2026 Participant Guide for Commercial Customers and Vendors

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EVERSOURCE UI An Avangrid company

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Section 1: Introduction

Welcome to the Connecticut Electric Vehicle (EV) Charging Program

Eversource and Avangrid subsidiary, United Illuminating (UI), together the "Utilities," offer the **CT Commercial Electric Vehicle Charging Program** (Program) to incentivize the installation of **electric vehicle supply equipment** (EVSE) charging stations, including:

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

The 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. Multifamily properties consisting of two to four residential housing units, have the option to participate in either the residential single-family or MUD program offerings.

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 Commercial 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 Section 2 of this Guide. The Guide will be revised as the Program and/or the application process evolves. Revised versions of this Guide on eversource.com and UI's website.

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: Definitions

The following definitions apply to this Program:

Baseline Location
All locations that do not meet the definition of Distressed or Underserved Communities.

Corrective Action Plan (CAP)
A structured remediation process initiated by the Program when an EVSE provider or Network Service Provider fails to meet applicable Program requirements, including but not limited to data reporting, uptime performance, or operational compliance. A CAP is intended to identify deficiencies, establish corrective actions, and restore compliance with Program requirements. Failure to successfully complete a CAP may result in additional actions, including transitioning network providers, removal from the Qualified Vendor List and disqualification from Program participation.

Customer
An entity taking service from the Utility.

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 and Underserved Communities

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.

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 30 percent or more of the population consists of low-income persons who are not institutionalized and have an income below 200 percent of the federal poverty level
- Includes “distressed municipalities,” as defined by General Statutes § 32-9p, “environmental justice communities,” as defined by General Statutes § 22a-20a, and multifamily properties under the jurisdiction of a public “housing authority” as defined by General Statutes § 8-39.
- Within a distressed municipality included on the list published by the Department of Economic and Community Development
- **Eversource customers:** Please refer to capacity map here to determine if your location is in an underserved community
- **UI customers:** Please refer to capacity map here to determine if your location is in an underserved community

Electric Vehicle 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.

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.

Equipment Owner

The entity that purchases and owns the EV charging equipment once it is installed.

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 the 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.

Network Service Provider
An entity that provides network connectivity, monitoring, data management, and operational services for EVSE charging stations in accordance with Program requirements.

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.

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.

Site
Prewiring 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 the Eversource or UI 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.

Site Host
The fee owner or long-term (10 years or longer remaining term) lessee of the site.

Section 3: 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 Utility customers who do not meet the residential customer definition (i.e., single-family homes. Multifamily properties consisting of two to four residential housing units, have the option to participate in either the residential single-family or MUD program offerings). 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 the Eversource or UI 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 workplaces, locations supporting light-duty fleets, public charging, and multifamily properties with five or more units, or at a site host with 2-4 units electing to participate in the program. The charging station will be owned, operated, and maintained by the **site host** (see **Section 2** for 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 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 5** 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

Program Capacity and Application Volume

Each program year, the number of projects that can be approved is based on designated port allotments and available funding. Public Act 25-173, *An Act Concerning Energy Affordability*,

Access and Accountability, was signed into law on July 1, 2025, resulting in a reduced annual budget for incentives in 2026. If a Level 2 application is submitted after available ports and/or funding for the program year have been fully reserved, the project may be placed on a waitlist. All waitlisted applications will expire and be canceled at the end of each calendar year. Interested Level 2 applicants may re-apply with accurate and complete information in the new calendar year as budgets allow and will be prioritized as long as funds are available.

The DCFC application differs from the L2 application process by utilizing a scoring-based criteria framework to prioritize funding of applications that have high-ranking scores and can be completed within two years. Applications may be waitlisted after available ports for that year are reserved. All waitlisted applications will expire and be canceled at the end of each calendar year. DCFC applicants can re-apply with updated information in the new calendar year but will not retain their prior position or receive priority based on the order of resubmission.

Application Criteria

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

Application Submitted

Customer must apply to be accepted into the Program. Eversource or UI will review, evaluate, and, if appropriate, approve applications.

