key Federal and State EV Charging and Transportation Programs

A variety of federal and state programs are, or have been, key to the continued expansion of EV charging infrastructure in Vermont, as described in Table 22.

[69] Cooke, Interview.
[70] Roberts, Interview.
[71] Andrew Perchlik, Vermont State Senator, personal communication, 2026.
[72] Megan O'Toole (The Vermont Agency of Natural Resources, previously NESCAUM), interview with Leida, July 16th, 2026.
[73] Vermont State Representative Mollie Burke, interview with Leida, July 1, 2026.

Table 22. Key Federal and State Programs for Continued Expansion of EV Charging

Program	Started	Status	Purpose	Funding
Charge Vermont – Multiunit,[74] **Workplace**[75] **Charging and Public Attraction Grants**[76]	2023	Ongoing (currently fully subscribed in Chittenden County) but expected to end.	Helps businesses, municipalities, nonprofits, and property owners install public and workplace charging. Covers 90-100% of eligible installation costs.[77]	Previously ARPA funds and EV infrastructure fees. Now one-time appropriations from the VT legislature
Transportation Carbon Reduction Strategy (CRS)[78]	November 2023	Ongoing	Statewide strategy that guides investment of federal Carbon Reduction Program funds to reduce transportation emissions.	IIJA Carbon Reduction Program ($32 million allocated to Vermont; about $26.6 million committed)
Electric Vehicle Fleet Grant Program[79]	2023; ended 2025	Ended	Provides up to $5,000 for the purchase or lease of EVs, including electric motorcycles and snowmobiles. Applicants may	One-time appropriations from the VT legislature

[74] Vermont EV Charging. "Electric Vehicle Chargers for Multi-Unit Residences - Vermont EV Charging." September 28, 2023. https://www.chargevermont.com/multi-unit-residential-chargers/.
[75] Vermont EV Charging. "Electric Vehicle Chargers for Vermont Workplaces - Vermont EV Charging." September 28, 2023. https://www.chargevermont.com/workplace-chargers/.
[76] Vermont EV Charging. "Electric Vehicle Chargers for Public Attractions - Vermont EV Charging." September 28, 2023. https://www.chargevermont.com/public-attraction-chargers/.
[77] Applicants that are woman- and minority-owned businesses are eligible to have up to 100% of the total project cost covered, while nonprofits and government agencies qualify for up to 95% of the total project cost and for-profit businesses qualify for up to 90%. Vermont EV Charging. "Electric Vehicle Chargers for Vermont Workplaces - Vermont EV Charging" 2023.
[78] Cambridge Systematics, Inc. . *Vermont Transportation Carbon Reduction Strategy*. 2023.
[79] Energy.Gov. "Alternative Fuels Data Center: Electric Vehicle (EV) Fleet Grant Program." 2025. https://afdc.energy.gov/laws/13261.

			receive up to 20 grants each.	
Federal EV & Charging Tax Credits[80]	Expanded 2022 (IRA); ended Sept. 30, 2025 (vehicles) / June 30, 2026 (charging)	Ended	Tax credits for purchasing EVs and installing residential or commercial charging infrastructure. Residential charger credit covered 30% of installation costs up to $1,000; commercial credit up to $100,000 per charger.	Federal tax expenditures
National Electric Vehicle Infrastructure (NEVI) Program[81]	2022	Ongoing (funds currently being deployed in VT)	Federal program that funds the buildout of a statewide network of DC fast chargers along designated Alternative Fuel Corridors. Requires 97% uptime and five years of operation and maintenance.	Federal IIJA funding (allocated to states)
Multiunit Dwelling EV Charging Grant Program[82]	2022	One-time program; ended	Funds Level 2 charging installations at multiunit housing to improve access to home charging	One-time appropriations from the VT legislature

[80] Alternative Fuels Data Center. "Alternative Fuels Data Center: Tax Credits for Electric Vehicles and Charging Infrastructure."
[81] Alternative Fuels Data Center. "Alternative Fuels Data Center: Tax Credits for Electric Vehicles and Charging Infrastructure."
[82] Vermont.Gov. "Multiunit Dwelling Electric Vehicle Charging Grant | Agency of Commerce and Community Development." 2023.

			for renters and condo residents.	
Carbon Reduction Program (CRP)[83]	2022	Ongoing	Provides competitive funding for projects that reduce transportation emissions, including travel demand management and related transportation improvements.	Federal IIJA funding
Electric Vehicle Incentive[84]	2019; ended 2024	Ended	Financial incentives to low- and moderate-income residents for the purchase or lease of a new EV.	One-time appropriations from the VT legislature

5.5 Key Utility and Local Initiatives for EV Continued Expansion of EV Charging

A variety of utility and local government initiatives are also key to the continued expansion of EV charging infrastructure in Vermont, as described in Table 23.

