Workplace Charging Incentive Program

Incentives will support comprehensive turnkey services which includes technical assistance, a design for sighting of the chargers, completion of a full plan for installation, make-ready upgrades, charging hardware, and full installation of the chargers.

Level 1 chargers:	up to $3,600 per site for design, make-ready up to $500 per OCPP compliant port
Level 2 chargers:	up to $20,000 per site for design, make-ready up to $3,000 per OCPP compliant port up to $2,000 per non-OCPP compliant port

Match Requirements

- For all for-profit applicants, all incentives when combined with federal, state and utility incentives cannot exceed 90% of the total project cost.
- For non-profit and government agency applicants, all incentives when combined with state, federal and utility incentives cannot exceed 95% of the total project cost.
- For women and minority owned businesses, all incentives when combined with federal, state and utility incentives may cover up to 100% of the total project cost.

Program timelines

- Applications may be submitted beginning June 2023, through January 15, 2026.
- Projects must be installed within 12 months of application approval*.

*Reasonable accommodation will be considered based on equipment lead time.

Project award method and thresholds

- After application approval and upon applicant or installer providing quotes for hardware and utility make ready costs, incentives for hardware, utility make ready costs, and up to 25% of installation labor costs will be issued. Remaining incentive amounts will be issued within 30 days of the applicant submitting invoices for project costs and demonstrating the chargers have been installed and activated.
- Caps for Level 1 incentives per location:
    - Workplaces 1-50 employees – capped at 4 ports with make ready, $5,600.
    - Workplaces 51-100 employees – capped at 8 ports with make ready, $7,600.
    - Workplaces > 100 employees – capped at 12 ports with make ready, $9,600.
- Caps for Level 2 incentives per location:
    - Workplaces 1-50 employees – capped at 4 ports with make ready, $32,000.
    - Workplaces 51-100 employees – capped at 8 ports with make ready, $44,000.
    - Workplaces > 100 employees – capped at 12 ports with make ready, $56,000.
- Cap for incentives per applicant: $100,000
- Equitable distribution of funds:

- Distribution of funds will be prioritized to employers with 100 or fewer employees by reserving 60% of the total workplace program funding for these applicants.
- Projects in GMP territory may not receive greater than 75% of the total program funds, not inclusive of DCFC funds.
- No one county may receive greater than 10% of the total program funds ($486,000), not inclusive of DCFC funds.

Projects must meet all eligibility requirements. Eligibility requirements can be found in Appendix I.

Multiunit Charging Incentive Program

Incentives will support comprehensive turnkey services which includes technical assistance, a design for sighting of the chargers, completion of a full plan for installation, make-ready upgrades, charging hardware, and full installation of the chargers.

Level 1 chargers:	up to $3,600 per site for design, make-ready up to $500 per OCPP compliant port
Level 2 chargers:	up to $20,000 per site for design, make-ready up to $3,000 per OCPP compliant port up to $2,000 per non-OCPP compliant port

Match Requirements

- For locations where more than 50% of the units are market rates, all incentives when combined with federal, state and utility incentives cannot exceed 90% of the total project cost.
- For locations where a minimum of 50% of the units are affordable units, as defined by Vermont Housing and Conservation Board, all incentives when combined with federal, state and utility incentives cannot exceed 95% of the total project cost.
- For women and minority-owned properties, all incentives when combined with federal, state and utility incentives may cover up to 100% of project.

Program timelines

- Applications may be submitted beginning June 2023, through January 15, 2026.
- Projects must be installed within 12 months of application approval. *

* Reasonable accommodation will be considered based on equipment lead time.

Project award method and thresholds

- After application approval and upon applicant or installer providing quotes for hardware and utility make ready costs, incentives for hardware, utility make ready costs, and up to 25% of installation labor costs will be issued. Remaining incentive amounts will be issued within 30 days of the applicant submitting invoices for project costs and demonstrating the chargers have been installed and activated.
- Caps for Level 1 incentives per location:
    - Dwelling with 3-9 units – capped at 4 ports with make ready, $5,600.
    - Dwellings with 10-20 units – capped at 8 ports with make ready, $7,600.
    - Dwellings with > 20 units – capped at 12 ports with make ready, $9,600.
- Caps for Level 2 incentives per location:
    - Dwelling with 3-9 units – capped at 4 ports with make ready, $32,000.
    - Dwellings with 10-20 units – capped at 8 ports with make ready, $44,000.
    - Dwellings with > 20 units – capped at 12 ports with make ready, $56,000.

