

# **Level 3 Utility Incentives Fully Subscribed For Cycle One**

## **Applicants Will Have To Wait**

Good news/bad news. Demand is strong but the funding isn't there to fully meet it.

A crush of applications for incentives for DC Fast Chargers, the high-powered chargers that can recharge an EV to 80% inside of 30 minutes, most frequently located along highway corridors, has caused the program run by Eversource and United Illuminating to become fully subscribed just six months after its inauguration. This is a 9-year program that runs in three 3-year cycles. So the funds depletion could last until 2025.

Eversource and UI have requested additional funds, so there could be funds available sooner, but it is too soon to know details. Eversource and UI advise that if you had planned to submit an application to follow through with that submission. They continue to evaluate applications and this will establish your place in the queue.

There is still a substantial amount of funding available for level 2 (240 volt) chargers and grants are being made on an ongoing basis.

This does not affect the residential incentives program (which does not include DCFC).

## **CHEAPR Follow-Up**

The increase in the MSRP cap is fully implemented. Vehicles

with an MSRP of up to \$50,000 are now rebate-eligible.

There are some vehicles that are eligible that are not yet on the list of eligible vehicles on the DEEP website. We have gotten a few inquiries about the Ioniq 5 in particular. DEEP is aware of that one and it will be added soon. If you are shopping for an EV and you don't see it included where you think it should be, let us know and we'll pass the info along. This applies not only to newly introduced models but also a new model year of an existing vehicle.

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# **Time To Register For Utility Incentives**

## **Registration Flow Fixes Made**

If you have been thinking of registering your EV or charger for the incentives offered through Eversource and United Illuminating, but have been hesitant due to reports of the not-ready-for-prime-time registration funnel, the corrective website development work has been finished and it should be good to go, whether registering a new charger or going the telematics route.

As reported to us by Eversource and UI (the EDCs, a.k.a. utilities) early in the year, due to the finalization of the program occurring around Thanksgiving of 2021, and its starting point of January 1, 2022, there was insufficient time to properly build out the website. This is further complicated by there being 3 parties involved as the EDCs outsource the management of the program. After they presented to the club in

January, a number of members tried to register regardless and encountered all sorts of adventures, including finding themselves on an out of state EDC website.

If you register, you will notice that you will be taken from the EDC domain to an EDC subdomain on the vendor's domain. Your EDC account number will serve to link you. Pro tip – when you enter the account number, don't leave spaces. If you do, the registration won't take and the site isn't clear regarding what isn't working.

Have a graphic of your vehicle registration for uploading.

Keep in mind the charger incentives apply only to approved charger units and, similarly, telematics applies to approved vehicles. See this [page](#), which has info for both Eversource and UI.

Feel free to let us know about your experiences. We can forward reports of issues to the EDCs.

This takes you to [Eversource Connected Solutions](#). This is the page for [UI residential](#).

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## **New Level 3 Chargers Coming to Highway Service Areas This**

# Summer

## Godot Is Soon To Arrive

This is the level 3 version of a post about out-of-service [level 2 chargers](#) from April 21st.

Level 3 chargers have been sitting lonely, forlornly, and non-functionally at several of the service areas on our major highways. And its been that way for roughly 4 years. We now have the background and going forward plans. This post refers to the non-Tesla chargers.

The chargers at the service centers we are aware of, specifically the I-95 service center in Darien and the Merritt Parkway northbound service center in Greenwich, were originally installed by Eversource/DEEP working with the Department of Transportation in 2016. They have been out of service (“decommissioned”) since 2018. I’m sure there is detail we don’t know since those chargers were barely ever operational.

## New Level 3 Fast Charger Installations

The state leases the service centers to a company called Project Service, LLC, based in New Haven, which also manages them. PS responded to our inquiry, saying that they are working with a new partner to install new DCFC equipment at their plazas. There are 6 sites where work is underway and installation is expected to be complete sometime during this summer. The 6 service areas are I-95 Fairfield (both directions), I-95 Madison (both directions), Merritt Parkway New Canaan (southbound), and Merritt Parkway Greenwich (northbound).

There are also Tesla chargers at PS service centers. These have been operational and are in the process of being upgraded.

## **DOT Survey**

A larger, separate initiative, deploying the funding that is coming from the federal infrastructure legislation is being managed by the Department of Transportation and is in the planning stages. These funds are going to support level 3 chargers along major highway corridors. Public input is being sought as plans are further developed. There is currently a survey live on their website [here](#). (It is a very high-level survey that takes 2 minutes.) The link will remain live through June 3rd.