Table 23. Utility and Local Initiatives Key to Continued Expansion of EV Charging

Program	Started	Current Status	Purpose	Funding
Utility EV Incentive	2015	Ongoing	Utility specific rebates for EV	Individual utility ratepayer

[83] Vermont.Gov. "Vermont Agency of Transportation's Carbon Reduction Strategy | Agency of Transportation." 2023. https://vtrans.vermont.gov/climate/carbon-reduction-strategy.
[84] Afdc.Energy.Gov. "Alternative Fuels Data Center: Electric Vehicle (EV) Incentive." Accessed August 27, 2026. https://afdc.energy.gov/laws/12230.

Programs (GMP, BED, VPPSA, VEC, WEC, Stowe Electric, etc.)[85]			purchases, home chargers, public charging stations, fleet vehicles, and managed charging programs.	programs through Tier III of the Renewable Energy Standard[86]
BED Pole Mounted Charger Pilot[87]	2025	Ongoing	Tests pole mounted public chargers to improve charging access for renters and residents without off-street parking.	Grant funding from Vermont Agency for Commerce and Community Development
Winooski EV Readiness Plan[88]	March 2026	Completed (planning document)	Identifies priority locations for future charging infrastructure using an environmental justice framework.	Planning grant; implementation not currently identified
South Burlington EV Readiness Plan[89]	February 2026	Completed (planning document)	Identifies priority locations for future charging infrastructure using an environmental justice framework.	Planning grant; implementation not currently identified

To encourage the installation of public and private charging infrastructure, Vermont utilities and state agencies offer a variety of financial incentives.[90] Current programs include:

- **Burlington Electric Department:** Up to $2,500 per charging port for workplace charging stations, along with reduced EV charging rates.

[85] Drive Electric Vermont. "Vermont EV Incentives and Programs - Drive Electric Vermont." 2026.
[86] Vermont.Gov. "Tier III - Renewable Energy Standard | Department of Public Service." 2017. https://publicservice.vermont.gov/efficiency/tier-iii-renewable-energy-standard.
[87] Burlingtonelectric.Com. "Burlington Electric Department Introduces New Pole-Mounted, Electric Vehicle Chargers to Improve Charging Access – Burlington Electric Department." 2024
[88] Winooskivt.Gov. "Winooski Electric Vehicle Readiness Plan." 2026.
[89] Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026.
[90] Drive Electric Vermont. "Vermont EV Incentives and Programs - Drive Electric Vermont." 2026.

- **Charge Vermont:** Grant assistance for the installation of public EV charging stations.
- **Green Mountain Power:** Up to $750 per Level 2 charging port or $10,000 per site for Level 3 charging stations at eligible workplaces or public locations.
- **Stowe Electric Department:** Up to $1,000 toward the purchase and installation of Level 2 or Level 3 public charging stations.
- **Vermont Economic Development Authority:** Loans of up to $100,000 for public EV charging stations.
- **Vermont Electric Cooperative:** Up to $1,000 toward the installation of Level 2 or Level 3 public charging stations.
- **Vermont Public Power Supply Authority**: Up to $950 toward a Level 2 workplace or public charging station for eligible business, municipal, and rental property customers.
- **Washington Electric Cooperative:** $500 per charging port for chargers located at workplaces, multifamily housing, or publicly accessible sites.

Until June 2026, businesses, fleet operators, and tax-exempt entities that purchased eligible EV charging equipment could claim a federal tax credit equal to 6% of the cost of depreciable charging property, with a maximum credit of $100,000 per item of property. The One Big Beautiful Bill Act terminated this credit for property placed in service after June 2026.[91]

5.6 Current and Future EV Charging Funding in Vermont

Vermont's public EV charging network has been financed through a combination of settlement funds, state appropriations, dedicated state fees, and federal grants.