- Caps for incentive per applicant: $100,000
- Equitable distribution of funds:
    - Distribution of funds will be prioritized to multiunit sites with 20 or fewer units by reserving 60% of the total funds for these applicants.
    - Projects in GMP territory may not receive greater than 75% of the total program funds, not inclusive of DCFC funds.
    - No one county may receive greater than 10% of the total program funds ($486.000), not inclusive of DCFC funds.

Projects must meet all eligibility requirements. Eligibility requirements can be found in Appendix II.

EV Charging at Community Attractions Incentive Program

Incentives will support comprehensive turnkey services which include technical assistance, a design for sighting of the chargers, completion of a full plan for installation, make-ready upgrades, charging hardware, and full installation of charging hardware.

80% ($1,440,000) of the available grant funding for Community Attractions will be dedicated to DCFC, and 20% ($360,000) to Level 2 charging.

Level 2 chargers:	up to $20,000 for design, make-ready up to $3,000 per OCPP compliant port
DC Fast Charging:	up to $40,000 for design, make ready up to $30,000 per OCPP compliant port

Match Requirements

- For all for-profit applicants, all incentives when combined with federal, state and utility incentives cannot exceed 90% of the total project cost.
- For non-profit and government agency applicants, all incentives when combined with federal, state and utility incentives cannot exceed 95% of the total project cost.
- For women and minority owned businesses, all incentives when combined with federal, state and utility incentives may cover up to 100% of the total project cost.

Program timelines

- Applications may be submitted beginning June 2023, through January 15, 2026.
- Projects must be installed within 12 months of application approval. *

*Reasonable accommodation will be considered based on equipment lead time.

Project award method and thresholds

- After application approval and upon applicant or installer providing quotes for hardware and utility make ready costs, incentives for hardware, utility make ready costs, and up to 25% of installation labor costs will be issued. Remaining incentive amounts will be issued within 30 days of the applicant submitting invoices for project costs and demonstrating the chargers have been installed and activated.
- Caps for incentives per location:
    - Level 2 – capped at 12 ports with make ready, $56,000.
    - DCFC – capped at 4 ports with make ready, $160,000.
- Cap per applicant for Level 2: $100,000
- Cap per applicant for DCFC: $640,000
- Equitable distribution of funds:
    - Projects in GMP territory may not receive greater than 75% of the total program funds, not inclusive of DCFC funds.

- No one county may receive greater than 10% of the total program funds ($486,000), not inclusive of DCFC funds.

Projects must meet all eligibility requirements. Eligibility requirements can be found in Appendix III.

Appendix I
Workplace Charging EV Charging Program Requirements

PROGRAM FUNDING: $1,800,000

ELIGIBILITY CRITERIA AND PROJECT REQUIREMENTS

LIMITATIONS

- No funding shall be awarded for EVSE mandated under federal, state, or local requirements (such as EVSE that is required to obtain a land use permit or is required per the building energy code). If a project includes mandated EVSE, funding may be awarded for any EVSE that exceeds the mandate. *
- No applicant shall receive incentives for charging ports that exceeds the number of parking spaces at the site.
- No funding shall be awarded for replacement of existing EVSE where the EVSE manufacturer and/or installation warranties are active.

*Projects that include mandated EVSE must provide separate estimates for the portion of the project required by code and the marginal cost of the additional EVSE.

Eligibility requirements

- Eligible program customers include Governments (federal, municipal, public education institutions, public utilities, and other public institutions), commercial property owners, businesses, non-profits, electric utilities, and EVSE equipment providers.
    - Please Note: If the program customer is not the landowner, the landowner must authorize the application.
- Program customers must be in good standing with the Vermont Department of Taxes.
- Site can only qualify for one designation.

Eligible sites/properties/locations

- The proposed project must be located in parking that serves workplaces.
- Site must:
    - Provide employees sufficient and priority access to the charging station to meet their charging needs.
    - Be designed to account for reasonable proximity to existing infrastructure, while balancing employees' needs.
    - Provide sufficient daytime and nighttime illumination to operate the charging equipment. Have a level and well-maintained surface with parking striping preferred.
    - Meet ADA or HUD (Housing and Urban Development) accessibility requirements, whichever applies, unless otherwise approved by the EVSE Inter-Agency Workgroup to address site-specific constraints. It is not necessary to designate the accessible EVSE exclusively for disabled users.

