

Town of Bristol
1 South Street,
P.O. Box 249,
Bristol, VT 05443



Level 2 EV Charging Station Proposal

Town Green — North & Park Street side.
A 2-port public charger, fully funded by the
ChargeVermont/Green Mountain Power EVSE grant.

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The ask

We are asking the board to approve the **Town Green** site and authorize the Town to move forward with a 2-port Level 2 charging station.

- Fully funded by the ChargeVermont/Green Mountain Power EVSE grant and the Green Mountain Power incentive
- No capital cost to the Town
- A contingency not to exceed \$500 for any change orders

THE BIG VALUE BEHIND THE
MAXI**CHARGER**
AC**ULTRA**

-  Cable Management
-  One-piece Pedestal Housing Combination
-  WiFi Hotspot Sharing
-  Power Sharing
-  8-inch HD Advertising Screen
-  APP, RFID Card, Credit Card, Mobile Payment
-  One-Stop Cloud Network Management
-  OCPP1.6 / 2.0.1
-  Weather Resistant



What it is

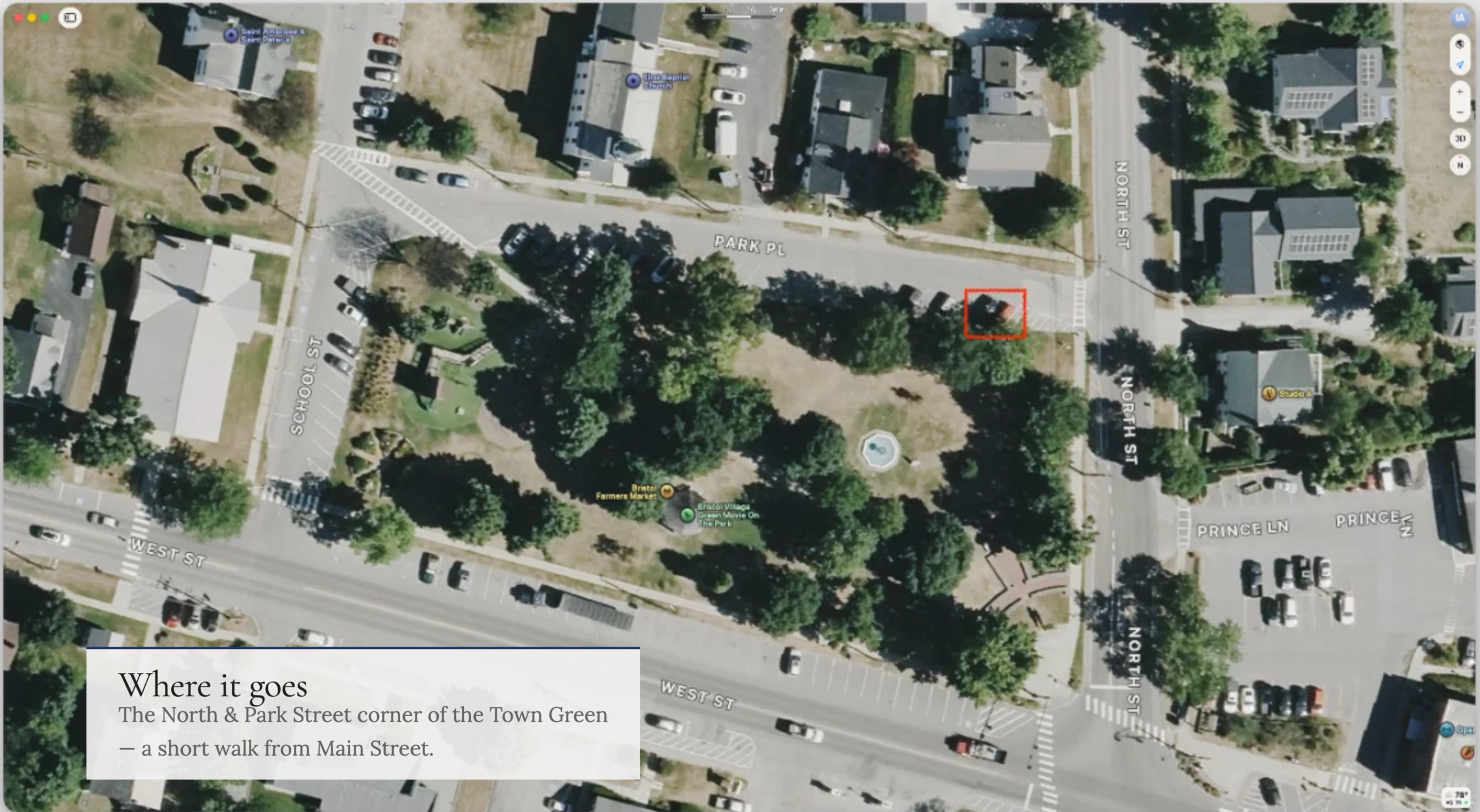
- A 2-port Level 2 station on the Town Green, at the North & Park Street corner
- Autel MaxiCharger AC Ultra — dual-port pedestal, 19.2 kW per port
- Networked through the Lynkwell cloud for usage and uptime
- Installed by Cummings Electric, quoted