Eversource or UI Commercial 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

Site hosts must sign their application, attesting to at least one of the following:

- Ownership of the land for the EVSE installation
- Possession of a site lease for 10 years or longer
- Written consent from landowner for the EVSE installation
- Agree to operate, maintain, and ensure transmission of charging data of the EVSEs installed through this Program for a minimum of five years

EVSE Charging Station

Only new EV chargers listed in the Program's Qualified Vendor List (QVL) are eligible for incentives.

Multifamily Locations (Apartments, Condominium, Cooperatives)

Site must have a minimum of five residential units or be a site host with 2-4 units electing to participate in the program. Multifamily located EV charging stations participating in the 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.

Direct Current Fast 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 if each port can charge at 50kW or greater.

Proprietary Plugs

Proprietary plugs are eligible for Program incentives if 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 4: EVSE Charger Eligibility

EV Charging Equipment and Network Terminology

To support clarity and consistency across Program materials, the following terminology applies:

- **Qualified Vendors List (QVL):** The Program's consolidated list of approved EVSE hardware and qualified Network Service Providers. The QVL serves as the single published reference for Program eligibility
    - **Qualified Products List (QPL):** The hardware-only component of the QVL, EVSE models that complete EPRI's VPL evaluation and meet applicable Program requirements may be reflected on the QPL
    - **Qualified Networks List (QNL):** The network-only component of the QVL, Network Service Providers are evaluated and monitored by Energetics for compliance with Program data reporting and performance standards
- **Vetted Products List (VPL):** A national EVSE hardware evaluation framework administered by the Electric Power Research Institute (EPRI), vendors seeking hardware eligibility must submit products through EPRI's VPL process for technical evaluation

References throughout this Guide reflect this terminology structure.

Providers Hardware and Network Requirements

Only applications for eligible devices listed in the Program's QPL will be accepted. All networked EVSE must be supported by a Network Service Provider, reflected on the Program's QNL. Both the QPL and QNL are components of the consolidated QVL.

Qualified Vendor List

The Program maintains a consolidated QVL, which includes both the QPL for EVSE hardware and the QNL for Network Service Providers. The most current QVL, including eligible hardware and network providers, is available at: https://epri.co/vpl-eversrc-excel

Hardware and Network Responsibilities

The Program maintains a clear separation between hardware eligibility, software network capabilities, and performance oversight to ensure transparency, neutrality, and accountability across the EV charging ecosystem.

- EVSE hardware products are technically vetted and published by EPRI

- Software Network Service Providers are evaluated, monitored, and supported through ongoing data aggregation and performance oversight administered by Energetics, the Program's designated data aggregator

- Network Service Providers reviewed by Energetics and determined eligible are reflected on the **QNL**, which forms the network component of the consolidated **QVL**

Hardware Requirements

Devices that successfully meet applicable criteria through EPRI's VPL evaluation and satisfy applicable Program requirements may be considered for inclusion on the Program's **QPL**, which forms the hardware component of the consolidated QVL, subject to acceptance of the applicable Program vendor agreement and satisfaction of all Program requirements. Evaluation of devices includes, but is not limited to, assessment of the following criteria:

- Product safety and hardware performance

- Suitability for environmental conditions and intended use cases

- Network communications, interoperability, and operational reliability

- Supports data collection, reporting, and continued compliance capabilities

These evaluation categories are intended to support reliable operation, standardized data availability, and long-term performance over the minimum five-year operating period required under the Program.

Devices that successfully meet applicable criteria through the EPRI vetting process may be considered for inclusion on the Program's QPL, subject to acceptance of the applicable Program vendor agreement and satisfaction of all Program requirements.

Vendors will differ with respect to charger models, software, costs, and manufacturer features. The Utilities do not endorse or recommend any specific vendor or product. Customers are responsible for determining the suitability of approved products and services for their specific site and operational needs.

Submitting Equipment to EPRI's Vetted Products List

Vendors seeking to have EVSE hardware evaluated for potential inclusion in the Program's QPL should apply directly through EPRI's VPL portal. Publication on EPRI's VPL doesn't automatically guarantee inclusion on the Program's **QPL**. Inclusion is subject to alignment with Program requirements.:

1. Visit EPRI.com/VPL

2. Select the "Vendor Application" tab located midway down the page

3. Click the "Application Form" link and follow the instructions provided for each product submission

Vendors are encouraged to review Connecticut-specific EPRI evaluation criteria and engage with the EPRI vetting process as early as possible to support timely consideration.

