



# **Connecticut Electric Vehicle (EV) Charging Program**

**2023 Program Manual for Residential and Commercial  
Customers**

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# Residential Program Manual

## Section 1: Introduction

### Welcome to the Connecticut Electric Vehicle Charging Program

New technology like electric vehicles (“EVs”) raise many questions and your utilities know informed consumers drive great partnerships. In this guide, United Illuminating and Eversource explain a unique new EV charging program and help you understand just how easy EV charging can be, how you will save money through EV charging programs, pay less for your usage during designated charging times, get faster charging options to simplify your life, and understand how smart choices can protect the future of our environment. EVs produce less lifetime pollution than gas-powered vehicles, and, as sources of electricity become cleaner, these emissions will continue to decline. The EV community and public charging network are quickly growing around you. Let’s find out just how you can become part of this new technology revolution!

The Connecticut EV Charging Program (“the Program”) offers eligible residential EV drivers the opportunity to earn rebates and incentives to charge their EV smarter, avoid costly peak time energy use, and help your utility, either United Illuminating (“UI”) or Eversource, collectively (“utilities”), manage the additional electricity demand from EV’s now and into the future. Charging an EV at your home can offer many benefits, from convenience to cost savings and vehicle emission reductions. Whatever your motivation, we welcome your participation and look forward to supporting you.

So, how does it work? This guide will provide all the information you need to participate successfully and receive the Program incentives that are applicable to you. Overall, customers interested in the Program will follow these general steps to be explained in more detail below.



## Section 2: Definitions

The definitions in this section will help new and existing EV drivers understand some of the terms used throughout this guide.

**Direct Load Control:** The capability of the utility has to manage the participant's electrical load through the utility's Technology Partner. There are two forms of Direct Load Control that the utilities have the ability to use within the program:

**Emergency Demand Response Event:** refers to actions taken by utilities if the utility determines action is required to maintain the safety and reliability of the grid. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Customers will still have the ability to opt out during an Emergency Demand Response event.

**Demand Response:** refers to actions taken by utilities during times when the electric system is strained. This system strain typically occurs on the hottest days of the summer but can also happen any time of the year such as in emergency situations or when electricity supply is limited. By initiating Demand Response "Events," utilities act with their customers and through their Technology Partners to reduce electric usage for short periods of time. When customers respond to an Event it helps maintain a stable electric system. In most cases advanced notification up to 24 hours can be provided.

**Electric Vehicle Supply Equipment ("EVSE"):** refers to devices used to supply EVs with electricity. These devices generally fall into two categories – we'll cover those that are commonly used in your home:

**Level 1 ("L1"):** The lowest speed charger, these chargers plug into the average 3-prong, 120 volt ("V") plug in most homes. These plugs charge a vehicle very slowly, and the time required varies greatly depending on the size of your vehicle battery. An L1 charging plug may have been included in your EV purchase. ***These chargers are not eligible to participate in the Program.***

**Level 2 ("L2"):** Generally, the most powerful chargers for the home. These chargers connect to a 240V outlet and usually require an electrician to install a new outlet where you charge your EV. L2 chargers are most often purchased separately from your EV, although more EV's are beginning to come with an L2 charger as standard equipment as an option when you purchase your EV. An L2 charger can have "smart" features that can be accessed through a mobile app and are available in several power levels. L2 chargers can fully charge a vehicle from empty between 3 and 7 hours, depending on the size of your EV's battery and power rating of the charger.

**Networked L2 or “Smart Charger”:** These chargers can connect to the internet (via Wi-Fi or cellular connection) and can be controlled, generally, through a mobile app.

**Non-Networked L2:** These chargers don’t connect to the internet (via Wi-Fi or cellular connection) but do charge a vehicle as quickly as a Networked L2.

**Managed Charging:** this is also known as “smart charging” where utilities or other third-parties are able to coordinate with Participants in a Managed Charging Program to start, stop, or slow down charging during times of high stress on the utility system. This can be done either by sending signals to Participants to remind them to control their charging themselves, or it can be done by the utility sending direct load control signals to the EV or EV charger during those times of stress. This Program uses both approaches. Managed Charging allows the utilities to adequately integrate the growing, new demand on their systems from EVs, and allows utilities to use the flexibility of EVs to reduce costs.

**Managed Charging Platform:** this is the behind-the-scenes software platform that allows your utility to coordinate charging among all Program Participants and supports implementation of this Managed Charging Program. Depending on if you are an Eversource or UI customer, you will have different approaches to interacting with this platform, but there will be customer-facing elements that allow you to set your preferences and control your charging to participate in the requirements of the tier of participation you opt for.

**Off-Peak:** For the purpose of this program off-peak charging is charging your vehicle outside of the hours of 3pm to 9pm on weekdays and is one of the requirements for achieving participation incentives. **Off-Peak in this document is not related to the off-peak Time of Use (TOU) rates that UI offers which pertains to the hours of noon to 8pm.**

**Technology Partners:** utilities have many technology partners that assist in delivering programs like this one to customers. In this program guide we often refer to our “Technology Partner”, which is a third-party contractor that provides analytics, communication, and reporting to assist utilities in delivering value-added programs and a great customer experience.

**Telematics:** Like many of the appliances, communications, and entertainment systems we use today, vehicles have also become “connected devices”. Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Program. This communication allows important vehicle and charging data to be shared with our technology partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during Demand Response Events.

## Section 3: Program Description

The Program offers rebates to eligible customers to reduce the cost of installing new, qualified Smart Chargers and wiring upgrades. The Program also provides ongoing incentives to promote consistent participation in Managed Charging over time. Participants are rewarded for charging their vehicles during off-peak periods throughout the year and for participating in load control events from June through September. Participants use their EV and/or EV charging station to respond to signals from their utility as the utility continually monitors the electric grid. Utilities will occasionally initiate a reduction in power, or in some cases completely stop power, to the participant's EV under times of high energy cost or electric grid stress. Customers can set their own charging schedules or have the utilities set their charging schedules for them to avoid charging during those times. Participants always have the option to opt out of any charging curtailment if it is necessary for them to charge during that time. To receive rebates and incentives, customers must agree to participate in one of the two tiers of participation and adhere to the requirements of that tier.

These incentive dollars are available to EV owners who agree to participate in one of two tiers of participation which correspond to different levels of incentives and customer responsibilities. There is the Baseline Tier and the Advanced Tier.

The **Baseline Tier** is the fundamental managed charging tier where participants are rewarded for shifting a large majority of their charging to off-peak periods. There are also optional Demand Response Events ("Events"), which help the utility grid respond to changing conditions like electricity cost and congestion by curtailing EV charging at very specific times of the year and times of day. Participation in these Events is optional, but if participants do adhere to these charging curtailments, they will be rewarded for their participation.

The **Advanced Tier** is a more sophisticated managed charging tier where participants are rewarded for partnering with the utility to coordinate charging such that EV charging is optimized on the utility system. This optimization helps the utilities operate a more cost-efficient and flexible grid. This tier requires more coordination between the participant and the utility than the Baseline Tier and therefore the utilities offer more incentives for customers participating at this level. In this tier, participants will create a charging schedule for themselves, and the utilities will coordinate and optimize the charging schedules of all EVs in the Advanced Tier to drive better outcomes for their grid systems. Participants are required to keep a schedule and do their best to not override this schedule.

In both tiers, participants are rewarded monthly for meeting the relevant requirements of each tier. Please see **Section 7** for more details regarding these tiers, their differences, and requirements for full participation in the Program.



## Section 4: Rebates & Incentives

Incentives in this Program fall into a few categories that we will explain in more detail below. There are upfront incentives, like rebates for equipment and electrical work, and Enrollment Incentives to encourage customers to sign up for the Program. Then, there are ongoing incentives for continued, consistent participation in either the Baseline or Advanced Tiers, awarded twice per year for Eversource participants in the spring and the fall, and quarterly for UI participants after verification that participants have achieved the minimum level of participation. UI customers can expect to receive their earned ongoing incentives within the month following the end of each quarter.

Participants must apply for upfront incentives as part of their application and enrollment process, and these will be distributed after the application is approved. Participants will be required to show documentation of installation and receipts of purchase. Below is more detail on what you can expect from these incentives and how to qualify.

### ❖ **Upfront Rebates & Incentives:**

- **Wiring Upgrade Rebate:** For participants needing electrical upgrades for their home to participate in the Program, up to \$500 will be available for qualifying work (for example, adding a sub panel, increasing main panel amperage, installing conduit runs, wiring a 240V plug). This incentive is only available for those purchasing a new Networked L2 charger (“Smart Charger”) or those participating with qualifying EV with Telematics.
- **Smart Charger Rebate:** For participants purchasing and installing a Qualifying Networked L2 charger for use in this program, there is up to \$500 available to participants who provide proof of purchase and installation. Only new Smart Chargers purchased on or after January 1, 2023 and listed in the Qualified Products List (“QPL”) are eligible (see **Section 6**) for this incentive. Rebates for qualifying chargers purchased in 2023 are eligible to apply to the program until March 31, 2024.
- **Enrollment Incentive:** For those customers who participate through Telematics or Networked L2 chargers (purchased prior to January 1, 2023), a one-time \$100 Enrollment Incentive is available. Participants must enroll using eligible devices and/or methods of connection (see **Section 6** for the list of eligible technologies) and successfully set up their technology.
- *Above incentives to be paid via mailed check after the application is approved.*

**Table 1: Upfront Incentives for Equipment & Enrollment**

Customer Scenario		Smart Charger Rebate (up to)	Wiring Upgrade Rebate (up to)	One-Time Enrollment Incentive
<b>New Networked L2 Charger</b>	<i>Needs 240v Outlet †</i>	\$500	\$500	\$0
	<i>Has 240v Outlet †</i>	\$500	\$0	\$0
<b>Existing Networked L2 Charger</b> <i>(purchased &amp; installed prior to 01/01/23)</i>	<i>Already Installed</i>	\$0	\$0	\$100
<b>Telematics with Non-Networked L2 Charger</b>	<i>Needs 240v Outlet †</i>	\$0	\$500	\$100
	<i>Has 240v Outlet †</i>	\$0	\$0	\$100

† 240v Outlet refers to the electrical circuit and receptacle needed for level 2 charging.

❖ **Ongoing Incentives**

Both participation tiers have ongoing incentives for meeting the performance requirements of the given tier on a monthly basis. The Baseline Tier requires less of the participant than the Advanced Tier. The Advanced Tier participants allow the utility more potential for optimization and cost-efficiency on the system, so participants in this tier are entitled to more incentives; their actions improve the performance of the utility system to a higher degree than Baseline Tier participants.

**Baseline Tier Ongoing Incentives:**

There are ongoing monthly incentives capped at \$200 per year for full participation in the Baseline Tier. If a participant, in a given month, times their charging such that 80% or more of the charging happens during the off-peak period (anytime outside of 3pm to 9pm on non-holiday weekdays), the customer will earn a \$10 incentive for that month which is a potential earning of \$120 annually.

Also, there are incentives available for participating in optional Demand Response Events. These events can happen between June and September and only occur on non-holiday weekdays. The participant must participate in all optional events in order to receive the \$20 incentive for a given month in the Demand Response Season. For full participation in all four months of the Demand Response Season, the participant could earn up to \$80.

Finally, in order to receive any incentives in this tier, the participating EV or EV charger must also be used at least once in the month.

Participants achieving 80% or greater off-peak charging and responding to each Demand Response Event could, therefore, earn \$200 annually for their participation.

## Advanced Tier Ongoing Incentives:

There are ongoing monthly incentives capped at \$300 per year for full participation in the Advanced Tier. The participant and utility coordinate charging by having the participant set a daily charging schedule and adhere to this schedule as closely as they can on a monthly basis. The participant is responsible for not overriding this schedule and, if successful, will earn a \$25 incentive for a given month. Participants must also agree to participate in all Emergency Demand Response Events during times of high stress on the utility system. These are rare and generally occur during the periods where charging will be curtailed anyway, but the utilities reserve the ability to curtail EV charging when it is most critical to the utility system.

Finally, in order to receive any incentives in this tier, the participating EV or EV charger must also be used at least twice in the month.

Utilities and their Technology Partners will inform customers monthly about their accumulated credit or any lost incentives due to too many opt-outs. Ongoing Incentives are paid via e-gift card or check and sent directly to the participant.

More specific details on how to successfully participate in both the Baseline and Advanced Tiers can be found in **Section 7** below.

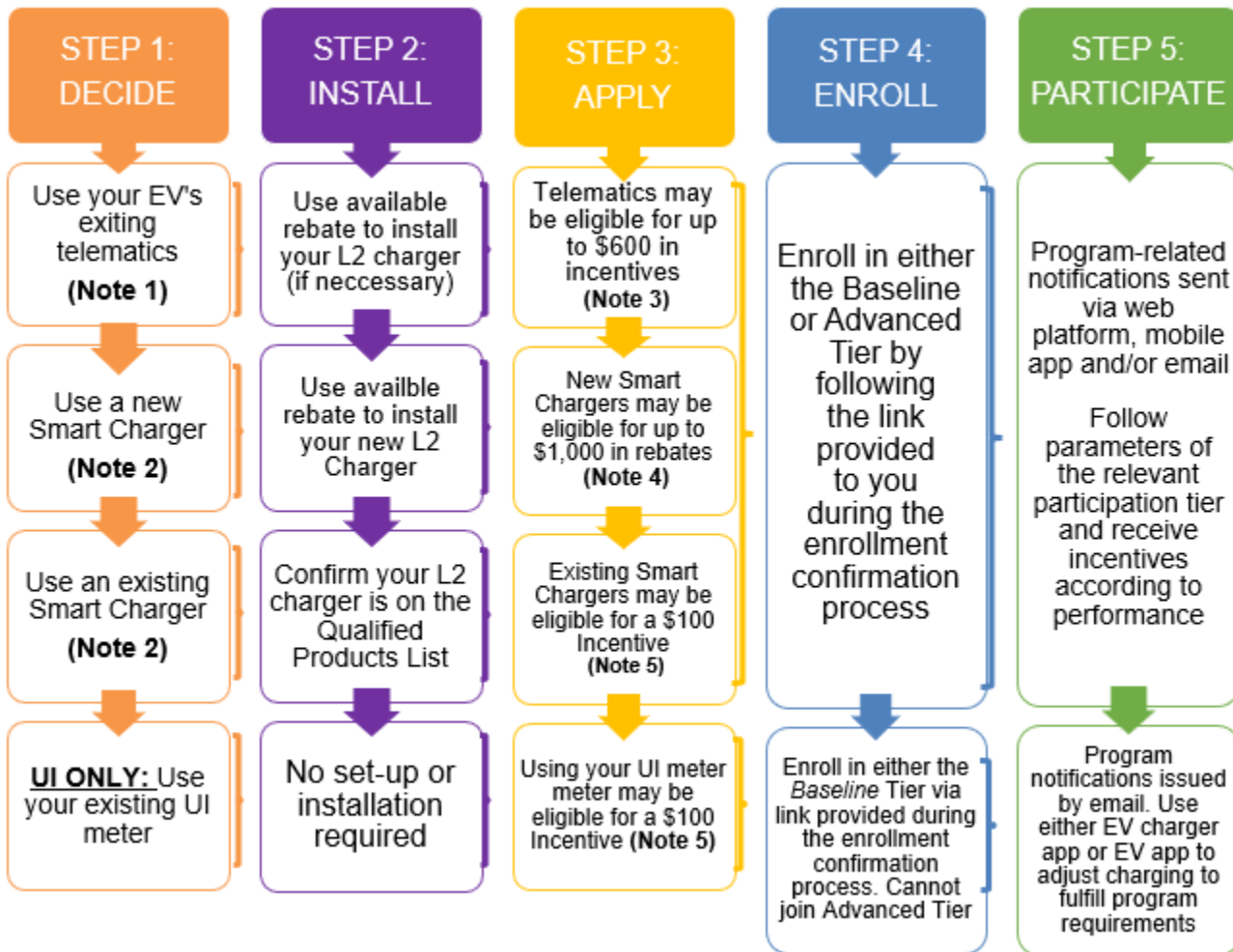
## Section 5: Eligibility & Enrollment

The Program is open to all residential UI and Eversource customers in Connecticut with an active account. Residential customers are defined as existing UI or Eversource customers, in Connecticut, living in a single-family home or a multi-unit dwelling (“MUD”), with four or fewer units on the property. To be eligible, each unit of an MUD must be separately metered with its own utility account.

Participation in the Program requires that a participant’s EV charger, EV, and/or combination of technologies meet certain criteria. Below is an outline of setups that can qualify and how each setup must enroll. **Section 6** contains a list of eligible devices called the Qualified Products List (“QPL”).

Connecting via Telematics can be a convenient option for many participants. Telematics provides a one-time “set it and forget it” experience and, if participants prefer connecting with a non-Networked L2 charger or a Smart Charger not on the QPL, it’s possible to connect using the vehicle’s Telematics built into their vehicle. See **Section 6** for the QPL to understand which vehicles and EVSEs can participate. *Note: this list is constantly growing as our Technology Partners integrate with more vehicle and EV charger manufacturers, so check back regularly.*

The following figure provides an overview of the Program process and the different methods of participation:



**Note 1:** Not all vehicle makes are eligible for the Program. See **Section 6** for a list of compatible vehicle makes. If your EV is not compatible you can participate via another method.

**Note 2:** Not all Smart Chargers are eligible for the Program. See **Section 6** for a QPL of eligible Smart Chargers. If your Smart Charger is not compatible, you can participate via another method.

**Note 3:** Compatible Telematics are eligible for up to a \$500 Wiring Upgrade rebate and a \$100 Enrollment Incentive. See **Section 4** for more information on Rebates and Incentives.

**Note 4:** New, eligible Smart Chargers can receive up to a \$500 Smart Charger rebate and up to a \$500 wiring upgrade rebate. See **Section 4** for more information on rebates and incentives.

After you choose the technology that makes sense for you, it's time to enroll your system! Customer eligibility will be confirmed during the application process.

### **Program Application**

The Program offers an easy online process to provide secure and reliable processing of applications.

**Eversource:** Please visit the Residential Section of the [Eversource website](#) to access the application portal.

**UI:** For more Program information visit our [EV Programs for Your Home](#) site to access the application portal. For those who prefer a paper application, this site also has a fillable PDF application for you to download, fill out, and collect relevant documents listed below. You can then submit the application and relevant documents to [UIEVApplications@clearesult.com](mailto:UIEVApplications@clearesult.com).

In the application, there are clear steps to follow, terms and conditions for the Program that you must accept, and guidance on how to activate your device. Along the way you will need a few items:

1. *Receipts and invoices related to the purchase and/or installation of a Networked L2 charger, labeled as paid*
  - a. *Installation information must include date of installation, installer/ contractor name, equipment cost, total installation cost, and town/ city building permit*
2. *Customer's utility account number, service address, and billing address*
3. *EV and EVSE information: make, model, year, serial number, EV Charger Unit Number/ MAC ID*

If you are having trouble with your application, please contact your utility by emailing [HomeEV@uinet.com](mailto:HomeEV@uinet.com) for UI or [EversourceEVSupport@clearesult.com](mailto:EversourceEVSupport@clearesult.com) for ES, or by using the contact information provided in **Section 8** of this guide. A Program associate will support you and/or may provide an alternate application method.

Errors in your application may lead to delay or cancellation of your application. Upon identifying any such issues, the Program team will attempt to contact you using the information supplied in the application. If we are unable to reach you or you do not respond with the information needed to correct the application, your application will be cancelled.

### **Device Activation**

All devices must be activated in the Program and any delay in activating your device may lead to delay or cancellation of your incentive payment. The activation process varies by device type and vendor. You will receive activation instructions that are specific to your chosen device in the confirmation email that you receive when you submit your Program application. Follow instructions carefully and use the contact information in the email for support if you experience any difficulties.

## Enrollment Incentive

Customers will receive their Enrollment Incentive in the form of a check mailed to the address listed on the application. These incentives are paid to the utility account holder associated with the application unless the customer designates an alternate payee when submitting the application. Payments that are sent via US Postal Service require several more days for delivery.

### ❖ **Additional Eligibility Requirements:**

The following requirements apply to all participants regardless of method of participation they chosen:

- Participants must remain in the Program for a period of not less than 24 months from the date of incentive payment.
- Participants who leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.
- If a participant fails to shift their EV charging habits in a manner consistent with their tier of participation for 6 consecutive months, the participant may be required to pay back a prorated portion of any upfront rebates and incentives they may have earned when joining the program.
- Incentives are limited to the stated incentive amount listed above or the documented project cost, whichever is less. For the Smart Charger rebate, any other applicable grants, rebates, incentives or credits the customer may receive from another source will be deducted from the total documented device cost.
- Only new Smart Chargers listed in the Program's QPL are eligible for incentives.
- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.
- Participants are required to share the EV charging data with their utility. Please refer to the Terms and Conditions included with the Program application.

### ❖ **Data Sharing and Privacy:**

Utilities will collect information on your EV charging behavior, such as when and how often you charge and how much energy you use each time you charge. Your utility may share this information with third parties for the purposes of evaluating the Program. **All EV charging data will be aggregated, anonymized, or otherwise encrypted if/when disclosed publicly.**

## Section 6: Qualified Product List (EVSE) & Eligible EVs (Telematics)

To participate, users must follow requirements for enrollment that may include Networked L2 Smart Chargers, non-Networked L2 chargers, or vehicle Telematics. Only applications including eligible devices that are listed on the Program's QPL will be accepted by the Program. For the QPL, please visit UI's EV Programs for Your Home landing page found [here](#) or Eversource's Program landing page found [here](#). Please note that this list will regularly be updated as new manufacturers will be added on an ongoing basis.

### Eligible Devices

It is the customer's responsibility to select an eligible device. The Program attempts to include a range of eligible device options to meet different customer needs. General information about the different device types is provided on the Program website, with additional product-specific information listed in the QPL. The vendors will differ on charger models, software, costs, and manufacturer details. Utilities do not offer preferences or recommendations for any approved Program vendors, and Program participants are responsible for determining suitability of products and services.

### New Smart Charger

If you decide to install an eligible Smart Charger, you may purchase a new charger from any source you prefer. Please save the receipt to include in the Program application. The charger must be installed and operational before submitting your Program application and **the application must be submitted within 90 days of purchase**. Please ensure you schedule your installation when you purchase your Smart Charger so you can complete your application within that timeframe.

Smart Chargers incentivized by the Program must connect to the vendor's online network. Often this connection is enabled locally by connecting the Smart Charger to your Wi-Fi network. Depending on where your router is located relative to the Smart Charger, you may need to install a Wi-Fi signal booster to achieve a reliable connection. Please ensure that your Smart Charger is connected to the network before submitting your Program application.

### Wiring Upgrade

L2 chargers require a 240V outlet. If you need to install a new, dedicated electrical circuit and outlet to support your EV charger, you may use any licensed electrical contractor. The Program offers up to \$500 in a Wiring Upgrade rebate to cover eligible costs necessary to support your L2 charger. Please be sure to obtain an itemized invoice that clearly shows the cost of the EV charging circuit separate from any other electrical work with invoices showing they were paid. The work must be completed before submitting an application and **the application must be submitted within 90-days of the invoice date**.

## Vehicle Connections (Telematics)

Telematics is a system embedded in many EVs that enables more control by users over their EV by making smart decisions about energy use, connect to nationwide charger networks, and other innovative actions. If your EV has Telematics, you likely have access to additional insights and functionality that can give you more control of your EV that might save energy. To receive an upfront Enrollment Incentive for participating with Telematics, you must activate a qualified vehicle model with Telematics in the Program for a period of not less than two years. You will receive activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Program application.

***Please note that you cannot receive both a Smart Charger Rebate and an Enrollment Incentive.*** You can, however, combine a Wiring Upgrade rebate with a Smart Charger rebate or Enrollment Incentive.

### ❖ **A Note to EVSE Vendors Interested in Being Added to the QPL:**

Eligible devices are selected via a request for qualifications (“RFQ”) that is hosted periodically by the utilities. Vendors who wish to qualify devices for the Program should register their interest by sending an email to [HomeEV@uinet.com](mailto:HomeEV@uinet.com) for UI or [CTEVcharging@eversource.com](mailto:CTEVcharging@eversource.com) for Eversource with the subject line “EV Charging Vendor Qualification” and your firm will be notified of the next qualification cycle.

The RFQ includes evaluation of vendor and device capabilities, including but not limited to product safety, environmental suitability, network communications, and data collection and reporting. Vendors with qualifying devices must accept the Program vendor agreement prior to devices being added to the QPL.

## Section 7: Participation in Baseline & Advanced Tiers

The Connecticut EV Charging Program is designed to help customers outfit their homes with the necessary equipment to charge their EVs and to help the utilities reduce the stress on their systems. This Program is intended to be mutually beneficial between the utility customer and the utility such that the customer is aided in their EV journey and the utility is able to orchestrate the charging of large numbers of EVs on the system which ensures system reliability and lower costs for all utility customers. Vehicles participating in either tier through their telematics may occasionally be “pinged” or “pulled” by the program administrator to monitor charging progress. The utilities provide **two tiers** of participation which correspond to different levels of participant responsibility, incentives, and of benefit to the utility system. The **Baseline** and **Advanced Tiers** both require the participant to adjust their charging to benefit the utility system, but differ in their approach. This Section defines and explains the two tiers, specifically how the customer must participate in each tier in order to earn incentives.



## Baseline Tier

The Baseline Tier aims to be simple and easy to understand such that the participant can “set and forget” an EV charging schedule and shift their charging from times that cause more stress to the utility system to times that cause less stress. The participant always retains control over their charging, scheduling when they would like to charge or not, and receives incentives based on their performance. The fundamental structure of the Baseline Tier is as a **Passive Managed Charging** program where the customer sets a simple schedule, and the utility simply observes performance. There is also the potential for participants to earn more incentives by participating in **Demand Response Events** during the summer months where the utility grid is most stressed.

### ❖ **Passive Managed Charging** (*Required*):

The Baseline Tier is designed as a Passive Managed Charging tier where customers simply set a schedule around a given window of time and avoid charging during that time for the majority of each month. In this way, participants are able to simply set a default schedule and let the Managed Charging Platform stop charging as necessary while preserving the participant’s ability to charge when needed.

Participants must use their relevant utility Managed Charging Platform to charge their EV outside of a specific window of time during the week and coordinate their charging such that 80% or more of their charging time occurs outside of this window. The window is 3pm to 9pm on non-holiday weekdays.

In a given month, if a participant avoids charging between 3pm to 9pm on non-holiday weekdays, then they will earn \$10 for that month’s performance. For a full year of successful performance, a participant could earn up to \$120.

The utilities will observe each participant’s charging patterns on an ongoing basis and provide updates on their performance and incentive earnings within their relevant utility Managed Charging Platform so that the participant can keep track of their progress each month and adjust their habits accordingly.

Participants must also charge at least one time for 15 minutes per month. This is to ensure that the participant is actually using the charger and that charging is theoretically being avoided, as the value to the utility system is in avoiding charging during stressful times on the system.

### ❖ **Demand Response Events** (*optional*):

The Program is managed with consideration of the operating conditions of the electric power system. Demand Response Events are called to assist in controlling the system at key times, as these Events are a way for the utilities to harness the collective electric load of EVs on the utility system and to stop charging for very specific hours when the system’s stress is at its maximum.

The utilities will call an event and the EVs participating in the Program will have their charging halted for the specific hours of high stress on the grid. Events most commonly occur on hot summer afternoons or early evenings and will last a few hours or less. These periods of high energy demand are called “on-peak” periods. For this Program, Events will be set during the peak season which is June through September during the times of 3pm-9pm.

Participants will, in most cases, be notified well in advance of an Event so there is plenty of time to plan ahead. For most EV drivers, charging occurs during periods of low energy demand, or “off-peak” periods, for example in the evening while they sleep. During these times, there is usually no need for Events, so participants experience very little impact if any on their vehicle’s availability and owners of L2 chargers will generally have adequate charge in the morning when participating in Events.

During Events, participants have the option to participate or opt-out if it is necessary for them to charge during that time. This way, participants always retain control over the use of their vehicle but can earn incentives for being flexible when they charge their vehicle.

As mentioned in **Section 4**, participants in the Baseline Tier are able to earn an additional \$20 per month during the Demand Response Season which is four months. Therefore, participants could earn up to \$80 in additional incentives by participating in optional Demand Response Events.

**To receive these optional Event incentives, customers must participate in all Events scheduled in a given month. Participants may opt-out of any event during the four-month Demand Response season, but will forfeit their eligibility for any Event-related incentive in that month. Forfeiting the incentive in one month does not impact the potential incentive in any other month, so participants are able to participate when they can and be rewarded accordingly.**

### **The Demand Response Cycle**

Demand Response follows a regular pattern of **Notification, Event & Opting Out, and Results:**

#### **❖ Notification**

Participants will, in most cases, be notified well in advance of an Event so there is plenty of time to plan ahead. There may be rare occasions where the utility will call an Emergency Event with less than 24 hours of advance notice. Please refer to the Events & Opting Out section below for more information.

Notifications providing a schedule for an upcoming Event are issued to participants through the participant’s preferred means of contact, determined during the application process (e.g. email and/or via the Program’s mobile app and/or web platform provided by utility’s respective Technology Partner.)

After an Event ends, the participant will receive a notification alerting them that the Event has ended.

### ❖ **Events & Opting Out**

Demand Response Events may occur in June, July, August, and/or September, on weekdays and/or weekends (not including holidays). A typical Event may be up to 3 hours in duration and occur between the hours of 3pm—9pm. During Events, EV charging will be curtailed.

Once a notification has been received, participants have the option of:

1. Participating in the Event (Default), or
2. Opting out of the Event, meaning their charging device will be unaffected by the Event.

During the Event, the power delivered to any device that has not opted out will be reduced or suspended. Opting out can be completed on the Program application portal or, if applicable, via the Program's mobile app and/or web platform, and customers may opt out of any Event at any time.

At the end of the Event, power delivery should resume at its normal level. In some cases, devices fail to return to their normal operating mode at the end of an Event. We therefore recommend that participants check the status of their device after receiving the end of Event notification.

Customers are considered as participating in the Event if they do not opt out through the platform or are not charging during the Event. For example, if a customer is not home during the Event or not plugged in, but did not opt out, they will be considered as participating in the Event.