The state's first Electric Vehicle Supply Equipment (EVSE) Grant Program was launched in 2014 by the Department of Housing and Community Development (DHCD) with $200,000 from the Department of Environmental Conservation. The program funded 15 charging projects in designated downtowns and village centers, giving the base for Vermont's public charging network.[92]
An expansion occurred in 2017, when Vermont received $2.8 million through the Volkswagen Clean Air Act settlement. Administered by DHCD in partnership with several state agencies, these funds supported the installation of public charging infrastructure across the state. More grant rounds funded chargers in designated downtowns, highway corridors, workplaces, major attractions, and multiunit housing. In 2020, $1.7 million of the settlement funds was awarded to Blink Charging to install Level 2 and DC fast chargers at 11 priority highway corridor locations.[93]

Beginning in 2020, the Vermont Legislature supplemented these efforts with direct state appropriations. The Legislature appropriated $750,000 to expand the state's DC fast charging network, resulting in a

[91] Alternative Fuels Data Center. "Alternative Fuels Data Center: Tax Credits for Electric Vehicles and Charging Infrastructure." Afdc.Energy.Gov. Accessed August 27, 2026.
[92] Accd.Vermont.Gov. "Electric Vehicle Supply Equipment (EVSE) Grant Program | Agency of Commerce and Community Development." Accessed August 27, 2026. https://accd.vermont.gov/community-development/funding-incentives/electric-vehicle-supply-equipment-evse-grant-program.
[93] Accd.Vermont.Gov. "Electric Vehicle Supply Equipment (EVSE) Grant Program | Agency of Commerce and Community Development."

competitive award to Norwich Technologies to install chargers at six priority locations.[94] In 2022, an additional $1 million was appropriated to establish the one-time Multi Unit Dwelling EV Charging Grant Program, which improved access to home charging at affordable housing developments.[95] Subsequently, the Charge Vermont program was later launched and supported by another $10 million appropriation and through Vermont's EV infrastructure fee, funding Level 2 charging ports at affordable housing sites.[96] More recently, Vermont has relied on federal funding through programs such as the National Electric Vehicle Infrastructure Program,[97] which is financing the buildout of DC fast chargers along designated highway corridors, and the Carbon Reduction Program,[98] which supports transportation projects that reduce greenhouse gas emissions. There have also been one-time appropriations by the state legislature to Drive Electric Vermont for infrastructure development.[99]

Looking ahead, the long-term funding outlook is less certain. The dedicated EV infrastructure fee that previously supported some state charging programs has been replaced by Vermont's mileage-based user fee, and a permanent funding source for future charging infrastructure has not yet been identified. While federal funding continues to support current projects, several interviewees noted that additional state investment will likely be needed to continue expanding Vermont's charging network once existing federal funds are exhausted.

Section 6: What Other States are Doing to Expand EV Charging Infrastructure

Many states have adopted policies and programs that extend beyond Vermont's current approach to EV charging deployment.

Several states have prioritized equitable access to charging infrastructure. The California Electric Vehicle Infrastructure Project (CALeVIP) provides grant funding toward public charging stations and multiunit residential developments in disadvantaged and underserved communities.[100] California has also invested in electrifying medium- and heavy-duty vehicles operating in areas disproportionately affected by diesel pollution, demonstrating how charging investments can also address environmental justice and air quality goals.[101] These approaches could be useful models for Vermont as it continues expanding charging access for renters, lower-income households, and communities affected by freight traffic.

[94] Accd.Vermont.Gov. “Electric Vehicle Supply Equipment (EVSE) Grant Program | Agency of Commerce and Community Development.”
[95] Vermont.Gov. “Multiunit Dwelling Electric Vehicle Charging Grant | Agency of Commerce and Community Development.” 2023
[96] Cooke, Interview.
[97] Vermont Agency of Transportation. *State of Vermont Electric Vehicle Infrastructure Deployment Plan 2025 (FFY2026) Update*. 2025.
[98] Vermont.Gov. “Vermont Agency of Transportation’s Carbon Reduction Strategy | Agency of Transportation.” 2023.
[99] No. 168. An Act Relating to the Fiscal Year 2027 Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2026), 50.
[100] Calevip.Org. “Homepage | CALeVIP.” Accessed August 27, 2026. https://calevip.org/.
[101] Ramirez-Ibarra, Monica, and Jean-Daniel M. Saphores. “Health and Equity Impacts From Electrifying Drayage Trucks.” *Transportation Research Part D: Transport and Environment* 116, no. 103616 (2023). https://doi.org/10.1016/j.trd.2023.103616.