Network Service Provider Evaluation and Ongoing Performance Monitoring

In addition to hardware eligibility, all networked EVSE participating in the Program must be supported by a Network Service Provider reflected on the QNL and capable of meeting the Program's data, uptime, and operational performance expectations. Sustained non-compliance may affect continued inclusion on the QNL and the consolidated QVL.

Energetics is responsible for evaluating NSP eligibility, aggregating EVSE utilization and performance data, and monitoring ongoing compliance with Program data standards and performance requirements. This includes assessing an NSP's ability to:

- Provide complete, accurate, and timely data submissions
- Support reliable charger uptime and operational availability
- Maintain interoperability and system functionality over time
- Respond to identified performance or data quality issues

Network Service Provider performance is monitored on an ongoing basis to support transparency, accountability, and informed decision-making by the Program, Eversource, UI, and the **Connecticut Public Utilities Regulatory Authority** (PURA).

Energetics Contact Information (Network Service Provider and Data-Related Inquiries)

NSPs and vendors with questions related to Network Service Provider eligibility, data aggregation requirements, or performance expectations should initiate contact directly with Energetics:

- Email: eversourceuievsedata@energetics.com
- Interest/Capability Intake Form
- Phone: 315-214-1995

Corrective Action Plan – High-Level Overview

When sustained performance deficiencies or non-compliance are identified—such as persistent data gaps, uptime issues, or failure to meet Program requirements—the Program may initiate a **Corrective Action Plan** (CAP). At a high level, the CAP process is intended to:

1. Identify and document deficiencies based on observed performance or data issues
2. Establish corrective actions and timelines to restore compliance
3. Monitor progress and improvement during the CAP period

CAPs are designed to be corrective in nature. However, failure to successfully complete a CAP may result in further action, including removal from the QVL, which may include removal from the QPL for hardware providers and the QNL for Network Service Providers. Transition may also be initiated to ensure continuity of charging services and data availability for affected customers.

Section 5: 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 **Section 6**, "Incentive Reservation"). 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.

Commercial EV Charging Program Incentives

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

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 map is updated to reflect these changes and thereby the Underserved Community 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 environmental justice community 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, striping, and/or signage, is not eligible for incentives. In addition, co-located distributed generation or energy-storage material does not qualify for incentives.

Section 6: 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. Referencing the QVL and working with EVSE vendors participating 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 use the hosting capacity maps as an integral tool. Capacity maps can be found for Eversource here and UI here.

When planning for any future proofing (i.e., site design to allow for future charging infrastructure expansion), customers should consider what future proofing 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 before submitting your Program application. This will allow you to determine the full scope of work and any costs associated with running a new/upgraded service.

If an application is submitted after available ports have been fully reserved, the project will be waitlisted. All waitlisted applications will expire and be canceled at the end of each calendar year. Interested applicants may re-apply in the new calendar year as budgets allow and will be prioritized as long as funds are available.

DCFC Electric Vehicle Infrastructure Training Program Certification Requirement

Effective June 30, 2024, any contractor installing DCFC chargers participating in the Program must be **Electric Vehicle Infrastructure Training Program** (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.

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, 2026, through June 1, 2026, 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 **National Electric Vehicle Infrastructure** (NEVI) funding based on the site's proposed location, it must instead seek funding through ConnDOT and are ineligible for DCFC funding through this Program

