



# Draft Summary Report on Existing EV Charger Incentive Programs in the United States

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# 1. Introduction

Incentive programs are available for the installation of electric vehicle (EV) charging stations from a variety of sources for a variety of levels of funding. This document focuses on government-funded programs and select California utility programs. Incentives can be rebates or competitively awarded, as well as tax credits or low-interest loans. Research for this report is based on the U.S. Department of Energy’s Alternative Fuels Data Center (AFDC) Laws and Incentives database, incentive program websites, program applications and guidance documents, and state legislation. All information presented here is publicly available; when data or program details were not listed online, they are marked as “not available”. Further information, such as program metrics, program development methodology, and outreach strategies can be obtained through interviews with program administrators. See Table 1 for summaries of EV charging station incentive programs, with information included for Level 2 (L2) and Direct Current Fast Charging (DCFC) stations. A synopsis on the existing EV charger incentive programs follows this Table.

Table 1. EV Charging Station Incentives Summary

State	Type of Incentive	Level of Charging	Incentive	Distribution
<b>California by Entity and/or Subregion</b>				
California – Anaheim Public Utilities	Reserved Rebate	L2, DCFC	<ul style="list-style-type: none"> <li>• \$5,000 per L2 or DCFC station</li> <li>• \$10,000 per station if installed at a school, multi-unit dwelling serving income qualified customers, or is a public DCFC</li> </ul>	Lottery process
California – Bay Area Air Quality Management District	Grant	L2, DCFC	<ul style="list-style-type: none"> <li>• \$1,500-3,000 per L2 (depending on power rating)</li> <li>• \$18,000 per DCFC. L2 with multiple ports get an additional \$1,000 per port.</li> <li>• Additional funding is available for co-located solar</li> </ul>	First-come, first-served
California – Burbank Water and Power	Rebate	L2	<ul style="list-style-type: none"> <li>• \$500 for residential;</li> <li>• \$1,000 for commercial applicants with single users, \$2,000 for commercial applicants with multiple users</li> </ul>	First-come, first-served
California – CEC CALeVIP for Fresno County	Reserved rebate	L2	<ul style="list-style-type: none"> <li>• \$4,000 single port, \$7,000 dual port</li> </ul>	First-come, first-served
California – Glendale Water and Power	Rebate	L2	<ul style="list-style-type: none"> <li>• \$500 for residential;</li> <li>• \$2,000 for commercial or multi-unit dwelling</li> </ul>	First-come, first-served
California –	Rebate	L2	<ul style="list-style-type: none"> <li>• \$500 for residential</li> </ul>	First-come, first-served

State	Type of Incentive	Level of Charging	Incentive	Distribution
Los Angeles Department of Water and Power			<ul style="list-style-type: none"> <li>• \$3,500 - \$5,000 for public, multi-unit dwelling, or workplace, higher rebate with dedicated meter.</li> <li>• Additional \$750 per additional port</li> </ul>	
California – Marin County	Grant	L2	<ul style="list-style-type: none"> <li>• \$3,000 per charger</li> </ul>	First-come, first-served
California – Pacific Gas & Electric	Reserved Rebate option	L2	<ul style="list-style-type: none"> <li>• Utility covers electrical infrastructure construction</li> <li>• \$1,150 per port for multi-unit dwellings (\$2,300 for disadvantaged communities), \$575 per port for workplaces (\$1,150 for disadvantaged communities)</li> </ul>	Not available
California – Pasadena Water and Power	Rebate	L1, L2, DCFC	<ul style="list-style-type: none"> <li>• \$600 for Wi-Fi enabled residential, \$200 for standard residential</li> <li>• Commercial, workplace, multi-unit dwelling, and fleet: \$1,500 for non-networked L2, \$3,000 for networked L2</li> <li>• Public L2, DCFC, L2 at schools, income-qualified homes, and disadvantaged communities: \$6,000 per charger</li> <li>• Workplace and multi-unit dwelling: \$200 per L1 station</li> </ul>	First-come, first-served
California – Sacramento Municipal Utility District	Rebate/Grant	L2, DCFC	<ul style="list-style-type: none"> <li>• Free charging station for residents</li> <li>• \$1,500 for workplace and multi-unit dwelling L2</li> <li>• \$120,000 per DCFC project</li> </ul>	L2 is first-come, first served; DCFC is awarded
California – San Diego Gas and Electric	Other	L2	<ul style="list-style-type: none"> <li>• Utility covers electrical infrastructure construction</li> <li>• Utility owns and installs chargers.</li> <li>• Site hosts pay a one-time fee of \$235 per port unless in DAC.</li> </ul>	First-come, first-served
California – San Joaquin Valley Air Pollution Control District	Voucher	L2, DCFC	<ul style="list-style-type: none"> <li>• \$5,000 single L2 port; \$6,000 dual port L2; 70% up to \$25,000 for DCFC</li> </ul>	First-come, first-served