Level 2	Roughly 25–40 miles of range an hour.
what we propose	Downtown-sized: a compact pedestal, modest cost, right where people park an hour or two.
Level 3	100+ miles in 20–45 minutes, but needs large cabinets, heavy utility service and far higher cost — built for highway corridors.
DC fast charging	

Why the Town Green?

- Named in the GMP grant award, so it is the fastest path to a funded install
- Central downtown location that supports Main Street businesses and visitors
- Advances Bristol's energy and climate goals, a long-standing Energy Committee priority
- Alternate considered: the Walgreens lot, fully quoted but roughly \$4,000 more — kept as a backup, not recommended





Where it goes

The North & Park Street corner of the Town Green
— a short walk from Main Street.

The proposed location



North & Park Street corner today



The 2-port pedestal in place



Scale in context on the Green

“Plan for and encourage electric vehicle charging infrastructure in the community.”

— Bristol Town Plan, Energy chapter (adopted 2020, in effect through 2028)

The same plan commits Bristol to Vermont's energy targets — 10% renewable transportation by 2025 and 90% renewable energy by 2050. Its Economic Development chapter calls on the Town to “support continued appropriate-scale commercial activity in Bristol's downtown” and to “improve the downtown retail and business climate.”

Who this serves

Open to everyone, at a posted rate, with no cost to non-EV taxpayers.

- Downtown visitors and workers — somewhere to top up while parked for the day or passing through
- Residents who can't charge at home — renters and multi-family households who have no driveway charger, so a public station is their access point
- Out-of-town drivers — new foot traffic and spending for Main Street businesses
- All residents, indirectly — grant-funded and self-funding, so non-EV taxpayers carry none of the cost

The demand is real and growing

20,967

Plug-in EVs registered in Vermont as of April 2026
— up 12% in a year

90–130

Estimated EVs in Bristol — against zero public
chargers downtown

2nd

Highest EV-adoption state in the country; EVs are
registered in 99% of Vermont towns

31%

Of new vehicles in Quebec, a top source of
Vermont tourism and the North American leader in
EV adoption

Downtown business support

A signed letter from **Bristol CORE and roughly 18 downtown businesses** urges the board to bring public EV charging downtown.

Their case

- EV drivers stop for 30 minutes to several hours — time to shop, dine and explore nearby
- A growing, higher-income customer base that plans travel around charging access

What's at stake

- Nearby towns already have chargers, so Bristol risks being skipped by these visitors
- Out-of-town spending is new revenue that pairs naturally with Bristol's 1% local option tax

More than a decade in the making

2015 First raised with Efficiency Vermont and staff; the Green is ruled out — no three-phase power past the Post Office

2017–2019 Energy Committee scouts sites: the Shaw's lot, Main Street by the park, and others

2019 Selectboard authorizes an EVSE grant application — the Town's second attempt — for a West Street site

2021 GMP offers \$750 a charger; West Street along the Green named the best site

2022 A turn-key bid from Norwich advances with an Energy Committee intern, then stalls on funding

2023 Selectboard authorizes applying for up to three stations; reviews a quote at about \$860 Town cost

2024–2025 Planning Commission exempts Level 2 chargers from certain review

2026 Grant confirmed active, zoning cleared, refreshed quote fits the grant — everything lines up

Meanwhile our neighbors already have theirs — Middlebury, Vergennes, Brandon, Hinesburg, Starksboro and New Haven have all installed public chargers. Bristol, the area's downtown hub, still has none.

The bottom line

\$0 capital cost to the Town.
The entire **\$22,962** project is paid for.

\$20,561.94
ChargeVermont / GMP
EVSE grant

+

\$2,400
GMP charger incentive

=

\$22,962
The full project, covered

The only Town expenses are ongoing — the Lynkwell network plan and electricity — and the user fee is set to cover both.