Other states have focused on improving consumer charging experience. New York now requires certain public charging stations to clearly display charging prices at the point of sale.[102] Massachusetts has proposed similar legislation.[103] Vermont currently requires pricing information to be available through digital platforms for certain publicly funded chargers but does not require standardized on-site price displays.[104] Similar requirements could make charging costs more transparent for drivers to compare and create a more familiar experience similar to purchasing gasoline.

Five states (California, Colorado, Connecticut, Illinois, and Oregon) have also expanded Right to Charge protections beyond condominium owners to include renters in apartment buildings.[105] Vermont recently adopted Right to Charge protections for condominiums, but extending similar protections to renters could further improve access to home charging.[106]

As Vermont considers long-term EV charging policy, other states also offer examples of innovative funding and grid management strategies. Colorado created a dedicated transportation funding source through a small (31¢) fee on retail deliveries that supports EV incentives and charging infrastructure, providing one potential model as Vermont seeks to replace revenue previously generated by the EV Infrastructure Fee.[107]

In addition, utilities in states such as Texas have implemented managed charging programs that offer discounted overnight charging to reduce costs for drivers while supporting grid reliability. Utilities in several states are piloting bidirectional charging technologies that allow EVs to provide electricity back to homes or the grid. These initiatives demonstrate potential opportunities for Vermont to explore as EV adoption continues to grow.[108]

Tables 24 and 25 present data pulled from 53 Vermont respondents to the Plug In America survey.[109] While the Vermont sample is not statistically significant, it provides a snapshot of Vermonters' views.

Table 24. Would you be willing to adjust the hours you charge at home to receive discounted electricity rates?

Value	Percent

[102] NYSenate.Gov. "NY State Senate Bill 2025-S7260A." 2025. https://www.nysenate.gov/legislation/bills/2025/S7260/amendment/A.
[103] Malegislature.Gov. "Bill H.3700." 2026. https://malegislature.gov/Bills/194/H3700.
[104] No. 168. An Act Relating to the Fiscal Year 2027 Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2026), 54-57.
[105] Plug In America. "Right-To-Charge Policies - Plug in America." February 26, 2024. https://pluginamerica.org/policy/right-to-charge-policies/.
[106] No. 168. An Act Relating to the Fiscal Year 2027 Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2026), 57-58.
[107] Colorado.Gov. "Retail Delivery Fee | Climate." 2026. https://climate.colorado.gov/retail-delivery-fee.
[108] Malmgren, Interview.
[109] Plug In America. *2026 EV Driver Annual Survey*.

Yes, for a discount of at least 30%	6%
Yes, for a discount of at least 20%	12%
Yes, for any discount	72%
No	6%
I don't know	4%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Table 25. Would you allow your utility to control the charging of your EV and be able to occasionally stop the charge for up to an hour to receive discounted electricity rates?

Value	Percent
Yes, for a discount of at least 30%	15.7%
Yes, for a discount of at least 20%	13.7%
Yes, for any discount	54.9%
No	11.8%
I don't know	3.9%

Source: Vermont data courtesy of Plug In America, pulled from the *2026 EV Driver Annual Survey*, 2026.

Section 7: Priorities for EV Charging in Vermont

Research conducted for this report identified a variety of priorities for ensuring reliable, convenient, affordable, and equitable access to EV charging in Vermont, as described below.

(1) Expand Incentives for EV Charging Equipment and for New and Used EVs to help Stimulate the EV Market

Offering incentives for both EV purchases and charging infrastructure is a key strategy during the early stages of market development. State, federal, and utility programs can help offset charging infrastructure

costs, with targeted incentives for multiunit housing potentially reducing the need for landlords to pass charging costs on to residents through rent increases. Vermont has made substantial progress directing clean transportation incentives toward lower income households. Between 2020 and 2025, 67% of incentives and 79% of incentive funding were awarded to lower-income Vermonters.[110] However, many of these incentive programs have ended or face uncertain long-term funding.