State	Type of Incentive	Level of Charging	Incentive	Distribution
California – Santa Barbara County	Grant	L2, DCFC	<ul style="list-style-type: none"> <li>Public entities and non-profit organizations: \$10,000 per L2 and \$20,000 per DCFC</li> <li>Private entities: \$7,500 per L2 and \$15,000 per DCFC</li> </ul>	Awarded
California – South Coast Air Quality Management District	Rebate	L2	<ul style="list-style-type: none"> <li>\$250; additional \$250 for low income</li> </ul>	First-come, first-served
California – CEC CALeVIP for Southern California	Reserved Rebate	DCFC	<ul style="list-style-type: none"> <li>75% up to \$70,000; 80% up to \$80,000 for disadvantaged communities</li> </ul>	First-come, first-served
California – Southern California Edison	Reserved Rebate	L1, L2	<ul style="list-style-type: none"> <li>Utility covers electrical infrastructure construction</li> <li>Rebate for L1 and L2 varies by model and site: disadvantaged communities receive 100% of the rebate, multi-unit dwellings receive 50%, and other installations receive 25%</li> </ul>	First-come, first-served
California – Southern California Edison (DC)	Reserved Rebate	DCFC	<ul style="list-style-type: none"> <li>SCE covers electrical infrastructure construction</li> <li>Rebate for DCFC varies by model</li> </ul>	First-come, first served
California – Statewide	Loan	L2, DCFC	<ul style="list-style-type: none"> <li>Loan with a rebate of 50% of the loan reserve loss (20-30% of the loan) after the loan is repaid or monthly payments are met for 48 months</li> </ul>	N/A
<b>Other States</b>				
Colorado	Grant	L2, DCFC	<ul style="list-style-type: none"> <li>\$9,000 for dual L2; \$30,000 for multi-port DCFC</li> </ul>	Awarded
Connecticut	Grant	Unknown	<ul style="list-style-type: none"> <li>50% up to \$2,000 per unit and \$4,000 per site</li> </ul>	Awarded
Connecticut	Loan	L1, L2, DCFC	<ul style="list-style-type: none"> <li>Loan, 4.49% interest rate</li> </ul>	N/A
Delaware	Rebate	L2	<ul style="list-style-type: none"> <li>50% up to \$500 for residential; 75% up to \$2,500 for public; 75% up to \$5,000 workplace</li> </ul>	First-come, first-served
District of Columbia	Tax credit	Unknown	<ul style="list-style-type: none"> <li>50% of equipment and installation costs up to</li> </ul>	N/A