What it costs

TOWN GREEN (RECOMMENDED)	COST
EV charger / hardware — Autel dual-port pedestal	\$5,845
Labor	\$8,114
Utility make-ready	\$5,199
Site / civil make-ready	\$3,805
Total project cost	\$22,962

How the grant covers it

What the grant pays

- Up to 95% of eligible project costs, within category caps
- Hardware: up to about \$2,850–\$3,000 per port
- Make-ready and installation: up to \$20,000 per site
- GMP incentive: \$2,400, up from \$1,500 last year

How the math works

The grant covers 95% of the \$22,962 project — \$21,814 — leaving a Town match of \$1,148. The \$2,400 GMP incentive is larger than that match: it zeroes out the \$1,148 and the remainder rolls into the grant. Grant \$20,562 plus incentive \$2,400 is the full \$22,962.

Ongoing costs to the Town

- Network/software: the Lynkwell cloud plan at about \$350 a year, with year one included in the install
- Electricity: all-in marginal cost of about \$0.25/kWh
 - a typical 2-hour session uses ~14 kWh, roughly \$3.50 in power
- No new meter charge: the charger shares an existing park meter, so it adds no fixed monthly cost
- Payment processing: small per-transaction card fees on networked chargers
- Maintenance: minimal for Level 2 — no moving parts, occasional software updates

Setting the user fee

The board sets the rate

Vermont requires per-kWh pricing — a weights-and-measures rule, like a gas pump. The rate is the board's to set. Used throughout this deck as an **example only: \$0.25/kWh, a \$2.00 session fee, and \$1 an hour after four hours**. The per-kWh rate covers the electricity, the session fee covers the network plan, and the after-four-hours charge keeps the two spaces turning over.

Break-even

At that example, the \$2 session fee covers the \$350 annual Lynkwell plan after about 175 sessions a year — three or four a week. Energy roughly breaks even at \$0.25/kWh, so beyond that the station carries its own costs.

For comparison — Middlebury: \$0.20/kWh plus a \$2 session fee and \$1 an hour after four hours. Brandon: \$0.26/kWh on two town-hall chargers, where fees have covered the chargers' cost plus a margin. Vermont public Level 2 rates typically run about \$0.25/kWh.

What a charge would cost a driver

SESSION — EXAMPLE RATE: \$0.25/KWH PLUS A \$2 SESSION FEE	POWER USED	EST. RANGE ADDED	DRIVER PAYS
Quick top-up — about 30 min	~3.6 kWh	~12 miles	\$2.90
Run an errand — about 1 hr	~7 kWh	~22 miles	\$3.75
Dinner downtown — about 2 hr	~14 kWh	~45 miles	\$5.50
An afternoon downtown — about 3 hr	~21 kWh	~65 miles	\$7.25

A typical 2-hour downtown visit runs about 12¢ a mile — under gas at roughly 14¢ a mile for a 30-mpg car at Vermont's \$4.13 a gallon. Home charging stays cheapest.

Open items before we commit

ITEM	STATUS
Grant still active — the state confirms the award remains available	CONFIRMED
Quote refreshed — Cummings #Q26-1203 re-allocates costs to fit the grant caps, same \$22,962 total	DONE
Town cost-share re-run — GMP's calculator confirms the \$2,400 incentive covers the 5% match in full	CONFIRMED

Path to approval

A Selectboard decision under the Development on the Town Green Policy (POL-2015-06) and 24 V.S.A. § 2291 — no Town Meeting vote or petition needed.