### ❖ **Emergency Demand Response Events**

If required to maintain the safety and reliability of the grid, utilities may issue Emergency Demand Response Events without prior notice. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Participants do retain the right to opt out of these types of Events, but the above rules on opting out of no more than two Events per month still apply.

As a summary of the Baseline Tier, Participants are able to earn \$10 per month for simply setting a charging schedule that avoids charging during the highest stress periods on a daily basis and sticking to that schedule at least 80% of the time. Participants are also able to earn \$20 per month between June and September if they do not opt out of occasional Demand Response Events. These events generally occur during the same window that the charging schedule set by the participant avoids. Using a passive "set and forget" schedule, a participant could earn up to \$200 annually for participating in the Baseline Tier.

## Advanced Tier

The Advanced Tier is a step up from the Baseline Tier in a number of ways, particularly in the benefits to the participant and the utility system, as well as in the role that the participant plays in shifting their EV charging. While there still is a lot of automation that can allow a participant to “set and forget” their charging, the participant may find that they need to keep a more active eye on their charging compared to the Baseline Tier.

In this participation tier, participants are required to set a schedule of charging using two inputs: the **State of Charge (SOC)** they need in a given day, and their **Time the Charge is Needed (TCIN)**. The participant must always have these two inputs selected, but can change them at any time. In this way, it is possible to “set and forget” these two inputs, but the participant may find that differences in daily routine might require different inputs.

These inputs are then aggregated with all other participants in the Advanced Tier by the utility’s Technology Partner who then uses their advanced managed charging algorithms to coordinate charging to lessen the load on the utility system while delivering the participant’s required charging by the time they need it.

As an illustrative example, Participant A generally starts work at 9am, but leaves home at 8:30am. He sets the default inputs to make sure he always has a full battery in time for his commute. Therefore, he sets the default SOC to 100% and the TCIN to 8:30am. These default inputs will resume every day until he needs to adjust them. For example, the same Participant A now has an appointment at 9am on Wednesday morning an hour and a half away from his home. He knows he needs almost a full battery for the round trip, and he needs it ready by the time he leaves at 7:00am to give himself a bit of extra time so he’s not rushing. On Tuesday night when he’s planning for the next day, he sets the SOC to 100% and the TCIN to 7:00am in order to be sure there is a full charge by the time he needs to leave for his appointment. After the appointment, he then resets his inputs back to the default and resumes as normal until he must adjust his SOC and/or TCIN to accommodate variations in his routine.

The utilities will observe each participant’s charging patterns on an ongoing basis and provide updates within their relevant utility Managed Charging Platform so that the participant can keep track of their progress each month and adjust their habits accordingly.

Participants must also charge at least twice for 15 minutes per month. This is to ensure that the participant is actually using the charger and that charging is theoretically being avoided, as the value to the utility system is in avoiding charging during stressful times on the system.

Customers in the Advanced Tier must participate in all Emergency Demand Response Events, as described above. Failure to participate in Emergency Demand Response Events in a given month may result in a loss of incentives for that month. These types of Events are rare, but can happen throughout the year and are critical to maintaining a safe and reliable electrical system.

## Participation Results & Distribution of Incentives

The utilities are able to observe the performance of all participants in order to evaluate each participant's adherence to the requirements of the relevant tier and to determine the amount of incentives to which each participant is entitled. Participants will be provided their individual results on their dashboard in the online application portal or through their respective utility's Managed Charging Platform throughout their participation in the Program, so they may track their progress each month. Participants are distributed incentives based on their performance in this Program. If you have questions about your participation results, please reach out to [HomeEv@uinet.com](mailto:HomeEv@uinet.com) for UI and [EversourceEVSupport@clearesult.com](mailto:EversourceEVSupport@clearesult.com) for Eversource.

All incentives earned by a participant in either the Baseline or Advanced Tier are paid on either a semi-annual basis (Eversource participants) or a quarterly basis (UI participants), based on that participant's performance during each month of the preceding time period.

### Moving or Ending Participation

All enrolled participants are required to remain in the Program for a period of not less than two years from the date the participant's application is approved. After two years, participation continues until the participant submits a request to disenroll or until the Program is discontinued.

In the event a participant moves within the utility's territory, they are required to continue their participation at the new service address. Customers can move the location of their participation by logging into the application portal, opening a Request Support form, and submitting the required information.

Customers can request to disenroll by logging into the application portal, opening a Request Support form, and submitting with the required information. A participant moving outside of the utility's territory shall be an approved reason for ending participation before completing two years.

**Participants that leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.**

## Section 8: Program Support

For application or rebate support, customers can contact Program staff for questions using the contact information below. Please allow two businesses days for a response to your email or voicemail.

**Phone:** (888) 978-1440

Hours of availability: 8:30am–5:00pm, Monday–Friday excluding holidays

**Emails:**

**Eversource:** [EversourceEVSupport@clearesult.com](mailto:EversourceEVSupport@clearesult.com)

**UI:** [UIEVSupport@clearesult.com](mailto:UIEVSupport@clearesult.com)

For UI customers seeking device setup and/or Program support, please email UI at [HomeEV@uinet.com](mailto:HomeEV@uinet.com). An Energy Specialist will contact you within two business days.

## **Section 9: Frequently Asked Questions (FAQs)**

The following are a list of Frequently Asked Questions for this Residential Managed Charging Program provided by United Illuminating (UI) and Eversource.

### **What are the benefits of this program?**

By participating, you can earn upfront rebates and enrollment incentives, as well as ongoing participation incentives. These rebates and incentives help offset the cost of EV charging, including the cost of outfitting your home with a Smart Charger. There are also ongoing incentives available for Managed Charging participation over time. Participation in Managed Charging may help reduce your carbon footprint and can make more efficient use of the electrical grid.

### **Who is eligible to participate in this program?**

Residential UI and Eversource customers living in single-family dwellings (four units or fewer) who meet the technical requirements, specified in this Program Participant Guide, may enroll in the Managed Charging Program. Participation in Managed Charging is required to take advantage of utility rebates for the purchase and installation of a new Smart Charger or enrollment incentives for participation using an EV's onboard telematics system. In addition, residential customers with an existing Level 2 Smart Charger can participate in the program.

### **What is Managed Charging?**

Managed charging programs provide incentives to customers who adjust or permit their utility to adjust the timing of their EV charging. Managed charging helps minimize energy consumption during times of peak demand, or stress, on the utility grid. In doing so, the utilities encourage more efficient use of the electrical grid, which reduces our region's electricity cost. Presently, managed charging functions in two ways: through demand response events and off-peak charging.

Demand Response for EVs is a type of Managed Charging where signals are sent from the utility to the EV owner and their EV or Smart Charger. These are called "Events," and during these Events, the participant allows the utility to curtail, or turn off, charging for the duration of an event, usually 2-3 hours.

Off-peak charging allows participants to manage their own charging schedule and be incentivized for charging at times that are beneficial for their utility. The goal of off-peak charging is to have a high portion of charging take place during off-peak times when there is less demand on the electric grid. Off-peak charging times include any time outside of 3:00 p.m. to 9:00 p.m. on non-holiday weekdays.

### **What are my responsibilities for participation in this program?**

To receive incentives within this program, customers must participate in Managed Charging, which provides rewards for helping UI and Eversource reduce strain on their electric systems. Depending on which level of participation to which you apply, your participation will require different actions from you:

#### **Baseline Tier of Participation:**

- 1) You control your energy usage by scheduling your charging during off-peak hours at least 80% of the time. Off-Peak hours are non-holiday weekdays anytime outside of 3:00 p.m. to 9:00 p.m. This simple action can earn you incentives of up to \$120 per year when you're enrolled in the Baseline Tier of Managed Charging.
- 2) During specific times of peak energy demand and stress on the system, the utilities adjust the time and speed of charging using what are known as "Demand Response Events." These Events only happen during the summer months between June and September and will only occur at times of high stress on the utility grid. Participating in these Events can help minimize more expensive and more polluting power generation. You can participate either through a vehicle with eligible telematics or a qualified Level 2 Smart Charger. Participating in these Events is optional, but you can earn incentives of \$20 per summer month (\$80 per year) for participating in all events in each summer month when enrolled in the Baseline Tier.

#### **Advanced Tier of Participation:**

- 3) Finally, there is an Advanced Tier of Managed Charging which steps up the responsibilities of the participant, but, in turn, rewards the participant significantly more. Whereas it is possible to earn \$200 annually in the Baseline Tier (\$120 for off-peak charging plus \$80 for participating in all Demand Response Events), participants in the Advanced Tier can earn up to \$300. In this tier, the participant is required to maintain a charging schedule on a daily basis by coordinating with the utility. The participant, using a web portal and/or mobile app, must input the level of charging they need the next day and at what time they need it. The utility does the rest, coordinating charging of all participants at once and ensuring that each participant has the amount of charging they need, when they need it. This does require participants in the Advanced Tier to keep a closer eye on their charging, but this extra effort is rewarded!

Please take some time to learn about the difference between, and the requirements of each participant within, the two tiers of participation. There are more details on participation that are not explained above and the utilities have developed helpful guides and documentation which can be found on either the [UI Managed Charging page](#) or the [Eversource Managed Charging page](#).

### **Are there incentives available for participation in Managed Charging?**

Yes. UI and Eversource offer monthly incentives to customers for their Managed Charging participation. The specific rewards vary depending on which participation level to which you apply. The Baseline Tier enables participants to earn up to \$200 per year, while the Advanced Tier enables participants to earn up to \$300 per year. The higher incentive levels in the Advanced Tier correspond with higher levels of responsibility.

For more details, visit the [UI Managed Charging page](#) or the [Eversource Managed Charging page](#).

### **If I already have a home charger, can I still receive incentives through this program?**

Yes, if you've already taken the step to install an eligible charger at your home you can still be eligible for \$100 to enroll that device in the program and also be eligible for ongoing participation incentives, as long as you are willing and able to fully participate in the responsibilities of your chosen participation tier.

### **Why are utilities like Eversource and UI administering this program?**

Managed Charging programs encourage users to charge off-peak, which helps the utilities handle times of stress on the grid which, if unmanaged, can lead to higher costs for all utility customers. By encouraging off-peak charging, utilities can more efficiently integrate new flexible EV load on to their existing systems, to the financial benefit of all customers. It may also help the utilities avoid using more carbon-intensive electricity, which may reduce our region's carbon footprint. These programs may also enable utilities to integrate more renewable energy and utilize the flexibility of EV charging to provide additional services to their territory. Utilities pass on these benefits to all customers in the form of cheaper electricity and other programs such as this.

### **Will participating in managed charging require me to change my charging habits?**

The short answer is "yes" – the utilities provide incentives and tools to encourage this change in habit and may make charging easier and more efficient for you. The Program is intended to assist drivers in meeting their needs for charging while helping the utilities coordinate EV charging such that their systems are not impacted by the growing number of EVs in their service areas. You will always retain control of your charging while participating in the program and you will be able to set your preferences to match your needs.

The Program and associated platform provide tools that help with scheduling your charging in such a way that your charging is beneficial to you and to the utility. There are two tiers of participation which correspond to different level of responsibilities and incentives for shifting your charging. If you typically charge during times in which the utility system is under stress, you will need to change your habits, however the utilities have made this as effortless and as rewarding as possible.



## What are the incentives and rebates available through this program?

Below is a table outlining incentives available for different technological setups for this program.

**Note:** the amount of incentive dollars available per solution does not imply one setup is inherently better than another. Depending on the particulars of your EV and technology setup, the cheapest and best option might receive the fewest incentive dollars. Please review the remainder of this Program Participant Guide to understand which of the possible eligible technologies is best for you.

Customer Scenario		Networked Level 2 Charger Rebate (up to)	Wiring Upgrade to 240v Rebate (up to)	One-Time Enrollment Incentive	Baseline Managed Charging Program (up to)*	Advanced Managed Charging Program (up to)*
<b>New Networked L2 Charger</b>	Needs 240v Outlet	\$500	\$500	\$0	\$200/year	\$300/year
	Has 240v Outlet	\$500	\$0	\$0	\$200/year	\$300/year
<b>Telematics with Non-Networked L2 Charger</b>	Needs 240v Outlet	\$0	\$500	\$100	\$200/year	\$300/year
	Has 240v Outlet	\$0	\$0	\$100	\$200/year	\$300/year

\*These incentives accrue over the first year of participation in either the Baseline or Advanced Managed Charging Tiers. Participating customers are eligible for up to \$200 or \$300 respectively per year.

## When will I receive my incentives?

Upfront rebates and incentives will be distributed via check 10 business days after meeting all eligibility requirements, including proof of purchase and installation, and connecting your charger or vehicle to the utility’s Managed Charging Platform. Participants in Managed Charging will receive ongoing incentives throughout the year. Participation incentive payments will be distributed bi-annually in the spring and the fall by Eversource and quarterly by UI. UI participants will receive their quarterly incentives within one month of the end of each quarter. Participants will be notified of their progress and performance throughout the year.

## What charging technologies qualify?

There are many technologies that can participate in this program and this list is always expanding as EV manufacturers expand their capabilities and more Smart Chargers enter the market. The Program is designed to allow almost all EV owners with any level 2 charger (Networked or non-Networked) to participate, however, specific combinations of EV and EV chargers might not be eligible. Please refer to **Section 6** of this Program Participant Guide for information on eligibility and information on the types of devices and vehicles that can participate. You can find the Qualified Products List (“QPL”) on Eversource’s website [here](#) and on the UI website [here](#)

### **What does it typically cost to install a Level 2 EV charging station at my home?**

Costs to install a Level 2 charging station vary depending on which charger you choose and how much electrical work must be done to put the station where you need it. Typically, a Networked Level 2 charger will cost \$600-700. Depending on your situation, the typical installation can cost between \$500-1200.

### **Are there additional incentives available if I have more than one EV in my household?**

Yes, if you have more than one EV, you can apply for a second set of incentives for a smart charger and participation in Managed Charging, however this is the limit for incentives per residential electric account.

### **If I already applied and received EV charging incentives, can I apply for incentives again?**

Yes, but only if you are applying for a second EV in the house. If you have a second residence that is on a separate electric meter, you can apply for this separately from your current electric account.

### **Is there a limit to how many incentives will be provided?**

Yes, the utilities have been approved for a certain level of funding for incentives. At this time, the funds have not reached their limit and encourage you to apply.

## **Section 10: Applications**

Please visit the Residential Section of the [Eversource website](#) to access the Eversource application portal. UI customers can visit our [EV Programs for your Home](#) site to download a fillable PDF application, collect relevant documents listed below, and submit the application and documents to [UIEVApplications@clearesult.com](mailto:UIEVApplications@clearesult.com).

## **Section 11: Residential Qualified Product List**

For the UI QPL click [here](#). For the Eversource QPL click [here](#).

# Commercial Program Manual

## Section 1: Background

Eversource and United Illuminating (UI) are offering the CT Electric Vehicle (EV) Charging Program to incentivize the installation of EV supply equipment (EVSE) charging stations, including:

- Level 2 charging stations to charge light-duty EVs, and
- Direct current fast chargers (DCFCs) to charge light-duty EVs.

The CT EV Charging Program (Program) is available for all commercial and industrial Eversource and UI electric service customers who purchase and install qualified EVSE charging stations at facilities including workplace, light-duty fleets, public charging, and multifamily properties with five or more units.

The goal of the Program is to support the development of electric infrastructure and equipment necessary to accommodate an increased deployment of EVs within Connecticut by reducing the upfront costs of building charging stations for light-duty EVs. Through the Program, business entities seeking to install or participate in the installation of Level 2 and/or DCFC chargers can earn incentives that will offset a large portion of the electrical infrastructure and equipment costs associated with EVSE charging stations.

This Program Guide for Customers and Vendors (Guide) outlines important details of the Program, such as eligibility criteria, enrollment process, project planning, and post-enrollment requirements. Definitions of terms used herein are provided in the final section of this Guide. The Guide will be revised as the Program and/or the application process evolve. Revised versions of this Guide will be posted [at this link on eversource.com](https://www.eversource.com) and [uinet.com/EVProgramsForYourBusiness](https://www.uinet.com/EVProgramsForYourBusiness).

Having EV charging at Connecticut businesses can offer many benefits, from convenience to cost savings and emission reductions. Whatever the motivation, the Program team welcomes participation and looks forward to supporting Connecticut businesses.

Due to global climate and local air pollution concerns, as well as advancing technology and rapidly declining costs, the transportation sector is accelerating its transition towards zero emission vehicles. In support of this transition, Connecticut has committed to deploying approximately 150,000 EVs by 2025, as part of a broader ten-state agreement aiming to achieve the deployment of 3.3 million EVs among the participating states. The Governor's Council on Climate Change has also estimated that electrifying at least 20 percent of light-duty vehicles in the state (approximately 500,000 vehicles) is necessary for the state to achieve its 2030 greenhouse gas emissions target. The Connecticut Public Utilities Regulatory Authority recently concluded a proceeding focused on supporting the EV goal through the development and implementation of this EV Charging Program. The EV Charging Program Order in Docket 17-12-03RE04, and subsequently in Docket No. 21-08-06, incentivizes site hosts and developers to expand the number of public destination, workplace, and multi-unit dwelling charging locations.

## Section 2: Program Overview and Customer Eligibility

The Program is open to all Eversource and UI Commercial customers in Connecticut. Commercial customers (also referred to as non-residential or business customers) must be new or existing Eversource and UI customers who do not meet the Residential customer definition (i.e., single family homes or multifamily dwellings with four or fewer units on the property). The service address for the customer's electric account must be for a physical address located in Eversource or UI territory. A Commercial customer may also apply for new electric service at a location within Eversource's and UI's service territory in Connecticut, as long as the planned use of the property does not fall under the Residential customer definition. Project eligibility and procedures differ for Residential and Commercial customers; **this Guide is for Commercial customers.**

The charging stations must be installed at facilities including workplace, light-duty fleets, public charging, and multifamily properties with five or more units. The charging station will be owned, operated, and maintained by the Site Host (see Definitions).

The Program includes incentives for EVSE charging stations and the electrical infrastructure from the distribution system to the charging station, known as "make-ready infrastructure". The Program also allows the ability to install make-ready infrastructure in anticipation of additional EVSE charging stations being installed in the future. Three categories of equipment or infrastructure are eligible for incentives under the Program.

- **Utility-Side Make-Ready Infrastructure (New or Upgraded Service):** Utility electric infrastructure needed to connect and serve a new EVSE charging station. This may include traditional distribution infrastructure such as step-down transformers, overhead or underground service lines, and utility meters that will continue to be owned and operated by the utility.
- **Customer-Side Make-Ready Infrastructure (Existing Service):** EV equipment or infrastructure necessary to make a site ready to accept a new EV charger that is owned by the charging station Developer, Equipment Owner, or Site Host. Refer to Section 4 for eligible infrastructure costs.
- **EVSE Charging Station:** In addition to the make-ready infrastructure investment, the Program provides an incentive, via a rebate, to Site Hosts to partially offset the costs of purchasing a Level 2 or DCFC EVSE charging station.

To receive incentives through the Program, a project must satisfy the following criteria (see Program Process below for more details):

- **Approved Application:** Customer must apply to be accepted into the Program. Eversource or UI will review, evaluate, and, if appropriate, approve applications.
- **Eversource or UI Customer:** Eligible customers must be a Commercial electric customer of either Eversource or UI. Service address for customer's electric account must be a physical address located in utility territory. Customer eligibility will be confirmed during the application process based on the utility account number or eligible location for a new, non-residential service.

- **Site Hosts** must sign application attesting to the following:
  - Ownership of the land for the EVSE installation;
  - Possession of a site lease for 10 years or longer, or;
  - Written consent from landowner for the EVSE installation.
- **Station Maturity:** Purchase of the EVSE and construction of the EV charging station must have commenced no sooner than January 1, 2022. Site Hosts must agree to operate and maintain EVSE's installed through this Program for a minimum of 5 years.
- **EVSE Charging Station:** Only new EV chargers listed in the Program's EV Charger Qualified Product List are eligible for incentives. For a complete list of qualifying EV chargers, check [this link for eversource.com](https://www.eversource.com) or [uinet.com/EVProgramsForYourBusiness](https://www.uinet.com/EVProgramsForYourBusiness).
- **Multifamily Locations: (Apartments, Condominium, Cooperatives):** Site must have a minimum of five residential units. Multifamily located EV charging stations participating in the commercial EV Charging Program cannot be assigned to an individual tenant or deeded parking spaces. Individual tenant or deeded parking spaces can participate in the residential EV Charging Program
- **Ports per Site:** EV charging stations must conform to per-site port requirements:
  - Individual EV charging sites must have a minimum of two ports.
  - Workplace Level 2 sites require a minimum of four ports.
- **DCFC Chargers:** DCFC charging stations can include both SAE J1772 Combined Connector System (CCS) and IEEE 2030.1.1 (CHAdeMO) charging ports. Having both port types is not a requirement. Simultaneous charging on both ports is not a requirement. However, a station capable of simultaneous charging on each port may qualify as two ports as long as each port charges at 50kW or greater.
- **Proprietary Plugs:** Proprietary plugs are eligible for Program incentives as long as any EVSEs installed with proprietary plugs are co-located with standardized plugs (i.e., CCS and/or CHAdeMO) and meet all other Program requirements. The incentives will not be applied to offset EVSE costs for proprietary plugs, although make-ready incentives can be applied to sites with co-located standardized and proprietary plugs.
- **Dedicated Parking:** Site Hosts must provide dedicated parking spaces for the number of charging ports installed.
- **Charger Data:** All customers who receive incentives must allow Eversource and UI access to charger data. Although the Program requires networked chargers to share data, any fees associated with software and monitoring costs will be the responsibility of the Site Host and are not a cost that the Program incentives are eligible for.
- **Electrical Work:** Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.

Customers must also abide by the requirements and procedures discussed in this Guide as well as Program terms and conditions listed in the application to maintain eligibility.

## Section 3: EVSE Charger Eligibility

Only applications including eligible devices that are listed on the Program's EV Charger Qualified Products List will be accepted by the Program.

- **Qualified Product List:** For a complete list of qualifying EV chargers, check [this link for eversource.com](#) or [uinet.com/EVProgramsForYourBusiness](#).

Eligible devices are selected via a request for qualifications (RFQ) that is opened periodically. Vendors who wish to qualify devices for the Program should register their interest by sending an email to [CTEVCharging@eversource.com](mailto:CTEVCharging@eversource.com) with the subject line "EV Charging Vendor Qualification" and firms will be notified of the next qualification cycle. Evaluation of the vendor and device capabilities include, but are not limited to:

- Product safety
- Suitability for environmental conditions
- Network communications
- Data collection and reporting

Vendors with qualifying devices must accept the Program vendor agreement before those devices will be added to the Qualified Product List.

The vendors will differ on charger models, software, costs, and manufacturer details. Eversource and UI do not offer preferences or recommendations for any of the approved Program vendors, and customers are responsible for determining the suitability of these products and services.

## Section 4: Incentive Amounts

Incentives will be either 50% of eligible EVSE charger costs plus 100% eligible make-ready installation costs or the Per Site Maximum Rebate, whichever is less (see Table 1 below). Incentives rates are subject to change at Eversource's and UI's sole discretion, except where incentive rates have been committed in an incentive reservation (see Incentive Reservation section below). Maximum rebates for EV charger installation vary by customer type, location, and equipment installed. For projects in Underserved Communities, the maximum incentive levels are increased.

**Table 1. Commercial Incentives**

Customer Type	EV Charger Type	Per-Site Maximum Rebate	Property Type	Port Requirements
Baseline	Level 2	\$20,000	Multifamily	Must install at least 2 ports
			Public	Must install at least 2 ports
			Workplace	Must install at least 4 ports
	DCFC	\$150,000	Any	Must install at least 2 ports
Underserved	Level 2	\$40,000	Multifamily	Must install at least 2 ports
			Public	Must install at least 2 ports
			Workplace	Must install at least 4 ports
	DCFC	\$250,000	Any	Must install at least 2 ports

To receive the incentive, customers must submit itemized project-cost documentation to substantiate project costs. Each of the following will be considered as eligible costs when evaluating this project cost cap:

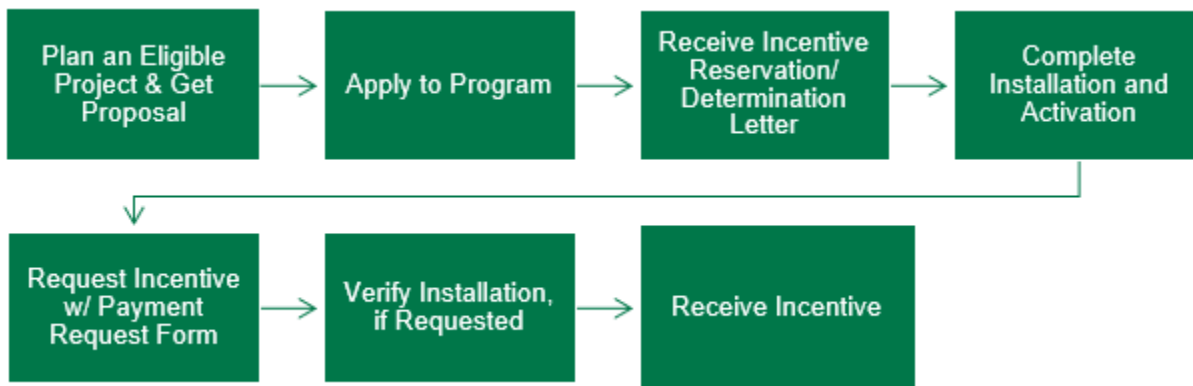
- **EVSE Charging Station:** The total purchase price of the equipment, mounting hardware, charging cable, and cable management device, plus sales tax, shipping, and handling.
- **Make-Ready Infrastructure:**
  - Design and engineering services,
  - Permitting fees,
  - Contribution in aid of construction paid to Eversource or UI for new or upgraded electrical service,
  - Labor, material, and equipment costs to construct the site electrical system, and
  - Trenching, backfill, restoration and concrete work necessary for the electrical system or EVSE installation.

The State of Connecticut updates the Distressed Municipality list every year in late August or Early September. Respectively the Environmental Justice Communities (EJC) Map is updated to reflect these changes and thereby the Underserved category of incentives. Applications received within 60 days of changes to this map will be considered for review and approval under the previous map version. Applicant is required to submit a copy of contractor proposal dated prior to this 60-day grace period. If an approved Baseline application becomes listed as an EJC during an annual map update, it will not be eligible for the Underserved Community incentive amounts.

Ancillary equipment associated with EVSE installation, such as bollards, stripping, and/or signage, is not eligible for incentives. In addition, co-located distributed generation or energy-storage material do not qualify for incentives.

## Section 5: Program Process

The following figure summarizes the key steps for a Commercial customer to participate in the Program. Each step is described below.



### Project Planning

Customers are responsible for defining an eligible project scope that is appropriate for their site and vehicles. The Program does not offer any customer-side site design assistance. Eversource and UI do provide utility service interconnection design. Customers should carefully review the sections in this Guide on customer eligibility, incentives, and device eligibility when defining the project. EVSE vendors identified within this Program may also be a useful source of information when planning the project.

Hosting capacity maps may help to encourage EVSE deployment in underutilized circuits. The state encourages all EVSE vendors and other potential Site Hosts to utilize the hosting capacity maps as an integral tool. Capacity maps can be found for [Eversource here](#) and [UI here](#).

When planning for any futureproofing (i.e., site design to allow for future charging infrastructure expansion), customers should consider what futureproofing is prudent given the eligible per-site incentive cap. Any futureproofing costs will be included in the determination of total project incentives. Eversource or UI will consult with the customer and evaluate futureproofing requests to determine the feasibility and appropriateness of the plans and eligibility for incentives. Futureproofing costs may include: oversized or additional conduit; oversized panels; additional conduit; trenching; connection points to additional parking spaces; service for the station; and/or larger or additional transformers and pads.



## Program Application

A Program application should be submitted when a customer has completed planning and before any equipment purchase or installation. Customers who purchase equipment or installation services before submitting the Program application will not be eligible for installation incentives.

If a project is determined that a new or upgraded electrical service from Eversource or UI is necessary, it is highly recommended to submit the new/upgraded service request to the respective utility company before submitting your program application. This will allow you to determine full scope of work and any costs associated with running new/upgraded service.

## DCFC Electric Vehicle Infrastructure Training Program (EVITP) Certification Requirement

Beginning on June 30, 2024, any contractor installing DCFC chargers participating in the CT Electric Vehicle Charging Program must be EVITP Certified and provide proof of certification to receive incentive payments. All EVITP Certified Electricians must pass a certification exam for proof of certification. More information on EVITP certification can be found on the EVITP website located [here](#).

## DCFC Selection Criteria:

DCFC applications will no longer be on a first come first serve review and approval cycle. Applications will be accepted from March 15, 2024 through June 1, 2024, at which time all applications will be scored on new criteria. Those projects with the highest scores (up to 100 points maximum) will be selected until funds are exhausted. Waitlisted applicants from 2022 are required to re-apply for these DCFC incentives.

Criteria for requirements and prioritization are as follows:

**1) Minimum Requirements Criteria:** In order to move forward in consideration of program funding:

**a) Sites must be publicly available and not located at a workplace;**

To qualify for funding, the participant must allow the general public practical access to, and use of, the parking space and charging station(s) for seven days per week, at least 12 hours per day. Workplace sites are excluded from consideration; those charging spaces are dedicated for the use of employees and not intended for general public use.

**b) Sites must not be eligible for Phase 1 of ConnDOT's NEVI Plan.** If a site is eligible for NEVI funding based on the site's proposed location, it must instead seek funding through ConnDOT and are ineligible for DCFC funding through this CT EV Charging Program.

**2) Prioritization Criteria:** For those sites that pass the minimum requirements above, the program will score each application on the following prioritization criteria.

<b>Criteria</b>	<b>Prioritization Factor</b>	<b>Metric</b>	<b>Points</b>
2a	Application includes futureproofing measures while the total project cost plus futureproofing remains at or below the current maximum site incentives.	<p><b>All Points:</b> Total project cost with futureproofing triggers less than the maximum site incentive</p> <p><b>Half Points:</b> Total project cost with futureproofing triggers the maximum site incentive</p> <p><b>No Points:</b> No futureproofing measures are included in the project.</p>	10
2b	Number of Ports at Site	<p><b>All Points:</b> ≥5</p> <p><b>Half Points:</b> 3-4</p> <p><b>No Points:</b> 2</p>	30
2c	Avg kW per Port	<p><b>All Points:</b> ≥150kW</p> <p><b>Half Points:</b> 100-149 kW</p> <p><b>No Points:</b> &lt;100 kW</p>	40

2d

Geographically distribute DCFC ports ranked by town based on population and number of existing and program funded publicly accessible DCFC ports.

