

Become an EV Charging Site Host



The Vermont Agency of Transportation (AOT) plans to issue a second Request for Proposals (RFP) to prequalified charging providers to expand the statewide network of public electric vehicle (EV) charging stations. Up to \$13 million of federal [National Electric Vehicle Infrastructure \(NEVI\) funding](#) will be awarded to prequalified EV charging providers to install EV charging equipment at locations that meet the criteria outlined below. AOT's prequalified EV charging providers are seeking to connect with property owners interested in becoming a "site host" by hosting a public charging station at their location. A site host is a property owner or authorized entity (such as a retail location, gas station, or commercial or municipal property) that provides the physical space for installing EV charging stations.

Benefits of EV Charging Site Hosting

Benefits of becoming a site host include **financial support** via access to federal formula funds for installation, equipment, and operations; **attracting EV drivers** who spend time (and money) while charging; **upgrading properties** to meet growing electric vehicle demand; and **advancing climate and energy goals**.

Prospective site hosts may enter their interest on the Site Host Survey linked below. Responses will be shared with EV charging providers who may reach out to inquire about host property details.

Key Considerations for Becoming a Site Host

Below are key considerations for prospective site hosts partnering with an AOT charging provider.

Location: For sites located within 1-3 miles of interstate exits or key state highways (I-89, I-91, I-93, US 2, US 7, VT 9), a minimum of four DC Fast Charging (DCFC) ports is required. See the photo below for an example of a recently completed installation in Randolph, VT.

Sites located further than 3 miles from these highway corridors will also be considered. A minimum of four ports is required. All four ports can be DC fast charging (minimum 150 kW) or can be AC Level 2 chargers, or a combination of both.

Ports & Parking Spaces: Each location must provide space for a minimum of four charging ports. This typically requires about five parking spaces with an area nearby for electrical infrastructure.

Safety & Security: Sites should be visible, with dusk-to-dawn lighting, in well-trafficked areas to prevent vandalism and ensure user safety. Security cameras or on-site staff are recommended. Reliable cell phone service is another important consideration.

Amenities: The chargers should be available for public use 24 hours a day, 7 days a week. Proximity to amenities like restrooms, food, trash cans, and/or Wi-Fi enhance the user experience.

Accessibility: At least one Americans with Disabilities Act (ADA) compliant parking space with charging access is required. Charging sites should also accommodate different vehicle types, such as those with trailers, using pull-through spaces where possible.

Future-Proofing: Locations with adequate physical space and electrical capacity may consider “make-ready” work to allow for potential future expansion with more charging ports.

Resilience: Consideration for operations during extreme weather events and emergencies is encouraged. Parking spaces used for EV charging should be located outside of flood zones, regularly cleared of ice and snow, and in a generally protected area.

Negotiating Site Host Agreements

The property owner hosting a charging installation typically enters into a written legal agreement with the charging provider, often referred to as a “site host agreement”. This will provide the foundation for partnership between the two entities and set expectations on performance.

Common issues covered by site host agreements include:

Term: The amount of time the agreement spans, during which the charging provider may have the exclusive right to parking spaces and charging services at the property. This may include information about termination of the site and any associated fees. AOT-funded charging equipment must be in operation for at least 5 years once open for public use.

Ownership: Ownership of the charging equipment, electrical meter, and other infrastructure associated with the prospective charging.

Rent or Other Payments: Any fees paid by the charging provider to the site host for the use and/or maintenance of the property.

Maintenance & Customer Service: Sets responsibilities for maintaining the equipment; removal of snow, ice, and trash; and responding to customer service needs.

Survey

If you are a property owner and interested in hosting a public EV charging installation, please complete this survey: <https://arcg.is/1evL5j1>

Responses will be shared with AOT’s prequalified charging providers who may reach out directly to discuss charging opportunities.

Survey QR Code



NEVI EV Charging Installation in Randolph, Vermont