State	Type of Incentive	Level of Charging	Incentive	Distribution
			\$1,000 for residential; 50% up to \$10,000 for public	
Florida – Sarasota County	Reserved rebate	L2, DCFC	<ul style="list-style-type: none"> <li>25% of equipment and installation costs up to \$2,500 for businesses; 50% up to \$4,000 for non-profits and government</li> </ul>	First-come, first-served
Georgia	Tax credit	L2	<ul style="list-style-type: none"> <li>10% of equipment and installation costs up to \$25,000</li> </ul>	N/A
Idaho/Wyoming	Rebate	L2	<ul style="list-style-type: none"> <li>\$5,000 per charger</li> </ul>	First-come, first-served
Louisiana	Tax credit	Unknown	<ul style="list-style-type: none"> <li>30% of equipment costs</li> </ul>	N/A
Maryland	Rebate	L1, L2, AC L3	<ul style="list-style-type: none"> <li>40% up to \$700 for residential; 40% up to \$4,000 for commercial; 40% up to \$5,000 for retail stations</li> </ul>	First-come, first-served
Maryland	Grant	DCFC	<ul style="list-style-type: none"> <li>50% up to \$55,000</li> </ul>	Awarded
Massachusetts	Grant	Dual port L2	<ul style="list-style-type: none"> <li>Dependent on the number of EVs in the fleet: \$5,000 for 1-2 EVs; \$7,500 for 3-4 EVs, \$10,000 for 5+ EVs</li> </ul>	First-come, first-served
Massachusetts	Grant	L1, L2	<ul style="list-style-type: none"> <li>50% up to \$25,000 per location</li> </ul>	First-come, first-served
Minnesota	Grant	Full corridors of DCFC	<ul style="list-style-type: none"> <li>80% up to \$170,000 per 150-kilowatt (kW) station and \$70,000 per 50kW</li> </ul>	Awarded
Nebraska	Loan	Unknown	<ul style="list-style-type: none"> <li>Interest rate of 5% or lower</li> </ul>	N/A
New Jersey	Grant	L1, L2	<ul style="list-style-type: none"> <li>\$750 for L1; \$5,000 for single port L2; \$6,000 for dual port L2</li> </ul>	First-come, first-served
New York	Rebate	L2, DCFC	<ul style="list-style-type: none"> <li>\$8,000 per L2 port; \$32,000 per DCFC. Up to \$250,000 per facility</li> </ul>	First-come, first-served
New York	Tax credit	Unknown	<ul style="list-style-type: none"> <li>50% of equipment and installation costs, up to \$5,000</li> </ul>	N/A
Ohio	Loan	Unknown	<ul style="list-style-type: none"> <li>Low-interest loans for 75% of costs</li> </ul>	N/A
Oklahoma	Tax credit	Unknown	<ul style="list-style-type: none"> <li>75% of equipment and installation costs</li> </ul>	N/A
Oregon	Loan	Unknown	<ul style="list-style-type: none"> <li>Low-interest loan</li> </ul>	N/A

State	Type of Incentive	Level of Charging	Incentive	Distribution
Pennsylvania	Rebate/Grant	L2, DCFC	<ul style="list-style-type: none"> <li>• Rebates for L2, grants for DCFC. No additional information</li> </ul>	First-come first served for L2; awarded for DCFC
Rhode Island	Reserved rebate	L2, DCFC	<ul style="list-style-type: none"> <li>• \$15,000 per station, capped at \$60,000</li> </ul>	First-come, first-served
Texas	Grants	Unknown	<ul style="list-style-type: none"> <li>• 50% of equipment and installation costs, up to \$600,000</li> </ul>	Awarded
Utah	Grants	Unknown	<ul style="list-style-type: none"> <li>• 100% of equipment costs</li> </ul>	Unknown
Washington	Grant	DCFC and co-located L2	<ul style="list-style-type: none"> <li>• Based on request</li> </ul>	Awarded

While each funding program is unique, there were common components across programs:

**General Program Information.** Program geography is based on the authority of the program administrator; in most cases, funding programs are for the whole state. The notable exceptions are the California programs, the Sarasota County Florida program, and programs that fund specific charging corridors.

**Program oversight and administration.** Most of the incentive programs are run on a state-wide basis by a state agency. Some regional programs in California are run by Air Quality Districts or the California Energy Commission. Utilities also offer incentives for charging station installations; this document provides information about select California utility programs.

Several California programs were mentioned in their associated Regional Transportation Plans (RTPs). While some RTPs stated support for the programs or signaled that they would contribute funding to the programs once other funding sources are exhausted, it does not appear that any of the programs were specifically formed because of an RTP.