**All Points:** Towns with relatively no or low number DCFC ports per person. ANSONIA, DERBY, EASTON, HAMDEN, NEW HAVEN, NORTH BRANFORD, WOODBRIDGE, ANDOVER, ASHFORD, AVON, BARKHAMSTED, BEACON FALLS, BERLIN, BETHANY, BETHEL, BETHLEHEM, BLOOMFIELD, BOLTON, BRANFORD, BRIDGEWATER, BRISTOL, BROOKFIELD, BROOKLYN, BURLINGTON, CANAAN, CANTERBURY, CANTON, CHAPLIN, CHESHIRE, CHESTER, CLINTON, COLCHESTER, COLEBROOK, CORNWALL, COVENTRY, DANBURY, DEEP RIVER

DURHAM, EAST GRANBY, EAST HADDAM, EAST HAMPTON, EAST HARTFORD, EAST LYME, EAST WINDSOR, EASTFORD, ELLINGTON, ESSEX, FARMINGTON, FRANKLIN, GOSHEN, GRANBY, GREENWICH, GRISWOLD, GROTON, GUILFORD, HADDAM, HAMPTON, HARTLAND, HARWINTON, HEBRON, KENT, KILLINGLY, KILLINGWORTH, LEBANON, LEDYARD, LISBON, LITCHFIELD, LYME, MANSFIELD, MARLBOROUGH, MERIDEN, MIDDLEFIELD, MONROE, MONTVILLE, MORRIS, NAUGATUCK, NEW BRITAIN, NEW CANAAN, NEW FAIRFIELD, NEW HARTFORD, NEW LONDON, NEWINGTON, NEWTOWN, NORFOLK, NORTH CANAAN, NORTH STONINGTON, NORWALK, OLD LYME, OXFORD, PLAINVILLE, PLYMOUTH,, POMFRET, PORTLAND, PRESTON, PROSPECT, PUTNAM, REDDING, ROCKY HILL, ROXBURY, SALEM, SALISBURY, SCOTLAND, SEYMOUR, SHARON, SHERMAN, SIMSBURY, SOMERS, SOUTH WINDSOR, SOUTHBURY, SOUTHINGTON, SPRAGUE, STAFFORD, STAMFORD, STERLING, STONINGTON, SUFFIELD, THOMASTON, THOMPSON, TOLLAND, UNION, VOLUNTOWN, WARREN, WASHINGTON, WATERBURY, WEST HARTFORD, WESTBROOK, WESTON, WESTPORT, WETHERSFIELD, WILLINGTON, WINCHESTER, WINDSOR

WINDSOR LOCKS, WOLCOTT, WOODBURY, WOODSTOCK

**Half Points:** Towns with medium number of ports per person. BRIDGEPORT, EAST HAVEN, MILFORD, SHELTON, TRUMBULL, WEST HAVEN, ENFIELD, GLASTONBURY, HARTFORD, MANCHESTER, NEW MILFORD, RIDGEFIELD, VERNON, WINDHAM

**No Points:** Towns with relatively high number of ports per person. FAIRFIELD, NORTH HAVEN, ORANGE, STRATFORD, COLUMBIA, CROMWELL, DARIEN, MADISON, MIDDLEBURY, MIDDLETOWN

OLD SAYBROOK, PLAINFIELD, TORRINGTON, WATERFORD, WATERTOWN, WILTON

20

## Requesting New Electrical Service

Below are links to each of the utilities new service information:

- Eversource:  
<https://www.eversource.com/content/business/services/start-stop-or-transfer-service>
- UI:  
[https://www.uinet.com/w/installupgrade-service?p\\_l\\_back\\_url=%2Fsearch%3Fq%3Dnew%2520service](https://www.uinet.com/w/installupgrade-service?p_l_back_url=%2Fsearch%3Fq%3Dnew%2520service)

## Application Location

For Eversource, the application can be found [at this page on eversource.com](#). Applications should be submitted as a PDF to: [\\_EversourceEVAApplications@cleareresult.com](mailto:_EversourceEVAApplications@cleareresult.com).

For UI, the application can be found at: [uinet.com/EVProgramsForYourBusiness](http://uinet.com/EVProgramsForYourBusiness). Applications should be submitted as a PDF to: [UIEVAApplications@cleareresult.com](mailto:UIEVAApplications@cleareresult.com).

Customers should carefully review the instructions on the form, complete all required inputs, and attach all required documentation when submitting to avoid processing delays. The following sposal (includinupporting documentation will be required:

- Contractor prog EVSE charging station and make-ready infrastructure cost)
- Site plan showing proposed circuits including but not limited to:
  - Conduit path
  - Wire size
  - Wall/floor penetrations
  - Disconnecting means
  - Location of charging stations
  - Any future proofing measures

Errors or omissions in customers' application may lead to delay or cancellation of the application. Upon identifying any such issues, the Program team will attempt to contact the customer using the information supplied in the application. If Eversource or UI are unable to reach the customer or the customer does not respond with the information needed to correct the application within 10 business days, the application will be cancelled.

## Incentive Reservation

Upon approval of an application, the Program team will issue the customer an email notification indicating the approval, the reserved incentive amount, a reservation number, and an incentive payment request form to be submitted after installation and activation. The Program Team typically provides an incentive reservation letter to customers within 15 business days of receipt of an application in good order.

The incentive reservation is valid for 1 year from the date of the incentive reservation letter.

## **Installation & Activation**

Customers, with their chosen vendor(s) and contractor(s), are responsible for completing installation of the project within the incentive reservation period and in a manner consistent with the application's approved project scope. Eversource or UI's Program team can provide support; however, it is the customer's responsibility to initiate any required new electric service or electric service upgrades. Electrical work must be completed by a qualified professional, in full compliance with local laws and regulations

## **Incentive Payment Request**

Upon completion of installation and activation, customers must submit final project documentation with their completed payment request form. Customers should carefully review the instructions on the form, complete all required inputs, and attach all required documentation to avoid processing delays. Please refer to application "Post Application Checklist" for complete list of documentation.

## **Installation Verification**

Projects may be selected for installation verification which is a post inspection of the final installed scope of work. If the project is selected for installation verification, the Program team will contact the customer to schedule the time. An inspector will visit the customer site to confirm project details and complete visual inspection. These brief visits are used to ensure and help maintain the overall quality and integrity of the Program. If the inspector identifies any material differences in the installed scope from what the Program has approved, two scenarios can occur. Either the customers will be required to make corrections before the incentive payment is released or the incentive amount will be revised based on changes in the final scope of work

## **Installation Incentive**

The installation incentive is the financial incentive that a qualified customer receives for installing and activating eligible EV chargers in the Program. The installation incentive is paid by check to the account holder associated with the application unless the customer designates an alternate payee when submitting the Program application. Payment for complete and accurate applications are typically issued within 10-20 business days. Payments are sent via US Postal Service, which requires several more days for delivery. Customers may check the status of their payment on their dashboard in the online application portal.

## **Extensions**

The Program acknowledges that circumstances beyond the customer's control may sometimes delay projects and in such cases, exceptions may be made to the Program's required timeframes. Extension requests will be reviewed, but there is no guarantee that an extension will be granted. Customers should submit extension requests to [EversourceEVAApplications@clearesult.com](mailto:EversourceEVAApplications@clearesult.com) for Eversource or to [UIEVAApplications@clearesult.com](mailto:UIEVAApplications@clearesult.com) for UI. Be sure to include the subject "Extension Request", the number of days' extension requested, and a summary of the reason the extension is needed. Customers will receive an email response confirming if reservation extension has been granted. This should be completed at least 14 days prior to a deadline.

## IRS 1099 Reporting

Program rebates are taxable to the entity that receives the benefits of the Program, which is the customer. If the customer releases the rebate to the contractor, the contractor must show a reduction in the invoice. Rebates greater than \$600 (including annual cumulative incentives for different projects) will be reported to the IRS unless proof of tax-exempt status is provided.

## Limited Funding

Incentives under the Program are available on a first-come, first-served basis until allocated funds are depleted and only for measures performed during the term of the Program. The Program may be modified or terminated without notice.

## Program Help Desk

Customers can contact Program staff for questions using the contact information below. Please allow two business days for a response to your email or voicemail.

### Eversource

Phone: (888) 978-1440

Hours of availability: 8:30am – 5:00pm, Monday – Friday excluding holidays.

Email: [EversourceEVSupport@clearesult.com](mailto:EversourceEVSupport@clearesult.com)

### UI

Phone: (888) 978-1440

Hours of availability: 8:30am – 5:00pm, Monday – Friday excluding holidays.

Email: [UIEVSupport@clearesult.com](mailto:UIEVSupport@clearesult.com)

## Section 6: Definitions

The following definitions apply to this Program:

- **Site:** Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within Eversource's or UI's electric service territory owned or controlled by the Site Host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A Site Host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.
- **Public Site:** A site where the general public is permitted by the owner and operator to access and use the EV charger 24 hours per day, 365 days per year.
- **Port:** A J1772, CCS, or CHAdeMO connector that can provide power to charge a connected EV regardless of whether other ports at the same site are simultaneously in use.

- **Electric Vehicle Supply Equipment (EVSE):** Level 2 or DCFC charger. Level 2 requires 208/240-Volt input with J1772 connection. DCFC requires 208 or 480-volt, 3-phase input, with CCS and/or CHAdeMO connections. EVSE includes the charger, EV charge cords and plugs, and charge stands.
- **EV Commercial Infrastructure Program:** A Program that provides incentives for the installation of electric infrastructure and EVSE to support the deployment of Level 2 and DCFC light-duty EV chargers for multifamily properties, public destination locations, workplace, and light-duty fleets in Connecticut.
- **Site Host:** The fee owner or long-term (10 years or longer remaining term) lessee of the Site.
- **Developer:** An entity responsible for designing, constructing, and commissioning an EV charger site installation. This entity may also be responsible for owning, managing, and operating the chargers.
- **Equipment Owner:** The entity that purchases and owns the EV charging equipment once it is installed.
- **Customer:** An entity taking service from the utility.
- **Underserved Communities:** A location that meets one or more of the following criteria:
  - Within a United States census block group, as determined in accordance with the most recent United States census, for which thirty percent or more of the population consists of low-income persons who are not institutionalized and have an income below two hundred percent of the federal poverty level.
  - Includes “distressed municipalities,” “environmental justice communities,” and “public housing authorities” as defined in the Connecticut General Statutes.
  - Within a distressed municipality included on the list published by the Department of Economic and Community Development at <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities#Map>.
  - A multifamily property under the jurisdiction of the public housing authorities.
  - UI customers: Please refer to [capacity map here](#) to determine if your location is in an underserved community.
  - Eversource customers: Please refer to [capacity map here](#) to determine if your location is in an underserved community.
- **Baseline:** All locations that do not meet the definition of “Underserved”.
- **Futureproofing:** Make-ready infrastructure upgrades included in site design that would allow for future charging infrastructure upgrades. Futureproofing costs could include the following: oversized or additional conduit; oversized panels; additional conduit, trenching, connection points to additional parking spaces; service for the station; and larger or additional transformers and pads. Futureproofing detail provided by applicant is for informational purposes only. It will inform the Program of potential future incentives that may be considered for the applicant’s future expansion plans.
- **Light Duty:** Cars and trucks with maximum Gross Vehicle Weight Rating (GVWR) < 8,500 lbs

## **Section 7: Commercial EV Charging FAQs**

### **What are the incentives and rebates available through this program?**

Please refer to the [eversource.com](https://eversource.com) for Eversource or [uinet.com/EVProgramsForYourBusiness](https://uinet.com/EVProgramsForYourBusiness) for UI to view available incentives.

### **Can I use these incentives for my existing charging stations?**

Existing equipment is not eligible for these incentives. Existing charger owners might be eligible to participate in the Managed Charging program which offers incentives for enrollment and ongoing participation in Managed Charging if they choose. Please see our Commercial Participation Program Guide for more information.

### **How do I qualify to receive these rebates?**

You must be a non-residential customer or be the owner/manager of a multi-unit dwelling (MUD) in Eversource or UI territory. Customers who lease the property where EV chargers will be installed can still participate in the program, however, the landowner will be required to execute a land rights document (easement). Program includes EV charging incentives for public parking areas, retail and mall parking, workplaces and fleets, colleges and universities, government properties, and MUDs.

### **Who is eligible to participate in this program?**

Commercial and industrial or multifamily property owners/managers who are electric customers of Eversource or UI are eligible. Qualifying equipment must be installed and activated to qualify for the incentives available through this program. Customers who lease the property where the EV chargers will be installed can still participate in the program, however, the landowner must sign the application acknowledging their approval.

### **What is “Make-Ready” Infrastructure?**

“Make-Ready” infrastructure includes the electrical infrastructure that supports an EV charging station. This includes service connection upgrades between the local substation and transformer and electric vehicle (EV) supply infrastructure between the meter and service panel. The Program’s rebate helps reduce some of the upfront costs to making the site ready for charging station installation, and in some cases covers up to 100% of the cost

### **What work will Eversource and UI manage?**

If you require a new service for your project, Eversource and UI will manage the new utility service and make the final connection to your service point after it has been inspected by the Authority Having Jurisdiction (AHJ). Eversource and UI will provide rebates for eligible infrastructure (up to specified cap, see the Program Guide for details) that will connect to your chargers. This includes, but is not limited to trenching, a transformer, dedicated service meter, panel(s) if deemed necessary, and all conduits and necessary wiring to support the approved.



number of charging stations. Eversource and UI will also provide rebates for up to 50% of electric vehicle supply equipment (EVSE) costs (up to specified cap, see the Program Guide for details).

**What costs am I responsible for?**

You are responsible for the cost of purchasing and installing the charging station(s) over and above the specified cap for eligible rebates. You own the charger and are responsible for maintaining and servicing the charger for a minimum of five years.

**Are there any additional requirements for participating in program?**

Yes. All chargers will be required to be networked to gather usage data. This will require an ongoing networking fee, determined by the vendor you select, that would be paid by you. In some cases (i.e. Fleets and MUDs) there is a requirement to participate in a Managed Charging Program like Demand Response or other custom program. Please see our Commercial EV Charging Program Guide for more information.

**Can I charge drivers to recoup costs of charging station operations?**

Yes, your organization can bill drivers for charging station services subject to any applicable laws or regulations. Business and property owners have the final say on how their EV charging equipment is utilized. Before selecting a charging vendor for your project, see their supported billing methodologies to ensure your intended billing strategy is possible on their platform

**What type of charging stations are right for me/my property?**

This will depend on different factors related to your business and the goals you are trying to achieve with your EV charging stations. For example, you may want to consider how long your customers will be parked at your location. There are two types of chargers eligible for incentive in this program, Level 2 and Direct Current Fast Chargers (DCFC). Level 2 requires 240-volt power and is ideal for workplaces, destination, and multi-unit developments or anywhere in which the user will be at the location for at least an hour in duration. DCFC requires 480-volt power and charges for 30 minutes or less than 1 hour. DCFC is ideal for highway, near-highway, dense urban locations, as well as for Workplace/Fleets where vehicle volume will be high and frequent.

**Where do I purchase my charging station?**

Customers can purchase chargers from electrical distributors, charger manufacturers, or electrical contractors (as a part of their total scope of work). You must install approved charging stations to be eligible for incentives. Qualified charging station vendors can be found on the Business section of our website at [eversource.com](http://eversource.com) or [uinet.com/ProgramsForYourBuiness](http://uinet.com/ProgramsForYourBuiness) under EV Charger Qualified Product List.

**Do I hire my own contractor to install the charger?**

Yes. You must hire a qualified, state-licensed, and insured contractor. The design and construction must comply with all local, state, and federal electrical standards to be eligible for the program. For DCFC installations your contractor must be EVITP certified.

**How long does the application process take to get approval before I can start my project?**

Applications are approved and receive an incentive reservation letter typically within 15 business days of receipt of an application in good order.

**How long will it take for me to complete my EV charging project from start to finish?**

This timeline varies depending on a variety of factors such as if your project requires new service from the utility, the availability of equipment based on supply chain delays for things like, meter sockets, transformers, EV chargers, permitting approves, etc. Project timelines can range from a few months to over a year depending on these factors.

**How long does it take to get my incentive payment once my project is complete?**

Once your chargers are energized and your project is completed, you will submit your incentive payment request with all the associated final documentation. Payment for complete and accurate incentive payment requests are issued by check within 20 business days.

**Is there a separate incentive for businesses with fleets of vehicles?**

Businesses with light-duty fleets may be eligible for incentives through the program for installing charging infrastructure as well as fleet assessment and guidance services to develop a thoughtful and comprehensive fleet conversion strategy. Eversource customers: please refer to our fleet webpage for more information. UI customers should visit this page.

**Is there any specific beneficial electric rate associated with EV charging?**

Yes, separately metered Level 2 and DC fast chargers that are available to the public, may be eligible for the EV Rate Rider. By enrolling in this rate, you may save on your electric bill. Eversource customers should [visit this page](#) to learn more and apply. UI customers can learn more [here](#).

**Are incentive funds limited and will they run out?**

Yes, we received approval from our regulator for a certain level of funding for incentives. At this time, we have not reached the limit. However, in 2022 and 2023, we were fully subscribed in some of the program segments before the end of the year, so we encourage you to apply, and get on the waitlist, as soon as you are able.

**How can I get in touch with a program representative if I have questions?**

- **Eversource customers:** You can contact a program specialist by emailing [EversourceEVSUPPORT@clearResult.com](mailto:EversourceEVSUPPORT@clearResult.com).
- **UI customers:** You can speak to a Program representative by emailing [UIEVSUPPORT@clearResult.com](mailto:UIEVSUPPORT@clearResult.com).

A representative will get back to you within 1-2 business days.

## **Where do I apply?**

You can find the Application on the Business section of [eversource.com](https://eversource.com) or UI's website [uinet.com/ProgramsForYourBusiness](https://uinet.com/ProgramsForYourBusiness). Be sure to fully complete the application and provide all necessary documentation outlined in the application.

## **How can I understand Connecticut's existing electrical hosting capacity?**

Hosting Capacity refers to an estimated maximum amount of power that can be accommodated on the distribution system at a given location under existing grid conditions and operations, without adversely impacting safety, power quality, reliability or other operational criteria, and without requiring significant infrastructure upgrades.

Customers can [view this map](#) for Eversource territory or [view this map](#) for UI territory to get a general understanding of where there is currently more electrical load capacity in Eversource's or UI's grid in Connecticut. This map provides approximate values of Hosting Capacity measured in Megawatts (MW) by circuit in the distribution system. Note that circuits colored in gray (red for UI) have limited capacity or the information on the circuit capacity is not available. This does not mean that an EV charging station cannot be located on those circuits. Please request verification for projects to be considered on those circuits.

Please note that this map is being provided for informational purposes and is not intended as a substitute for filing an application with the utility. It is intended to guide developers to three phase circuits which may have underutilized capacity for large scale EVSE projects, particularly DC fast charger projects. The map will be updated regularly; however, the information provided is non-binding. Proposed projects will need further analysis and may need detailed engineering studies to determine whether such EVSE projects can be accommodated on the system.

## **Section 8: Commercial EV Charging Applications**

Please refer to the Business section of [eversource.com](https://eversource.com) or UI's website [uinet.com/ProgramsForYourBusiness](https://uinet.com/ProgramsForYourBusiness) for the latest versions of the EV Charging applications.

## **Section 9: Commercial Qualified Products List**

Qualified charging station vendors can be found on the Business section of our website at [eversource.com](https://eversource.com) or [uinet.com/ProgramsForYourBusiness](https://uinet.com/ProgramsForYourBusiness) under EV Charger Qualified Product List.

# Light-Duty Fleet Owners & Operators Manual

## Section 1: Introduction

### Welcome to the Connecticut Electric Vehicle Charging Program

New technology like electric vehicles (“EVs”) raise many questions and your utilities know informed consumers drive great partnerships. In this guide, United Illuminating and Eversource explain a unique new Light-Duty EV Fleet Charging Program and help you understand just how easy it can be to create or update your light-duty fleet with EVs, how you will save money through EV charging programs, pay less for your usage during designated charging times, get faster charging options to streamline your business, and understand how smart choices can protect the future of our environment. EVs produce less lifetime pollution than gas-powered vehicles, and, as sources of electricity become cleaner, these emissions will continue to decline. The EV community and public charging network are quickly growing. Let’s find out just how you can become part of this new technology revolution!

The Connecticut Light-Duty EV Fleet Managed Charging Program (“Light-Duty Fleet Program” or “the Program”) offers eligible commercial and industrial fleet owners the opportunity to earn rebates and incentives to install EV chargers and charge their EV fleets smarter, avoid costly peak time energy use, and help your utility, either United Illuminating (“UI”) or Eversource, collectively (“utilities”), manage the additional electricity demand from EV’s now and into the future. Charging EVs at your business can offer many benefits, from convenience to cost savings and vehicle emission reductions. Whatever your motivation, we welcome your participation and look forward to supporting you.

So, how does it work? This guide will provide all the information you need to participate successfully and receive the Program incentives that are applicable to you. This includes eligibility criteria, the Fleet Assessment and enrollment process, project planning, and post-enrollment requirements. The Guide will be revised as the Program and/or the application process evolves. Revised versions of this Guide will be posted on your relevant utility’s website, so check the relevant site frequently as you plan your fleet. Overall, customers interested in the Program should read this guide and direct any follow up questions to the relevant Program Support staff mentioned in Section 8. United Illuminating and Eversource are ready and eager to help on your project!

## Section 2: Definitions & Key Terms

The definitions in this section will help existing and prospective light-duty fleet owners/ operators to understand some of the terms used throughout this guide.

**Direct Load Control:** The capability of the utility to manage the electrical load of the participant's EV or EV charger in collaboration with the utility's Technology Partner. This enables utilities to reduce stress on the grid system by turning charging on and off when the system is experiencing times of high stress.

**Demand Response:** refers to actions taken by utilities during times when the electric system is strained. This system strain typically occurs on the hottest days of the summer but can also happen any time of the year such as in emergency situations or when electricity supply is limited. By initiating Demand Response "Events," utilities act with their customers and through their Technology Partners to reduce electric usage for short periods of time. When customers respond to an Event it helps maintain a stable electric system. In most cases advanced notification up to 24 hours can be provided.

**Demand Response Management System ("DRMS"):** the platform each utility uses to coordinate all Demand Response Activities and the system that the Fleet's technology will integrate with (if possible).

**Demand Response Season:** The Demand Response Season is the season in which Demand Response events may be called. This season runs from June 1st through September 30th.

**Emergency Demand Response:** refers to actions taken by utilities if the utility determines action is required to maintain the safety and reliability of the grid. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Customers will still have the ability to opt out during an Emergency Demand Response event.

**Electric Vehicle Supply Equipment ("EVSE"):** refers to devices used to supply EVs with electricity. These devices generally fall into two categories – Level 1 and Level 2:

**Level 1 ("L1"):** The lowest speed charger, these chargers plug into the average 3-prong, 120V plug. These plugs charge a vehicle very slowly, and the time required varies greatly depending on the size of a vehicle's battery. A L1 charging plug was likely included in the EV purchase. These chargers are not eligible to participate in this Program.

**Level 2 ("L2"):** These chargers are a step up in power from L1 chargers and connect to either 240V outlet or are hardwired directly. L2 chargers are most often purchased separately from the EV, although more EV's are beginning to come with an L2 charger as standard equipment as an option at purchase. An L2 charger can have "smart" features that can be accessed through a mobile app and/or web portal and are available in several power levels. L2 chargers can fully charge a vehicle from empty between 3 and 7 hours, depending on the size of an EV's battery and power rating of the charger

**Networked L2 or "Smart Charger":** These chargers can connect to the internet (via Wi-Fi or cellular connection) and can be controlled, generally, through a mobile app.

**Non-Networked L2:** These chargers don't connect to the internet (via Wi-Fi or cellular connection) but

do charge a vehicle as quickly as a Networked L2.

**Direct Current Fast Charger (“DCFC”): DCFC chargers**, sometimes referred to as a Level 3 DC charger, are a step up in power from L2 chargers. DCFC chargers use a 3-phase 480 volt AC electric circuit but delivers direct current (DC) to the vehicle. DCFC equipment can charge a BEV to 80 percent in just 20 minutes to 1 hour. For this program, DCFC charging stations must be dual port with both SAE J1772 Combined Connector System (CCS) and IEEE 2030.1.1 (CHAdeMO) charging ports. Support of simultaneous charging on both ports is not a requirement, however to qualify as a two-plug charging site, DCFC stations must support simultaneous charging of at least 50 kW

**Fleet:** Section 14-164b of the Connecticut General Statutes defines “fleet” as “a group of owned or leased motor vehicles subject to emissions inspection pursuant to subsection (c) of section 14-164c owned or leased by one person, firm, corporation, or governmental entity.” These fleets include but are not limited to federal, state, and local fleets, service fleets, and last -mile delivery fleets.

**Fleet Advisory Service:** the entity that provides Fleet Assessments. This entity/entities partner(s) with your utility to provide this third-party service.

**Fleet Assessment:** an assessment that identifies fleet vehicles ready for electrification. This assessment provides site feasibility, rate analysis, estimate billing impacts and related recommendations to assist fleets with making informed decisions when transitioning their fleet to electric vehicles. This assessment will also provide the appropriate method of participation for your fleet regarding Managed Charging.

**Fleet Owner/ Operator:** the employer/ fleet manager that acts as the decision maker and individual or set of individuals that control the operations of a given fleet.

**Light-Duty:** Cars and trucks with maximum Gross Vehicle Weight Rating (GVWR) < 8,500 lbs.

**Managed Charging:** Managed Charging refers to coordination between EV owners/ operators and the utilities or third-party partners of the utility to stop or slow down charging during times of high stress on the utility system. This can be done by either utilizing behavioral signals to prompt EV owners to adjust their own charging behavior, or by the utility sending direct load control signals to the EV or EV charger during those times of stress. This Program uses both approaches. Managed Charging allows the utilities to adequately integrate the growing, new demand on their systems from EVs, and allows utilities to use the flexibility of EVs to reduce costs.

**Non-Public:** those light-duty fleet chargers intended solely for the private use of a fleet.

**Public Access:** unrestricted site access to the public to charge EVs at any time the EV charger is unoccupied for seven days per week, at least 12 hours per day.

**Telematics:** Like many of the appliances, communications, and entertainment systems we use today, vehicles have also become “connected devices”. Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Program. This communication allows important vehicle and charging data to be shared with our technology partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during Demand Response Events.

## Section 3: Program Description

### Overview

The Light-Duty Fleet Managed Charging program (“Light-Duty Program” or “the Program”) offers ongoing incentives and load shifting benefits to promote consistent participation in Managed Charging over time. These incentives are broken into incentives for public chargers and incentives for non-public chargers. Which option is selected will determine the requirements for much of this Program.

The Light-Duty Program is designed for light-duty fleets with non-public chargers or light-duty fleets with public access chargers. Non-public chargers receiving upfront incentives through the CT EV Charging Program *are required* to participate in one of the managed charging program designs described in this section for a minimum of 24 months. Chargers with public access receiving incentives through the CT EV Charging Program *are not required* to participate in managed charging, but are able to join, earn incentives (if applicable), and optimize their charging to potentially save energy. Therefore, it is worth considering the business implications of this selection. More information on the upfront incentives can be found in Section 4.

The business use of light-duty fleets is broad and varied. As such, there is not a “one-size-fits-all” program design for every business. For example, a program design that requires curtailment of charging at specific times that work for one business might significantly interfere with or interrupt the business use of the fleet at a second business.

Furthermore, as hardware and software in the managed charging space is nascent and evolving, there are certain combinations of technologies that are not compatible, though they may be in the future. This means that certain types of technologies may only be able to participate in the Light-Duty Program in specific ways, just by virtue of what is technologically feasible at the time of enrollment.

### Program Participation & Application

Beginning April 1, 2023, United Illuminating and Eversource will offer a Light-Duty Managed Charging Program that provides customers with two potential methods of participation: Demand Response or a Customized Managed Charging Option (“Customized Option”). The method that the light-duty fleet owner/operator chooses will depend on their technical and business capabilities. These capabilities are determined by the participant in the case of Demand Response, or during a Fleet Assessment, through the Fleet Advisory Service in the case of the Customized Option. Interested light-duty fleet owners/ operators submit an application for the Light Duty Managed Charging Program and indicate if they will participate in Demand Response or the Customized Option.

#### ❖ Fleet Assessments

Light-Duty Fleet Assessments are available to any light-duty fleet owner/ operator as a service available in the CT EV Charging Program.

For participants choosing to participate in the Customized Option, the relevant utility’s Fleet Advisory Service will perform a complete fleet assessment including management of EV charging load. If the participant’s EV charging network is capable of load balancing and the participant has the necessary internal resources (staffing and knowledge), the Companies will collaborate with the participant to determine the load balancing solution that delivers the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the participant and the distribution system with the least impact to business operations. If the level of sophistication in technology and resources is

such that additional building load balancing may be achieved, the Companies may engage the resources of its energy efficiency programs to develop a total site load balancing plan.

The two methods of participation a light-duty fleet owner/ operator are described in more detail in the remainder of this section. **As a reminder:** any light-duty fleet receiving incentives for non-public EVSE installations is required to participate in one or the other method of participation. Light-duty fleets receiving incentives for public EVSE installations are not required to participate in either method of participation, but may find great value in participating, as well as providing the utility a great resource in optimizing the utility's system.

### ❖ **Demand Response Program**

Integrated Demand Response: This method of participation enables those participants with installed EVSE which the utility's DRMS provider has existing software integrations, to receive DR Event dispatch notifications and automatic load curtailment of EV charging without manual intervention. If customers opt-out of integration, they can participate in customized managed charging. Monitoring and evaluation of automated DR performance will be completed through the Companies' DRMS platform.

Non-Integrated Demand Response: For those participants with installed EVSE which the utility's DRMS provider does not have software integration capability, DR event dispatch notifications will be sent to designated fleet operator contacts only. In response to such notifications, fleet operators will manually curtail load to EV chargers. Monitoring and evaluation of manual demand response performance will be completed through EV charging data collection verification.