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

DCFC Selection Criteria

Criteria	Prioritization Factor	Metric	Point
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 Future proofing 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:** ≥150 **Half Points:** 100 -149 kW **No Points:** <100 kW	40
2d	Geographically distributed DCFC ports ranked by town based on population and number of existing and program funded publicly accessible DCFC Ports	**All Points:** Andover, Ansonia, Ashford, Barkhamsted, Beacon Falls, Berlin, Bethany, Bethel, Bethlehem, Bloomfield, Bolton, Bozrah, Bridgewater, Brookfield, Burlington, Canaan, Canterbury, Chaplin, Cheshire, Chester, Clinton, Colchester, Colebrook, Cornwall, Coventry, Deep River, Derby, Durham, East Granby, East Haddam, East Hampton, Eastford, Easton, Essex, Franklin, Goshen, Granby, Griswold, Groton, Guilford, Haddam, Hampton, Hartland, Harwinton, Hebron, Hampton, Hartland, Harwinton, Hebron, Kent, Killingly, Killingworth, Lebanon, Ledyard, Lyme, Mansfield, Marlborough, Middlebury, Middlefield, Monroe, Montville, Morris, Naugatuck, New Fairfield, New Hartford, Newington, Newtown, Norfolk, North Branford, North Stonington, Old Lyme, Oxford, Plainville, Plymouth, Portland, Preston, Prospect, Redding, Roxbury, Salem, Salisbury, Scotland, Seymour, Sharon, Shelton, Sherman, Somers, Southbury, Sprague, Stafford, Sterling, Suffield, Thomaston, Thompson, Tolland, Union, Voluntown, Warren, Washington, West Haven, Westbrook, Weston, Westport, Wethersfield, Winchester, Windsor Locks, Wolcott, Woodbridge, Woodbury, Woodstock	20

Criteria	Prioritization Factor	Metric	Point
		Half Points: Avon, Bridgeport, Brooklyn, Canton, Danbury, East Hartford, East Windsor, Ellington, Farmington, Glastonbury, Greenwich, Hamden, Hartford, Meriden, New Britain, New Canaan, New Haven, Norwalk, Norwich, Old Saybrook, Orange, Plainfield, Ridgefield, Simsbury, Southington, Wallingford, Waterbury, Watertown, West Hartford, Wilton, Windham, Windsor **No Points:** Branford, Bristol, Columbia, Cromwell, Darien, East Haven, East Lyme, Enfield, Fairfield, Lisbon, Litchfield, Madison, Manchester, Middletown, Milford, New London, New Milford, North Canaan, North Haven, Pomfret, Putnam, Rocky Hill, South Windsor, Stamford, Stonington, Stratford, Torrington, Trumbull, Vernon, Waterford, Willington	

Requesting New Electrical Service

Below are links to each of the Utility's new service information:

- **Eversource:** New service
- **UI:** New service

Application Location

- For Eversource, the application can be found here. First time users will need to register for a new account in the Enhanced PowerClerk platform
- For UI, the application can be found here. 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 a customer's 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. Applications are reviewed as quickly as possible. Processing times may vary based on application volume, application completeness, and program updates. Incomplete applications may cause significant delays in processing. Applicants may reach out to program staff at any time to inquire about the status of their application and/or approval.

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 one 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. The Eversource or UI 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 the application's "**Post Installation 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. Customers will have three months from commissioning to ensure that their Utility is receiving EVSE data or may risk incentive payment being delayed.

Installation, Commissioning, and Data Transmission

All EVSE projects receiving incentives under the Program must be fully installed, commissioned, and capable of transmitting charging station data in accordance with Program requirements prior to incentive payment and throughout the required compliance period.

Charging station utilization and performance data are essential to evaluating Program effectiveness, supporting system planning, and informing regulatory oversight. Standardized data collection and reporting enable the Program to assess charger usage, reliability, and operational performance over time.

Consistent with PURA direction, the Program places emphasis on network uptime and data quality to improve visibility into charger availability and utilization. Reliable uptime reporting supports the Program's ability to distinguish between reduced utilization attributable to site-specific demand and reduced utilization resulting from charger downtime, network interruptions, or other operational limitations.

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. **Customers will have three months from commissioning to ensure that the Utility is receiving EVSE data or may risk incentive payment being delayed.** All networked chargers must transmit standardized utilization, uptime, and operational data in accordance with the Program's EVSE data collection and reporting standards and must be supported by a Network Service Provider reflected on the QNL.

Failure to meet data transmission or performance requirements may result in the initiation of a CAP to restore compliance and may affect continued eligibility under the QVL.