**Eligible charging technologies and associated incentive amounts.** Most programs funded Level 2 or DCFC stations. Level 2 funding varies from 10% of station costs to 100% of costs, capped at between \$2,000 and \$15,000 per station (for public stations). Some states require that applicants be approved before beginning construction in order to reserve rebate funds (noted in Table 1 as “reserved rebates”). Grants are typically provided for larger projects, such as DCFC installations. None of the programs explicitly allow funding for charging for neighborhood EVs, electric bikes, or electric scooters. Some, particularly grants, provide operations and maintenance funding (including funding for networking fees).

**Program participation requirements.** Eligible entities vary by program and the mission of each program (e.g., public stations, fleet stations, workplace charging stations). There is a split on whether stations are required to be networked or not, and some programs, particularly those developed more recently, require that stations follow open communication protocol standards. The CALeVIP programs (see below) require stations to be EnergyStar® certified.

Programs usually require DCFC stations to have both CHAdeMO and SAE CCS connectors. Most programs require DCFC to be able to provide 50 kilowatts (kW) of energy, but many of the incentive programs encourage them to be “future-proofed” and wire the site to be able to provide up to 150 kW.

The California South Coast program offers additional funds for low-income residents to install residential charging stations. Minnesota’s funding for DCFC corridors awards extra points to veteran-owned and economically disadvantaged businesses in the grant process, but the charging stations are not necessarily placed in disadvantaged communities (DACs).

*Allocation and/or distribution of program funds.* Most programs distribute rebates and grants on a first-come, first-served basis. Restrictions on the number of rebates per applicant vary from program to program, but some restrict based on a cap per location rather than per applicant (e.g., an employer may request a limited amount of money per workplace but can apply for each office located in the state).

The Massachusetts workplace charging program appears to allocate funds by geographic areas. Some programs, particularly in California, reserved a percentage of funds specifically for disadvantaged or low-income communities. Others either gave priority to DACs or provided them with more funding than projects outside of DACs.

*Performance metrics and data monitoring methods.* Only a few programs provide program impact data. The Bay Area, San Joaquin Valley, Santa Barbara, Southern California Edison, Massachusetts, Texas, Utah, and Washington provide information about the amount of funds distributed and the number of charging stations installed. Maryland provides information about the amount of funds distributed, the number of charging stations installed, and the estimated annual number of gallons of petroleum displaced.

*Stakeholder outreach methods.* The San Joaquin Valley and Southern California Edison programs include information online about their outreach strategy, and ICF provided information about Maryland’s outreach strategy based on previous conversations with the program administrator. No other program has outreach strategy information available online; this information was obtained through interviews with the program administrators. A summary of stakeholder outreach to program administrators is available in Appendix A of this report.

Most California programs have multilingual websites.

*State and/or federal agency involvement.* The Fresno and Southern California programs are a result of the California Electric Vehicle Infrastructure Project (CALeVIP), a California Energy Commission (CEC) program for regional EV infrastructure programs that aims to support the state’s goals to improve air quality, fight climate change, and reduce petroleum use. CALeVIP is funded through the CEC Alternative and Renewable Fuel and Vehicle Technology Program, which supports innovations in transportation and fuel technologies. As of September 2018, CALeVIP is funded for more than \$39 million, with the potential of up to \$200 million. South Coast program uses AB 2766 funds, administered through the Mobile Source Air Pollution Reduction Review Committee (MSRC). The San Joaquin Valley program does not specify the funding source, but the San Joaquin Valley Air Pollution Control District (SJVAPCD) receives most of its funding from stationary and mobile source permit fees (63%), with the rest provided by vehicle registration funds (24%) and state (California Air Resources Board, CARB) and federal (U.S. Environmental Protection Agency, EPA) grants (13%).



As most of the programs are run by state agencies, funding recipients that are required to report data report directly to those same state agencies. Most programs do not have federal involvement, apart from Colorado receiving funding from the Congestion Mitigation and Air Quality Program (CMAQ) and a few programs being funded by the Volkswagen Environmental Mitigation Trust.

*Additional considerations.* None of the programs publicly provide information about how they were developed or the data that informs the program direction.