This method of participation includes per plug incentives on an ongoing basis for adequate participation. The incentives and definitions of participation are outlined in the relevant sections below.

#### **A few details to consider:**

- Must be able to integrate with the utility's DRMS Provider or be able to meet the requirements of Demand Response manually
- Must commit to ongoing participation in Demand Response Events which can occur during the Demand Response Season.
- The Demand Response Season is from June to September, and Demand Response Events can happen at any time during this season on non-holiday weekends from 3pm to 9pm.
- Must participate for a minimum of 24 months.
- Participants will earn incentives on a per-plug basis, depending on the performance of that given plug during any given month within the Demand Response Season. More on this in the Incentives section.
- Participants are able to opt out of two events per plug per month of the Demand Response Season.

### ❖ **Customized Managed Charging Program**

Where participation in Demand Response is not feasible, either due to technological or business limitations, an alternative, Customized Option is available to all light-duty fleets. This solution will be defined during a Fleet Assessment, as the unique circumstances of each light-duty fleet will determine the exact design of a customized program. A customized managed charging program can



take a few shapes, including:

- Programs designed to manage load around the off-peak and on-peak periods, and/or restrict on-peak charging hours
- Load balancing during peak-hours to reduce charges associated with high demand
- Programs containing components of both the above.

This method of participation does not include ongoing incentives for participation. However, there are likely many savings to be had by efficient management of energy consumption through the participating EV chargers. The Fleet Assessment will help the business quantify such potential savings.

Please see **Section 7** for more information on how to participate in both a Customized Managed Charging Program and a Demand Response Program.

## Section 4: Rebates & Incentives

For participants in the Light-Duty Managed Charging Program, there will be both upfront make-ready incentives and ongoing incentives available.

### ❖ Upfront Incentives:

Eligible light duty fleet sites can receive incentives through the CT Electric Vehicle Charging Program for Level 2 and DCFC chargers. Incentives can cover up to 100% of eligible make ready installation costs plus up to 50% of eligible EVSE charger costs. Incentives cap at a Per Site Maximum Rebate (see table below). Incentives rates are subject to change at Eversource’s and UI’s sole discretion, except where incentive rates have been committed in an incentive reservation letter.

Customer Type	EV Charger Type	Per Site Maximum Rebate	Make Ready Costs	EVSE Cost	Port Requirement
Baseline Community	Level 2	\$20,000	Up To 100%	Up To 50%	Minimum of 4 Ports
	DCFC	\$150,000			Minimum of 2 Ports
Underserved Community	Level 2	\$40,000	Up To 100%	Up To 50%	Minimum of 4 Ports
	DCFC	\$250,000			Minimum of 2 Ports

**Note: For more information on the Make Ready Incentives available, please see the Commercial EV Charging Program Participation Guide found on your utility’s website.**

There are no requirements in this program for making these chargers available to the public or using exclusively for private (business) charging. The decision is up to each individual site host and determined on their specific needs. Site owners should consider issues like whether or not customers will be parked at your location, proximity or accessibility to public access, fleet charging schedules and whether or not site host would like to collect charging fees to off-set some of their operating and EVSE costs.

❖ **Ongoing Incentives:**

There are also ongoing incentives available for participation in Managed Charging. Note: all light-duty Fleets using upfront incentives for non-public EV chargers will be required to participate in Managed Charging for a minimum of 24 months.

The base maximum monthly incentives in *Demand Response* vary by type of charger, from \$5/plug per month to \$25/plug per month. The Companies provide additional incentives for public sites (\$10/plug per month) and for those sites requiring a non-integrated/manual solution (\$5/plug per month). For participants in a Customized Option, there is no direct, ongoing incentive. The benefits of the Fleet Assessment, as well as any savings from more cost-effective load management and/or load balancing could be substantial due to rate savings and/or demand charge avoidance.

Please see the table below to understand the different available incentives between the different types of Light-Duty Managed Charging Programs

Program Type	Monthly Incentives Per EVSE Plug			
	Level 2 Charger (up to 10 kW)	Level 2 Charger (up to 20 kW)	DCFC (up to 50 kW)	DCFC (> 50 kW)
<b>Demand Response: Base Incentives (non-public, integrated site)</b>	<b>\$5</b>	<b>\$10</b>	<b>\$20</b>	<b>\$25</b>
<b>DR Adder: Public EVSE</b>	<b>\$10</b>			
<b>DR Adder: Non-integrated</b>	<b>\$5</b>			
<b>Customized Solution</b>	Cost of Fleet Services plus yearly demand savings			

**Section 5:  
Eligibility & Enrollment**

The Light-Duty Fleet Program is open to all UI and Eversource commercial and industrial customers in Connecticut with an active account with a planned or existing fleet of EVs and/or PHEVs.

Site hosts who receive an EVSE infrastructure charger rebate for non-public EV chargers serving light-duty fleets through the CT EV Charging Program are required to enroll in the Light-Duty Managed Charging Program. The minimum period of participation is 24 months. Depending on the type of Managed Charging Program the site host opts for, there may be both incentives and ongoing energy savings from load balancing and/or off-peak charging.

Site hosts who receive an EVSE infrastructure charger rebate for public EV chargers serving light-duty fleets through the CT EV Charging Program are not required to enroll in the Light-Duty Managed Charging Program, but are encouraged to participate to potentially earn incentives and also potentially save on energy costs.

The Light-Duty Fleet Program is open to all UI and Eversource commercial and industrial customers in Connecticut with an active account with a planned or existing fleet of EVs and/or PHEVs.

Site hosts who receive an EVSE infrastructure charger rebate for non-public EV chargers serving light-duty fleets through the CT EV Charging Program are required to enroll in the Light-Duty Managed Charging Program. The minimum period of participation is 24 months. Depending on the

type of Managed Charging Program the site host opts for, there may be both incentives and ongoing energy savings from load balancing and/or off-peak charging.

Site hosts who receive an EVSE infrastructure charger rebate for public EV chargers serving light-duty fleets through the CT EV Charging Program are not required to enroll in the Light-Duty Managed Charging Program, but are encouraged to participate to potentially earn incentives and also potentially save on energy costs.

#### ❖ **Additional Eligibility Requirements:**

The following requirements apply to all participants regardless of method of participation they choose:

- Participants who leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.
- Incentives are limited to the stated incentive amount listed above or the documented project cost, whichever is less
- Only new EV Chargers are eligible for incentives.
- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.
- Participants are required to share the EV charging data with their utility. Please refer to the Terms and Conditions included with the Program application.

#### ❖ **Data Sharing & Privacy:**

Utilities will collect information on your EV charging behavior, such as when and how often you charge and how much energy you use each time you charge. Your utility may share this information with third parties for the purposes of evaluating the Program. **All EV charging data will be aggregated, anonymized, or otherwise encrypted if/when disclosed publicly.**

#### **Enrollment Process:**

The process of enrollment differs slightly between the two methods of participation. In both cases, the light-duty fleet owner/ operator will fill out and submit an application that can be found on their relevant utility's website. Within this application the light-duty fleet owner/ operator will indicate their method of participation.

If Demand Response is feasible, the Participant will work with Program Staff to execute a Managed Charging Agreement with Terms and Conditions regarding their ongoing participation, particularly regarding how incentives are earned. On an ongoing basis, the utilities will conduct quarterly check ins with each participating fleet owner/ operator to ensure Demand Response participation is in line with the Terms and Conditions of the Demand Response Program.

If Demand Response is not a feasible option, the Participant works with their utility through a Fleet Assessment to determine which type of Customized Managed Charging Plan is to be pursued. They can opt to participate by managing their load based on the on-/off-peak periods exclusively, by balancing their load by reducing on-peak usage as much as possible, or by combining both load management and load balancing. With the Fleet Assessment Vendor, they will determine how much peak load can be avoided and create a Peak Load Avoidance Plan to achieve this goal. The utilities will conduct semi-annual check ins with each participating fleet owner/ operator to assess

performance and discuss strategies for improvement if necessary. The specifics of participating within the Customized Option will be determined during the Fleet Assessment provided by the relevant utility's Fleet Advisory Service. Please see **Section 6** for more information.

## **Section 6: Fleet Advisory Services & Fleet Assessment**

Depending on the Light-Duty Program method of participation chosen by the fleet owner/ operator, a Fleet Assessment will be performed by the utilities' Fleet Advisory Service. This Fleet Assessment will help determine the site host's internal capabilities to meet various Managed Charging prompts to curtail charging, establish Peak Avoidance Potential and set a baseline for the Managed Charging activities going forward. The Fleet Assessment will be an opportunity for the fleet owner/ operator to determine how they are able to participate in Managed Charging with a Customized Option. For light-duty fleet owner/ operators participating in the Demand Response Option Fleet Assessments are an optional service.

A Fleet Assessment is required for all light-duty fleets owner/ operators participating in the Customized Option. This Assessment will provide the light-duty fleet owner/ operator with a deeper understanding of their fleet's electric usage and provide ways for the fleet to reduce costs and save energy.

Through this Fleet Assessment, the participant determines several factors of their participation. The first step is determining what their maximum charging load could be at their site and whether the load is manageable. The Participant then determines if their technology is capable of, and their business model supports, participating in a Customized Solution.

The following is a helpful list of items that a Fleet Assessment will establish:

- Maximum charging load of the fleet
- Capabilities of the fleet (EVs and EV chargers)
- Fleet's Peak Avoidance Potential
- A Peak Avoidance Plan
- Fuel costs and carbon emissions saved on a vehicle-to-vehicle basis
- An acquisition plan based on your existing vehicles' retirement schedule
- An estimate of the total cost to purchase your new electric fleet
- Charging station infrastructure recommendations and incentives

To find more information on how to apply for a Fleet Assessment, please visit your utility's website. For UI, please visit the [EV Programs for your Business](#) page. For Eversource, please visit the [EV Chargers to Power your Fleet](#) page.

## **Section 7: Participation in Managed Charging**

Participation in Managed Charging is required for any light-duty fleets receiving incentives for non-public EVSE installations and is encouraged for light-duty fleets receiving incentives for public EVSE installations. As discussed above, a light-duty fleet owner/ operator will work with the Fleet Advisory Service to determine their method of participation. Below is a description participation in either Demand Response or the Customized Option. Note: the exact dynamics of participation will be fully defined in the Terms and Conditions relevant to each business, so please consider this as a helpful guide but not a finalized list of requirements.

### **Demand Response Participation**

Demand Response Events (“Events”) are managed with consideration of the operating conditions of the electric power system. Events are called to assist in controlling the system at key times. Events most commonly occur on hot summer afternoons or early evenings and will last a few hours or less. These periods of high energy demand are called “on-peak” periods. For this Program, Events will be set during the peak season which is June 1st to September 30th during the times of 3pm-9pm on non-holiday weekdays.

During Events, participants have the option to participate or opt-out if it is necessary for them to charge during that time. This way, participants always retain control over the use of their vehicle but can earn incentives for being flexible when they charge their vehicle.

To receive Event incentives, participants must participate in Events. Participants may opt-out of two events per month for the four-month Demand Response season. While it is possible for participants to opt out of events, doing so more than twice per month may impact eligibility for incentives.

### **The Demand Response Cycle**

Demand Response follows a regular pattern of Notification, Event & Opting Out, Results, and, if applicable, Distribution of Incentives:

#### **❖ *Notification***

Participants will, in most cases, be notified well in advance of an Event so there is plenty of time to plan ahead. There may be rare occasions where the utility will call an Emergency Event with less than 24 hours of advance notice. Please refer to the Events & Opting Out section below for more information.

Notifications providing a schedule for an upcoming Event are issued to participants through the participant’s preferred means of contact, determined during the application process (e.g. email and/or via the Program’s mobile app provided by utility’s respective Technology Partner.)

After an Event ends, the participant will receive a notification alerting them that the Event has ended.

#### **❖ *Events & Opting Out***

Demand Response Events may occur in June, July, August, and/or September, on non-holiday weekdays. A typical Event may be up to 3 hours in duration and occur between the hours of 3pm—9pm. During Events, EV charging will be curtailed. Utilities will call a maximum of 15 Events per month.

Once a notification has been received, participants have the option of:

1. Participating in the Event (Default), or
2. Opting out of the Event, meaning their charging device will be unaffected by the Event.

During the Event, the power delivered to any device that has not opted out will be reduced or suspended. Opting out can be completed through the fleet owner/ operator's network provider, and participants may opt out of any Event at any time.

At the end of the Event, power delivery should resume at its normal level. In some cases, devices fail to return to their normal operating mode at the end of an Event. We therefore recommend that participants check the status of their device after receiving the end of Event notification.

Individual charging ports managed by a site host are considered as participating in the event if the ports are not opted out of the event (i.e., not charging during an event). For example, if no car is plugged into the EV charger at the time of the event but the charger did not opt out, the EV charger will be considered as participating.

#### ❖ ***Emergency Demand Response Events***

If required to maintain the safety and reliability of the grid, utilities may issue Emergency Demand Response Events without prior notice. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Participants do retain the right to opt out of these types of Events, but the above rules on opting out of no more than two Events per month still apply. Unlike normal Demand Response Events, these can happen on weekends and holidays.

Emergency DR Events will receive no incentives for participation and no penalties for not participating.

Site hosts will be notified through the EDCs' DRMS platform (i.e., phone application, web portal, email, and/or text message). Typically, site hosts will receive day-ahead notification except for emergency events. Site hosts may opt out of any event at any time.

#### ❖ ***Results***

The Program tracks the status of all participant devices during each Event in order to evaluate benefits to the electric grid and to determine Event incentives. Participants can view their individual results on their dashboard in the online application portal. Participants are distributed incentives based on their performance in this Program. If you have questions about your participation results, please reach out to [BusinessEV@uinet.com](mailto:BusinessEV@uinet.com) for UI and [EversourceEVSUpport@clearesult.com](mailto:EversourceEVSUpport@clearesult.com) for Eversource.

#### ❖ ***Distribution of Incentives (if applicable)***

Participants will be paid their relevant monthly incentive (June-September) if they opt out of no more than two events per month per plug. Incentives are paid annually at the end of the summer season, using an off-bill method. The Companies will inform customers monthly about their accumulated credit or any lost incentives due to opt-outs.

Participants will receive the participation incentive sent within 4–6 weeks of the completion of the Demand Response Season on September 30. Participants will receive the payment in the form of a check at the end of the Demand Response Season.

Please see the above **Section 4** for more information on incentives.

## **Customized Option Participation**

If Demand Response Program described above is infeasible for technological or business reasons, the light-duty fleet owner/ operator will determine a Customized Option. In this case, the light-duty fleet owner/ operator and the Fleet Advisory Service will together determine the Customized Option best suited for the unique circumstances of the fleet. Exact requirements for participation in a Customized Managed Charging Program will differ depending on the parameters agreed upon. Generally, the Customized Option will emphasize off-peak charging as a primary goal of any light-duty fleet, but if not possible, the Customized Option will emphasize reducing demand charges during on-peak periods.

The specific plan will be agreed upon during the Fleet Assessment, and relevant Terms and Conditions will be established. Below is outlined the general possibilities for such a program.

### **A Load Management Solution:**

- Manage EV load to coincide with the off-peak period and/or restrict on-peak charging hours. Generally, the requirement will be to shift charging to the off-peak period to the greatest extent possible on an on-going basis. The load management schedule may vary on a daily basis according to the fleet owner/operator's business operations.
- Maximize savings with a time-of-use rate (if applicable)
- Avoid adding load to the distribution system during hours of peak demand

### **A Load Balancing Program:**

- Manage EV load to reduce demand during the on-peak period, whether through complete curtailment of EV charging or power sharing between chargers.
- Help the business avoid demand charges
- Balance load during on-peak hours to reduce stress during peak moments on the utility system

### **A Load Management & Load Balancing Program:**

- Programs containing components of both the above that meet the goals of the light-duty fleet within the context of the business while also aiding the utility in reducing stress at the utility system at moments of high stress.

In any of the above Customized Managed Charging Programs, light-duty fleet owners/ operators must participate in ongoing, quarterly check-ins. These check-ins will serve as an opportunity for the light-duty fleet owner/ operator and the Fleet Advisory Service (on behalf of the relevant utility) to establish performance against the baseline determined in the Fleet Assessment and identify areas of improvement.

## Additional Notes on Participation

### ❖ Continued Non-Participation

Although all enrolled participants will continue to provide valuable charging data to the program, the Companies want to avoid cases where customers receive upfront incentives and do not participate in managed charging. Therefore, where participants continue to demonstrate an inability to achieve their incentives during their first 12 months of program participation, the Companies will conduct outreach and education to help customers learn and understand how to effectively charge off peak. The Companies will also consult with individual site host to understand how, or if the Light-Duty Program negatively impacts their business operations.

During each Annual Review Period, the Companies will report to the Authority those participants with continued non-participation and any additional program requirements placed upon those customers.

**The Companies reserve the right to claw back a prorated portion of make-ready incentives for continued non-participation.**

### ❖ Moving or Ending Participation

All enrolled participants are required to remain in the Program for a period of not less than two years from the date the participant's application is approved. After two years, participation continues until the participant submits a request to disenroll or until the Program is discontinued.

Requests for early termination will be considered on a case-by-case basis and are subject to the relevant utility's sole discretion regarding approval.

In the event a participant moves within the utility's territory, they are required to continue their participation at the new service address. Customers can move the location of their participation or request to disenroll by reaching out to the relevant utility's Program Support phone or email outlined in **Section 8**.

A participant moving outside of the utility's territory shall be an approved reason for ending participation before completing two years.

**Participants that leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.**

## Section 8: Program Support

For application or rebate support, customers can contact Program staff for questions using the contact information below. Please allow two business days for a response to your email or voicemail.

**Phone:** (888) 978-1440

Hours of availability: 8:30am–5:00pm, Monday–Friday excluding holidays

**Emails:**

**Eversource:** [EversourceEVSupport@clearesult.com](mailto:EversourceEVSupport@clearesult.com)

**UI:** [UIEVSupport@clearesult.com](mailto:UIEVSupport@clearesult.com)



For UI customers seeking Program support, please email UI at [BusinessEV@uinet.com](mailto:BusinessEV@uinet.com). An Energy Specialist will contact you within two business days.



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## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

The Connecticut Residential Electric Vehicle (EV) Charging Program ("Program") is offered to United Illuminating (UI) residential customers who submit an application for a qualifying Level 2 Smart Charger and/or Wiring Upgrade Rebate(s), Vehicle Connection Enrollment Incentive, and/or Existing Charger Enrollment Incentive through December 31, 2025. Additionally, the Program requires the Participant to enroll in Managed Charging in order to receive any of the rebates and/or enrollment incentives for a Smart Charger, Wiring Upgrade and/or Vehicle Connection. Managed Charging allows EV drivers to earn incentives throughout the year for avoiding charging during specific times. Please read the Terms & Conditions section to learn more about the Program.

Before you complete this application, please make sure you read and understand the Program Participant Guide found on our website [here](#) to make an informed decision about your participation in this program. If you have any questions, please reach out to [HomeEV@uinet.com](mailto:HomeEV@uinet.com).

### APPLICATION SUBMISSION CHECKLIST

When you are preparing to apply for rebates and/or incentives through the Program, please be sure to review the checklist below to ensure you have completed all the necessary requirements and have collected the required documents.

- To be eligible for a Smart Charger rebate, you must purchase a model from the Qualified Product List found on our [website](#).
- Truthfully and accurately complete CT EV Charging Rebate - Residential Application
- For the Smart Charger and/or Wiring Upgrade rebates, please be sure your invoice(s) includes all of the information listed below. Invoice must break out cost for charger and wiring separately. If the charger was purchased separately from the installation contractor invoice, the invoice for the charger must be provided.
  - Smart Charger cost
  - Electrical wiring cost & labor cost for installation
  - Equipment Information
  - Date of purchase
  - Address where charging equipment was installed
  - Submit photo of installed charger's unit/MAC ID
- Email the application with copies of the required documents to [UIEVApplications@clearresult.com](mailto:UIEVApplications@clearresult.com).
- For any Rebate(s) and/or Enrollment Incentives totaling \$600 or more, Participant must include a completed W9 form. If any Smart Charger or Wiring Upgrade Rebate(s) are assigned to the Contractor, the Contractor must include a completed W9 form.

### CUSTOMER INFORMATION:

Name (as it appears on the United Illuminating bill):		UI Account Number (required):	
Address (where EV charging equipment was installed):		City:	State:      Zip:
Phone:	Email:		
Mailing Address (if different than above):	City:	State:	Zip:
Year Built of Home:			
Average Miles Per Year Driven with This Electric Vehicle:			

### EQUIPMENT INFORMATION:

EV Charger Manufacturer:	EV Charger Model:	EV Charger Serial Number:	EV Charger Unit/MAC ID:
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### INSTALLATION INFORMATION:

Date of EV Charger Installation:	Installation Company/Contractor:	Total EV Charger Equipment Cost:	Total Installation Cost:
Location of installed charger (Garage, Driveway, Other--please specify):			
Total Project Cost (Charger plus Installation):		New panel rated amperage:	

### VEHICLE INFORMATION:

Make:	Model:	Year:
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# CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

## PLEASE SELECT YOUR PARTICIPATION TIER

Baseline  Advanced

## AVAILABLE REBATES & INCENTIVES:

Select the scenario below that best applies to your situation

Customer Rebate & Incentive Scenarios	Smart Charger Rebate <sup>1</sup>	Wiring Upgrade Rebate <sup>1</sup>	Enrollment Incentive for Existing Smart Charger or Vehicle Connection (Telematics)	Available Baseline Tier Participation Incentives <sup>2</sup>	Available Advanced Tier Participation Incentives <sup>2</sup>
<input type="checkbox"/> Garage/parking space was not previously setup with 240 volt (v) plug and had no existing smart charger	\$500	\$500	NA	\$200/year	\$300
<input type="checkbox"/> Garage/parking space is setup with 240 volt (v) plug but no smart charger	\$500	NA	NA	\$200/year	\$300
<input type="checkbox"/> If you activate a qualified vehicle model with Telematics and you need to upgrade your wiring	NA	\$500	\$100	\$200/year	\$300
<input type="checkbox"/> If you join the program with a Smart Charger that is listed on the Qualified Product List and was installed before 1/1/2023	NA	NA	\$100	\$200/year	\$300
<input type="checkbox"/> If you activate a qualified vehicle model with Telematics	NA	NA	\$100	\$200/year	\$300

<sup>1</sup> These incentives are provided after the application is approved. Smart Charger rebate and Wiring Upgrade rebate are only available for installations completed on or after January 1, 2023. Installations completed before January 1, 2023 are eligible for the Enrollment Incentive.

<sup>2</sup> Ongoing Participation Incentives are paid quarterly given participation requirements are met. See Terms and Conditions contained in later pages of this Application for more details.

## SIGN HERE

Make Rebate Check Payable to: (check one)

Customer  Installing Contractor

By signing this form below, I certify that all of the information and documents I have provided with this CT EV Charging Rebate Application are accurate and true and the Smart Charger or Vehicle Connection for which I am requesting a rebate or enrollment incentive meet(s) the requirements of this application, and is/are for use in the Connecticut residential address stated on this form. I have read, understand and agree to the CT EV CHARGING REBATE TERMS AND CONDITIONS which are attached in the following pages.

(ONLY REQUIRED IF CONTRACTOR IS PAYEE) By signing below, and subject to concurrence by the Contractor, I AUTHORIZE UNITED ILLUMINATING TO ASSIGN PAYMENT OF EV CHARGER REBATE listed on the CT EV Charging Rebate Application and subject to the Terms and Conditions listed as part of this rebate, to the Contractor listed on the Contractor's EV charger invoice, which must include the Contractor's name and address to send rebate check.

Customer Signature (required):

Date:

Customer Signature (required):

Date:

Installing Contractor Signature:

Date:



## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

### Terms and Conditions

These Terms & Conditions govern The United Illuminating Company ("UI") Connecticut Residential Electric Vehicle (EV) Charging Program (the "Program"). By submitting the signed application, Participant acknowledges that Participant has read, understands, and agrees to these UI Terms & Conditions. Participant further acknowledges that UI has retained third party contractors to implement the Program and that the Participant may be required to accept additional Terms & Conditions from its contractors when accessing certain Program software applications provided by third party contractors. The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Program is offered to UI residential customers who submit a qualifying application for a Networked Level 2 Charger ("Smart Charger") and/or a Wiring Upgrade rebate, or a Vehicle Telematics enrollment incentive on or after January 1, 2023 through December 31, 2025. The application with required documentation must be submitted online or postmarked by January 31, 2026. Funding for this Program is limited to the period indicated or while funds last.

### Defined Terms

**Advanced Tier:** a more sophisticated managed charging tier than the Baseline Tier where participants are rewarded for partnering with UI to optimize charging using UI's managed charging platform. This helps UI operate a more cost-efficient and flexible grid and requires more coordination between the participant and UI than Baseline. As such, UI offers more incentives for Advanced customers. Participants create a charging schedule and UI optimizes the charging schedules of all EVs to drive better grid system outcomes. Participants are required to keep a schedule and do their best to not override this schedule. For more specific details, please see the "Eligibility for Ongoing Incentives" section below.

**Baseline Tier:** the fundamental managed charging tier that most participants should consider joining. Here, participants are rewarded for shifting a large majority of their charging to off-peak periods. There are also optional Demand Response Events which help UI respond to high system stress by curtailing EV charging at very specific times. Participation in these Events is optional, but if participants do adhere to these charging curtailments, they will be rewarded for their participation. For more specific details, please see the "Eligibility for Ongoing Incentives" section below.

**Demand Response Event ("Event(s)"): actions taken by UI during the Demand Response Season to curtail Participant's EV Charging in response to certain electric system conditions that UI determines pose a risk to safe and/ or reliable operation of the electric system.**

**Demand Response Season:** The period of June 1st through September 30th annually throughout the Participant's enrollment in the Program.

**Holidays:** for purposes of this Program, holidays are any of the following federally-recognized holidays: New Year's Day, Martin Luther King, Jr. Day, Lincoln's Birthday, Washington's Birthday, Good Friday, Memorial Day, Juneteenth Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If the holiday falls on a weekday, the participant will not be expected to curtail their charging on that day.

**Managed Charging Platform:** a software and/or web-based portal that Participants will use to manage their participation in the Program. This Platform will allow Participants to track their performance with regards to earning incentives within their given tier of participation.

**Networked Level 2 Charger ("Smart Charger"):** a device used to supply an EV with electrical power. A Smart Charger connects to the internet via wi-fi or cellular signals that enables wireless communication between the Smart Charger and internet-based systems provided by the Smart Charger manufacturer (i.e. a cell phone application or web-based portal).

**Non-Networked L2:** a device used to supply an EV with electrical power that does not connect to or communicate wirelessly with the internet.

**Original Equipment Manufacturer ("OEM"):** the original manufacturer of an electric vehicle or Smart Charger.

**Participant:** A Residential Customer of UI that meets the eligibility requirements of the program and participates in either the Baseline Tier or Advanced Tier through a qualified Smart Charger or Vehicle Connection.

**Program Notifications:** emails, text/SMS, or other notifications related to customer responsibilities for the Baseline or Advanced Tiers of participation.

**Qualified:** Smart Chargers and Vehicle Connections that conform to UI's Qualified Product List and/or are otherwise determined by UI as compatible for participation in the Program.

**Residential Customer:** new or existing UI Connecticut customers living in a single-family home or a multifamily home with four or fewer units on the property. Multifamily homes must be separately metered with separate UI accounts.

**Vehicle Connection:** the capability of a vehicle to connect to the internet via on-board telemetry (telematics) that enables wireless communication between the vehicle and internet-based systems provided by the vehicle manufacturer (i.e. a cell phone application or web-based portal).

**Wiring Upgrade:** electrical wiring constructed at the Participant's EV charging location that is required for Participant to install and operate a Networked or Non-Networked Level 2 Charger.

**Eligibility Requirements for Upfront Rebates (Smart Charger, Wiring Upgrade) or Enrollment Incentives (Vehicle Connection or Existing Smart Charger)**

Program incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority (PURA) and are subject to change. To be eligible to participate in the Program, Participant must adhere to the following conditions:



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## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

### General Eligibility Requirements

- Be a UI Residential Customer with an active utility electric account.
- Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.
- Each UI electric account may have a maximum of two participating EVs that receive upfront incentives, one for each participating EV.
- The Program requires the participant to enroll in the Baseline Tier or Advanced Tier of participation and actively participate in either tier and fulfill the requirements therein. (See Eligibility Requirements for Ongoing Incentive in the Program) in order to receive any of the Upfront Rebates (Smart Charger, Wiring Upgrade) or Enrollment Incentives (Vehicle Connection or existing smart charger).
- Participant cannot receive both a Smart Charger Rebate and an Enrollment Incentive. Participant may combine a Wiring Upgrade with a Smart Charger rebate or Vehicle Connection enrollment incentive rebate.

### Smart Charger Rebate Requirements

- UI will pay up to a \$500 rebate or the total purchase price of the Smart Charger, whichever is less. Rebates will be paid to eligible Participants who meet the General Eligibility Requirements and complete the enrollment process with a Smart Charger.
- The rebate amount will be less any grants, credits, rebates, or other incentives received by the Participant to purchase a Smart Charger from sources external to this Program.
- Limit of two Smart Charger rebates per customer electric account.
- The Smart Charger must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the service address listed on the application. The current QPL is available on the Program website: [www.uinet.com/EVProgramsForYourHome](http://www.uinet.com/EVProgramsForYourHome)
- UI must be able to confirm the Smart Charger is connected to the manufacturer-supported communication network and that UI can receive data.
- Participant will receive enrollment and activation instructions that are specific to your chosen Smart Charger in the confirmation email that you receive when you submit your Program application.
- When installed, the Smart Charger must be securely mounted to an immovable structure.
- To be eligible for the Smart Charger rebate, the installation must be completed on or after January 1, 2023.