- Allow vehicles to safely park front-to-back or back-to-front to accommodate charging port variations across different vehicles.
- Be designed to prevent physical damage to the charging equipment (e.g., bollards and curbing).
- Be located and designed so charging cords do not create blockages, tripping hazards, or barriers to pedestrian flow.
- Be located and designed to prevent water from accumulating around the site during conditions of flooding.

Eligible equipment

- Level 1 and 2 equipment is eligible for incentives.
- Equipment that will be available to the general public for a fee must be network capable, and Level 1 and 2 equipment must be certified by the California Type Evaluation Program (CTEP): https://www.cdfa.ca.gov/dms/ctep.html

Project equipment must:

- Be either pedestal or wall mounted. Pedestal: hard-wired to a permanent pole or box. Wall: hardwired to a wall and typically includes a mounting plate.
- Be ADA-compliant with accessible buttons and components.
- Be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriters Labs, UL) for outdoor use as well as able to operate in extreme temperatures (-20 to +100 degrees F).
- Meet NEMA (National Emergency Managers Association) Type 3R or 4 certifications for outdoor electrical enclosures. ○ Not have advertising visible from a public road, except as permissible by Vermont's sign law and local regulation.
- Be designed to prevent water from entering or accumulating within the components during conditions of flooding.
- If corded, have a minimum cord length of 18 feet and comply with National Electric Code (NEC) article 625.
- Have a minimum 3-year warranty.
- Be installed by a licensed electrician in accordance with all current National Electric Codes and the Vermont Electrical Safety Rules.

Level 2 Equipment must:

- Meet Society of Automotive Engineers (SAE) J1772 standard for EV charging plug connector and operational requirements.

If project includes networked equipment the network must:

- Use an open standard protocol to ensure EVSE hardware is not "locked" to a single service provider in perpetuity.
- Not require payment of a subscription fee or membership to use the EVSE.
- Accept credit card, debit card, or other common forms of payment.
- Have customer service assistance available during hours of operation.

- Adhere to cyber security standards for transmission of financial information.

Program customer obligations

- Projects must obtain all necessary State and local permits required to complete the project.
- Equipment must be maintained and kept in good repair for 5 years.
- Snow removal must be provided to ensure access during/after inclement weather.
- Equipment must operate with a maximum downtime of 10% in any 30-day period.
- All signage, notices, and instructions posted at the site regarding EVSE use are legible in both daytime and nighttime conditions.
- Any fees that are charged for use of the EVSE are fully disclosed prior to charging the consumer.
- Fees for use of the equipment must be consistent with the State's Method of sale regulations.
- Equipment will not be sold or relocated during the incentive's terms without written permission.
- Register equipment that is available to the general public on Plugshare and the Alt. Fuels Database.

Appendix II
Multiunit EV Charging Residential Program Requirements

PROGRAM FUNDING $2,700,000

ELIGIBILITY CRITERIA AND PROJECT REQUIREMENTS

LIMITATIONS

- No funding shall be awarded for EVSE mandated under federal, state, or local requirements (such as EVSE that is required to obtain a land use permit or is required per the building energy code). If a project includes mandated EVSE, funding may be awarded for any EVSE that exceeds the mandate. *
- No applicant shall receive incentives for charging ports that exceeds the number of parking spaces at the site.
- No funding shall be awarded for replacement of existing EVSE where the EVSE manufacturer and/or installation warranties are active.

*Projects that include mandated EVSE must provide separate estimates for the portion of the project required by code and the marginal cost of the additional EVSE.

Program Customers

- Eligible program customers include Governments (federal, municipal, public education institutions, public utilities, and other public institutions), residential property owners, condominium associations, businesses, non-profits, electric utilities, and EVSE equipment providers.
    - Please Note: If the program customer is not the landowner, the landowner must authorize the application.
- Program customers must be in good standing with the Vermont Department of Taxes.

Sites

- A proposed project must be located in detached parking that serves as residential parking for multiunit properties with 3 or more units.
- Site must:
    - Provide residents sufficient and priority access to the charging station to meet their charging needs.
    - Be designed to account for reasonable proximity to existing infrastructure, while balancing residents' needs.
    - Provide sufficient daytime and nighttime illumination to operate the charging equipment. Have a level and well-maintained surface with parking striping preferred.
    - Meet ADA or HUD (Housing and Urban Development) accessibility requirements, whichever applies, unless otherwise approved by the EVSE Interagency Workgroup to address site-specific constraints. It is not necessary to designate the accessible EVSE exclusively for disabled users.