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# **Presentation for Utility Commercial Incentives for EV Charging and Installation**

[Eversource UI - Commercial EV Charging for EV Club of CT  
5.2022 FINAL](#)

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# **A Return Engagement With Eversource and United Illuminating**

## **Commercial and Multi-Family Residential Is the Focus**

The two major Connecticut electric distribution companies (EDCs), Eversource and United Illuminating, will speak to the club at a virtual meeting to be held on May 10th at 7 PM. (EDC is now the term of art, supplanting utility.) This applies to business fleets, businesses providing workplace charging, municipalities, nonprofits, and apartments/condos with 5+ units.

These incentives are part of the program called the EV Rate Design that was developed by the Public Utilities Regulatory Authority.

Free registration is required at this link:  
[https://us02web.zoom.us/meeting/register/tZ0kd0ysqDgoH9X\\_1SiBnVxnb75LuntzhG-](https://us02web.zoom.us/meeting/register/tZ0kd0ysqDgoH9X_1SiBnVxnb75LuntzhG-)

The meeting is open to the public.

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## **SB-4 Passes the Legislature**

# Major Changes to CHEAPR Incentive Program Coming

The big environmental omnibus bill with 16 parts to it passed the legislature today. It awaits the signature of the governor.

## CHEAPR Highlights

- Eliminates the program's sunset date, which was December 31, 2025.
- Expands the board and turns into a strictly advisory body. In other words, DEEP makes all the decisions.
- MSRP cap is raised from \$42,000 to \$50,000. (It remains at \$60,000 for FCEVs.)
- Loosens eligibility for income limited (known as LMI) rebate eligibility. The current program, which has awarded very few rebates, requires someone to be using certain government assistance programs, such as SNAP (food stamps), Operation Fuel, and others. It now adds an income threshold of 3 times the poverty level, which translates to \$83,250 for a family of 4 or \$40,770 for an individual.
- Adds a minimum \$500 rebate for e-bikes (DEEP has discretion to modify it) for an e-bike costing no more than \$3,000. This rebate is intended for income limited individuals. (The legislation isn't totally clear – it says “prioritize granting incentives” to these individuals.)
- Raises the CHEAPR budget considerably. CHEAPR will now receive the entirety of the GHG fees collected during registration. This would yield roughly \$8 million compared to the current \$3 million budget. But that's not all. The program, beginning in 2024, will also get proceeds from the RGGI (regional power plant cap and trade) program that previously went to the Green Bank.

- Incentive amounts are not addressed in the bill. They are set by DEEP.
- Expands eligibility from the current residential owner only to include municipalities, businesses, nonprofits, and tribal entities. These new entities can receive up to 10 incentives in any one year with a total cap of 20. Entities operating entirely in environmental justice communities can be allocated additional incentives by DEEP.
- DEEP is required to submit a report on program performance to the legislature on an annual basis.

## **A Number of Other provisions Are in the Bill.**

Here are some of them.

- Accelerates the transition to EV school buses. There is a requirement that by 2030 in environmental justice communities and by 2040 elsewhere, all school buses must be electric or “alternative fuel.” (Alternative fuel includes natural gas, hydrogen, propane, or biofuels. These are not zero-emission vehicles and we don’t agree with this aspect of the legislation.) A major change is that school districts are able to enter into contracts that have a maximum 10-year duration, up from 5. This enables EV school buses pencil out. The bill establishes a grant program to help municipalities fund the transition, which is administered by DEEP.
- Prohibits purchase of diesel-powered transit buses as of 2024.
- Requires 50% of the state’s vehicle fleet to be electric by 2026.
- Adoption of the California emission standards for medium and heavy-duty vehicles. This made it through after failing last year and it is a big deal. It includes a voucher program to offset some of the cost for fleet



owners to make the transition, funded out of the CHEAPR account. These same fleet operators will be able to tap the utility incentives to offset the cost of charging infrastructure and mitigate demand charges.

- Traffic signal matching grant program. This helps municipalities fund smart traffic lights (which really do reduce emissions).
- Right to charge legislation. The objective is to prevent condo associations or landlords from unreasonably refusing a request from a resident to install an EV charging station. We will be examining this in more detail to understand the various use cases.
- The discount that all of us EV owners have enjoyed with respect to vehicle registration goes away.
- In general, it makes available funds to leverage federal matching grants, something that last year's failed TCI legislation would have done.