## 2. Rebates/Grants

### California - Anaheim Public Utilities

State: California - Anaheim Public Utilities (APU)	
General Program Information	The Public Access EV Charging Station Rebate Program aims to provide an incentive to non-domestic (commercial, industrial, etc.) electric customers located within the City of Anaheim to install, operate, and maintain public access EV charging stations within the City and make such EV charging stations available to the general public, students, patrons, employees, or residents to charge EVs.
Website	<a href="https://www.anaheim.net/3312/Public-EV-Charger-Rebate">https://www.anaheim.net/3312/Public-EV-Charger-Rebate</a>
Contact	<a href="mailto:evrebates@anaheim.net">evrebates@anaheim.net</a>
Program oversight and administration	The program is run by APU. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, the Southern California Association of Governments (SCAG) proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>Anaheim offers rebates for Level 2 or DCFC. Rebates cover equipment and installation costs, up to \$5,000 per charging station.</li> <li>Charging stations installed at K-12 schools recognized by the Orange County Department of Education or the Western Association of Schools and Colleges, multi-unit dwelling locations serving income qualified customers, and publicly accessible DCFC are eligible for rebates up to \$10,000 per station.</li> <li>Charging stations must have J1772, SAE CCS, or CHAdeMO charging ports.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Applicants must be active APU customers (residential or commercial).</li> <li>Applicants must provide a utility grade electric meter socket for the City to meter the energy usage of the EV charging station.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>Rebates are limited to four charging stations per customer per year.</li> <li>If the total number of applications received during the open application window exceeds the funding, rebates will be awarded using an electronic lottery process.</li> </ul>
State: California - Anaheim Public Utilities (APU)	
Performance metrics and data monitoring methods	<ul style="list-style-type: none"> <li>APU may utilize data generated by use of the charging stations.</li> <li>Program participants assign all their rights, titles, and interests under the Low Carbon Fuel Standard Program to APU.</li> </ul>

Stakeholder outreach methods	No indication of multilingual materials. The <a href="#">program agreement</a> and <a href="#">reservation form</a> are available online. No outreach information available.
State and/or federal agency involvement	No information available.
Additional Information	<ul style="list-style-type: none"><li>• In addition to the rebate, the APU will pay the City permit fees associated with charging stations.</li><li>• Applicants complete a rebate request form; customers who are awarded a rebate must install the charging station within one year.</li></ul> To receive the rebate, customers must submit their EV rebate reservation number, all charging station purchase and installation receipts, and copy of the Building Department Permit Card showing final sign off, a W-9, and a current utility bill for the same address as the new sub-meter.

## California – Bay Area Air Quality Management District

State: California - Bay Area	
General Program Information	The Charge! Program aims to rapidly expand access to EV charging stations within the Bay Area Air Quality Management District's (BAAQMD) service area to help achieve the Bay Area's EV adoption goals. The program is currently closed but the next Charge! grant cycle will re-open in late 2018. All information listed here reflects the 2017 program.
Website	<a href="http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge">http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge</a>
Contact	<a href="mailto:Mark.Tang@bbaaqmd.gov">Mark Tang, mtang@bbaaqmd.gov</a> ; 415-749-4994
Program oversight and administration	The program is run by the BAAQMD. The program is referenced in the Metropolitan Transportation Commission's (MTC) <a href="#">Plan Bay Area 2040</a> , and the Plan assumes that while the charger incentive is funded by other sources at this time, MTC will be responsible for funding chargers after 2020 and allocates \$1,000 per charger. The Environmental Impact Report predicts 75,000 tons of CO2 emissions reductions annual as a result of the regional EV charger network in 2020, 357,000 tons in reductions in 205, and 387,000 tons in reductions in 2040.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides grants for up to 75% of the cost of purchasing and installing publicly available Level 1, Level 2 and DCFC within the Air District's jurisdiction. Eligible projects must need at least \$10,000 in funding to apply (which typically is achieved by deploying at least one DCFC or at least three dual port Level 2 stations).</li> <li>• Level 1 stations are eligible for up to \$750 per station; Level 2 stations with an output rating of 3.3-6.6 kW are eligible for up to \$1,500 per station; Level 2 stations with an output rating of higher than 6.6 kW are eligible for up to \$3,000 per station; and DCFC are eligible for up to \$18,000 per station.</li> <li>• If Level 2 stations have more than one connector, they are eligible for an additional \$1,000 per connector. If charging stations are co-located with new solar installations they are eligible for up to \$1 for every watt of solar capacity added, up to a maximum of the amount being awarded for the charging stations (e.g., if a site is eligible for base charging station funding of \$12,000 and the project has a new solar installation of more than 12 KW, it is eligible for a maximum of \$12,000 in solar funding).</li> <li>• Eligible costs include charging station hardware (including tax and shipping fees), installation (including labor, materials, and necessary electrical upgrades), permit fees, and hardware equipment used to record the kWh dispensed from the equipment (e.g., separate meter).</li> <li>• The program does not provide funding for operations and maintenance. The program does not fund charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>