- If the project is located in the public right of way, provide on-site general EVSE service sign approved by the Manual on Uniform Traffic Control Devices. See example here: https://mutcd.fhwa.dot.gov/resources/interim_approval/ia13/index.htm.
- If the project is located in the public right of way, provide on-site EVSE parking dwell time management sign(s) approved by the Manual on Uniform Traffic Control Devices, such as "no parking except for electric vehicle charging" unless an equivalent is otherwise approved by the EVSE Interagency Workgroup to meet site-specific needs.
- Allow vehicles to safely park front-to-back or back-to-front to accommodate charging port variations across different vehicles.
- Be designed to prevent physical damage to the charging equipment (e.g., bollards and curbing).
- Be located and designed so charging cords do not create blockages, tripping hazards, or barriers to pedestrian flow.
- Be located and designed to prevent water from accumulating around the site during conditions of flooding.

Equipment

- Level 1 and 2 equipment is eligible for incentives.
- Equipment that will be available to the general public for a fee must be network capable and be certified by the California Type Evaluation Program (CTEP). https://www.cdfa.ca.gov/dms/ctep.html

Project equipment must:

- Be either pedestal or wall mounted. Pedestal: hard-wired to a permanent pole or box. Wall: hardwired to a wall and typically includes a mounting plate.
- Be ADA-compliant with accessible buttons and components.
- Be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriters Labs, UL) for outdoor use as well as able to operate in extreme temperatures (-20 to +100 degrees F).
- Meet NEMA (National Emergency Managers Association) Type 3R or 4 certifications for outdoor electrical enclosures.
- Not have advertising visible from a public road, except as permissible by Vermont's sign law and local regulation.
- Be designed to prevent water from entering or accumulating within the components during conditions of flooding.
- If corded, have a minimum cord length of 18 feet and comply with National Electric Code (NEC) article 625.
- Have a minimum 3-year warranty.
- Be installed by a licensed electrician in accordance with all current National Electric Codes and the Vermont Electrical Safety Rules.

Level 2 Equipment must:

- Meet Society of Automotive Engineers (SAE) J1772 standard for EV charging plug connector and operational requirements.

If the project includes networked equipment the network must:

- Use an open standard protocol to ensure EVSE hardware is not "locked" to a single service provider in perpetuity.
- Not require payment of a subscription fee or membership to use the EVSE.
- Accept credit card, debit card, or other common forms of payment.
- Have customer service assistance available during hours of operation.

PROGRAM CUSTOMER OBLIGATIONS

- Projects must obtain all necessary State and local permits required to complete the project.
- Equipment must be maintained and kept in good repair for 5 years.
- Snow removal must be provided to ensure access during/after inclement weather.
- Equipment must operate with a maximum downtime of 10% in any 30-day period.
- All signage, notices and instructions posted at the site regarding EVSE use are legible in both daytime and nighttime conditions.
- Any fees that are charged for use of the EVSE are fully disclosed prior to charging the consumer.
- Fees for use of the equipment must be consistent with the State's Method of sale regulations.
- Equipment will not be sold or relocated during the terms of the incentive without prior written permission.
- Register equipment that is available to the general public on Plugshare and the Alt. Fuels Database.

Appendix III
EV Charging at Community Attractions

PROGRAM FUNDING $1,800,000 for incentives

ELIGIBILITY CRITERIA AND PROJECT REQUIREMENTS

LIMITATIONS

- No funding shall be awarded for EVSE mandated under federal, state, or local requirements (such as EVSE that is required to obtain a land use permit or is required per the building energy code). If a project includes mandated EVSE, funding may be awarded for any EVSE that exceeds the mandate. *
- No applicant shall receive incentives for charging ports that exceeds the number of parking spaces at the site.
- No funding shall be awarded for replacement of existing EVSE where the EVSE manufacturer and/or installation warranties are active.

*Projects that include mandated EVSE must provide separate estimates for the portion of the project required by code and the marginal cost of the additional EVSE.