## **When Will CHEAPR Changes Be Implemented?**

There is an open question regarding when the changes in the CHEAPR program will take effect. The bill has language about July 1, but that is unrealistic. The implementation logistics take time. The last time there were significant changes to CHEAPR, particularly the addition of the LMI incentives, it took 6 months to develop the back-end. Now they need to get into income-verification, which is something they tried hard to avoid previously. Aside from the restrictiveness of the current LMI eligibility, one of the barriers to its use is that unlike the main CHEAPR rebate, which is cash on the hood, it is provided after the fact, forcing an income limited individual to float the cash. If there is any way to make this a credit on the invoice, that would be a big improvement. There was a lengthy discussion at the board meeting in March about the administrative burden of doing that. The next CHEAPR board meeting is in June and perhaps some of these details will be addressed.

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# If You See Something, Say Something

## EVSE Out of Order

I just hate when I see signs like the one in the above photo. I refer to the spelling, but yeah, that, too.

Maintenance of charging stations can be a mixed bag. It seems like funding is obtained to acquire chargers without budgeting for future maintenance.

The charger in the photograph is one of two installed in downtown Westport at the Tri-Town Teachers Credit Union (TTTCU). Both are down. As far as I can tell, based on app check-ins, they've been out of service for roughly two months. These level 2 chargers were paid for by Karl Chevrolet of New Canaan in return for signage, a tasteful wooden sign, and for taking the tax credit for the solar array on the TTTCU building (TTTCU is a non-profit).

We reached out to the TTTCU and they report that the company that made the chargers is out of business and they have enlisted the town to help find someone who can service them, if they are repairable. When we have more news, we will update.



The chargers at the nearby Westport library have also been down, literally. It looks like there was a close encounter of the first kind. They, too have been out for a while. (Update to this: The town is going to buy new equipment for this location; we'll update again when we have an ETA.)

This happens at way too many places. It is a contributor to “range anxiety” among prospective EV adopters. Which brings us to the call to action. Many of us use apps to locate chargers. For those of you who use Plugshare or other popular apps that allow check-ins and comments, please make an effort to call out when you see a broken charger. Even if you aren't in need of a charge, pay a visit to the ones that are local to you and do a check-in. The more data for other EV drivers, the better. And the more visibility, the better the chances of motivating the owner to make a repair.

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## **Park New Haven Keeps You Moving**

Post by Barry Kresch

The following is from a conversation with executives of the New Haven Parking Authority (or Park New Haven, as they brand

themselves) – Executive Director, Doug Hausladen, COO, Sammy Parry, and Chief Engineer, Jim Staniewicz.

We all know the need for more public charging. And is it too much to ask that the chargers be kept in good working order and the spaces policed? It was thus a pleasant surprise to come across the facilities of the New Haven Parking Authority, which is setting a great example of how to support EVs, emission-free transportation, and the community, broadly speaking.

The Authority runs 11 facilities with a total of 43 chargers. And they work. And they're not ICED. They have an electrician on staff who services them, as well as security that has the authority to ticket interlopers. The garage at Union Station has a handicapped EV charging space.

All of the facilities are paid garages. They charge the going rate for New Haven. There is no extra charge to charge.

The Public Utility Regulatory Agency (PURA) charging incentives are coming along at just the right time as they have plans to add 40 more charging stations. The incentives will be used to upgrade electrical service beyond what is currently needed to be ready for future installations. Also, they will offset a significant part of the cost of an installation that is currently in the design phase that will have a mix of Level 2 and Level 3 chargers, 20 ports in all, located at Orange and Elm Streets in downtown New Haven. This location will offer a discounted \$3 flat rate for evenings and weekends. The idea is to be a magnet for EV drivers and support local businesses.

So why and how is the agency doing this? As an authority, they can move faster than a public agency. The commissioners to whom they report, and who they describe as very engaged and a great cross section of New Haven, are interested in a sustainability agenda.

Beyond parking, Park NH is a partner in the city bike share program and they have been awarded an \$18,000 grant to start an electric cargo e-bike share. They are also looking to set up e-bike charging stations.

Finally, Park NH has their own vehicle fleet. Their first EV purchase occurred last summer – a Chevy Bolt. Plans are to turn over the entirety of the fleet to electric. If SB-4 passes, the new vehicles could potentially come with CHEAPR rebates.

This is a model that every parking authority should emulate. This is the future of parking.

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## **SB-4 Would Raise CHEAPR MSRP Cap**

### **Omnibus Transportation and Energy Committee Bill Includes Support for EVs**

Aside from SB-214 that would enable direct EV sales, there was another significant bill that advanced to the full chamber in SB-4 which passed by a committee vote of 23 – 11.

#### **CHEAPR**

Changes to the state EV purchase-incentive program, CHEAPR, are one aspect of the bill.

- The MSRP cap for eligible vehicles is raised to \$50,000.

