Connecticut Electric Vehicle (EV) Charging Program (Commercial)

2025 Participation Guide for Customers & Vendors
Commercial EV Infrastructure Program

Paid for by Eversource and UI customers

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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 throughout the state to support charging for workplaces, light-duty fleets, the public, 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 and uinet.com/EVProgramsForYourBusiness.

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.

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.

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, locations supporting 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. The service address for the 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, maintain and ensure transmission of charging data of the 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 or 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.
- **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 for 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 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	
			Workplace	
	DCFC	$150,000	Any	
Underserved	Level 2	$40,000	Multifamily	
			Public	
			Workplace	
	DCFC	$250,000	Any	

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.

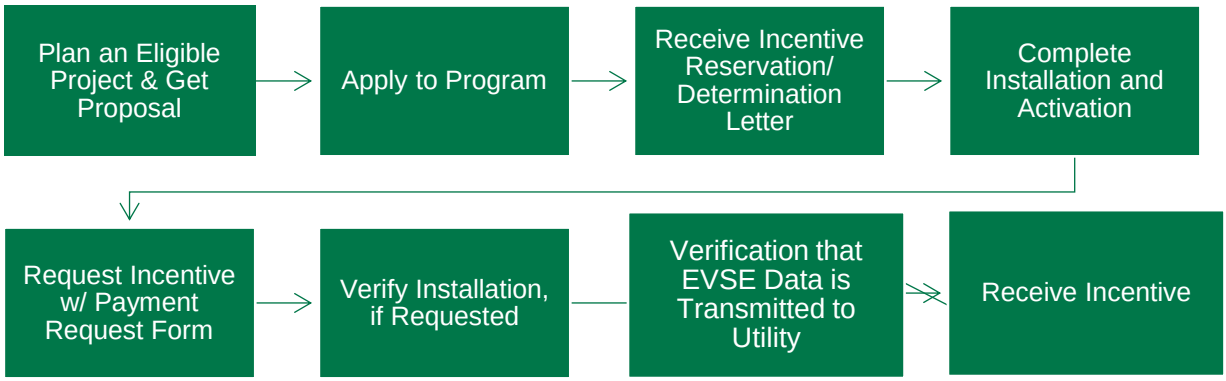
Distressed Municipalities

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. The applicant is required to submit a copy of the contractor's 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 that participate in 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 to require a new or upgraded electrical service from Eversource or UI, 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 the 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 at time of application 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 EVTIP 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, 2025, through June 1, 2025, at which time all applications will be scored using prioritization criteria. Those projects with the highest scores (up to 100 points maximum) will be selected until funds are exhausted. DCFC projects on a waitlist that do not get a reservation within the year will need to submit a new application in the next application/review cycle.

Criteria for requirements and prioritization are as follows:

1) **Minimum Requirements Criteria:** 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.

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.	**All Points**: Total project cost with futureproofing triggers less than the maximum site incentive **Half Points**: Total project cost with futureproofing triggers the maximum site incentive **No Points**: No futureproofing measures are included in the project.	10
2b	Number of Ports at Site	**All Points**: ≥5 **Half Points**: 3-4 **No Points**: 2	30
2c	Avg kW per Port	**All Points**: ≥150kW **Half Points**: 100-149 kW **No Points**: <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.	**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,	20

		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	

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

Application Location
For Eversource, the application can be found at this page on eversource.com. First time users will need to register for a new account in the Enhanced PowerClerk platform.

For UI, the application can be found at: uinet.com/EVProgramsForYourBusiness. First time users of the portal need to contact BusinessEV@uinet.com for a username and temporary password.

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 supporting documentation will be required:

- Contractor proposal (including 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.

For Eversource projects, customers/contractors will be required to sign a Letter of Agreement (LOA) and return it to Eversource within 30 days of receiving notice of the projects approved funding. If the LOA is not returned within 30 days, the project will be invalid, and the funding won't be reserved.

For approved projects, the incentive reservation is valid for 1 year from the date of the incentive reservation letter.

Installation and 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 the complete list of documentation required.

Installation and Data Transmission 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's 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.

All EVSE projects must be fully commissioned and actively transmitting the station charging data to the utility before any payment request is issued to the customer. Customer will have 3 months from commissioning to ensure that utility is receiving EVSE data or may risk incentive payment being delayed.

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 is typically issued within 10-20 business days. Payments are sent via the 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 Team 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 through their customer PowerClerk portal for Eversource or to BusinessEV@uinet.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 a 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 on 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 businesses 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

UI
Phone: (800) 722-5584
Hours of availability: 7:00am – 7:00pm, Monday – Friday excluding holidays.
Email: BusinessEV@uinet.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, workplaces, 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.
- **Distressed Communities –** A city, town, or other local government that is considered to be in a state of significant economic and fiscal hardship, often characterized by high unemployment, low income levels, declining property

values, and a limited ability to generate revenue, which can lead to a need for targeted state assistance programs to address these issues; in Connecticut, a distressed municipality is officially designated by the Department of Economic and Community Development based on specific criteria like tax base, resident income, and need for public service.

- **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 **eversource.com** for Eversource or **uinet.com** for UI to view available incentives.

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.

Can I use these incentives for my existing charging stations?
Existing equipment is not eligible for these incentives. Please see our Commercial Participation Program Guide for more information.

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 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 Make-Ready 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 Make-Ready 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 Make-Ready 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 how long your customers will be parked at your location. There are two types of chargers included in this program, Level II and Direct Current Fast Chargers (DCFC). Level II 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.

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 any specific beneficial electric rate associated with EV charging?
Yes, separately metered Level 2 and DC fast chargers may be eligible for one of the Light Duty the EV Rates. By enrolling, you may save on your electric bill. Eversource customers should visit the **Connecticut Electric Vehicle Rate Program** page to learn more and apply. UI customers can **learn more here**.

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@clearesult.com**.
UI customers: You can speak to a Program representative by emailing **BusinessEV@uinet.com**.
A representative will get back to you within 1-2 business days.

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 or UI's website 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 or uinet.com/ProgramsForYourBusiness under EV Charger Qualified Product List.