### Wiring Upgrade Rebate Requirements

- UI will pay up to \$500 or the total amount paid for qualifying expenses described below, whichever is less, to eligible Participants who meet the General Eligibility Requirements and complete the enrollment process in the Program.
- Limit of two Wiring Upgrade rebate per customer electric account.
- Qualifying expenses for the Wiring Upgrade are the installation labor, materials, and applicable permitting costs to install a 208 Volt or 240 Volt electrical circuit of 30 Amps or more to a location suitable for electric vehicle charging.
- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.
- The Participant must supply the required documents listed in the "Required Documentation" section below
- To be eligible for the Wiring Upgrade rebate, the installation must be completed on or after January 1, 2023.
- In order to be eligible for the Wiring Upgrade Rebate, the work must be completed before submitting an application and **the application must be submitted within 90-days of the invoice date.**

### Vehicle Connection (Telematics) Enrollment Incentive Requirements:

- A vehicle connection, also referred to as "Telematics", activates a network connection directly to your vehicle. Not all EV OEMs offer telematics. Check with your OEM to see if your vehicle is equipped with telematics.
- Please be aware that in order to participate through an EV's telematics, customers may need to subscribe to a service provided by their EV's manufacturer. It is the customer's responsibility to understand the costs associated with their chosen path of participation, including any costs associated with enabling this method of device integration.
- Your vehicle manufacturer may update their telematics platform resulting in a disconnection from the Program Administrator's system. If this occurs, UI will work with the Program Administrator to resolve these issues in a timely manner.
- If your vehicle supports this type of telematics connection, your enrollment enables you to receive the listed rebate in conjunction with incentives accrued through participation in the Program.
- Participant will receive enrollment and activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Program application.

**APPLICATION:** The application must be filled out completely, truthfully, and accurately. The Participant must submit the completed application with the required documentation requirements listed below.

**REQUIRED DOCUMENTATION:** Required documents are:

#### Smart Charger Rebate:

- Receipt or invoice marked as paid showing the charger manufacturer, model name/number, and purchase price
- A photo of the charger installed at the service address. When installed, the Smart Charger must be securely mounted to an immovable structure.
- A photo of the charger's label, clearly showing the serial number

#### Wiring Upgrade Rebate:

- An invoice marked as paid showing the installation address, the contractor's name, license number and address, the date the work was completed, the cost of labor and materials (separate from the EV charger cost if it is included on the invoice)
- A photo of the location served by the new electrical circuit (if you are also submitting a smart charger application, the photo of the installed charger meets this requirement)



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## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

Vehicle Connection (Telematics) Enrollment Incentive:

- Scan or photo of your Connecticut vehicle registration

W-9:

- If the assigned payee of rebates is a business and the total rebate amount is greater than \$600, you must attach a completed W-9 and rebates will be reported to the IRS unless proof of tax-exempt status is provided.

**PAYMENT:** Payment for complete and accurate applications are typically issued within 10-20 business days. Payments are sent via U.S. Postal Service, which requires several more days for delivery. Please contact the Program with questions about your rebates by emailing [UIEVSupport@clearresult.com](mailto:UIEVSupport@clearresult.com) or calling (888) 978-1440.

**APPROVAL AND VERIFICATION:** UI reserves the right to verify Smart Charger equipment installation and network connectivity before or after issuing a rebate. Participant agrees to provide reasonable access to Participant's residence to inspect and verify installation and connectivity for up to two years after the date of the application. UI reserves the right to verify sales transactions. UI and its contractors do not make any warranties or representations of any kind, whether statutory, expressed, or implied for the performance or installation of the equipment as a result of the approval and verification process. Participant also grants UI the right to confidentially share account number information internally for rebate processing procedures.

**TAX LIABILITY:** UI will not be responsible for any tax liability that may be imposed on the Participant as a result of the payment of rebates.

**ENDORSEMENT:** UI does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Program.

**LIMITATION OF LIABILITY:** Liability of UI and its contractors is limited to paying the rebates specified. UI and its contractors are not liable for any damages arising out of or resulting from participation in this rebate offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program. Applicant understands that all funding for rebates and incentives under this Program derives from UI ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). UI does not guarantee the availability of funding for the Program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

**OWNER'S CERTIFICATION:** Owner certifies that he/she has purchased the system listed on the application and the charger was installed by a licensed contractor at the defined location. Owner agrees that all information in the application is true and that he/she has conformed to all Program and equipment requirements listed.

**WARRANTIES:** UI AND ITS CONTRACTORS DO NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. UI and its contractors make no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties.

**Eligibility Requirements for Ongoing Incentives:** The Ongoing Incentives require a continuous communication link between UI and the Participant's Smart Charger or Vehicle via Telematics Connection. This allows UI to request a reduction in power used for EV charging throughout the year to reduce demand during times of high stress on the electrical system. By enrolling in the Program, the Participant authorizes UI to automatically adjust or stop the Qualified Smart Charger or Vehicle Connection charging speeds and charging times during these times.

Participants in the Program are required to choose one of two participation tiers: Baseline Tier or Advanced Tier. Below are Terms and Conditions of each tier. These Terms and Conditions are exclusive of one another and do not overlap. Participants will join one tier or the other, not both.

**It is the Participant's responsibility to educate themselves on the details of the Program and choose the participation tier that best aligns with their needs and ability to meet relevant requirements of the selected tier. This means that Participants must familiarize themselves with the Program Participant Guide before deciding whether and how to join this Program. Please visit our website [here](#) for this guide.**

### Baseline Tier Participation Requirements:

In order to be eligible for ongoing incentives in this tier, Participants must agree to and follow the guidelines below.

UI will monitor each Participant's charging behavior and reward Participants for their performance against two different sets of criteria: *ability to consistently charge during the off-peak period and responding to optional Demand Response Events.*

### Charging Off-Peak (Required):

- For Participants to receive incentives in the Baseline Tier, they must ensure that 80% or more of the time that they charge occurs during the off-peak period.
- The off-peak period is anytime outside of the on-peak period which is 3pm to 9pm on non-holiday weekdays.
- If a Participant charges their EV 80% of the time during the off-peak period in a given month, they will be entitled to a \$10 incentive for that month.
- An enrolled Participant in the Baseline Tier could earn up to \$120 per year for full participation in off-peak charging in each of the 12 months of the year.
- Participants will use the Managed Charging Platform to set their EV's charging schedule to ensure that charging happens outside of the 3pm to 9pm window on non-holiday weekdays.
- Participants will be able to track their performance and adjust their behavior by creating an account and accessing the Manage Charging Platform Provided by UI.



## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

- Failure to earn an incentive in a given month does not impact incentives in other months.
- The participating EV or EV Charger must be used for a minimum of 15-minutes in a given month to earn an incentive for that month.

### Demand Response Events (Optional):

- During the summer months (June to September) there is higher stress on UI's system. UI will initiate a pause in charging during specific high-stress hours of the year. By default, UI will pause charging of all Participants, but Participants are not required to participate in these Events.
- If a Participant does not want to participate in an Event, they can simply use the Managed Charging Platform to opt out of that Event.
- For each of the four summer months, there is a \$20 Incentive available to Participants who do not opt-out of any event in a given month.
- Earning \$20 per month for four months, a Participant could earn \$80 per year in addition to the incentives available for off-peak charging if that Participant does not opt out of any Events throughout the Demand Response Season.

### Key Details & Participation Requirements for Demand Response Events:

- The Demand Response Season is June 1 to September 30.
- During these months, UI will call a maximum of 15 Events per month; however, it is unlikely that this many Events will be called in any given month.
- An event may be between 2 and 3 hours in duration and occur between 3pm-9pm on non-holiday weekdays.
- During the Event, the power delivered to any device will be reduced or suspended.
- Participants retain the ability to continue charging during this time, but will have to use either the Managed Charging Platform or their own EV or EV charger app to do so. By continuing to charge during this time, the Participant will be considered to have opted out of the event.
- To earn the Demand Response Incentive in a given month, the Participant must not opt out of the Events in that month.
- Failure to earn an incentive in a given month does not impact incentives in other months.
- At the end of the Event, power delivery should resume at its normal level. In some cases, devices fail to return to their normal operating mode at the end of an Event. UI therefore recommends that Participants check the status of their device after receiving the end of Event Notification.
- UI will notify Participant prior to an Event. In an emergency, UI may deploy an Event without notice if deemed necessary. (See Participation Guide for more information on Emergency Events.)
- In the event of severe and unexpected grid stress, UI may initiate an Emergency Demand Response Event. While event participation is optional, participation is strongly encouraged to help reduce grid stress.

### Advanced Tier Participation Requirements:

In order to be eligible for ongoing incentives in this tier, Participants must agree to and follow the guidelines below.

UI will monitor each Participant's charging behavior and reward Participants for their performance against one set of criteria: the ability to coordinate with UI to set and maintain a charging schedule that avoids on-peak charging.

### Setting a Managed Charging Schedule in the Advanced Tier:

- The Advanced Tier requires Participants to use UI's Managed Charging Platform to set and maintain two inputs: a **State of Charge (SOC)** (in app, called "maximum charge limit") that the Participant needs, and the **Time Charge is Needed (TCIN)** (in app, called "ready by time"). The Participant will use the Managed Charging Platform to set these inputs and manually adjust them as their needs change.
- Using these inputs, UI will optimize the charging of all Advanced Tier Participants and avoid charging during on-peak periods while ensuring that each Participant receives the SOC they need at their desired TCIN.
- Participants always retain the right to opt out of their schedule and resume charging.
- Participants who do not charge more than two 15-minute sessions during an on-peak period, defined as 3:00 P.M. through 9:00 P.M. on non-holiday weekdays will be eligible for a \$25 in the given month.
- UI retains the right to curtail EV charging at any time of day, however this will be rare outside of the on-peak period and Participants always retain the right to override curtailments.
- An enrolled Participant in the Advanced Tier could earn up to \$300 per year for full participation in scheduled charging in each of the 12 months of the year.
- The participating EV or EV Charger must be used for a minimum of two 15-minute intervals per month.
- By virtue of requiring Participants to regularly adjust these inputs, the Advanced Tier requires Participants to do more on a daily basis than the Baseline Tier. **As such, it is the Participant's responsibility to understand the requirements associated with this tier before enrolling.**

### Emergency Demand Response in the Advanced Tier

- In very rare circumstances throughout the year, there can be moments of very high stress on UI's system. In cases of extreme stress that results in an emergency for the system, UI will initiate an Emergency Demand Response Event during specific high-stress hours. By default, UI will pause charging of all Participants for the duration of the emergency.
- If a customer does not want to participate in an Emergency Demand Response Event, they can simply use the Managed Charging Platform to opt out of that Event. Customers in the Advanced Tier are required to participate in all Emergency Demand Response Events in a given month in order to receive their incentive in that month.



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## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

### Key Details & Participation Requirements Applicable to Baseline & Advanced Tiers:

- Participant agrees to actively participate in the Program for a 24-month period from the date of vehicle or EV charger connection to the Managed Charging Platform.
- Participant is required to remain in their tier of choice for a 12 month period from the date of vehicle or EV charger connection to the Managed Charging Platform. After that 12 month period, the participant can decide to change their tier of participation.
- Vehicles participating in either tier through their telematics may occasionally be "pinged" or "pulled" by the program administrator to monitor charging progress.
- When resuming the charge delivered to the Participant's EV or EV charger after curtailing or throttling charging in either Baseline or Advanced Tiers, United Illuminating may use a "staggered start" for the participating EVs and EV chargers. This would mean that the Participant's charging may be staggered 15 or 30 minutes to avoid creating a new peak when all EVs and EV chargers resume charging at once.
- If the Participant disagrees with the monthly charging results, the Participant can dispute their results by submitting an appeal via email to [HomeEV@uinet.com](mailto:HomeEV@uinet.com). UI will review your charging history and confirm the accuracy of the results of the monthly charging report. UI reserves the right to uphold results in the monthly report and deny appeals.
- Participants joining the program will be able to participate in Managed Charging from the date of vehicle or EV charger connection to the Managed Charging Platform. If a Participant enrolls after the 15th day of a given month, the Participant can participate, but will not receive incentives for that month, and will begin receiving incentives for months following the end of that month.
- Participants joining before the 15th of a given month will be entitled to the relevant incentives of their participation tier for that month, subject to the requirements listed above and assuming the Participant meets those relevant requirements.
- Participants can expect to receive the payment for incentives earned in a given quarter in the form of a deposit to their Paypal or Venmo account quarterly, the month following the end of each quarter. PayPal and Venmo are subject to additional terms and conditions of the issuer.
- Any incentives earned by a Participant for participation in optional Demand Response Events during the Demand Response Season will be included in the relevant quarter.
- Rebates will be issued to the UI account holder's name listed on the Rebate application unless otherwise directed by the Participant.
- UI and its contractors may offer alternative rebate or reward structures in lieu of the rebates or rewards described above.
- If a participant fails to shift their EV charging habits in a manner consistent with their tier of participation for 6 consecutive months, the participant may be required to pay back a prorated portion of any upfront rebates and incentives they may have earned when joining the program.

### Program Participation Timelines and Withdrawal:

- Participants may unenroll from the Program without penalty after participating in the Program for a minimum of 24 months from the date of vehicle or EVSE connection to the UI's Managed Charging Platform. After the initial 24 months, the Participant will continue in the Program until they unenroll by emailing [HomeEV@uinet.com](mailto:HomeEV@uinet.com).
- Participants unenrolling prior to completing the 24 months of participation or that continually fail to meet the performance requirements of their chosen participation tier (Baseline Tier or Advanced Tier), may be required to pay back a prorated portion of the Smart Charger Rebate, Wiring Upgrade Rebate, or Vehicle Connection Incentive. Exceptions may be granted at UI's sole discretion.
- If Participant moves to a different residence within the UI service area, Participant may continue to participate in the Program if the new residence meets the eligibility requirements in these Terms and Conditions. Participant must communicate any change of address to the Program. A Participant moving outside of UI territory shall be an approved reason for ending participation before completing 24 months.
- Rebates available under the Program may be changed, modified, substituted, replaced, ceased, or terminated at any time at UI's sole discretion with or without notice to Participant. Participant's continued participation in the Program constitutes Participant's acceptance of any and all such changes, replacements, assignments or terminations.

### Program Information Sharing:

Participant agrees and authorizes that:

- UI may send Participant emails, text/SMS, and other notifications related to the Program, including notifications about enrollment status and Program-related adjustments to the Vehicle Connections or Smart Charger settings. The Participant may select their preferred method of communication on the account management section of UI's Managed Charging Platform.
- UI may send Participant emails related to the fulfillment of seasonal incentives.
- The OEM will share certain information with UI regarding Participant required for Participant's enrollment and participation in the Program. This may include Personally Identifiable Information ("PII"). PII may include the Participant's first and last name, work and/or personal emails, home address, and phone number. The information shared may also include Participant's EV charging electricity usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity (collectively "Participant Information"). Participant releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Participant Information.
- UI may use Participant Information in order (a) to operate, administer, market, evaluate, analyze, change or improve the Program, (b) to prepare and present general, aggregated or anonymized results and information about the Program to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for UI to understand and evaluate Participant habits and to inform the development and creation of utility programs and load planning. UI may also use and publish information regarding your participation in the Program and your use of the Smart Charger or Vehicle Connection so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you).



The Connecticut Residential Electric Vehicle (EV) Charging Program ("Program") is offered to Eversource residential electric service customers ("Customer") who purchase and install a Level 2 smart EV charger ("Smart Charger") and/or wiring upgrade between January 1, 2023 and December 31, 2023, and submit a qualifying application no later than March 31, 2024. Additionally, the Program requires the Customer to enroll in Managed Charging, in order to receive any of the rebates for the smart charger, wiring upgrade, or vehicle connection. Managed Charging allows Customer to earn incentives throughout the year for avoiding charging during specific times. Please read Terms & Conditions section to learn more about Managed Charging.

### APPLICATION SUBMISSION CHECKLIST:

When you are preparing to apply for the Program, please be sure to review the checklist below to ensure you've completed all the necessary requirements and have collected all the paperwork.

- To be eligible for a Smart Charger rebate, you must purchase a model from the Qualified Product List. For a complete list of qualifying EV chargers, check our [website](#).
- Truthfully and accurately complete the 2023 CT EV Charging Rebate- Residential Application
- Please be sure your invoice(s) includes all the information listed below. Invoice must break out cost for charger and wiring separately. If charger was purchased separately from installation contractor invoice, the invoice for the charger must be provided.
  - o EV charger cost
  - o Electrical wiring & labor cost for installation
  - o Charger model number
  - o Date of purchase
  - o Address where charging equipment was installed
  - o Submit photo of installed charger's unit/MAC ID
- Once your application has been reviewed you will receive an email link to complete your enrollment in Managed Charging. Once you complete this enrollment your rebate will be approved and sent.
- Email or mail the application with required documents on page 3 to [EversourceEVApplications@clearresult.com](mailto:EversourceEVApplications@clearresult.com) or Eversource CT EV Charging c/o of CLEARresult, 16350 Felton Rd, Lansing, MI 48906
- If your payee is a business entity, you must include a completed W-9 form if the rebate amount exceeds \$600

### CUSTOMER INFORMATION:

Name (as it appears on the Eversource bill):		Eversource Electric Account Number (required):	
Address (where EV charging equipment was installed):		City:	State: Zip:
Phone:	Email:		
Mailing Address (if different than above):	City:	State:	Zip:
Year Built of Home:	Average Miles Driven Per Year with This Electric Vehicle:		

### EQUIPMENT INFORMATION:

EV Charger Manufacturer:	EV Charger Model:	EV Charger Serial Number:	EV Charger Unit/MAC ID:
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### INSTALLATION INFORMATION:

Date of EV Charger Installation:	Installation Company/Contractor:	Total EV Charger Equipment Cost:	Total Installation Cost:
Location of installed charger (Garage, Driveway, Other - please specify):			
Was electric panel upgraded? <input type="checkbox"/> Yes <input type="checkbox"/> No		New panel rated amperage:	

### VEHICLE INFORMATION:

Make:	Model:	Year:
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### AVAILABLE REBATES AND INCENTIVES:

Select the scenario below that best applies to your situation

		Smart Charger Rebate <sup>1</sup>	Wiring Upgrade Rebate <sup>1</sup>	Enrollment Incentive <sup>1</sup>	Managed Charging Incentives <sup>2</sup>	Total Incentive/ Rebates
<input type="checkbox"/>	Participate Through New Smart Charger: Garage/parking space was not previously setup with 240 volt (v) outlet and had no existing smart charger	\$500	\$500	NA	Up to \$200/year	\$1,200
<input type="checkbox"/>	Participate Through New Smart Charger: Garage/parking space is setup with 240 volt (v) outlet but no smart charger	\$500	NA	NA	Up to \$200/year	\$700
<input type="checkbox"/>	Participate Through Vehicle Connection: If you activate a qualified vehicle model with telematics and you need to upgrade your wiring	NA	\$500	\$100	Up to \$200/year	\$800
<input type="checkbox"/>	Participate Through Vehicle Connection: If you activate a qualified vehicle model with telematics	NA	NA	\$100	Up to \$200/year	\$300
<input type="checkbox"/>	If want to participate through a qualifying smart charger purchased and installed prior to January 1, 2023	NA	NA	\$100	Up to \$200/year	\$300

<sup>1</sup> These incentives are provided upfront after the application is approved.

<sup>2</sup> Managed Charging incentives are ongoing and determined based on your participation throughout the year. Managed Charging allows EV drivers to earn incentives for avoiding charging during specific times when the electric grid is in high demand. Please refer to the terms and conditions for more details.

### SIGN HERE:

#### Make Rebate Check Payable to: (check one)

Customer       Installing Contractor

By signing this form below, I certify that all of the information and documents I have provided with this CT EV Charging Rebate Application are accurate and true and the CT EV Charging for which I am requesting a rebate meet(s) the requirements of this application, and is/are for use in the Connecticut residential address stated on this form. I have read and understand the CT EV CHARGING REBATE TERMS AND CONDITIONS which are attached in the following pages.

#### (ONLY REQUIRED IF CONTRACTOR IS PAYEE)

By signing below, and subject to concurrence by the contractor, I AUTHORIZE EVERSOURCE TO ASSIGN PAYMENT OF THE UPFRONT REBATES (SMART CHARGER, WIRING UPGRADE, Enrollment Incentive) listed on the CT EV Charging Rebate Application and subject to the Terms and Conditions listed as part of this rebate, to the contractor listed on the contractor's EV charger invoice. Incentive for Managed Charging will be distributed only to the Customer's and not to a contractor.

Customer Signature (required):

Date:

Installing Contractor Signature:

Date:

PRINT NAME

PRINT NAME

## Terms and Conditions

These Terms & Conditions govern The Connecticut Light & Power Company doing business as Eversource Energy ("Eversource") Connecticut Residential Electric Vehicle (EV) Charging Program ("Program"). By submitting the signed application, Customer acknowledges that Customer has read, understands, and agrees to these Eversource Terms & Conditions. This Program is offered to Eversource residential Customers who purchase and install a qualifying Level 2 smart EV charger ("Smart Charger") and/or wiring upgrade between January 1, 2023 and December 31, 2023. This Application with required documentation must be submitted online or via US mail postmarked by March 31, 2024. Funding for this Program is limited to the period indicated or while funds last.

**APPLICATION:** This Application must be filled out completely, truthfully and accurately. The Customers must submit the signed and completed application with the required documentation requirements listed below.

### W-9 (Rebates in excess of \$600):

- If your payee is a business entity, you must include a completed W-9 form if the rebate amount exceeds \$600

**PAYMENT:** Payment for complete and accurate applications are typically issued within 10-20 business days. Payments are sent via US Postal Service, which requires several more days for delivery. Please contact the Program with questions about your rebates by emailing [EversourceEVSupport@clearresult.com](mailto:EversourceEVSupport@clearresult.com) or calling (888) 978-1440.

**APPROVAL AND VERIFICATION:** Eversource reserves the right to verify smart charger equipment installation and network connectivity before or after issuing a rebate. If Participant is a tenant, Participant represents that by agreeing to these terms and conditions, they have obtained the property owner's permission to install the equipment. Customer agrees to provide reasonable access to Customer's residence to inspect and verify installation and connectivity for up to one year after the date of the Application. Eversource reserves the right to verify sales transactions. Eversource does not make any warranties or representations of any kind, whether statutory, expressed, or implied for the performance or installation of the equipment as a result of the approval and verification process. Rebate amounts will be calculated based on the net installed cost of the smart charger, after deducting any other applicable rebates, grants, or other incentives the site host may receive. Customer also grants Eversource the right to confidentially share Eversource account number information internally for rebate processing procedures.

**TAX LIABILITY:** Eversource will not be responsible for any tax liability that may be imposed on the Customer as a result of the Customer receiving rebates from Eversource.

**ENDORSEMENT:** Eversource does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Program.

**LIMITATION OF LIABILITY:** Eversource liability is limited to paying the rebates specified. Eversource is not liable for any damages arising out of or resulting from participation in this rebate offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program. Applicant understands that all funding for rebates and incentives under this Program derives from Eversource ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). Eversource does not guarantee the availability of funding for the program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut or the PURA action. Funding is subject to change at any time without notice.

**APPLICANT'S CERTIFICATION:** Applicant certifies that he/she has purchased the system listed on this Application and the charger was installed by a licensed contractor at the defined location. Applicant agrees that all information is true and that he/she has conformed to all Program and equipment requirements listed.

**WARRANTIES:** EVERSOURCE DOES NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. Eversource makes no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Eversource shall not be responsible for costs or corrections of conditions already existing in the property which fail to comply with applicable laws and regulations. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties. Eligibility Requirements for Rebates (smart charger, wiring upgrade, vehicle connection)

## General Requirements

**To be eligible to participate in the Program, Applicants must:**

- Be a residential Eversource Customer with an active electric account.
- Residential Customer is defined as an existing Eversource Connecticut Customer living in a single-family home or a multifamily home with four or fewer units on the property.
- Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.
- All enrolled Customers are required to remain enrolled in Managed Charging for a period of not less than twenty-four months from the date the application has been approved.
- Customers cannot receive both an EV Charger rebate and Vehicle Connection (telematics) rebate. You can however combine a Wiring Upgrade with an EV Charger or Vehicle Connection (telematics) rebate.

## Smart Charger Requirements

- Eversource will pay the rebate listed on the current application or the total purchase price, whichever is less, to a Customer who meets the Eligibility Requirements and completes the enrollment process.
- Limit of two smart charger rebate per Customer's electric account
- The smart charger must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the service address listed on this application. The current QPL is available on the program website.
- Eversource must be able to confirm the smart charger is connected to the manufacturer-supported communication network and that Eversource can receive data.

## Wiring Upgrade Requirements

- Eversource will pay the rebate listed on the current application or the total amount paid for qualifying expenses, whichever is less, to a Customer who meets the Eligibility Requirements and completes the enrollment process for Managed Charging.
- Limit of one wiring upgrade rebate per Customer's electric account
- Qualifying expenses for the wiring upgrade rebate are the labor, materials, and applicable permitting costs to install a 208 Volt or 240 Volt electrical circuit of 30 Amps or more to a location suitable for electric vehicle charging
- Electrical work must be completed by a licensed qualified professional, in full compliance with laws and regulations

## Vehicle Connection Requirements:

- A vehicle equipped with telematics is eligible for this rebate. Telematics activates a network connection directly to your vehicle. Not all EV Original Equipment Manufacturers (OEM) offer telematics. Check with your OEM to see if your vehicle is equipped with telematics.
- Enrollment in Managed Charging is required to receive this Vehicle Connection rebate.
- A Customer will receive an email with activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Program application. The email will specify if your vehicle telematics is eligible for this rebate. Please refer to our program's eligible list of vehicle with telematics at [www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-charger-llst-resi.pdf](http://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-charger-llst-resi.pdf)
- Customers can enroll up to two vehicles per service address listed on this Application

## REQUIRED DOCUMENTATION:

### Smart Charger Rebate:

- Receipt or invoice marked as paid showing the charger manufacturer, model name/number, and purchase price
- A photo of the charger installed at the service address
- A photo of installed charger's unit/MAC ID number

### Wiring Upgrade Rebate:

- An invoice marked as paid showing the installation address, the contractor's name, license number and address, the date the work was completed, the cost of labor and materials (separate from the EV charger cost if it is included on the invoice)
- A photo of the location served by the new electrical circuit (If you are also submitting a smart charger application, the photo of the installed charger meets this requirement)

### Vehicle Connection Rebate:

- Scan or photo of your Connecticut vehicle registration

### Eligibility Requirements for Managed Charging:

- In order to be eligible to receive an ongoing incentive from Eversource, the customer agrees to enroll in Managed Charging. Managed Charging rewards a Customer's participation in the baseline tier in two ways:
  - First, for allowing Eversource to monitor a Customer's charging times throughout the year. Eversource will issue a \$10 per month participation incentive for participating in each month of the year that the customer is enrolled, for a total of up to \$120 per year. The customer successfully participates by charging at least 80% of the time during off-peak hours (anytime outside of 3pm to 9pm on weekdays) in a month. The customer will receive a monthly notification which will include individual customer performance data from the previous month. If eligible, the customer can expect to receive the participation incentive biannually in the spring and in the fall.
  - Second, for allowing Eversource to reduce or stop EV charging during the summer seasonal period of June 1 through September 30 ("Season"). Eversource will issue a \$20 per month participation incentive for participation in each of the four months per year of the Season, for a total of up to \$80 per year. Managed Charging is a complementary offering that establishes a communication link between the EV charger and the electric grid operations center. This allows the utility operations center to request a reduction in power from the EV charger under times of high energy supply cost or electric grid stress ("Events") during the Season. Unless a Customer opts out of participation in this aspect of the baseline tier on an Event, the Customer authorizes Eversource to automatically adjust or stop the qualifying EV charger's charging speeds and charging times during Events. Events are typically 2-3 hours in duration. During the Event, the power delivered by any device that has not been opted out will be reduced or suspended.
  - At the end of the event, power delivery should resume at its normal level. In some cases, devices fail to return to their normal operating mode at the end of an Event. We therefore recommend that Customers check the status of their device after receiving the end of Event notification.
  - Eversource will notify (by text or email) Customer prior to an Event. In an emergency, Eversource may deploy an Event without notice if deemed necessary.
  - To receive a participation incentive, the Customer must not opt out of any Events in a month during the Event Season.
  - Rebates will be issued to the Customer listed on the Rebate application unless otherwise directed by the Customer. Customer will be asked if they would like to receive rebates in the form of a check or a pre-paid card. Pre-paid cards are subject to the additional terms and conditions of the card issuer.

### Managed Charging Participation Timeline and Withdrawal:

- Customers may unenroll from Managed Charging without penalty after participating in Managed Charging for a minimum of 24 months from the date of initial enrollment. After the initial 24 months, enrollment will continue automatically until the Customer unenrolls by emailing [ConnectedSolutions@eversource.com](mailto:ConnectedSolutions@eversource.com)
- If Customer unenrolls prior to completing the 24 months of participation will be required to pay back a prorated portion of the Smart Charger Rebate, Wiring Upgrade Rebate, or Telematics Participation Rebate. Exceptions may be granted at Eversource's sole discretion.
- If the Customer moves to a different residence within Eversource service territory, the Customer may continue to participate in Managed Charging if the new residence meets the eligibility requirements in these Terms and Conditions. The Customer must communicate any change of address to the Program. A Customer who moves outside of Eversource territory shall be an approved reason for ending participation before completing 24 months.
- Rebates available under Managed Charging may be changed, modified, substituted, replaced, ceased, or terminated at any time at Eversource's and the State of Connecticut's discretion with or without notice to Customer. Customer's continued participation in Managed Charging constitutes Customer's acceptance of any and all such changes, replacements, assignments or terminations.

There will also be an advanced tier available to Eversource Customers. In this participation tier, participants are required to establish their preferred managing charging schedule. Charging under the Advanced Tier shall be scheduled during the off-peak period for EV charging, which shall be after 9:00 P.M. until 3:00 P.M. on non-holiday weekdays, and any time on weekends. Customer shall also allow Eversource the to throttle or curtail EV charging at any time of day in order to respond to local distribution and bulk power system needs.

### MANAGED CHARGING INFORMATION SHARING:

#### Customer agrees and authorizes that:

- Eversource may send Customer emails, text/SMS, and other notifications related to Managed Charging, including notifications about enrollment status and Managed Charging-related adjustments to the connected vehicle or EV Charger's settings.
- Eversource may send Customer emails related to the fulfillment of seasonal incentives.
- The Original Equipment Manufacturer ("OEM") will share certain information with Eversource regarding Customer needed for Customer's enrollment and participation in Managed Charging. This may include personally identifiable information ("PII"), Customer's EV charging energy usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity (collectively "Customer's Information"). Customer releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Customer's Information.
- Eversource may use Customer's Information in order (a) to operate, administer, market, evaluate, analyze, change or improve Managed Charging, (b) to prepare and present general, aggregated or anonymized results and information about Managed Charging to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for Eversource to understand and evaluate Customer's habits and to inform the development and creation of utility programs and load planning. Eversource may also use and publish information regarding your participation in Managed Charging and your use of the EV Charger so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you). Eversource will not share or utilize Customer's PII for purposes other than administering the Program.