(2) Prioritize and Expand Public EV Charging in Rural and Underserved Areas

Providing equitable charging access in rural communities presents a distinct set of challenges. Unlike more densely populated areas, many rural communities do not have enough EV drivers to support a profitable business model for private charging companies. And their lower population compared to urban areas holds less promise for new EV drivers in the future. As Bronwyn Cooke explained, third-party charging providers are unlikely to invest in many rural Vermont communities because utilization rates are currently too low, and may remain to be too low, for stations to become financially viable in the near term. Even when there is interest in installing chargers, additional obstacles include limited access to three-phase electrical service, high utility demand charges for DC fast charging, and difficulty identifying willing host sites can significantly increase project costs.[111] Dave Roberts noted that statewide corridor planning will likely address most away-from-home charging needs but he emphasized that funding remains the greatest barrier to expanding public charging infrastructure in rural Vermont.[112]

(3) Expand Vermont's Right-to-charge Policy to all Multiunit housing, not only Condominiums

The state has also taken meaningful steps to improve charging access for residents of multiunit housing. Vermont recently adopted a Right to Charge law for condominiums and homeowner associations,[113] and the Charge Vermont Multiunit Residences Program has expanded access to home charging at affordable housing developments across the state.[114] Despite this progress, renters living in apartment buildings are not currently afforded the same Right to Charge protections, and the future funding of multiunit charging programs remains uncertain following the transition away from the EV Infrastructure Fee. Examples of successful right-to-charge policies exist in five states.[115] Future policies should include provisions that address the role of landlords and offer approaches that increase landlord support for EV charging installations.

(4) Support Renter-focused Innovation, such as Pole-mounted Chargers

[110] Vtrans.Vermont.Gov. "Clean Transportation Incentives | Agency of Transportation." Accessed August 27, 2026. https://vtrans.vermont.gov/climate/incentives.
[111] Cooke, Interview.
[112] Roberts, Interview.
[113] No. 168. An Act Relating to the Fiscal Year 2027 Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2026), 57-58.
[114] Vermont EV Charging. "Electric Vehicle Chargers for Multi-Unit Residences - Vermont EV Charging." September 28, 2023.
[115] Plug In America. "Right-To-Charge Policies - Plug in America." February 26, 2024.

The Burlington Electric Department pole-mounted public charging pilot is an innovative approach that holds promise for other communities in Vermont. Further adoption of this approach could help expand EV charging access to residents who cannot install a charger at their home.[116]

(5) Ensure Effective Implementation of Real-Time EV Charger Status Requirements

It is important to enable EV drivers to quickly and conveniently see accurate real-time information about public charger availability,[117] This was addressed in the recent Vermont Transportation Bill (Act 168) and action to address this issue will be key to the success of public charging in Vermont.

(6) Require Clear Pricing Signage at Charging Stations

Transparent, upfront pricing at EV charging stations is also needed to enable consumers to compare costs and avoid unexpected prices at public charging stations. New York has an initiative underway to achieve this which may serve as a model for Vermont. Massachusetts is also moving in this direction and may serve as another model for consideration in Vermont.

(7) Leverage Managed Charging and Time-of-use Rates

Several Vermont utilities are already offering reduced rates for EV charging done during off-peak hours, thereby helping lower charging costs and reduce strain on the electric grid. This approach is important to expand on a statewide basis and would result in benefits both for the electric transmission and distribution grid and to consumers driving electric vehicles.

(8) Prioritize Electrification of Heavy-Duty Fleets with Short Duty Cycles

The term "environmental justice" refers to the belief that "all people and communities have the right to live and thrive in safe, healthy environments with equal environmental protections and meaningful involvement in these actions".[118] While Vermont has made progress addressing environmental justice issues in some areas of transportation, gaps remain in addressing localized air pollution from heavy duty vehicle traffic. Karen Glitman, formerly with the Center for Sustainable Energy, noted that certain highway corridors and communities, such as areas near King Street and Pine Street along the Champlain Parkway in Burlington, experience disproportionate exposure to gasoline and diesel emissions from trucks.[119] Some Vermont grant programs have prioritized awards where there are disproportionate air quality impacts; however, more progress is needed in the future.[120]

O'Toole, from the Agency of Natural Resources (and previously with NESCAUM), explained that transitioning heavy duty vehicles to electric powertrains is an important opportunity to reduce the