State: California - Bay Area	
Program participation requirements	<ul style="list-style-type: none"> <li>• Private entities (including non-profit organizations) and public agencies may apply for funding.</li> <li>• Charging stations must be available to the public for a minimum of three years. Stations must be available to the public every day for a minimum of 8 hours per day during normal business hours.</li> <li>• Stations have a usage requirement over the three-year agreement period. Level 1 stations have a usage requirement of 2,700 kWh per station; Level 2 stations with an output rating of 3.3-6.6 kW have a usage requirement of 5,400 kWh; Level 2 stations with an output rating over 6.6 KW have a usage requirement of 10,800 kWh; and DCFC stations have a usage requirement of 90,000 kWh.</li> <li>• Eligible facilities include destination facilities, multi-unit dwellings, transit parking facilities, transportation corridors, and workplaces.</li> <li>• Level 2 stations must have a J1772 connector. DCFC stations must be capable of delivering electricity to EVs at a minimum rate of 40 kW and must have both CHAdeMO and SAE CCS connectors. DCFC stations must be paired with either new or existing Level 2 charging stations at the same location.</li> <li>• Equipment must be installed within 9 months of the date the Funding Agreement is executed. Charging stations must be listed on the U.S. Department of Energy's Alternative Fuels Data Center.</li> </ul>
Allocation and distribution of program funds	Funding is available on a first-come, first-served basis. There is a cap of \$500,000 per applicant per fiscal year. Projects located in areas designated by the Air District as Highly Impacted Communities are given priority.
Performance metrics and data monitoring methods	<ul style="list-style-type: none"> <li>• In 2017, Charge! awarded \$6.5 million to install over 2,000 charging stations, reducing emissions of CO2 by 9,484 tons per year. 61% of stations were installed at workplaces, 29% at destination locations, 4% at apartment buildings, 3% at transit parking, and 3% along transportation corridors.</li> <li>• Funded projects must report, at least annually, on each charging station's status and usage.</li> </ul>
Stakeholder outreach methods	The program website can be translated into Spanish. <a href="#">Program Guidelines</a> , <a href="#">Program Application</a> , <a href="#">Outreach Flyer</a> , and <a href="#">Frequently Asked Questions</a> are available online. There is no additional information about outreach methods.
State and/or federal agency involvement	This program uses AB 2766 funds (from motor vehicle registrations). There is no information about reporting requirements or partnerships with other agencies.

**State: California - Bay Area****Additional Information**

- In some cases, other funding opportunities will also be available to applicants from other sources. The Charge! program encourages applicants to explore all opportunities to determine which works best for them, and in the case of some large projects, Charge! funding may be combined with funding from other grant programs.
- Applicants are required to attend at least one pre-application workshop.
- 85% of the award amount is paid once the stations are operational, and the remaining 15% is paid after the three-year operations and usage requirement is met, and reporting has been completed.
- To apply, applicants complete an application and submit evidence of authority to apply and implement the project, proof of property ownership or written permission from the property owner, a map showing where the charging stations will be located, a line-item cost estimate for each facility, and a W-9.