What the policy requires

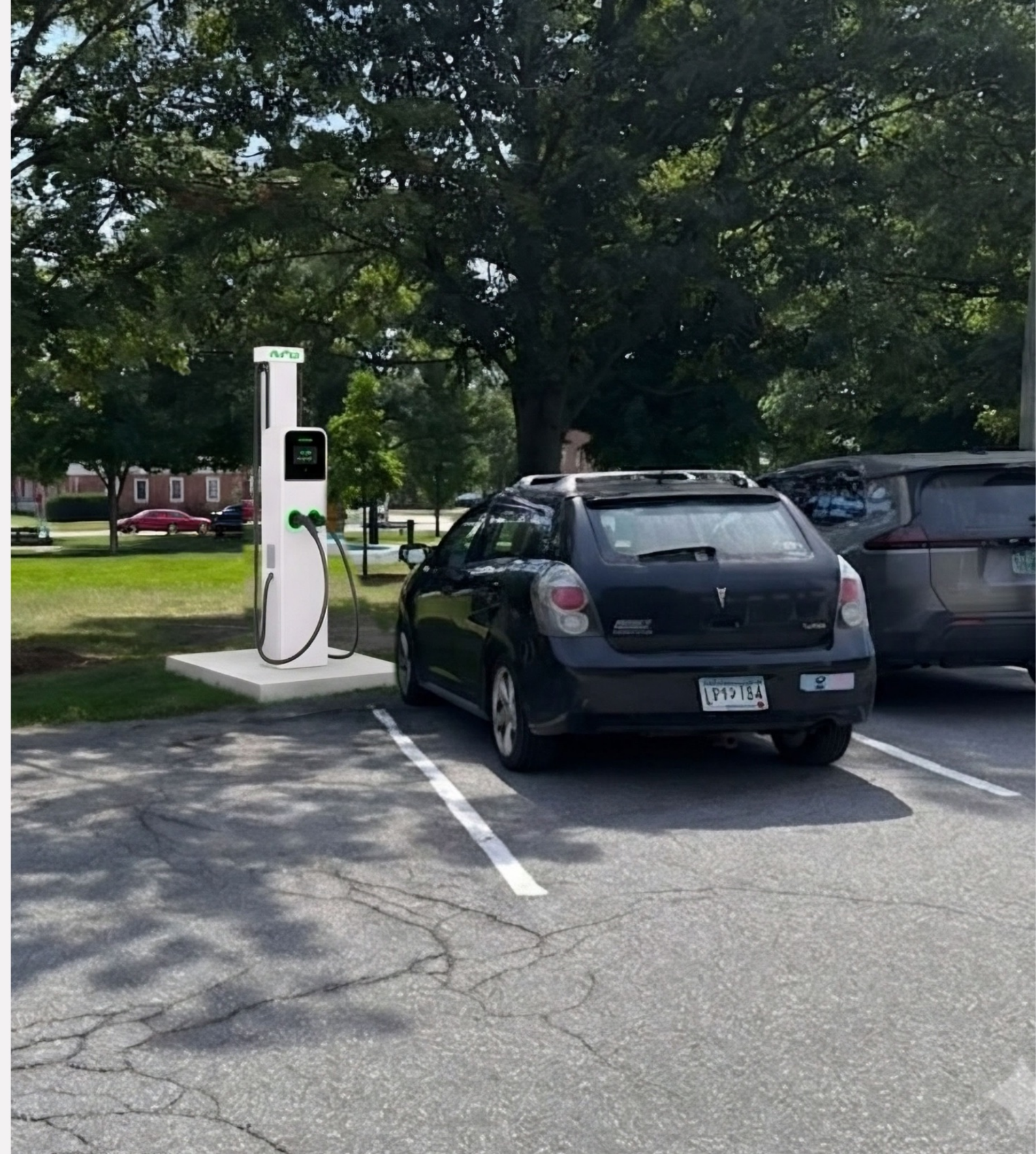
- A board vote authorizing the Chair to sign the zoning application, at a duly warned meeting with public input
- A zoning permit for any land development on the Green, unless exempt under Section 320
- A net-zero footprint rule for new permanent structures outside the Peace Garden

How it applies here

- A pedestal charger is utility infrastructure, not a permanent structure, so the net-zero rule does not apply
- Zoning confirmed — the Zoning Administrator will issue an accessory-use permit, as for the prior charger
- The item will be posted in advance on Front Porch Forum and the town website, with comment invited

Mindful of the Green

- The smallest possible footprint, in a spot residents and neighbors are comfortable with — it replaces an existing bollard between two parking spaces at the edge of the Green
- Minimal parking impact: of the Green's 76 spaces, the charger uses 2 — about 3% — and the single ADA space on West Street is unaffected
- A single slim pedestal — far smaller than Level 3 station infrastructure
- The site reflects years of discussion about where this fits on or near the Green



Recommendation & motion

Approve the Town Green Level 2 station and authorize staff to finalize the GMP EVSE grant and the Cummings contract.

“I move to approve the Town Green site for a 2-port Level 2 EV charging station and authorize staff to execute the Green Mountain Power EVSE grant agreement and the Cummings Electric installation contract (quote #Q26-1203), fully funded by the grant and GMP incentive at no capital cost to the Town, with a contingency not to exceed \$500 for change orders, and to bring pricing and parking impact back to the board for review after one year of operation.”

Questions?

Ian Albinson — Selectboard Chair

Maddy Murray-Clasen — Green Mountain Power, EVSE grant.

Brian Hwang — Cummings Electric, quotes.

Bristol Energy Committee — project background and support.