[116] Burlingtonelectric.Com. "Burlington Electric Department Introduces New Pole-Mounted, Electric Vehicle Chargers to Improve Charging Access – Burlington Electric Department." June 5, 2024.
[117] No. 168. An Act Relating to the Fiscal Year 2027 Transportation Program and Miscellaneous Changes to Laws Related to Transportation. (2026).
[118] American Public Health Association. "Environmental Justice." Www.Apha.Org, 2024. https://www.apha.org/Topics-and-Issues/Environmental-Health/Environmental-Justice.
[119] Karen Glitman (Center for Sustainable Energy), interview with Leida, June 25th, 2026.
[120] O'Toole, Interview.

negative air quality impacts of the vehicles. This is particularly true for trucks with shorter, predictable routes, that return to a home base such as delivery vehicles, municipal trucks, garbage trucks, and school buses. While long haul electric trucks continue to face challenges related to range and EV charging infrastructure, many medium and heavy-duty vehicles operating within Vermont have duty cycles well suited for current EV technology. Additional investment is needed in expanding charging infrastructure for heavy duty vehicles, especially at truck depots and fleet facilities where vehicles can charge overnight.[121]

Increasing the use of EV for these purposes could provide air quality benefits to areas in Vermont that are disproportionately impacted by emissions from heavy truck traffic. For such initiatives it is important to engage electric utilities during the planning to ensure that the grid capacity is available to support increased electricity demand for EV charging.

(9) Create a Long-Term Funding Source for EV Charging

Long-term, sustainable funding is needed to continue to expand the EV infrastructure of Vermont. Federal funding for the NEVI program is time limited and will end in 2026. The EV Infrastructure Fee that once funded Level 1 and 2 charging at workplaces and multiunit dwellings through the ACCD has been replaced by the Mileage-based User Fee, leaving those programs reliant on one-time appropriations from the legislature.[122] Several interviewees identified stable funding for EV infrastructure as one of Vermont's biggest long-term needs if federal priorities do not shift back to supporting transportation electrification. Colorado's retail delivery fee approach could be a model. Revenue from such a fee could support public charging buildouts as well as home charging, particularly in multiunit housing. A retail delivery fee was introduced in 2026;[123] however, it became apparent that if it had been passed, it would have been vetoed.

(10) Embed Equity into All EV Program Design and Funding Offerings

It is important to ensure that EV charging investments benefit Vermonters across all income levels, housing types, and geographic areas and to sure that funding offerings focus on households who will benefit the most from reduced transportation costs resulting from EV use. Vermont has already established an impressive track record providing financial assistance to income-eligible households for EV vehicle purchase and charging installation. The success to date provides an important framework for continued efforts in the future.

Section 8: Conclusion

It is clear from research and interviews completed for this project that Vermont has made substantial progress in stimulating EV use and beginning development of a viable EV charging network in the state. There is much to celebrate about the progress made during the past decade or so. That said, as discussed above, a variety of opportunities exist for enhancing EV charging

[121] O'Toole, Interview.
[122] Vermont Legislative Joint Fiscal Office. *H.944 – An Act Relating to the Fiscal Year 2027 Transportation Program*. 2026.
[123] Vermont Legislature. *Introduced H.863 An Act Relating to Transportation Initiatives to Improve Equity and Infrastructure, Increase Resiliency, and Reduce Emissions*. 2026.

activities and initiatives moving forward. Continued collaboration and coordination between state agencies, private industry, and non-governmental organizations with, ideally, continued federal support in the future will be key.