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. Incentive payments may be issued by check or via ACH (electronic transfer of funds), depending on the Utility and the customer's selected payment method. Eversource customers may check the status of their payment on their dashboard in the online application portal. UI customers should reach out to the Program team to inquire about the status of their payment.

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 Level 2 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. Incentives under the DCFC Program are only available during the DCFC application window (March 15 through June 1 annually) and are subject to an alternative application process where applications are ranked using a scoring criteria 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: 203-350-3555
- Hours of availability: 8:30 a.m. – 5:00 p.m., Monday – Friday, excluding holidays
- Email: EversourceCTCommercialEV@resource-innovations.com

UI

- Phone: 800-722-5584
- Hours of availability: 7:00 a.m. – 7:00 p.m., Monday – Friday, excluding holidays
- Email: BusinessEV@uinet.com

Section 7: Frequently Asked Questions

The following **Frequently Asked Questions** (FAQs) support the Commercial EV Charging Program, which includes upfront rebates for EV chargers and make ready for eligible customers of Eversource and UI.

What are the incentives and rebates available through this program?

The Connecticut Commercial EV Charging Program provides financial incentives to eligible commercial customers to help offset the cost of installing electric vehicle charging infrastructure.

Incentives are available for:

- EVSE (charging equipment): Up to 50% of eligible equipment costs, subject to per-site maximums. More information on eligible hardware and software is detailed in Section 4 of this Program Guide.
- Make-Ready Infrastructure: Up to 100% of eligible installation and electrical infrastructure costs including design, permitting, and construction.

Incentive maximums vary based on charger type (Level 2 or DCFC), site type and location. Per-site maximum rebate amounts and eligibility requirements are detailed in Section 5 of this Program Guide.
http://www.eversource.com/https://www.uinet.com/smartenergy/electric_vehicles/ev_programs_for_your_businessFor more information on available incentives, eligibility requirements, and application details, please visit the Eversource or UI Website to view available incentives.

Are funds for incentives and rebates limited by program year?

Yes. Program funding for each year is limited by program year. However, rebate amounts for the Program will remain the same. For program year 2026, once the annual cap on funding is reached, the Utilities will maintain a waitlist of applications. Applicants who resubmit waitlisted applications in 2027 will be prioritized for evaluation in that year.

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 EV to 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.

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's been inspected by the **Authority Having Jurisdiction** (AHJ). Eversource and UI will provide rebates for eligible infrastructure (up to specified cap) 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 EVSE costs (up to specified cap).

Do I need to submit a work request for new/updated service for my EV charging project?

Yes, if you need a new/upgraded service to support your EV charger(s), you'll need to apply for that service upgrade PRIOR to submitting the rebate application. PLEASE NOTE, customers CANNOT start work on project until their application is approved, and the Utilities have issued an incentive reservation letter to remain eligible for rebate.

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 the 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 Multi-Unit Dwellings) there is a requirement to participate in Managed Charging, such as demand response.

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 2, and DCFCs. Level 2 requires 240-volt power and is ideal for workplaces, destinations, and Multi-Unit Dwellings 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, and 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.

Is there an application window to apply for Direct Current Fast Chargers?

Yes. Typically, the application window for DCFC is March 15 to June 1. This is not a rolling program. These dates are subject to change.

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

Applications are reviewed as quickly as possible, and incentive reservation letters are issued once an application is determined to be complete and in good order. Processing times may vary based on application volume, application completeness, and Program updates. Incomplete applications may cause significant delays in processing. Applicants may reach out to the Program Team at any time to inquire about the status of their application and/or approval.

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 whether 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 approvals, 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. Payments 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 DCFCs may be eligible for one of the Light-Duty 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 and UI customers can learn more here.

How can I contact a program representative if I have questions?

- **Eversource customers:** You can contact a Program specialist by emailing: EversourceCTCommercialEV@resource-innovations.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 Eversource territory map or UI territory map to get a general understanding of where there is currently more electrical load capacity in the Eversource or UI grid in Connecticut. These maps provide 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 these maps are provided for informational purposes and they're not intended as a substitute for filing an application with the Utility. It's intended to guide developers to three phase circuits which may have underutilized capacity for large scale EVSE projects, particularly DCFC 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.