- The budget of the program is being increased, though an exact amount is not specified.
- Changes are coming to incentives designed for income-limited individuals that will broaden eligibility and raise the incentive. The current formulation has had a very low take-rate. If a way can be found so that it can be cash on the hood as is the case with the standard incentive, that would also help. There are incentives for both new and used EVs.
- There will be an e-bike incentive of \$500 for individuals who are income-limited or live in an environmental justice community. Eligible bikes have a price cap of \$2000. (There is some discussion regarding whether that cap is unrealistically low.)
- Currently, CHEAPR incentives are only available to residents. This bill expands it to include businesses, municipalities, non-profits, and tribal entities. It entitles them to up to 10 rebates in a single year with a total cap of 20.
- The CHEAPR Board is changing. The specifics of who is eligible to be appointed are being modified. The board is losing some agency and becomes an advisory board.

DEEP released a discouraging stat that only 34% of eligible vehicles are being sold with a rebate. This number starts with June of 2021, so the lifetime cap would not be an issue. There could be a few reasons for this, but at the risk of being IFO, this is a point of sale rebate and the point of sale is the dealership. According to the Center for Sustainable Energy, the consultant that runs the program for DEEP, Tesla has the rebate integrated into its checkout flow. The dealers should do the same, and in general be more proactive about educating customers about the program.

**These are some of the other items in**

## **SB-4:**

- Right to charge language that would make it easier for residents of multi-unit dwellings to be permitted to install a charger.
- A requirement that any state funded project not contribute to emissions, either directly or via an offset.
- Mandates to increase the electrification of the state vehicle fleet until it covers 100% of the fleet by 2030.
- Funding for the installation of EV charging stations in the rural areas of the state that are not likely to benefit from the Infrastructure Bill funding, which focuses on major highway corridors.
- School bus contracts would be permitted to be extended to 10 years from the current 5, making the numbers pencil out for electric.
- A prohibition on purchasing/leasing diesel transit buses beginning in 2024.

Passing out of committee is just the first step. However, SB-4 has 56 sponsors and is thought to have a high likelihood of becoming law.

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# **Registering for Utility**

# Incentives Via Telematics – Latest Update

## EV Club Follow Up with Eversource and UI

This post concerns vehicles with telematics. Telematics is where the utility is able to communicate directly with the vehicle, as opposed to a smart charger, the latter being the basic design of the program. This information has been developing, and in some cases, changing. This is the latest. Here goes.

The basic design of the program is to provide subsidies of up to \$1000 for the purchase and installation of smart chargers. In return, the recipient is required to participate in the demand response programs where the utility can throttle the rate of charge during high demand periods. The utility pays then the customer \$200 annually for full participation in the demand response.

One thing that is different than what is in the video of our meeting is that all vehicles, including Tesla, are eligible for a smart charger subsidy. At this time, there are no approved Tesla chargers in the program. That could change if Tesla chooses to submit a charger for qualification (or possibly they have and it is in the approval process). Tesla owners can use an eligible J1772 smart charger and qualify for the hardware incentive. Of course, an adapter will be necessary.

For those people who already have chargers that are not qualified chargers because they are either dumb chargers or non-approved smart chargers, another way to participate in the



program is via telematics, if you have an eligible vehicle. Tesla, Chevrolet, Ford and a few other makes have eligible vehicles. This is the [page](#) that lists eligible vehicles for each company. It is subject to change and is expected to change as this is still early days. There is a \$100 enrollment incentive for people participating via telematics.

## Registering for Telematics

**Registering for this telematics path is difficult and confusing** at this point because Eversource and UI are still in the process of building out their websites and back-end integration. The back-end part of it is further complicated because there are two external vendors involved. One vendor is managing the rebates. The other is managing the telematics. Both utilities are using the same vendor for the rebates, but they are using different vendors for telematics. Consequently, there will be different vehicles that are telematics-eligible for each utility. While it is possible to stumble your way through the process, it is better to wait for the time being. As long as the program registration is done before June, no incentive amount will be lost.

We have provided detailed feedback to the utilities about the pain points in the registration funnels as they exist now.

In the case of Eversource, there is yet another layer because it is retaining its Connected Solutions branding and transitioning it to the new program. This process is not complete and there is old content still on the website. It is possible to link to that old content from the homepage and you may find yourself answering questions that are non-sequiturs. Some members have reported landing on a Massachusetts page. This is all part of the same problem, and the advice is the same – wait.

When we booked the virtual club meeting about this program for early in the year, we did not realize that there was still be

a lot of developmental work to be done by the utilities to get to full implementation. Eversource and UI have advised us that in about a month, they will be able to give us more definitive information regarding the specifics of a more consumer-friendly telematics registration funnel and we will communicate that out when we have them.