

## Multiunit EV Charging Incentive Program

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

**Program Funding:** \$2,700,000

### Program Caps:

	Ports	Level 1 Chargers	Level 2 Chargers
Hardware grant cap per OCPP compliant port		\$500	\$3,000
Hardware grant cap per non-OCPP compliant port		\$500	\$2,000
Utility make-ready work and installation		\$3,600	\$20,000
3-9 unit properties	Capped at 4 ports	\$5,600	\$32,000
10-20 unit properties	Capped at 8 ports	\$7,600	\$44,000
21+ unit properties	Capped at 12 ports	\$9,600	\$56,000
Cap for incentives per applicant: \$100,000			

### Match Requirements

- For locations where more than 50% of the units are market rates, grant funding cannot exceed 90% of the total project cost. For locations where a minimum of 50% of the units are affordable units, as defined by Vermont Housing and Conservation Board, grant funding cannot exceed 95% of the total project cost.
  - Federal, state and/or utility incentives may be used for applicant match and out-of-pocket costs for make-ready and hardware exceeding program caps. Any utility incentive amounts in excess of required applicant out-of-pocket costs for hardware, utility make-ready, and labor or costs above program caps will be reduced from grant-provided funding.
- For women and minority-owned properties, all incentives when combined with federal, state, and/or utility incentives may cover up to 100% of the total project cost.

- Federal, state and/or utility incentives may be used for out-of-pocket costs for make-ready and hardware that exceed project caps. Any utility incentive amounts in excess of applicant out of-pocket costs for hardware, utility make-ready, and labor will be reduced from grant provided funding.
- Refer to Burlingtonvt.gov for definitions of women and minority ownership: [https://www.burlingtonvt.gov/sites/default/files/CEDO/Business/Business\\_Register\\_Documents/WMBE%20FAQx.pdf](https://www.burlingtonvt.gov/sites/default/files/CEDO/Business/Business_Register_Documents/WMBE%20FAQx.pdf)
- Applicants are encouraged to seek federal, state, and utility incentives to reduce their out of-pocket costs while maximizing the state-wide impact of the grant.

*Program timelines*

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

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

*Project award method and thresholds*

- After application approval and upon applicant or installer providing quotes for hardware and utility make ready costs, incentives for hardware, utility make ready costs, and up to 25% of installation labor costs will be issued. Remaining incentive amounts will be issued within 30 days of the applicant submitting invoices for project costs and demonstrating the chargers have been installed and activated.
- Equitable distribution of funds:
  - Caps for incentives per applicant: \$100,000
  - Distribution of funds will be prioritized to multiunit sites with 20 or fewer units by reserving 60% of the total funds for these applicants.
  - Projects in GMP territory may not receive greater than 75% of the total program funds, not inclusive of DCFC funds.
  - No one county may receive greater than 10% of the total program funds (\$486,000), not inclusive of DCFC funds.

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

## Appendix II

### Multiunit EV Charging Incentive Eligibility and Program Requirements

**Program Funding:** \$2,700,000

#### **Limitations:**

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

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

#### **Program Applicants:**

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

#### **Eligible Sites:**

- A proposed project must be located in detached parking that serves as residential parking for multiunit properties with three or more units.
- Sites must:
  - Provide residents sufficient and priority access to the charging station to meet their charging needs.
  - Be designed to account for reasonable proximity to existing infrastructure, while balancing residents' needs.
  - Provide sufficient daytime and nighttime illumination to operate the charging equipment. Have a level and well-maintained surface with parking striping preferred.
  - Meet ADA or HUD (Housing and Urban Development) accessibility requirements, whichever applies, unless otherwise approved by the EVSE

Interagency Workgroup to address site-specific constraints. It is not necessary to designate the accessible EVSE exclusively for disabled users.

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

**Eligible Equipment:**

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

**Project Equipment Must:**

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

- Be installed by a licensed electrician in accordance with all current National Electric Codes and the Vermont Electrical Safety Rules.

Level 2 Equipment must:

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

If the project includes networked equipment the network must:

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

**Applicant Obligations:**

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