## Qualified Products & Connected Vehicles Lists

### Residential Single-Family Homes: Participation Paths

Customers can choose to participate in this program through a qualifying Level 2 Smart Charger OR by using smart capabilities that are built into the onboard computer of some electric vehicle models. If you're participating through a Level 2 Smart Charger, there is a Smart Charger rebate available to offset the cost of the device. If you're participating through the vehicle itself, there is an Enrollment Incentive you can receive by enrolling your vehicle in the program.

#### 1. Level 2 Smart Chargers (Qualified Products)

You can qualify for the Smart Charger Rebate when you purchase and install one of the qualifying models of Level 2 Smart Chargers listed below.

Eversource Customers	
Charger Manufacturer / Brand	Charger Model
<a href="#">ChargePoint</a>	Home Flex CPH50
<a href="#">EneX</a>	Juicebox 32, 40, 48
<a href="#">EvoCharge</a>	EvoCharge iEVSE Home 32/40-amp EVO32-310-001-ES, EVO32-310-002-ES, W1-1962-4PT0, W1-1962-4PT1
<a href="#">Emporia</a>	Emporia Smart EV Charger EMEVSE1 (white), EMEVSE1-B (black)

United Illuminating Customers	
Charger Manufacturer / Brand	Charger Model
<a href="#">ChargePoint</a>	All Home Flex Models
<a href="#">EneX</a>	Juicebox 32, 40, 48

**OR**

#### 2. Vehicle Connection (Telematics)

If you do not have a Smart Charger, but your electric vehicle is on the list below, you can receive an Enrollment Incentive through the program. Instead of connecting to your vehicle through a Smart Charger, we will use the smart capabilities of your vehicle's computer via telematics. Please note: some vehicle manufacturers require a subscription to utilize the telematics capabilities of the vehicle. Participants should be aware of these fees before enrolling through this pathway.

Eversource Customers	
Electric Vehicle Make	Electric Vehicle Model
BMW	i3: 2017 models and newer
	i3 (+REX): 2017 models and newer
	i4: 2021 models and newer

<b>Eversource Customers</b>	
<b>Electric Vehicle Make</b>	<b>Electric Vehicle Model</b>
	i7: 2023 models and newer
	iX: 2021 models and newer
<b>Hyundai</b>	<b>IONIQ Plug-In Hybrid: 2018-2021 models</b>
	<b>IONIQ Electric: 2017-2021 models</b>
	<b>Ioniq 5</b>
	<b>Kona Electric: 2019 models and newer</b>
	<b>Santa Fe PHEV</b>
	<b>Sonata Plug-In Hybrid: 2017-2020</b>
	<b>Tucson PHEV</b>
<b>Jaguar</b>	<b>I-Pace: 2019 models and newer</b>
<b>Kia*</b>	<b>EV6: 2022 models and newer</b>
	<b>Sorento PHEV: 2022 models and newer</b>
	<b>Optima PHEV: 2017-2020 models</b>
	<b>Niro PHEV: 2018-2019 models</b>
	<b>Soul EV: 2015-2020 models</b>
<b>Land Rover</b>	<b>PHEV P400e: 2019 models and newer</b>
	<b>Sport PHEV P400e: 2019 models and newer</b>
<b>Lexus</b>	<b>RX 450h PHEV: 2023 models and newer</b>
	<b>RZ: 2023 models and newer</b>
<b>Mini</b>	<b>SE Hardtop: 2020 models and newer</b>
<b>Tesla</b>	<b>Model 3: 2017 models and newer</b>
	<b>Model S: 2012 models and newer</b>
	<b>Model X: 2016 models and newer</b>
	<b>Model Y: 2020 models and newer</b>
<b>Toyota</b>	<b>Prius Prime: 2021 models and newer</b>
	<b>Rav4 Prime: 2021 models and newer</b>
<b>Volkswagen</b>	<b>ID.4: 2023 models and newer</b>
	<b>e-Golf: 2020 models and newer</b>

United Illuminating Customers	
BASELINE Tier of Participation	
Electric Vehicle Make	Electric Vehicle Model
<b>Audi</b>	e-Tron (2019+), Q4 e-Tron (2022+), A5 PHEV (2022+), A7 PHEV (2021+), A8 PHEV (2019-2021)
<b>BMW</b>	3 Series PHEV (2018+), 5 Series PHEV (2017+), 7 Series PHEV (2017+), i3 (2014-2021), i3 (+Rex) (2014-2021), i8 (2014-2021), X3 PHEV (2020-2021), X5 PHEV (2016+)
<b>Chevrolet</b>	Bolt EUV (2022+), Bolt EV (2017+), Volt (2011-2019), Spark EV (2014-2016)
<b>Hyundai</b>	IONIQ5 (2022+), IONIQ BEV (2017-2021), IONIQ PHEV (2018+), Kona (2019+), Santa Fe PHEV (2022+), Sonata PHEV (2017-2019), Tucson PHEV (2022+)
<b>Kia</b>	e-Niro (2019+), EV6 (2022+), Optima PHEV (2017-2020), Niro PHEV (2018-2019), Sorento PHEV (2022+), Soul BEV (2017-2020)
<b>Nissan</b>	Leaf (2017+)
<b>Tesla</b>	Model 3, Model S, Model X, and Model Y
<b>Toyota</b>	2023 bZ4x (Limited and XLE trims), 2023 RAV4 Prime (XSE and SE trims), 2021-2022 Prius Prime with Premium Audio Package (LE, XLE and Limited trims), 2021-2022 RAV4 Prime with Premium Audio Package (XSE trim)
ADVANCED Tier of Participation	
Electric Vehicle Make	Electric Vehicle Model
<b>BMW</b>	i3 and i3 REX (2014+, i4 (2021+), x5 (2019+), 330e PHEV (2016+), 530e PHEV (2017+)
<b>Chevrolet</b>	Bolt/EUV (2022+), Bolt EV (2017+), and Volt (2015 – 2019)
<b>Tesla</b>	Model 3, Model X, Model Y, Model S

*Please note: if your vehicle's make and model is not on your utility's list, you can still participate in this program by purchasing and installing a qualifying Level 2 Smart Charger. Conversely, if you purchase and install a qualifying Level 2 Smart Charger, these lists of vehicles do not apply.*

Qualifying equipment must match the software and hardware vendors listed above to qualify for the Smart Charger Rebate. Qualifying vehicles must match the EV manufacturers listed above to qualify for the Enrollment Incentive. The equipment will differ depending on charger models, software, costs and manufacturer details. Neither Eversource nor United Illuminating offer preferences or recommendations for any of the approved equipment models or EV models. Program participants are responsible for determining the suitability of these products and services.

\* At this time, Kia's purchased in Massachusetts by Connecticut residents have telematics disabled. Check with your dealership before purchase to confirm telematics status. Those who have telematics disabled may still participate in Managed Charging via an eligible Level 2 Smart Charger.





## CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE COMMERCIAL APPLICATION

United Illuminating is offering the CT Electric Vehicle (EV) Charging Program to incentivize the installation of EV charging station equipment, including:

- Level 2 charging stations to charge light-duty EVs, and
- Direct current fast chargers (DCFCs) to charge light-duty EVs
- EV Non-Demand Rate Rider [VIEW HERE](#) **Please Note: Rate Rider requires EVSE to be separately metered.**
- **DCFC applications** will be accepted March 15th through June 1. At which time all applications will be ranked on new criteria (SEEE APPENDIX B) with incentives awarded based on application scores.

This application is for all non-residential United Illuminating ("UI") customers who purchase and install qualified electric vehicle supply equipment (EVSE) charging stations at facilities including workplace, light-duty fleets, public charging, and residential or non-residential UI customers with multifamily properties of five or more units. Submission of this application is required prior to installing qualifying chargers.

To apply for your rebate, read the program terms and conditions at the end of this document before proceeding.

### APPLICATION INSTRUCTIONS

1. Complete this application with all required information, including the authorized signature(s) to indicate your acceptance of the terms and conditions
2. Email the application with required documents (See Pre-Installation Checklist listed below) to [UIEVApplications@clearesult.com](mailto:UIEVApplications@clearesult.com)
3. Eligible applicants will receive an incentive determination letter and payment request form
4. Complete the project within the timeframe of the incentive determination letter
5. Submit the payment request form with required documents
6. Receive the rebate check

### SECTION 1: APPLICANT INFORMATION

Customer Name: (Company or Organization responsible for monthly bills)			
<input type="text"/>			
Existing Electric Account Number:		Account Executive Name: (Optional)	
<input type="text"/>		<input type="text"/>	
Customer Primary Business Address, Street:		City:	State:
<input type="text"/>		<input type="text"/>	<input type="text"/>
Primary Contact Name:		Contact Phone:	
<input type="text"/>		<input type="text"/>	
Contact Email:		Is Applicant the Property Owner of the installation Site(s)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="text"/>		(If no, please complete the information below and attach an authorization letter signed by the Property Owner)	
Property Owner Name:			
<input type="text"/>			
Property Owner Address, Street:		City:	State:
<input type="text"/>		<input type="text"/>	<input type="text"/>
		ZIP Code:	
		<input type="text"/>	<input type="text"/>

## SECTION 2: SITE INFORMATION

One application must be submitted for each property. An application may contain multiple Sites. See "Site" definition in the Terms and Conditions. The project proposal that you attach to this application and project invoices that you submit after installation must separately identify each site.

Street Address:	City:	State:	ZIP:
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Underserved Community? <input type="checkbox"/> Yes <input type="checkbox"/> No	Are you applying for CT DOT <a href="#">NEVI</a> Incentives? <input type="checkbox"/> Yes <input type="checkbox"/> No
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What type of Facility is at this location (if multiple facilities are present, select the one most aligned with the expected EV charging users).

<input type="checkbox"/> College/University	<input type="checkbox"/> Education/K-12	<input type="checkbox"/> Fast Food Restaurant	<input type="checkbox"/> Food Sales/Grocery	<input type="checkbox"/> Hospital	<input type="checkbox"/> Industrial
<input type="checkbox"/> Lodging	<input type="checkbox"/> Medical Clinic	<input type="checkbox"/> Office	<input type="checkbox"/> Parking Garage	<input type="checkbox"/> Retail	<input type="checkbox"/> Warehouse
<input type="checkbox"/> Other: <input type="text"/>					

Please describe Site(s) included in the project

Unique Site Name	ID	Charging Location Type	Parking Type	EV Parking Spaces & Plugs	Electric Service Scenario
<input type="text"/>	A	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Dedicated Parking Spaces <input type="text"/> Total Publicly Available EV Plugs <input type="text"/> Total Private EV Plugs <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>
<input type="text"/>	B	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Dedicated Parking Spaces <input type="text"/> Total Publicly Available EV Plugs <input type="text"/> Total Private EV Plugs <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>
<input type="text"/>	C	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Dedicated Parking Spaces <input type="text"/> Total Publicly Available EV Plugs <input type="text"/> Total Private EV Plugs <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>
<input type="text"/>	D	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Dedicated Parking Spaces <input type="text"/> Total Publicly Available EV Plugs <input type="text"/> Total Private EV Plugs <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>

### SECTION 3: REBATE AMOUNTS

Location of Charger	EV Charger Type	Per Site Maximum Rebate Amounts <sup>2,3</sup>	Property Type	Requirements
Baseline Property	Level 2	Up to \$20,000	Multifamily	Must install at least 2 ports
			Public	Must install at least 2 ports
			Workplace	Must install at least 4 ports
Property in an Underserved Community <sup>1</sup>	Level 2	Up to \$40,000	Any	Must install at least 2 ports
			DCFC	Up to \$150,000
	DCFC	Up to \$250,000	Multifamily	Must install at least 2 ports
			Public	Must install at least 2 ports
Workplace	Must install at least 4 ports			
Any	Must install at least 2 ports			

1 See Department of Economic and Community Development (DECD), Distressed Municipalities Map to identify which locations are meet the criteria to be considered "Underserved". Follow this link to access the map: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities#Map>.

2 Rebate amounts will be capped at up to 50% of EVSE charger cost + up to 100% make-ready installation costs

3 If proposing multiple sites on one application, refer to Site Definition in Terms & Conditions to determine if project is eligible for multiple sites

### SECTION 4: PROJECT SCOPE

<b>Contractor Name:</b> <input style="width: 100%;" type="text"/>		<b>Contractor Primary Contact:</b> Name: <input style="width: 20%;" type="text"/> Phone: <input style="width: 20%;" type="text"/> Email: <input style="width: 40%;" type="text"/>							
Contractor Address, Street: <input style="width: 60%;" type="text"/>			City: <input style="width: 20%;" type="text"/>	State: <input style="width: 10%;" type="text"/>	ZIP: <input style="width: 10%;" type="text"/>				
Charging Network Service Provider Name: <input style="width: 100%;" type="text"/>									
Site ID <small>See table above</small>	Planned EVSE/Charger Installation							Futureproofing <small>(If applicable)</small>	
	Type	Hardware Manufacturer	Hardware Model	Unit Quantity	Number of Ports per Unit <sup>1</sup>	Total Ports	Total Power Output (kW)	Included	# of Planned Future Ports
A	<input type="checkbox"/> Level 2	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> Yes	
	<input type="checkbox"/> DCFC	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> No	
B	<input type="checkbox"/> Level 2	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> Yes	
	<input type="checkbox"/> DCFC	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> No	
C	<input type="checkbox"/> Level 2	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> Yes	
	<input type="checkbox"/> DCFC	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> No	
D	<input type="checkbox"/> Level 2	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> Yes	
	<input type="checkbox"/> DCFC	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> No	

**<sup>1</sup>Only count ports capable of simultaneous charging. To count toward the minimum DCFC site requirement, each port must be capable of simultaneous 50 kW or greater output. Level 2 ports must utilize a J1772 connector. DCFC units must include a CCS connector.**

### SECTION 5: PROJECT FINANCIALS

**Only include eligible EVSE and Make Ready costs. See definitions in the Terms and Conditions to identify eligible costs.**

Site ID <small>See table above</small>	Total Site Cost	EVSE Cost	Make Ready Cost			Futureproofing Cost (If applicable)			Requested Incentive Amount
			Utility Side	Customer Side	Total	Utility Side	Customer Side	Total	
A	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
B	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
C	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
D	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>

<b>Current Project Status</b>	
<input type="checkbox"/> Planning	<input type="checkbox"/> Design
<input type="checkbox"/> Procurement	<input type="checkbox"/> Ready to Install
<b>Estimated Activation Date:</b> <input type="text"/>	<b>Is this a new construction project?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

**Pre-Installation Checklist:**

Attach the following documentation:

- Contractor proposal, including cost estimates for EVSE and make ready infrastructure. (Please provide individual cost estimates for both.)
- For existing service: Please provide satellite image of site highlighting location of EVSE to be installed, location of power source and path of power from source to EVSE including distance.
- For new service: Please provide site plan showing proposed circuits including but not limited to:
  - Conduit path
  - Wire size
  - Wall/floor penetrations
  - Disconnecting means
  - Location of charging stations
  - Any future proofing measures

**Post-Installation Checklist:** Please note—delayed or incomplete submission of the required information below will result in delayed processing of your payment.

- Submit W-9 for the rebate payee
- Submit Copy of Inspection Signoff by Town/City Inspector
- Submit pictures of installed charger(s) within their surrounding setting, as well as picture of each charger's tag clearly showing model number and serial number of unit
- Activate qualified EVSE in a manner consistent with an approved program application and within the timeframe of the rebate reservation. Activate means the equipment is installed, energized and able to charge an electric vehicle. Extensions will be granted at UI's sole discretion.
- Install only new EVSE that is included on the Program's EV Charger Qualified Products List.
- Have the installation performed by a qualified and licensed contractor in accordance with all applicable laws and permitting requirements.
- Provide copy of paid contractor invoice/receipt paperwork. Invoice must itemize charger and make-ready costs separately, including material and labor for item. If the charger was purchased separately from the installation contractor invoice, the invoice/receipt for the charger must be provided. Please be sure your invoice(s) include all the information listed below.
  - Name of contractor and license number on invoices provided
  - EV charger cost. Please provide the total purchase price of the equipment, mounting hardware, charging cable, and cable management device, plus sales tax, shipping and handling.
  - Make Ready Infrastructure cost. **Please download and complete Itemized Cost Form located [HERE](#).**
  - Model and serial number for each installed EVSE
  - Date of purchase
  - Address where charging equipment was installed

## PAYEE INFORMATION

For a third party to be eligible to receive payment, they must provide an installation invoice with zero balance, and be licensed to perform the work included in the project. United Illuminating reserves the right to exclude any third party from participation in the program at any time.

Payee Name (please print):

Relationship to applicant:

Mailing Address:

(Completed by) Name:

(Completed by) Telephone:

City:

State: ZIP:

Applicant Signature (Required) I acknowledge the Payee Information provided.

Phone:

Email:

## CUSTOMER CERTIFICATION AGREEMENT AND SIGNATURE (PLEASE READ CAREFULLY)

I certify that I intend to purchase and install the indicated electric vehicle charging equipment on or after January 1, 2023, for use at the service address listed above and not for resale. I agree to verification by a Utility representative of both the sales transaction and product installation and also allow Utility access to pre- and post-monitor the installation. Falsifying any of the above information will void this rebate application and any future rebate applications.

By signing this form below, I certify that all of the information described on this Application and all documents provided with this Application are accurate and true and that I have read, understand and agree to the TERMS AND CONDITIONS. By signing this Application, I further certify that the qualifying Equipment will be installed for use in the Connecticut address stated. Falsifying any of the above information will void this rebate application and any future rebate applications.

Customer Printed Name

Customer Signature (required)

Date

Installation Date

## Connecticut Electric Vehicle Charging Program Participant Agreement

### Commercial EV Infrastructure Terms & Conditions

The Participant agrees to enroll in the Connecticut ("CT") Electric Vehicle ("EV") Charging Program for Commercial EV Infrastructure ("Program") managed by The United Illuminating Company ("UI") pursuant to these terms and conditions ("Terms and Conditions" or the "Agreement"), set forth herein.

#### 1. Definitions

- 1.1 "Affiliate" means any Person controlling, controlled by, or under common control with, any other Person; "control" shall mean the ownership of, with right to vote, 50% or more of the outstanding voting securities, equity, membership interests, or equivalent, of such Person.
- 1.2 "Agreement" means the Application, these Terms and Conditions and any exhibits and attachments which are incorporated and made a part of this Agreement.
- 1.3 "Application" means the Connecticut Electric Vehicle Charging Rebate-Commercial Application, including any attachments, exhibits, and these Terms and Conditions.
- 1.4 "EVSE" means the Electric Vehicle Supply Equipment.
- 1.5 "Data Validation Test" means a test of the Equipment's ability to communicate EVSE Utilization Data to UI or its contractor.
- 1.6 "Equipment" means the EVSE and Participant's Electric Distribution System Upgrades.
- 1.7 "Equipment Activation Date" means the date upon which the Participant activates the Equipment installed on the Site.
- 1.8 "EVSE Vendor" means any Qualified vendor of EVSE and/or EVSE data systems including but, not limited to manufacturers, network providers and other third-party operators other than the Participant.
- 1.9 "EVSE Utilization Data" means charging station utilization information defined by the Program Decision provided by the Participant to UI or its contractor, which includes, but is not limited to, the data points listed in Appendix A to this Agreement.
- 1.10 "Initial Term" has the meaning set forth in Section 2 below.
- 1.11 "Make-Ready Electric Upgrades" means (i) UI Electric Distribution System Upgrades and (ii) Participant's Electric Distribution System Upgrades.
- 1.12 "Make-Ready Incentive" means UI's financial contributions toward the Make-Ready Electric Upgrades as defined above.
- 1.13 "EVSE Incentive" means UI's financial contributions toward the cost of purchasing Qualified EVSE.
- 1.14 "UI Electric Distribution System Upgrades" means electrical infrastructure that is required to install new EVSE, owned and operated by UI, including, but not limited to, transformers, and new or upgraded electric services.
- 1.15 "Participant's Electric Distribution System Upgrades" means electric infrastructure that is required to install new EVSE, owned and operated by an entity other than UI, including, but not limited to, installation of wire and conduit, transformers, or mounting hardware from the Participant's electrical panel to the EVSE stub.
- 1.16 "Person" means any natural person, individual, firm, corporation, company, partnership (general or limited), limited liability company, business trust, joint venture, consortium, government or political subdivision, or any agency, instrumentality, or authority of any government or political subdivision, or other entity or association.
- 1.17 "Program Materials" means the documents and information provided by UI, and other Program requirements, which may include, without limitation, Program guidelines and requirements, application forms, terms and conditions, and other correspondence or literature regarding the Program.
- 1.18 "Program Decision" means the Final Decision(s) in Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies-Zero Emission Vehicles, July 14, 2021, Docket No. 21-08-06, Annual Review of the Electric Vehicle Charging Program-Year 1, December 15, 2021, Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program-Year 2, December 14, 2022 and any subsequent Final Decisions issued by PURA in any future proceedings related to the CT EV Charging Program.
- 1.19 "Participant" means the nonresidential electric customer of UI who satisfies the Participant eligibility requirements below.
- 1.20 "Qualified" Only new EV chargers listed in the EV Charger Qualified Product List are eligible for incentives. For a complete list of qualifying EV chargers, check our website.
- 1.21 "Site" Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of electric vehicle supply equipment (EVSE), either Level 2 or DCFC, on a property within UI's service territory owned or controlled by the site host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.
- 1.22 "Site Host" The fee owner of Site or has a long-term (10 years or longer remaining term) lease or ground lease of the Site. The Site Host may or may not be the Equipment Owner.
- 1.23 "Term" means the Term as set forth in Section 2 below.

#### 2. Term.

The term of this Agreement will commence on the Effective Date and conclude five (5) years from the Equipment Activation Date ("Initial Term").

### **3. Participant Eligibility Requirements and Representations and Warranties.**

3.1 The Participant represents and warrants that it is (i) a non-residential electric customer of UI, and (ii) the owner of the Site or has the right and/or express written authority to install the Equipment on the Site. As evidence of (ii), to UI's reasonable satisfaction, Participant shall provide to UI: an affidavit attesting that Participant owns the land on which the EVSE will be installed; a fully-executed, valid lease for the Site for a term of 10 years or longer; or express written consent from the landowner allowing the EVSE installation at the Site.

3.2 The Participant agrees to install program approved EVSE consistent with the Program Decision, perform the required Participant Make-Ready Upgrades and establish any necessary electric service orders with UI.

3.3 Participant agrees to install Equipment in compliance with all federal, state and local laws and/or codes, and to follow all applicable electric codes and standards.

3.4 The Participant represents and warrants that the information it submitted on its Application for Program participation is true, complete and accurate.

### **4. Participant Obligations.**

The Participant shall:

4.1 Install program approved equipment listed on the EV Charger Qualified Product List.

4.2 Complete construction of EVSE and Participant's Electric Distribution System Upgrades within one year of approved Application or else describe in detail, to UI's reasonable satisfaction, the conditions that have delayed construction. In the event of such a delayed construction schedule, Participant agrees to diligently pursue completion of construction.

4.3 Provide estimates of the cost of Participant's EVSE and Electric Distribution Upgrades to UI so that UI may calculate the Program Incentive for which the Participant is eligible.

4.4 Inform UI of any material changes in Participant's Electric Distribution Upgrades that result in a change of approved costs and/or construction schedule.

4.5 Obtain all necessary approvals, permits and licenses for the installation and operation of Equipment.

4.6 Notify UI of any vandalism, malfunction or suspected malfunction of the Equipment.

4.7 Rectify issues identified during a post inspection review conducted by UI or its contractor pursuant to Section 10.2 below.

4.8 Be accessible to UI and, as requested from time to time by UI, to answer UI's or its contractor's questions regarding the performance of the EVSE.

4.9 Not cause or permit the Equipment to become subject to any mortgage, lien, security interest or other encumbrance.

4.10 Perform Participant's Electric Distribution System Upgrades required to support the activation and operation of the EVSE on the Site.

4.11 Ensure Equipment meets UI's or its contractor's Data Validation Test prior to Equipment Activation Date.

4.13 Maintain all Equipment in a safe manner pursuant to Section 7 below.

4.14 Ensure EVSE on the Site is visible and accessible for use pursuant to Section 9 below.

4.15 Provide the required documentation and invoices to UI pursuant to Section 8 below.

4.16 Pay the electricity costs for EVSE on Site.

4.17 Agree to participate in future mandated Managed Charging programs for Light Duty Fleet applications where no chargers are available to the public.

### **5. UI Obligations.**

UI or its contractor will:

5.1 Install and maintain any necessary UI Electric Distribution Upgrades at the Site.

5.2 Pay the applicable portion of the Program Incentive to the Participant after the Equipment has reached the Equipment Activation Date and following receipt of invoices and required documentation from the Participant.

### **6. EVSE Utilization and Reporting.**

Participant shall authorize the EVSE Vendor to provide UI and its contractor, the EVSE Utilization Data and EVSE Financial Data on a quarterly basis dictated by the Program Order for the Term of this Agreement.

### **7. EVSE, Installation and Maintenance.**

The Participant shall purchase Qualified EVSE and shall install the EVSE on the Site. Except as otherwise provided hereunder, neither UI nor its contractors or agents shall be responsible for performing any work in connection with the installation of EVSE. The Participant understands and agrees that after the EVSE is installed, the Participant shall operate and maintain the EVSE, or cause the EVSE to be operated and maintained, in a safe manner and in accordance with the manufacturer's recommendations and these Terms and Conditions herein. The Participant shall, at the Participant's sole expense, be responsible for any necessary repair and replacement of the EVSE and/or replacement any necessary parts of the EVSE.

### **8a. Incentive Processing.**

UI must preapprove the cost of the EVSE and Participant's Electric Distribution Upgrades prior to the Participant or its contractor commencing any work on such upgrades. The Participant shall provide UI with reasonable, estimated, and properly documented costs for the Participant's Make-Ready Electric Upgrades and installed EVSE. UI will assess the costs associated with the purchase of the EVSE, Participant's Make-Ready Electric Distribution Upgrades and the UI Electric Distribution Upgrades to determine the Program Incentive for which the Participant is eligible. UI will then pay the applicable portion of the Program Incentive to the Participant following the receipt of invoices and required documentation from the Participant.

## 8b. Underserved communities.

The State of Connecticut updates the Distressed Municipality list every year in late August or early September. Respectively the Environmental Justice Communities Map is updated to reflect these changes. Applications received within 60 days of changes to this map will be considered for review and approval under the previous map version. Applicant is required to submit a copy of contractor proposal dated prior to this 60 day grace period. If an approved Baseline application becomes listed as an Environmental Justice Community during an annual map update, it will not be eligible for the Underserved Community Incentive amounts..

## 9. Access.

Participant shall allow UI or its contractor access to the Site to: (I) perform verification of the Installation and activation of EVSE during the Term; and (II) to prepare the Site for work required in connection with the Program including, without limitation, for certain assessments required for an Application, the Installation of Electric Distribution Upgrades and or new service, Inspection (post and periodic) of the EVSE, emergency or maintenance issues relating to the UI Electric Distribution Upgrades. The Participant shall cooperate in good faith with UI to obtain easement(s), as necessary, including promptly signing any required applications. UI may record a "Standard Form Notice of Contract" in lieu of an easement to evidence its right to access the Site.

## 10. Monitoring and Inspection.

10.1 UI or its contractor may access the Site to perform an initial site assessment, as well as verification of Installed Equipment.

10.2 The Participant shall address and resolve any and all issues discovered by Participant or identified during an inspection by UI and communicated to the Participant by UI. Participant shall resolve issues in order to be eligible for any of the Program Incentive from UI.

10.3 UI may monitor the use of the EVSE and periodically inspect the same in order to verify Participant's compliance with the Agreement and Program requirements and to obtain certain information, including, without limitation, usage information, and Participant's participation in its obligations and duties under this Agreement.

10.4 Participant shall cooperate in good faith with UI and/or its contractor and provide any requested information in connection with UI's monitoring and inspections of the EVSE or the Electric Distribution Upgrades. Participant understands and agrees that neither UI nor its contractor shall perform any kind of safety, code or other compliance review of the EVSE or the Site.

## 11. Program Participation and Modification.

Once the Participant submits the Application and required documentation to UI, UI shall inform the Participant in writing regarding the Participant's eligibility and participation in the Program. UI retains the right, in its sole discretion, to modify the Program. Such approval shall be incorporated into this Agreement when signed by UI and added to this agreement as an appendix. For L2 Installations, applications will be reviewed and approved on a first come basis. For DCFC Installations, the application period will be open from March 15 to June 1, 2023. Applications will be reviewed and approved subject to review criteria established by PURA in Docket # 22-08-05.

In addition, PURA requires that all light-duty fleet owner/operators receiving an incentive through the Program who install non-public Level 2 EVSE or DCFCs are required to participate in one of the managed charging options (to be defined) for a minimum of two years.

If Participant fails to provide UI the EVSE Utilization Data in accordance with Section 6 of these Terms and Conditions and with the Program requirements, it may no longer be eligible for new or future Program Incentive payments and, at UI's discretion, shall be subject to claw back of the Program Incentive payments received or revocation of service. Participant may assign its entitlement to receive UI's Program Incentive payment to a third-party – such as an Equipment Installer – provided it has obtained UI's express written authorization; however, such an assignment does not relieve Participant of its obligations under this provision or these Terms and Conditions in general.

## 12. Termination.

12.1 UI may, in its sole discretion, at any time and without notice, terminate this Agreement for convenience or cause.

12.2 The Participant may terminate this Agreement before the expiration of the Initial Term.

12.3 If UI terminates this Agreement for cause or the Participant terminates the Agreement before the end of the Initial Term, the Participant shall be solely responsible for reimbursing UI for the straight-line depreciated (over 5 years) installation costs for the Make-Ready Upgrades.

## 13. Name and Logo Use.

The Participant shall not use UI's name or logo without express written authorization from UI. Any authorized use of UI's name and logo must be reviewed and approved by UI and such use must strictly adhere to such UI's specific name and logo use/branding requirements.