Program Customers

- Eligible program customers include Governments (federal, municipal, public education institutions, public utilities, and other public institutions), commercial property owners, businesses, non-profits, electric utilities, and EVSE equipment providers.
    - Please Note: If the program customer is not the landowner, the landowner must authorize the applications
- Program customers must be in good standing with the Vermont Department of Taxes.

Sites

- The proposed project must be located in the parking lot of a public attraction. An attraction is defined as, "open to the general public for the purpose of recreation, entertainment, education, music, history, agriculture, the arts, [and] artisan products."[1] Year round there must be at least 1.5 hours worth of activities. The parking lot must be directly connected to an attraction and/or within five minutes walking distance of other attractions.
- For DCFC, eligible locations shall not be within 25 miles of another DCFC.
- The proposed project must be located in parking that is available to the general public.
- Site must:
    - Be designed to consider reasonable proximity to existing infrastructure, while balancing users' needs.
    - Provide sufficient daytime and nighttime illumination to operate the charging equipment.

[1] https://www.vtattractions.org/about-vaa/

- Have a level and well-maintained surface with parking striping preferred.
- Meet ADA or HUD accessibility requirements, whichever applies, unless otherwise approved by the EVSE Inter-Agency Workgroup to address site-specific constraints. It is not necessary to designate the accessible EVSE exclusively for disabled users.
- If the project is located in the public right of way, provide on-site general EVSE service sign approved by the Manual on Uniform Traffic Control Devices. See example here: https://mutcd.fhwa.dot.gov/resources/interim_approval/ia13/index.htm.
- If the project is located in the public right of way, provide on-site EVSE parking dwell time management sign(s) approved by the Manual on Uniform Traffic Control Devices, such as "no parking except for electric vehicle charging" unless an equivalent is otherwise approved by the EVSE Interagency Workgroup to meet site-specific needs.
- Allow vehicles to safely park front-to-back or back-to-front to accommodate charging port variations across different vehicles.
- Be designed to prevent physical damage to the charging equipment (e.g., bollards and curbing).
- Be located and designed so charging cords do not create blockages, tripping hazards, or barriers to pedestrian flow.
- Be located and designed to prevent water from accumulating around the site during conditions of flooding.

Equipment

- Level 2 and DCFC equipment is eligible for incentives.

Project equipment must:

- Be connected to a network that uses an open standard protocol to ensure EVSE hardware is not "locked" to a single service provider in perpetuity.
- Not require payment of a subscription fee or membership to use the EVSE.
- Accept credit card, debit card, or other common forms of payment.
- Have customer service assistance available during hours of operation.
- Be ADA-compliant with accessible buttons and components.
- Be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriters Labs, UL) for outdoor use as well as able to operate in extreme temperatures (-20 to +100 degrees F).
- Meet NEMA Type 3R or 4 certifications for outdoor electrical enclosures.
- Not have advertising visible from a public road, except as permissible by Vermont's sign law and local regulation.
- Be designed to prevent water from entering or accumulating within the components during conditions of flooding.
- If corded, have a minimum cord length of 18 feet and comply with National Electric Code (NEC) article 625.
- Have a minimum 3-year warranty.
- Be installed by a licensed electrician in accordance with all current National Electric Codes and the Vermont Electrical Safety Rules.

Level 2 Equipment must:

- Be certified by the California Type Evaluation Program (CTEP): https://www.cdfa.ca.gov/dms/ctep.html
- Meet Society of Automotive Engineers (SAE) J1772 standard for EV charging plug connector and operational requirements.

DCFC equipment must:

- Have reasonably proximity to 3-phase power available.
- Be dual protocol with both CHAdeMO and SAE Combined Charging System (CCS) ports.

PROGRAM CUSTOMER OBLIGATIONS

- Projects must obtain all necessary State and local permits required to complete the project.
- Equipment must be maintained and kept in good repair for 5 years.
- Snow removal must be provided to ensure access during/after inclement weather.
- Equipment must operate with a maximum downtime of 10% in any 30-day period.
- All signage, notices and instructions posted at the site regarding EVSE use are legible in both daytime and nighttime conditions.
- Any fees that are charged for use of the EVSE are fully disclosed prior to charging the consumer.
- Fees for use of the equipment must be consistent with the State's Method of sale regulations.
- Equipment will not be sold or relocated during the terms of the incentive without prior written permission.
- Register equipment on Plugshare and the Alt. Fuels Database.