Appendix: South Burlington & Winooski EV Readiness Plans Details

Figure 1. South Burlington Level 2 Prioritization Clusters

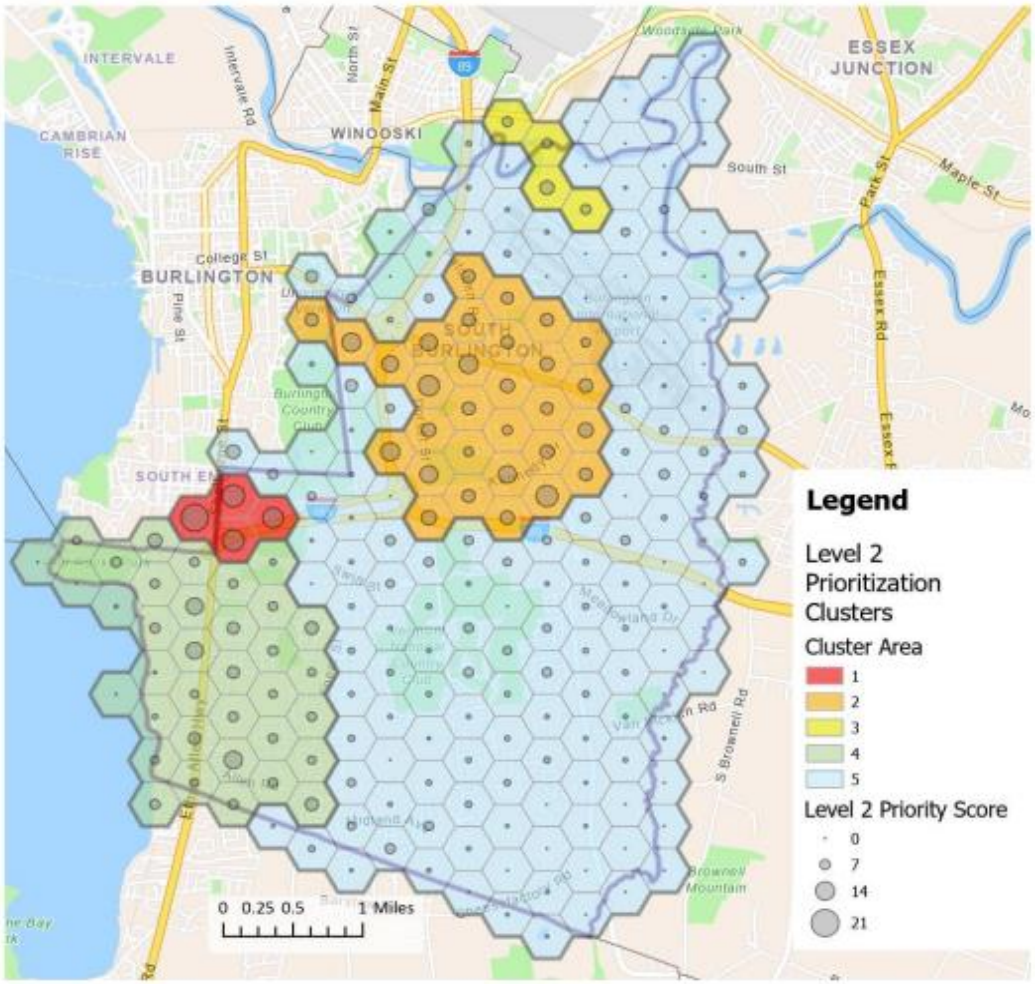


Table 7. Public Level 2 Charging Ports by Cluster (2035)

Cluster Rank	Number of Cells	% of Total Cells	Average Priority Score	Weighted Cluster Score	% of Weighted Score for Level 2	Existing 2025 Level 2 Ports	2035 Level 2 Ports	Additional Ports Needed by 2035
1	4	2%	17.1	69	10%	0	56	**56**
2	30	13%	10.4	311	43%	38	255	**217**
3	4	2%	7.7	31	4%	0	25	**25**
4	36	16%	6.6	237	33%	26	195	**169**
5	*155*	*68%*	*3.3*	-	*10%*	*39*	*59*	***20***
Total	**229**	**100%**	**8.7**	**647**	**100%**	**103**	**590**	**487**

31

Source: Southburlingtonvt.Gov. "City of South Burlington Electric Vehicle Charging Public Infrastructure Plan." 2026, 31.