## 14. Confidentiality.

The Participant grants to UI the right to use and reference for promotional and regulatory purposes the Participant's participation in the Program. UI shall keep in strict confidence any Participant confidential information and any confidential EVSE Utilization Data. UI shall exercise reasonable care to maintain the confidentiality and shall not disclose confidential information to any third parties, except to the extent expressly permitted by these Terms and Conditions.

## 15. Liability.

The Participant shall be liable for any claims, liability, losses, damages and costs to the extent arising from any act of omission on the part of the Participant or its contractors, employees or any other person for whom the Participant is legally responsible who causes injury to persons (including death) or damage to electric systems or property except to the extent liability results from the gross negligence or willful misconduct of UI. With the exception of the Participant's indemnity obligations hereunder, neither the Participant nor UI shall be liable under this Agreement for any special, indirect, incidental, penal, punitive or consequential damages of any nature. With the exception of third-party claims for personal injury or property damage, UI's liability to the Participant under this Agreement, regardless of the number of claims, shall not exceed the total amount of the Program Incentive associated with the Participant's Electric Distribution System Upgrades paid by UI to the Participant under this Agreement. The provisions of this Section shall survive the termination or expiration of the Agreement.



#### 16. Indemnification.

The Participant shall indemnify, defend and hold harmless UI, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses (including reasonable attorneys' fees and costs incurred to enforce this indemnity) brought by or on behalf of third parties (collectively, "Loss") to the extent arising out of or resulting from the Participant's participation in Program or the Participant's acts or omission with respect to the Program or this Agreement (as well as those acts and omissions by Participant's contractors, representatives or agents), except to the extent that such Loss results from the gross negligence or willful misconduct of UI. This Section shall survive the termination or expiration of the Agreement.

#### 17. Disclaimer of Warranties.

Except as expressly stated herein, UI makes no representations, warranties or guarantees in connection with the Agreement. UI does not make any representations of any kind regarding the benefits, adequacy or safety of the EVSE. The Participant understands and agrees that UI is not a manufacturer of, or regularly engaged in the sale or distribution of, or an expert with regard to the EVSE or any related work. The Participant further understands and agrees that neither UI nor its contractor shall perform any kind of safety, code or other compliance review of the EVSE or Site. This Section shall survive the termination or expiration of the Agreement.

#### 18. Removal of Equipment.

The Participant understands and agrees that as a condition of participation in the Program it must properly remove and dispose of or recycle the EVSE in accordance with all applicable laws and regulations. The Participant further understands and agrees to pay the cost to remove the Participant's Make-Ready Electric Upgrades should the Participant desire removal of such upgrades.

#### 19. Compliance with Laws.

The Participant shall, and shall require its subcontractors, agents and employees to, comply with all applicable Federal, state and local directives, requirements, rules, regulations, laws and ordinances, whether the same are in force upon the execution of the Agreement or may in the future be passed, enacted or directed, including without limitation, compliance with the safety rules and regulations and standards adopted under the Occupational Safety and Health Act of 1970 (OSHA), as amended from time to time.

#### 20. Notice.

All notices, requests, approvals and other communications which may or are required to be given by either party to the other under this Agreement shall be deemed to have been sufficiently given for all purposes hereunder when delivered personally or mailed by registered or certified mail (i) if to UI at 180 Marsh Hill Road, Orange, CT 06477, Attention: Program Manager Electric Vehicles; and (ii) if to the Participant, at the address of the Site as set forth in the Application.

#### 21. Governing Law.

The Agreement shall be interpreted and enforced according to the laws of the State of Connecticut without regard to its conflicts of law principles. Any controversies arising out of the Agreement shall be submitted only to the courts of State of Connecticut. The Participant hereby submits to the courts of State of Connecticut for the purposes of interpretation and enforcement of this Application and its Terms and Conditions.

#### 22. Assignment.

This Agreement may not be assigned by the Participant without the express written consent of UI.

#### 23. Amendment.

There shall be no amendment to this Agreement or any Program guidelines as related to Participant's participation unless such is made by UI and mutually agreed upon by Participant and UI.

#### 24. No Third-Party Beneficiaries.

This Agreement does not grant any rights to any third parties.

#### 25. Entire Agreement.

This Agreement constitutes the entire agreement between UI and the Participant with respect to the subject matter hereof, and any and all previous representations or agreements with respect to such subject matter, either oral or written, are hereby annulled and superseded. In the event of any conflict or inconsistency between the Agreement and any other Program Materials, the Agreement shall be controlling. Participant has read, understands and agrees to these Terms and Conditions

## APPENDIX A

### Charging Session Data Description

Unique identification number of the charging session  
Unique identification number of the vendor provided by UI  
Unique identification number of the site provided by UI  
Unique identification number of the EVSE  
Unique identification number of the port  
EVSE's manufacturer model number approved by UI  
Number of ports on the EVSE  
Charge start date and time  
Charge end date and time  
Charge duration; the time of power being provided to EV  
Session (connection) start date and time; when port is connected to the EV  
Session (connection) end date and time; when port is disconnected from the EV  
Session (connection) duration; the time the charge port is physically connected to the EV  
Energy (kWh) usage per session  
Peak demand (kW) per session  
Persistent Peak demand (kW) (optional)  
Average demand (kW) per session  
Fees charged to end user  
User's vehicle make (optional)  
User's vehicle model (optional)  
Anonymous user ID (optional)

### Interval Data Description

Unique identification number of the charging 15-minute interval  
Unique identification number of the charging session that includes the interval  
Unique identification number of the vendor provided by UI  
Unique identification number of the site provided by UI  
Unique identification number of the EVSE  
Unique identification number of the port  
Interval start date and time  
Interval end date and time  
Energy (kWh) usage per interval  
Peak demand (kW) per interval  
Average demand (kW) per interval

## APPENDIX B

### DCFC Selection Criteria:

DCFC applications will no longer be on a first come first serve review and approval cycle. Applications will be accepted through June 1, 2023, at which time all applications will be scored on these new criteria. Those projects with the highest scores (up to 100 points maximum) will be selected until funds are exhausted.

Waitlisted applicants from 2022 will be required to re-apply for these DCFC incentives. Criteria for requirements and prioritization are as follows:

1. **Minimum Requirements Criteria:** In order to move forward for consideration of program funding:
  - a) **Sites must be publicly available and not located at a workplace;** To qualify for funding, the participant must allow general public practical access to, and use of, the parking space and charging station for seven days per week, at least 12 hours per day. Workplace sites are excluded from consideration where charging spaces are dedicated for the use of employees and not intended for general public use.
  - b) **Sites must not be eligible for Phase 1 of ConnDOT's NEVI Plan.** If a site is eligible for NEVI funding based on the site's proposed location, it must instead seek funding through ConnDOT and are ineligible for DCFC funding through this CT EV Charging Program.
2. **Prioritization Criteria:** For those sites that meet the minimum requirements above, the program will score each application on the following prioritization criteria:

Criteria	Prioritization Factor	Metric	Points
2a	Application includes futureproofing measures	<b>All Points:</b> Futureproofing measures are included in the project; awarded incentive is below maximum incentive cap. <b>Half Points:</b> Futureproofing measures are included in the project; awarded incentive is at maximum incentive cap. <b>No Points:</b> No futureproofing measures are included in the project.	10
2b	Number of Ports at Site	<b>All Points:</b> ≥5 <b>Half Points:</b> 3-4 <b>No Points:</b> 2	30
2c	Avg kW per Port	<b>All Points:</b> ≥150kW <b>Half Points:</b> 100-149 kW <b>No Points:</b> <100 kW	40
2d	Geographically distribute DCFC ports ranked by town based on population and number of existing and program funded publicly accessible DCFC ports.	<b>All Points:</b> Towns with no or relatively low number DCFC ports per person: Ansonia, Derby, Easton, Hamden, New Haven, North Branford, and Woodbridge <b>Half Points:</b> Towns with medium number of ports per person: Bridgeport, East Haven, Milford, Shelton, Trumbull, and West Haven <b>No Points:</b> Towns with relatively high number of ports per person: Fairfield, North Haven, Orange, and Stratford	20

Eversource is offering the CT Electric Vehicle (EV) Charging Program to incentivize the installation of EV charging station equipment, including:

- Level 2 charging stations to charge light-duty EVs, and
- Direct current fast chargers (DCFCs) to charge light-duty EVs
  - o **DCFC applications will be accepted March 15th through June 1.** At which time all applications will be ranked on new criteria (See APPENDIX B) with incentives awarded based on application scores.

This application is for all non-residential Eversource electric service customers who purchase and install qualified electric vehicle supply equipment (EVSE) charging stations at facilities including workplace, light-duty fleets, public charging, and multifamily properties with five or more units. This application is valid for projects submitted and approved on or after January 1, 2023 through December 31, 2023. **Submission of this application is required prior to installing qualifying chargers.**

To be eligible for an EVSE charging station rebate, you must purchase a model from the EV Charger Qualified Product List (QPL). Charger hardware and networked software must be a matched system on the QPL to be eligible. Please check our [website](#) for the latest version.

Electric Vehicle Rate Rider: Eversource offers a reduced demand charge rate for separately metered EV charging station projects.

## APPLICATION INSTRUCTIONS

1. Complete this application, with all required documents listed in the Pre-Installation Checklist (see page 4), prior to installing qualified chargers. Include the authorized signature(s) to indicate your acceptance of the terms and conditions
2. Email or mail the application with required documents to [EversourceEVAApplications@clearesult.com](mailto:EversourceEVAApplications@clearesult.com) or Eversource CT EV Charging c/o of CLEAResult, 16350 Felton Rd, Lansing, MI 48906
3. If your application is approved, you will receive an incentive reservation letter and payment request form
4. Complete the project within the timeframe given in incentive reservation letter
5. Submit the payment request form, that will be sent to you, with required documents from Post-Installation Checklist (see page 4)
6. Receive the rebate check

Read Terms and Conditions for more program details and for definitions of terms that are referenced throughout this application

## SECTION 1: APPLICANT INFORMATION

Customer Name: (Company or Organization responsible for monthly bills)			
Existing Electric Account Number:		Account Executive Name: (Optional)	
Customer Primary Business Address, Street:		City:	State:
Primary Contact Name:		Contact Phone:	
Contact Email:		Is Applicant the Property Owner of the installation Site(s)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
(If no, please complete the information below and attach an authorization letter signed by the Property Owner)			
Property Owner Name:			
Property Owner Address, Street:		City:	State:
		ZIP Code:	

**SECTION 2: SITE INFORMATION**

One application must be submitted for each property. An application may contain multiple Sites. See "Site" definition in the Terms and Conditions. The project proposal that you attach to this application and project invoices that you submit after installation must separately identify each Site.

Street Address:	City:	State:	ZIP:
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Underserved Community? <input type="checkbox"/> Yes <input type="checkbox"/> No	Parcel #: (optional) <input type="text"/>
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What type of Facility is at this location (if multiple facilities are present, select the one most aligned with the expected EV charging users)?

<input type="checkbox"/> College/University	<input type="checkbox"/> Education/K-12	<input type="checkbox"/> Fast Food Restaurant	<input type="checkbox"/> Food Sales/Grocery	<input type="checkbox"/> Hospital	<input type="checkbox"/> Industrial
<input type="checkbox"/> Lodging	<input type="checkbox"/> Medical Clinic	<input type="checkbox"/> Office	<input type="checkbox"/> Parking Garage	<input type="checkbox"/> Retail	<input type="checkbox"/> Warehouse
<input type="checkbox"/> Other: <input type="text"/>					

Please describe Site(s) included in the project

Unique Site Name	ID	Charging Location Type	Parking Type	EV Parking Space Counts	Electric Service Scenario
<input type="text"/>	A	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Plugs: <input type="text"/> Public EV Plugs: <input type="text"/> Private EV Plugs: <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>
<input type="text"/>	B	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Plugs: <input type="text"/> Public EV Plugs: <input type="text"/> Private EV Plugs: <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>
<input type="text"/>	C	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Plugs: <input type="text"/> Public EV Plugs: <input type="text"/> Private EV Plugs: <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>
<input type="text"/>	D	<input type="checkbox"/> Workplace <input type="checkbox"/> Multi-Unit Dwelling <input type="checkbox"/> Fleet <input type="checkbox"/> Destination Parking (Public)	<input type="checkbox"/> Grade Level <input type="checkbox"/> Above Grade Parking Structure <input type="checkbox"/> Subterranean Parking Structure <input type="checkbox"/> Other	Total EV Plugs: <input type="text"/> Public EV Plugs: <input type="text"/> Private EV Plugs: <input type="text"/>	<input type="checkbox"/> New/Upgraded Service Request/Work Order # (if available): <input type="text"/> <input type="checkbox"/> Existing Service Enter Account # (if different than Applicant's): <input type="text"/>

### SECTION 3: REBATE AMOUNTS

Location of Charger	EV Charger Type	Per Site Maximum Rebate Amounts <sup>2,3</sup>	Property Type	Requirements
Baseline Property	Level 2	Up to \$20,000	Multifamily	Must install at least 2 ports
			Public	Must install at least 2 ports
			Workplace	Must install at least 4 ports
	DCFC <sup>4</sup>	Up to \$150,000	Any	Must install at least 2 ports
Property in an Underserved Community <sup>1</sup>	Level 2	Up to \$40,000	Multifamily	Must install at least 2 ports
			Public	Must install at least 2 ports
			Workplace	Must install at least 4 ports
	DCFC <sup>4</sup>	Up to \$250,000	Any	Must install at least 2 ports

<sup>1</sup> See Department of Economic and Community Development (DECD), Distressed Municipalities Map to identify which locations are meet the criteria to be considered "Underserved". Follow this link to access the map: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities@Map>

<sup>2</sup> Rebate amounts will be capped at up to 50% of EVSE charger cost + up to 100% make-ready installation costs (See Definitions on page 7)

<sup>3</sup> If proposing multiple sites on one application, refer to Site Definition in Terms & Conditions to determine if project is eligible for multiple sites

<sup>4</sup> See Appendix B for qualification criteria. DCFC applications will be accepted March 15th through June 1.

### SECTION 4: PROJECT SCOPE

<b>Contractor Business Name:</b> <input type="text"/>		<b>Contractor Primary Contact Information</b>			
		Name: <input type="text"/>	Phone: <input type="text"/>	Email: <input type="text"/>	
Contractor Address, Street: <input type="text"/>		City: <input type="text"/>	State: <input type="text"/>	ZIP: <input type="text"/>	
Charging Network Service Provider Name: <input type="text"/>					

Site ID See table above	Planned EVSE/Charger Installation							Futureproofing (If applicable)	
	Type	Hardware Manufacturer	Hardware Model	Unit Quantity	Number of Ports per Unit <sup>1</sup>	Total Ports	Total Power Output (kW)	Included	# of Planned Future Ports
A	<input type="checkbox"/> Level 2 <input type="checkbox"/> DCFC	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text"/>
B	<input type="checkbox"/> Level 2 <input type="checkbox"/> DCFC	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text"/>
C	<input type="checkbox"/> Level 2 <input type="checkbox"/> DCFC	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text"/>
D	<input type="checkbox"/> Level 2 <input type="checkbox"/> DCFC	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text"/>

<sup>1</sup> Only count ports capable of simultaneous charging. To count toward the minimum DCFC site requirement, each port must be capable of simultaneous 50 kW or greater output. Level 2 ports must utilize a J1772 connector. DCFC units must include a CCS connector.

### SECTION 5: PROJECT FINANCIALS

Only include eligible EVSE and Make Ready costs. See definitions in the Terms and Conditions to identify eligible costs.

Site ID See table above	Total Site Cost	EVSE Cost	Make Ready Cost			Futureproofing Cost (If applicable)			Requested Incentive Amount
			Utility Side	Customer Side	Total	Utility Side	Customer Side	Total	
A	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
B	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
D	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**Current Project Status:**  Planning  Design  Procurement  Ready to Install

**Estimated Construction Completion & Charger Activation Date**

**Is this EV project part of a new building construction?**  Yes  No

**Pre-Installation Checklist:**

Submit your application with the required documentation:

- Contractor proposal, including cost estimates for EVSE, cost of networking, and make ready infrastructure (See Definitions on page 7). (If you are pricing out EVSE chargers and make ready separately, provide proposals for both.)
- Site plan showing proposed circuits overlaid on an image or scale drawing of the property, clearly showing:
  - o Location of each EVSE
  - o Planned conduit paths
  - o Location of the existing or intended electric service
  - o Identification and description of any futureproofing measures
- Specifications sheet for each EVSE showing manufacturer name and model number
- If applicant is not the property owner, attach a letter of authorization for this installation that is signed by the property owner

**Installation Checklist:**

- Install only new EVSE that is included on the Program's EV Charger Qualified Products List
- Have the installation performed by a qualified and licensed contractor in accordance with all applicable laws and permitting requirements
- Activate qualified EVSE in a manner consistent with an approved program application and within the timeframe of the incentive reservation letter. Activate means the equipment is installed, energized and able to charge an electric vehicle. Date extensions will be granted at Eversource sole discretion.

**Post-Installation Checklist:**

Submit your payment request with the required documentation:

- Copy of inspection sign-off by the local authority having jurisdiction
- Copy of contractor invoice marked paid, identifying the contractor business name and license number, date(s) work performed and with the following costs for each Site:
  - o Total cost
    - » EVSE subtotal, and itemization of:
      - o Actual unit purchase price, reflecting any discounts received
      - o Cost of networking
      - o Shipping and handling charges
      - o Sales tax
    - » Make Ready subtotal, and itemization of:
      - o Site design and engineering
      - o Permitting
      - o Panels, breakers and or meter enclosures
      - o Conduit and cable (include footage lengths of conduit and cable runs)
      - o Trenching, backfill and restoration (including any concrete mounting pads or bases)
      - o Payments to Eversource for electric service upgrades
- A list of all EVSE installed, including the following information for each:
  - o Site name where installed
  - o Model
  - o Serial number
- Eversource reserves the right to request additional supporting documentation necessary to show that project costs have been incurred consistent with Program terms and conditions. Such documentation may include, but is not limited to, labor hours reports, material invoices, and evidence of customer payments. When requested, the additional supporting documentation must be provided to remain eligible for Program rebates.

## Payee Information

For a third party to be eligible to receive payment, they must provide an installation invoice with zero balance, and be licensed to perform the work included in the project. Eversource reserves the right to exclude any third party from participation in the program at any time.

Payee Business Name (please print):

Relationship to applicant:

Mailing Address:

(Completed by) Name:

(Completed by) Telephone:

City:

State: ZIP:

Payee Federal Tax ID:

Phone:

Email:

Applicant Signature (Required) I acknowledge the Payee information provided.

## Customer Certification Agreement and Signature (Please Read Carefully)

I certify that I intend to purchase and install the indicated electric vehicle charging equipment on or after January 1, 2023, for use at the service address listed above and not for resale. I further agree to provide the required documentation and, if requested, I agree to a verification by a Utility representative of both the sales transaction and product installation and also allow Utility access to pre and post monitor the installation. Falsifying any of the above information will void this rebate application and any future rebate applications.

By signing this form below, I certify that all of the information described on this Application and all documents provided with this Application are accurate and true and that I have read and understand the TERMS AND CONDITIONS on this form.

Customer Printed Name

Customer Signature (required)

Date



## Terms and Conditions

These Terms & Conditions govern The Connecticut Light & Power Company d/b/a Eversource Energy ("Company") Connecticut Commercial Electric Vehicle (EV) Charging Program ("Program"). CLEAResult Consulting Inc. is implementing the Program on behalf of the Company. As used in these Terms & Conditions, "Eversource" shall include the Company and CLEAResult Consulting Inc. By submitting this signed application, the current or prospective non-residential Eversource electric service customer ("Applicant" or "Customer") acknowledges that Applicant has read, understands, and agrees to these Eversource Terms & Conditions. Applicant understands that funding for rebates under this program is derived from Eversource electric service customers. Eversource does not guarantee the availability of funding for this program and neither is responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut, the Public Utilities Regulatory Authority, or other State of Connecticut action. Rebates are subject to funding availability and are subject to change at any time without notice.

**APPLICATION FORM:** This application must be filled out completely, truthfully and accurately. The Customer or their authorized representative must sign, date, and submit this application along with the required documentation outlined under the Pre & Post Installation Checklists, and any other required documentation identified in this application.

**ELIGIBILITY:** Rebates are available to a new or existing non-residential electric Eversource Customers who purchase and install qualified electric vehicle supply equipment (EVSE) at a property that houses a workplace, light-duty fleet charging, public charging, or multifamily properties with five or more units (a "Site") on or after January 1, 2023 through December 31, 2023. Eligible EVSE must be installed in the Eversource service territory. The EVSEs must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the Site address listed on this application. For a complete list of qualifying EV chargers, check our [website](#). Charger hardware and networked software must be a matched system on the QPL to be eligible.

**PRE-APPROVAL, POST-APPROVAL, AND VERIFICATION:** To be eligible for any potential rebates, Applicant must submit this application prior to installing qualifying EVSE. If Applicant is a tenant, Applicant has obtained the property owner's permission to install the equipment and has included an authorization letter signed by the property owner. Applicant shall submit application and all documentation listed in Pre-Installation Checklist. Eversource will review the submitted application and if approved, will send the applicant an incentive reservation letter and a payment request form. An incentive reservation letter is provided to customers within 15 business days of submission of an application in good order. The incentive determination letter will contain an expiration date that the qualifying EVSE must be installed by to be eligible for rebates. Upon completion of work, Applicant must submit the required documentation in the Post Installation Checklist and the payment request form. If more than one Site is listed on the Application, and the incentive determination letter includes more than one (1) site, Applicant may submit payment requests for each site separately.

Applicant is required to submit documentation on any other state or federal funding sources that contribute to this project. Eligible program rebate amounts and site incentive caps, will take into consideration any additional funding sources. Eversource reserves the right to verify sales transactions and to have reasonable access to your facility to inspect the equipment installed under this Program, prior to issuing rebates or at a later time. All work must be completed in accordance with all applicable laws and regulations, including, but not limited to, obtaining required permits. Applicant agrees and authorizes that they will operate and maintain the equipment in proper working condition and the primary utilization audience, listed on the Application, will have access to the equipment for a term of not less than five (5) years from installation. This will be done at Applicant's sole cost and expense.

**DATA REQUIREMENTS:** Eversource is required by the Public Utility Regulator Authority (PURA) Program Order 22-08-06 RE04 to collect and report EVSE utilization data and EVSE financial data. For the duration of this 5 year agreement, the participant shall authorize the EVSE manufacturer/network integrator to provide Eversource, and its contractor, the EVSE Utilization Data and EVSE Financial Data on a quarterly basis. See Appendix A for EVSE utilization data and EVSE financial data sharing requirements.

**REBATE OFFER:** Rebate amounts will be either 50% of eligible EVSE charger costs plus 100% eligible make-ready installation costs or the Per Site Maximum Rebate, whichever is less. Refer to the chart on page 3 of the Application for Maximum Site Rebate amounts. Eversource alone will determine eligible costs based on the documentation supplied by the Applicant and any other information Eversource chooses to collect, in its sole discretion. Eversource reserves the right to modify site rebate cap amounts.

**UNDERSERVED COMMUNITIES:** The State of Connecticut updates the Distressed Municipality list every year in late August or early September. Respectively the Environmental Justice Communities Map is updated to reflect these changes. Applications received within 60 days of changes to this map will be considered for review and approval under the previous map version. Applicant is required to submit a copy of contractor proposal dated prior to this 60 day grace period. If an approved Baseline application becomes listed as an Environmental Justice Community during an annual map update, it will not be eligible for the Underserved Community Incentive amounts.

**MANAGED CHARGING REQUIREMENTS:** The Program requires that all light-duty fleet owner/operators receiving an incentive through the Program to install non-public Level 2 EVSE or DCFCs, to participate in one of the managed charging options for a minimum of two years. Additionally, light-duty fleet owner/operators receiving Program incentives to install Level 2 EVSE or DCFCs as public access chargers that provide unrestricted site access to the EVSE at any time shall be provided the option to participate in managed charging to receive additional incentives. Details of managed charging requirements will be communicated to Applicant including information from the Decision dated December 14, 2022, in Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program.

**REBATE PAYMENT:** Payment for complete and accurate payment requests associated with approved applications are typically issued within 10-20 business days. Payment processing may take longer if Applicant submits incomplete or inaccurate information. Rebate checks will be mailed to the Applicant, except that payment to a designated third party will be permitted, if signed off by Applicant. Payments are sent via US Postal Service, which requires several more days for delivery. Please contact the Administrator with questions about your rebates by emailing [EversourceEVSUPPORT@CLEAResult.com](mailto:EversourceEVSUPPORT@CLEAResult.com) or calling (888) 978-1440.

**PROOF OF PURCHASE:** Rebate levels will be confirmed upon receipt of detailed invoices as requested in the Post-Installation Checklist. Eversource will review required documentation and determine final eligible rebate levels before payment is made.

**ENDORSEMENT:** Eversource does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Program.

**TAX LIABILITY:** Eversource will not be responsible for any tax liability that may be imposed on the Applicant as a result of the payment of rebates. All Applicants must attach a completed IRS W-9 and as part of this Application to receive a rebate. Rebate amounts will be reported to the IRS unless proof of tax-exempt status is provided.

**WARRANTIES:** EVERSOURCE DOES NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. Eversource makes no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Eversource not shall be responsible for costs or corrections of conditions already existing in the property which fail to comply with applicable laws and regulations. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties.

**LIMITATION OF LIABILITY:** Eversource liability is limited to paying the rebates specified. Eversource is not liable for any damages arising out of or resulting from participation in this rebate offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program. Applicant understands that all funding for rebates under this Program derives from Eversource ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). Eversource does not guarantee the availability of funding for the program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

#### Definitions:

- **Connecticut EV Charging Program (Commercial):** A program that provides incentives for the installation of electric infrastructure and EVSE to residential multi-unit dwellings, destination locations, workplace and light-duty fleet charging locations in Connecticut.
- **Electric Vehicle Supply Equipment (EVSE):** Level 2 or direct current fast charger (DCFC). A level 2 EVSE provides at least 3.3 kilowatts (kW) of output power from 208/240-volt input with a J1772 connector. A DCFC provides at least 50 kW of output power from 208 or 480-volt, 3-phase input, with at least one CCS connector. When calculating the EVSE rebate amount, EVSE Cost includes the main hardware unit certified by a nationally recognized testing laboratory, a charging cable of up to 25-feet in length, the vehicle connector, a cable management device, and required mounting hardware. Network communication and software fees are not included in the EVSE cost, nor are extended warranty or maintenance service agreements.
- **Make-Ready Infrastructure Cost:** Is the sum of 1) Design and engineering services, 2) Permitting fees, 3) Materials and labor for construction and installation, and 4) Any fees owed to Eversource for a new or upgraded electrical service. It does not include the cost of the EVSE hardware, network service, bollards, or signs.
- **Site Definition:** Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within Eversource's service territory owned or controlled by the Applicant. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.
- **Underserved Communities:** Includes "distressed municipalities," "environmental justice communities," and "public housing authorities" as defined in the Connecticut General Statutes. The state may reevaluate its definitions as necessary to appropriately meet the needs of low-to moderate-income residents (LMI) and communities. Please refer to this website [here](#) to determine if your location is in an underserved community.
- **Futureproofing:** Make-ready infrastructure upgrades, included in site design that would allow for future charging infrastructure upgrades. Futureproofing costs would include the following: oversized or additional conduit; oversized panels; additional conduit, trenching, connection points to additional parking spaces, service for the station and larger or additional transformers and pads. Futureproofing detail provided by the Applicant on this application, as well as itemized on their respective proposal/invoice, will be considered for incentives but will be capped at the Per Site Maximum Rebate amounts listed on page 3.
- **Light Duty:** Cars and trucks with maximum Gross Vehicle Weight Rating (GVWR) < 8,500 lbs.

**APPENDIX A****Charging Session Data Description**

Unique identification number of the charging session  
Unique identification number of the vendor provided by Eversource  
Unique identification number of the site provided by Eversource  
Unique identification number of the EVSE  
Unique identification number of the port  
EVSE's manufacturer model number approved by Eversource  
Number of ports on the EVSE  
Charge start date and time  
Charge end date and time  
Charge duration; the time of power being provided to EV  
Session (connection) start date and time; when port is connected to the EV  
Session (connection) end date and time; when port is disconnected from the EV  
Session (connection) duration; the time the charge port is physically connected to the EV  
Energy (kWh) usage per session  
Peak demand (kW) per session  
Persistent Peak demand (kw) (optional)  
Average demand (kW) per session  
Fees charged to end user  
User's vehicle make (optional)  
User's vehicle model (optional)  
Anonymous user ID (optional)

**Interval Data Description**

Unique identification number of the charging 15-minute interval  
Unique identification number of the charging session that includes the interval  
Unique identification number of the vendor provided by Eversource  
Unique identification number of the site provided by Eversource  
Unique identification number of the EVSE  
Unique identification number of the port  
Interval start date and time  
Interval end date and time  
Energy (kWh) usage per interval  
Peak demand (kW) per interval  
Average demand (kW) per interval

## APPENDIX B

### DCFC Selection Criteria:

DCFC applications will no longer be on a first come first serve review and approval cycle. Applications will be accepted through June 1, 2023, at which time all applications will be scored on these new criteria. Those projects with the highest scores (up to 100 points maximum) will be selected until funds are exhausted. Waitlisted applicants from 2022 are required to re-apply for these DCFC Incentives.

### Criteria for requirements and prioritization are as follows:

1. **Minimum Requirements Criteria:** In order to move forward in consideration of program funding:
  - a) **Sites must be publicly available and not located at a workplace;**  
To qualify for funding, the participant must allow the general public practical access to, and use of, the parking space and charging station for seven days per week, at least 12 hours per day. Workplace sites are excluded from consideration; those charging spaces are dedicated for the use of employees and not intended for general public use.
  - b) **Sites must not be eligible for Phase 1 of ConnDOT's NEVI Plan.** If a site is eligible for NEVI funding based on the site's proposed location, it must instead seek funding through ConnDOT and are ineligible for DCFC funding through this CT EV Charging Program.
2. **Prioritization Criteria:** For those sites that pass the minimum requirements screen, the program will score each application on the following prioritization criteria.

Criteria	Prioritization Factor	Metric	Points
2a	Application includes futureproofing measures while the total project cost plus futureproofing remains at or below the current maximum site incentives.	<b>All Points:</b> Total project cost with futureproofing triggers less than the maximum site incentive <b>Half Points:</b> Total project cost with futureproofing triggers the maximum site incentive <b>No Points:</b> No futureproofing measures are included in the project.	10
2b	Number of Ports at Site	<b>All Points:</b> ≥5 <b>Half Points:</b> 3-4 <b>No Points:</b> 2	30
2c	Avg kW per Port	<b>All Points:</b> ≥150kW <b>Half Points:</b> 100-149 kW <b>No Points:</b> <100 kW	40

Criteria	Prioritization Factor	Metric	Points
2d	Geographically distribute DCFC ports ranked by town based on population and number of existing and program funded publicly accessible DCFC ports.	<p><b>All Points:</b> Towns with relatively no or low number DCFC ports per person. ANDOVER, ASHFORD, AVON, BARKHAMSTED, BEACON FALLS, BERLIN, BETHANY, BETHEL, BETHLEHEM, BLOOMFIELD, BOLTON, BRANFORD, BRIDGEWATER, BRISTOL, BROOKFIELD, BROOKLYN, BURLINGTON, CANAAN, CANTERBURY, CANTON, CHAPLIN, CHESHIRE, CHESTER, CLINTON, COLCHESTER, COLEBROOK, CORNWALL, COVENTRY, DANBURY, DEEP RIVER/DURHAM, EAST GRANBY, EAST HADDAM, EAST HAMPTON, EAST HARTFORD, EAST LYME, EAST WINDSOR, EASTFORD, ELLINGTON, ESSEX, FARMINGTON, FRANKLIN, GOSHEN, GRANBY, GREENWICH, GRISWOLD, GROTON, GUILFORD, HADDAM, HAMPTON, HARTLAND, HARWINTON, HEBRON, KENT, KILLINGLY, KILLINGWORTH, LEBANON, LEDYARD, LISBON, LITCHFIELD, LYME, MANSFIELD, MARLBOROUGH, MERIDEN, MIDDLEFIELD, MONROE, MONTVILLE, MORRIS, NAUGATUCK, NEW BRITAIN, NEW CANAAN, NEW FAIRFIELD, NEW HARTFORD, NEW LONDON, NEWINGTON, NEWTOWN, NORFOLK, NORTH CANAAN, NORTH STONINGTON, NORWALK, OLD LYME, OXFORD, PLAINVILLE, PLYMOUTH, POMFRET, PORTLAND, PRESTON, PROSPECT, PUTNAM, REDDING, ROCKY HILL, ROXBURY, SALEM, SALISBURY, SCOTLAND, SEYMOUR, SHARON, SHERMAN, SIMSBURY, SOMERS, SOUTH WINDSOR, SOUTHBURY, SOUTHWINGTON, SPRAGUE, STAFFORD, STAMFORD, STERLING, STONINGTON, SUFFIELD, THOMASTON, THOMPSON, TOLLAND, UNION, VOLUNTOWN, WARREN, WASHINGTON, WATERBURY, WEST HARTFORD, WESTBROOK, WESTON, WESTPORT, WETHERSFIELD, WILLINGTON, WILLIMANTIC, WINCHESTER, WINDSOR/WINDSOR LOCKS, WOLCOTT, WOODBURY, WOODSTOCK</p> <p><b>Half Points:</b> Towns with medium number of ports per person. ENFIELD, GLASTONBURY, HARTFORD, MANCHESTER, NEW MILFORD, RIDGEFIELD, VERNON, WINDHAM</p> <p><b>No Points:</b> Towns with relatively high number of ports per person. COLUMBIA, CROMWELL, DARIEN, MADISON, MIDDLEBURY, MIDDLETOWN, OLD SAYBROOK, PLAINFIELD, TORRINGTON, WATERFORD, WATERTOWN, WILTON</p>	20

**Questions:**

1. If your DCFC project is awarded, do you have funding secured for the remaining cost of project after the incentives?

Check one:  Yes  No

2. If your DCFC project is awarded by July 1, 2023, what is the estimated completion date of your DCFC project?

Provide date:

### Commercial Project Electric Vehicle Charger Qualified Product List

This qualified product list (QPL) includes all electric vehicle charging network software and hardware providers that have been qualified to be eligible for rebates under the program, as of the effective date shown at the bottom of the document. Customers may select from any approved network software provider and any approved hardware provider. Customers should note that not all network software and hardware is compatible. Please confirm software and hardware compatibility with the vendor.

#### Qualified Charging Network Software Providers

Provider	Level 2 or DCFC Support
AmpedUp!	Both
AmpUp	Both
Blink	Both
ChargeLab	Both
ChargePoint	Both
ChargeUP	Level 2
Drivz	Both
Enel X	Both
Energy5 Network	Level 2
EV Connect	Both
EV Gateway	Both
EverCharge	Level 2
EVgo	DCFC
Evoke	Both
EVPassport	Both
Flash	Level 2
FLO	Both
Ford Pro Depot Charging Software	Both
In-Control Network	Both
Leviton	Both
Livingston Energy Group	Both
Loop	Both
NovaCHARGE	Both
Nuvve	Both
PowerPump	Level 2
Shell Recharge Solutions	Both
SWTCH	Both
Xeal	Level 2
Zevtron	Both

## Qualified Charging Hardware Providers

Level 2 Electric Vehicle Supply Equipment	
Hardware Manufacturer	Hardware Model
ABB	Terra AC Wallbox 40A, 80A
Aispex	PLTM-48, GOLD-48, SLVR-48
Atom Power	AP3P400
Atom Power	AS2P-60-EVSE, AS2P-100-EVSE
Blink (Lite-On)	HQ 200 Smart (HQW2-50C*)
Blink (Lite-On)	IQ200 Advanced (IQW2)
Blink (Lite-On)	MQ 200 (MQW2-50C*)
BreezeEV (Light Efficient Design)	EVC-L2-48A-L1-1*
BTCPower	EVP-2001-30*, EVP-2002-30*
BTCPower	L2W/P 30A, 40A, 70A
Blink	Series 6, 7, 8
ChargePoint	CPF50
ChargePoint	CT4000
ChargePoint	CT6000 (fleet only)
Clipper Creek	HCS-40R
Enel X	JuiceBox Pro 32, 40, 48
Enel X	JuicePedestal 32, 40, 48
EverCharge	EV002
EvoCharge	iEVSE
EvoCharge	iEVSE Plus
EVPassport (Zerova)	Ezra (AW Series)
EVPassport (Zerova)	Rosa (AX Series)
EVSE LLC	3703
EVSE LLC	3704
EVSE LLC	3722
FLO (AddEnergies Technologies Inc.)	CoRe+
FLO (AddEnergies Technologies Inc.)	CoRE+ MAX
FLO (AddEnergies Technologies Inc.)	SmartTWO
Ford (Siemens)	Pro Charging 48A, 80A fleet (NL38-10C823-AA)
Future EV (Lite-On)	FE-C2-LI40H-S (IC3-40)
InCharge Energy (Lite-On)	ICE-40AC, ICE-80AC
Leviton (ChargePoint)	EVR Green 4000 (CT4000)
Lite-On	L2-LPWF
Livingston Energy Group	CP-203
Livingston Energy Group	CP-208
Livingston Energy Group (EVSE LLC)	3703-103+ IHD (3703)

<b>Level 2 Electric Vehicle Supply Equipment</b>	
<b>Hardware Manufacturer</b>	<b>Hardware Model</b>
Livingston Energy Group (EVSE LLC)	3704-10 IHD (3704)
Loop	EVS-32A-L2*
Loop	EVS-80A-L2*
NovaCHARGE	NC7000, NC8000
Nuvve	Power Port
PowerCharge	E20 XXE/XXP
PowerPump (CCM International)	AC5500-G
Siemens	Versicharge G3
Siemens	VersiCharge 40A, 48A
SWTCH (Lite-On)	EX-1762-1A30, EX-1193-1A13
Tellus Power Green	UP 160J
US Energy / Energy5 (Lite-On)	PowerPump C32-01 (EX-1762)
Wallbox	Pulsar Plus
Zerova	AW Series
Zerova	AX Series



DC Fast Chargers	
Hardware Manufacturer	Hardware Model
ABB	HVC 100, 150
ABB	T54 HV
ABB	Terra 184, 124, 94, 54
ABB	Terra HP 175, 350
ADS-TEC	ChargeBox 320 KW
Blink (Zerova)	Blink 60, 90, 150, 180, 360 kW
BTCPower	HPC 100, 150, 200
BTCPower	HPCD1-350
BTCPower	L3R-100-480
BTCPower	L3R-50-208
BTCPower	L3S-50-208
BTCPower	L3S-50-480
BTCPower	100 kW AIO, 180 kW AIO, 180/240/360 kW Split System
ChargePoint	Express 250
ChargePoint	Express Plus <sup>1</sup>
Delta	100kW, 350kW
Enel X	JuicePump 50, 75
EVPassport (Zerova)	Larry (DSWU601*)
EVPassport (Zerova)	Ruth (DSWU122*)
EVPassport (Zerova)	Zeus (DSWU182*)
FLO (AddEnergie)	SmartDC 100kW
FLO (AddEnergie)	SmartDC 50kW
FreeWire	Boost Charger 150
Leviton (ChargePoint)	EVR Green DCFC (Express 250)
Nuvve (Borg Warner)	RES-HD60-V2G, RES-HD125-V2G
Borg Warner	RES-DCVC- 60, 125
Borg Warner	Res-HD125-V2G
Borg Warner	Res-HD60-V2G
Siemens	Ultra50
Signet	350kW
Tellus Power Green	TP-EVPD 60kW, 120kW, 160kW, 180kW, 200kW, 240kW, 300kW, 360kW
Tritium	PKM 100, 150
Tritium	PKM 360-PU
Tritium	RT 175-S
Tritium	RT 50, 75, 150, 175
Tritium	RTM 50, 75

## Terms and Conditions

These Terms & Conditions govern The United Illuminating Company ("UI") Connecticut Light-Duty Fleet Electric Vehicle ("EV") Charging Program (the "Program"). By submitting the signed application, the designated Fleet Owner/Operator ("Participant") acknowledges that they have read, understand, and agree to these UI Terms & Conditions. Participant further acknowledges that UI has retained third-party contractors to implement the Program and that the Participant may be required to accept additional terms & conditions from its contractors. The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Program is offered to UI Light-Duty Fleet Owners/Operators who enroll in the Demand Response and/or Customized Managed Charging Program on or after April 1, 2023, through December 31, 2025.

### I. Defined Terms

- 1.1. **Connecticut EV Commercial Charging Program:** Provides business entities seeking to install Level 2 and/or DCFC EVSEs with incentives to offset a large portion of electric infrastructure and equipment costs. For more information, please view the Program Guide on UI's [Commercial EV Programs Webpage](#).
- 1.2. **Demand Response ("DR"):** A strategy that allows the adjustment and control of EV charging patterns in response to changes in electricity demand and supply, grid conditions, or pricing signals. It involves managing the charging process of EVs to optimize grid stability, avoid peak demand, and support efficient energy utilization.
  - 1.2.1. **Demand Response Events:** Actions taken by UI to temporarily curtail or stop Light-Duty Fleet EV Charging to reduce stress on the electrical grid system. Regular DR Events occur within Demand Response Season, last no longer than 3 hours and are conducted with at least 24-hour participant notice. Participants have the option of "opting out" of these events at any time.
  - 1.2.2. **Demand Response Management System ("DRMS"):** A third-party platform UI employs to coordinate all Demand Response Activities that integrates with the Fleet's existing technology (if possible).
  - 1.2.3. **Demand Response Season:** The time frame during which Regular DR Events occur. DR Season runs annually June 1<sup>st</sup> to September 30<sup>th</sup> on non-holiday weekdays from 3-9pm ET.
  - 1.2.4. **Emergency Demand Response Events:** These are very rare and only called during critical system events. Unlike Regular DR Events, Emergency DR Events can be called any day at any time and may be conducted without 24-hour notice. Participants retain the option of "opting out" of these events, though participation during these rare events is crucial to maintaining grid stability/safety.
  - 1.2.5. **Integrated Demand Response:** DR Event dispatch notifications and automatic load curtailment of EV charging can be completed through existing software integrations between UI's DRMS provider and the Participant's EVSE, without manual intervention. Monitoring and evaluation of DR performance can also be completed through UI's DRMS platform.
  - 1.2.6. **Non-Integrated Demand Response:** There is no integration between UI's DRMS provider and Participant's EVSE. DR Event dispatch notifications are sent to designated Fleet Owners/Operator contacts. In response to such notifications, contacts manually curtail load to EV chargers, typically using an external third-party application. Monitoring and evaluation of DR performance is completed through EV charging data collection.
- 1.3. **Electric Vehicle ("EV"):** A type of vehicle that is powered by electricity stored in a battery, rather than by gasoline or diesel fuel.
  - 1.3.1. **Battery Electric Vehicle ("BEV"):** A fully electric vehicle that relies solely on a battery for power and does not have a gasoline engine.
  - 1.3.2. **Plug-in Hybrid Electric Vehicle ("PHEV"):** A vehicle that has both a battery and a gasoline engine and can run on either electricity or gasoline.

- 1.4. **Electric Vehicle Supply Equipment ("EVSE"):** Devices used to supply EVs with electricity. These devices generally fall into 3 categories, Level 1, Level 2, and Direct Current Fast Chargers. Please refer to the Connecticut EV Commercial Charging Program Guide for more information on device eligibility within these programs.
  - 1.4.1. **Level 1 ("L1"):** The lowest speed charger. An L1 Charger plugs into an average 3-prong 120V plug. These plugs charge an EV very slowly, and the time required varies greatly depending on the size of the vehicle's battery. L1 chargers are not eligible to participate in this Program.
  - 1.4.2. **Level 2 ("L2"):** L2 Chargers either plug into a 240V outlet or are hardwired directly. L2 Chargers themselves are available in several different power ratings and can fully charge an EV in 3 to 7 hours, depending on battery size and power level. L2 Chargers can be Networked or Non-Networked. Networked L2 Chargers, or "Smart Chargers", connect to the internet through a wi-fi or cellular connection and can be controlled remotely, generally through a mobile application.
  - 1.4.3. **Direct Current Fast Charger ("DCFC"):** DCFCs use a 3-phase 480V alternating current ("AC") electric circuit but deliver direct current ("DC") to the EV. DCFC equipment can fully charge an EV in 25 minutes to 1 hour.
- 1.5. **Fleet Advisory Service:** A third-party entity contracted by UI to conduct Fleet Assessments.
- 1.6. **Fleet Assessment:** Provides site feasibility, rate analysis, estimated billing impacts and related recommendations to assist Participants with informed decision making when transitioning their Fleet to EVs. The assessment will also apprise the Participant about participation eligibility for the Demand Response and/or Customized Managed Charging Programs.
- 1.7. **Fleet Owner/Operator ("Participant"):** An individual, individuals, or entity responsible for owning, managing, and operating the Light-Duty Fleet(s). For the purposes of this Program, the Fleet Owner/Operator will be defined as the individual, individuals or entity that signs the Agreement.
- 1.8. **Light-Duty Fleet:** A group of cars and/or trucks with a maximum Gross Vehicle Weight Rating ("GVWR") <8,500 lbs. per vehicle that are owned/used by an organization, government entity or public utility and are subject to emissions inspection pursuant to Section 14-164b of the Connecticut General Statutes.
- 1.9. **Load Balancing:** The coordinated management and optimization of distributing a maximum load amount across which, multiple vehicles within a Light-Duty Fleet will charge their vehicles in such a manner that does not exceed the established maximum load. The established maximum load considers factors such as fleet requirements, operational needs, grid capacity, and energy efficiency. Whether and to what extent Load Balancing can be accomplished is highly dependent on the sophistication of Participant's technology and staff capabilities.
- 1.10. **Load Management:** The practice of distributing and optimizing the electrical load resulting from EV charging activities across time periods. With Load Management, Participants are encouraged to charge their fleets during periods of low electricity demand or off-peak hours.
- 1.11. **Managed Charging:** The capability of UI to manage the electrical load of Fleet EVs or EV Chargers in collaboration with UI's DRMS and/or Technology Partner. Managed Charging can either be done by prompting Participants to adjust their own charging or by UI sending direct signals to the Fleet EVs or EV Chargers.
- 1.12. **Non-Public Chargers:** Light-Duty Fleet EVSE that are intended solely for the private use of a Participant. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Non-Public Chargers are required to participate in at least one of the Light-Duty Fleet EV Managed Charging Programs for a minimum of two years.
- 1.13. **Off-Peak Period:** Any time outside of the hours of 3pm-9pm ET on non-holiday weekdays. An Off-Peak Period as defined in this document and Program is not related to the Off-Peak period used in the Time of Use ("TOU") rates that UI offers that pertain to the hours of 8pm-12pm ET.

- 1.14. **On-Peak Period:** 3pm-9pm ET on non-holiday weekdays. An On-Peak Period as defined in this document and Program is not related to the On-Peak period used in the TOU rates that UI offers that pertain to the hours of 12pm-8pm ET.
- 1.15. **Peak Load Avoidance Plan:** Created during a Fleet Assessment by the Fleet Advisory Service and the Participant enrolled in a Customized Program. The plan outlines specific, measurable goals that deliver the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the Participant and the distribution system with the least impact to business operations.
- 1.16. **Public Access Chargers:** EVSE that, when unoccupied, are available for public use 7-days a week for at least 12 hours per day. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Public Access Chargers are not required to participate in the Managed Charging Program but are encouraged to participate to optimize their energy usage and potentially earn ongoing incentives.

Program incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority ("PURA") and are subject to change. To be eligible to participate in the Program, Participant must adhere to the following conditions:

## 2. General Eligibility

- 2.1. The Light-Duty Fleet Program is open to all UI commercial and industrial customers in Connecticut with an active account with a planned or existing Light-Duty Fleet of BEVs and/or PHEVs.
- 2.2. The Participant is the defined Light-Duty Fleet Owner/Operator or has the right and/or express written authority to participate in this Program from the Fleet Owner/Operator.
- 2.3. The Participant is the owner of the Charging Site or has the right and/or express written authority to participate in this Program from the Site Owner.
- 2.4. The Charging site has installed or plans to install L2 or DCFC chargers. L1 chargers are not eligible to participate in this Program.
- 2.5. The Participant represents and warrants that the information it submitted on its Application for Program participation is true, complete, and accurate.
- 2.6. The Participant enrolls in the Demand Response and/or Customized Program and fulfills the requirements therein.

## 3. Public Access Chargers

- 3.1. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Public Access Chargers are not required to participate in the Managed Charging Program but are encouraged to participate to optimize their energy usage and potentially earn ongoing incentives.

## 4. Non-Public Chargers

- 4.1. PURA requires that all Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Non-Public Chargers are required to participate in at least one of the Light-Duty Fleet EV Managed Charging Programs for a minimum of two years.

## 5. Demand Response Program

- 5.1. Eligibility to Participate in the Demand Response Program is dependent on the Participant's technical and business capabilities.
- 5.2. Fleet Assessments are optional for Participants enrolling in a Demand Response Program. Participants who are unsure of their fleet's eligibility to enroll in a DR Program, or who wish to assess if further charging optimization and potential savings are possible, can request a Fleet Assessment be completed.

- 5.3. Regular DR events shall only be called during the Demand Response Season.
- 5.4. Participants will receive notification of a DR Event with a minimum of 24 hours' notice.
- 5.5. Notifications are issued through the Participant's preferred means of contact, determined during the application process.
- 5.6. UI will call a maximum of 15 Regular DR Events per month.
- 5.7. Participants with Integrated DR will be notified and automatically enrolled in upcoming DR events and must "opt out" to not participate.
  - 5.7.1. In rare cases, EVSE enrolled in Integrated DR may fail to return to their normal operating mode after a DR Event. UI therefore recommends that Participants check the status of their EVSE after receiving notification that a DR Event has ended. UI is not responsible for any loss of charging opportunity due to an EVSE not returning to its normal state after a DR Event.
- 5.8. Participants with Non-Integrated DR will be notified of upcoming DR events and must manually "opt in" to participate, either by using a third-party application to schedule EV charging in line with the DR event or manually unplugging EVs.
- 5.9. Regular DR Events shall last no longer than 3 hours.
- 5.10. During DR events, power delivered to individual fleet EVSE will be curtailed or stopped altogether.
- 5.11. Participants always retain the ability to continue charging individual EVs or their entire fleet during DR Events. EVSE that continue to provide charge during DR events will be considered to have "opted out" of the event.
- 5.12. Participants will receive a notification once a DR Event has ended.
- 5.13. Participants will earn incentives monthly on a per-plug basis. Monthly incentives vary based on public availability, DR capability, EVSE type and kW capacity:

Monthly Incentives per EVSE Plug					
Availability	DR Capability	EVSE Type and kW Capacity			
		Level 2 (10kW)	Level 2 (20 kW)	DCFC (50kW)	DCFC (>50kW)
Non-Public	Integrated	\$ 5	\$ 10	\$ 20	\$ 25
Non-Public	Non-Integrated	\$ 10	\$ 15	\$ 25	\$ 30
Public	Integrated	\$ 15	\$ 20	\$ 30	\$ 35
Public	Non-Integrated	\$ 20	\$ 25	\$ 35	\$ 40

- 5.14. Participants are eligible for incentives if they "opt out" of no more than two DR Events per plug, per month.
- 5.15. Failure to earn an incentive one month does not impact incentive opportunities in other months.
- 5.16. Chargers that are unoccupied but are not "opted out" of DR Events will be considered as participating.
- 5.17. UI reserves the right to call Emergency DR Events which may occur outside of the Demand Response Season and may be conducted without 24-hour notice.
- 5.18. Emergency DR Events are not eligible for monthly incentives and there is no penalty for "opting out", though participation during these rare events is crucial to maintaining grid stability/safety.
- 5.19. Participants will receive monthly notifications on incentives earned or any missed incentive opportunities due to "opt outs."
- 5.20. UI will conduct quarterly check-ins with Participant to assess Demand Response participation performance and discuss strategies for improvement if necessary.
- 5.21. Participant's accumulated incentives are paid annually in the form of a check to the Individual or Entity listed on the application.
- 5.22. Incentive checks shall be mailed no later than 6 weeks after the end of DR Season to the address listed on the application.

## 6. Customized Program

- 6.1. Participants not eligible to participate in the Demand Response Program due to technical and/or business limitations will be enrolled in a Customized Program.
- 6.2. Demand Response Program Participants may also enroll in a Customized Program to maximize savings through efficient management of energy consumption.
- 6.3. The specifics of participating within the Customized Option will be determined during the Fleet Assessment provided by UI's Fleet Advisory Service with input from the Participant. The unique circumstances and business requirements of each Light-Duty Fleet will determine the exact design of a Customized Program.
- 6.4. The Fleet Assessment will help determine the Participant's internal capabilities to meet various Managed Charging prompts to curtail charging, quantify potential savings, and set a baseline for the Managed Charging activities going forward.
- 6.5. The Participant and Fleet Advisory Service will work together to determine to what extent peak load can be avoided and create a Peak Load Avoidance Plan with specific, measurable goals that deliver the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the Participant and the distribution system with the least impact to business operations.
- 6.6. The goals listed in the Peak Load Avoidance Plan will be achieved using Load Management, Load Balancing, or a combination of both solutions.
- 6.7. Peak Load Avoidance Plans must include processes to measure off-peak charging with a goal to shift charging to the off-peak period to the maximum degree possible given the operational needs and business requirements of the fleet.
- 6.8. The Customized Program does not have any defined incentives for participation and UI does not guarantee any cost savings. However, cost savings through efficient management of energy consumption are likely.
- 6.9. UI will deploy their Fleet Advisory Service to conduct mandatory quarterly check-ins. These check-ins will serve as an opportunity to assess goal progression as defined in the Peak Load Avoidance Plan and identify areas of improvement if necessary.

## 7. Termination

- 7.1. Participants enrolled in the Demand Response Program who fail to participate in any DR Events for two consecutive quarters shall be considered non-participating.
- 7.2. Participants enrolled in the Customized Program who fail to reach the goals laid out in their Peak Load Avoidance Plan for two consecutive quarters shall be considered non-participating.
- 7.3. Participants considered non-participating will receive a notification of pending Termination and the Participant will provide a response, in writing, including the reasons for non-participation and a plan to ensure future participation.
- 7.4. Participants failing to respond within 30 days of the Termination notice or Participants who, in the sole judgment of UI, have failed to provide a satisfactory response will be Terminated.
- 7.5. Participants who violate these Terms and Conditions shall be Terminated without an opportunity to cure the violation.
- 7.6. Participants with Public Chargers Terminated from the Program will no longer be eligible for Program Incentive payments.
- 7.7. Participants with Non-Public Chargers Terminated from the Program, in addition to the penalties listed in 7.6, may be subject to additional penalties. UI will notify PURA of Participants Terminated from the Program. UI may recommend or PURA may authorize additional penalties including, but not limited to, the inability to access additional CT Commercial EV Charging Program rebates, and the claw-back of any rebates previously paid to Participants under such Program.

- 7.8. After two years, participation continues until the Participant submits a request to disenroll or until the Program is discontinued.
- 7.9. Requests for early termination will be considered on a case-by-case basis and are subject to UI's sole discretion regarding approval.
- 7.10. In the event a Participant relocates their Light-Duty Fleet within UI's territory, they are required to continue their participation at the new service address.
- 7.11. A Participant relocating their Light-Duty Fleet outside of UI's territory shall be an approved reason for ending participation before completing two years without penalty.
- 7.12. Participants with Non-Public chargers that leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.

## 8. Access & Monitoring

- 8.1. UI or its third-party Fleet Advisory Service may access the Site(s) to perform an initial Fleet Assessment.
- 8.2. UI may monitor the use of the EVSE and periodically inspect the same to verify Participant's compliance with the Agreement and Program requirements and to obtain certain information, including, without limitation, usage information, and Participant's participation in its obligations and duties under this Agreement.
- 8.3. Participant shall cooperate in good faith with UI and/or its contractors and provide any requested information in connection with UI's monitoring.
- 8.4. Participant understands and agrees that neither UI nor its contractor shall perform any kind of safety, code, or other compliance review of the EVSE or the Site(s).

## 9. Data Collection & Confidentiality

- 9.1. The Participant grants to UI the right to collect data on EV charging behavior for promotional, regulatory or evaluation purposes. Data collected may include but not limited to when and how often charging occurs and energy use per charge.
- 9.2. UI shall keep in strict confidence any Participant confidential information and any confidential EVSE Utilization Data. UI shall exercise reasonable care to maintain the confidentiality and shall aggregate, anonymize, and otherwise encrypt data if/when disclosed publicly.

## 10. Name and Logo Use

- 10.1. The Participant shall not use UI's name or logo without express written authorization from UI. Any authorized use of UI's name and logo must be reviewed and approved by UI and such use must strictly adhere to such UI's specific name and logo use/branding requirements.

## 11. Tax Liability

- 11.1. UI will not be responsible for any tax liability that may be imposed on the Participant because of the payment of incentives or participation in the Program.

## 12. Limitation of Liability

- 12.1. UI and its contractors are not liable for any damages arising out of or resulting from participation in this program, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program.
- 12.2. Applicant understands that all funding for incentives under this Program derives from UI ratepayers in part by approval from PURA. UI does not guarantee the availability of funding for the Program and is not responsible for any costs or damages incurred by applicant if funding for this Program is reduced or

eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

### 13. Indemnification

- 13.1. The Participant shall indemnify, defend and hold harmless UI, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses (including reasonable attorneys' fees and costs incurred to enforce this indemnity) brought by or on behalf of third parties (collectively, "Loss") to the extent arising out of or resulting from the Participant's participation in Program or the Participant's acts or omission with respect to the Program or this Agreement (as well as those acts and omissions by Participant's contractors, representatives or agents), except to the extent that such Loss results from the gross negligence or willful misconduct of UI. This Section shall survive the termination or expiration of the Agreement.

### 14. Compliance with Laws

- 14.1. The Participant shall, and shall require its subcontractors, agents and employees to, comply with all applicable Federal, state and local directives, requirements, rules, regulations, laws and ordinances, whether the same are in force upon the execution of the Agreement or may in the future be passed, enacted or directed, including without limitation, compliance with the safety rules and regulations and standards adopted under the Occupational Safety and Health Act of 1970 ("OSHA"), as amended from time to time.

### 15. Notice

- 15.1. All notices, requests, approvals and other communications which may or are required to be given by either party to the other under this Agreement shall be deemed to have been sufficiently given for all purposes hereunder when delivered personally or mailed by registered or certified mail (i) if to UI at 180 Marsh Hill Road, Orange, CT 06477, Attention: Program Manager Electric Vehicles; and (ii) if to the Participant, at the address of the Site as set forth in the Application.

### 16. Governing Law

- 16.1. The Agreement shall be interpreted and enforced according to the laws of the State of Connecticut without regard to its conflicts of law principles. Any controversies arising out of the Agreement shall be submitted only to the courts of State of Connecticut. The Participant hereby submits to the courts of State of Connecticut for the purposes of interpretation and enforcement of this Application and its Terms and Conditions.

### 17. Assignment

- 17.1. This Agreement may not be assigned by the Participant without the express written consent of UI.

### 18. Amendment

- 18.1. There shall be no amendment to this Agreement, or any Program guidelines as related to Participant's participation unless such is made by UI and mutually agreed upon by Participant and UI.

### 19. No Third-Party Beneficiaries

- 19.1. This Agreement does not grant any rights to any third parties.

### 20. Entire Agreement

- 20.1. This Agreement constitutes the entire agreement between UI and the Participant with respect to the subject matter hereof, and all previous representations or agreements with respect to such subject matter, either oral or written, are hereby annulled and superseded. In the event of any conflict or inconsistency between





## Connecticut Light-Duty Fleet Electric Vehicle Charging Program

Terms and Conditions

the Agreement and any other Program Materials, the Agreement shall be controlling. Participant has read, understands, and agrees to these Terms and Conditions.

### 21. Program Support

21.1. For application or rebate support, customers can contact Program staff for questions using the contact information below. Please allow two business days for a response to your email or voicemail.

21.1.1. Phone: (888) 978-1440 Hours of availability: 8:30am–5:00pm, Monday–Friday excluding holidays

21.1.2. Email: [businesssev@uinet.com](mailto:businesssev@uinet.com)