Figure 2: South Burlington Level 3 Charging Prioritization Clusters

Figure 22. Level 3 Charging Prioritization Clusters

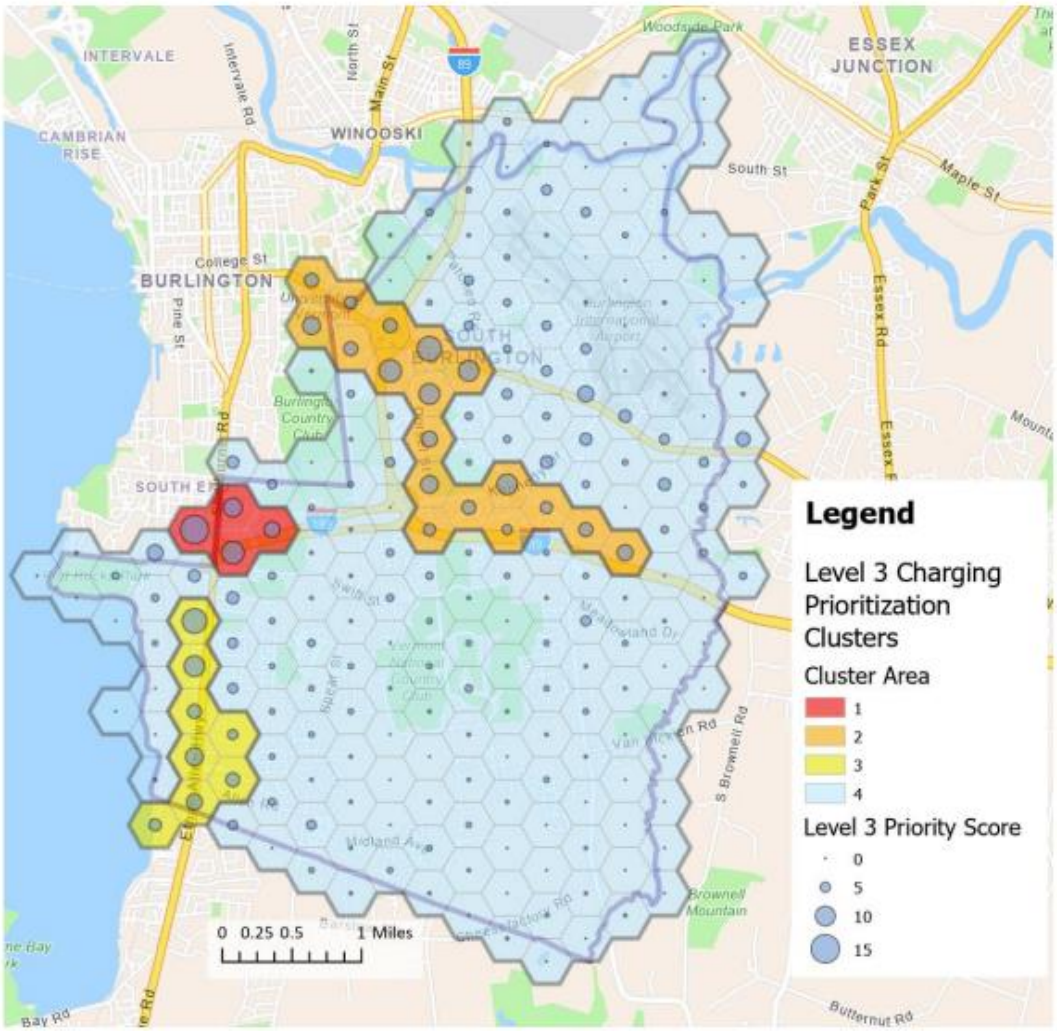


Table 8. Public Level 3 Charging Ports by Cluster (2035)

Cluster Rank	Number of Cells	% of Total Cells	Average Priority Score	Weighted Cluster Score	% of Weighted Score for Level 3	Existing 2025 Level 3 Ports	2035 Level 3 Ports	Additional Ports Needed by 2035
1	4	2%	11.3	45	16%	0	11	**11**
2	18	8%	8.3	149	52%	10	36	**26**
3	8	3%	8.2	66	23%	5	16	**11**
4	*199*	*87%*	*2.1*	-	*10%*	*6*	*7*	***1***
Total	**30**	**100%**	**8.7**	**260**	**100%**	**21**	**70**	**49**

Source: Southburlingtonvt.Gov. “City of South Burlington Electric Vehicle Charging Public Infrastructure Plan.” 2026, 32.

Figure 3: Winooski EV Charging Need, Medium Scenario

Year	Forecasted EVs	Private Single Family Home Charging Ports	Private Shared Charging Ports	Public Level 2 Ports	Public DC Fast Charging Ports
2035	1,720	800	110	130	13
2050	5,290	2,450	340	401	40

Source: Winooskivt.Gov. “Winooski Electric Vehicle Readiness Plan.” 2026, 15.

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