## California - Burbank Water and Power

State: California - Burbank Water and Power (BWP)	
General Program Information	Burbank Water and Power (BWP) offers rebates to residential and commercial customers for Level 2 charging stations.
Website	<a href="https://www.burbankwaterandpower.com/electric-vehicles">https://www.burbankwaterandpower.com/electric-vehicles</a>
Contact	<a href="mailto:bwpcconservation@bburbankca.gov">bwpcconservation@bburbankca.gov</a> ; 818-238-3730
Program oversight and administration	The program is run by BWP. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>Residential applicants are eligible for rebates up to \$500 for the cost of equipment and installation. Multi-unit dwelling accounts (HOAs) are eligible for rebates up to \$1,000 for equipment and installation costs. Commercial applicants for single users (e.g., workplace charging) are eligible for rebates for the cost of equipment (not installation costs) of up to \$1,000, and commercial applicants for multiple users are eligible for rebates for the cost of equipment of up to \$2,000.</li> <li>Charging stations must be level 2 and use the SAE J1772 charging plug or Tesla's high-power wall connector. Chargers with greater capacity will be considered on a case-by-case basis.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Residential applicants must agree to be placed on the time-of-use (TOU) electric rate.</li> <li>Multi-unit dwelling accounts and commercial applicants with multiple users must install charging stations that are accessible to multiple users.</li> <li>Program participants assign all of their rights, titles, and interests under the Low Carbon Fuel Standard Program to BWP.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>There is a limit of one rebate per residential account and four rebates per multi-unit dwelling account or commercial account per fiscal year.</li> <li>Rebates are on a first-come, first-served basis.</li> </ul>
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No information about outreach available. No indication of multilingual materials. The <a href="#">application</a> is available online.
State and/or federal agency involvement	No information available.
Additional Information	<ul style="list-style-type: none"> <li>Applicants must submit contact information, a BWP account number, a copy of the charger receipt/invoice, and copy of the installation receipt, a copy of the final City of Burbank Building Division Permit, a copy of the DMV registration or car purchase or lease agreement (residential only), a W-9 form (commercial only), and a photograph of the installed charger.</li> <li>The previous version of the application, issued in 2015, had a maximum rebate of \$1,000 for commercial charging stations.</li> </ul>

## California - CALeVIP Fresno

State: California – CALeVIP for Fresno County	
General Program Information	The CALeVIP Fresno County Incentive Program (FCIP) promotes access to EV charging infrastructure in Fresno County. It began in December 2017 and is open as long as funding is available. The program had \$4 million in funding; as of October 2018, the program has issued \$625,000 in rebates.
Website	<a href="https://calevip.org/incentive-project/fresno">https://calevip.org/incentive-project/fresno</a>
Contact	<a href="mailto:fresno-calevip@energycenter.org">fresno-calevip@energycenter.org</a> ; 559-825-3247
Program oversight and administration	The CEC administers the program and the Center for Sustainable Energy (CSE) implements it for the state agency. The program is referenced in the <a href="#">Fresno RTP</a> as an off-model strategy; the Fresno Council of governments resolved to work with other agencies to implement the regional EV charging infrastructure program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program funds networked Level 2 stations capable of providing 6.2kW of charging or greater. It provides \$7,000 for the purchase and installation of a dual port Level 2 station and \$4,000 for a single port station.</li> <li>• The program does not provide funding for operations and maintenance. The program does not fund charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include businesses or government entities with sites in Fresno County. There are not any special participation considerations for DACs.</li> <li>• Funding recipients must maintain a one-year network service agreement immediately after the equipment installation, and keep the stations operational for at least a year. The charging stations must be open source and Energy Star certified. There is a limit of 10 ports per funding site (excluding existing infrastructure). Recipients must submit station information to the U.S. Department of Energy's AFDC Station Locator.</li> <li>• Funding recipients must report one year of utilization data, and CSE reserves the right to request participation from rebate recipients in ongoing research efforts (in the form of surveys).</li> </ul>
Allocation and distribution of program funds	Funds are available on a first-come, first-served basis. There is not a division of funds by jurisdiction. Applicants can receive a maximum of \$1 million in rebates over the lifetime of the FCIP.
Performance metrics and data monitoring methods	As the program is very new, there are not yet any performance metrics available.
Stakeholder outreach methods	No information about outreach methods. The website translates to Spanish via Google Translate. The <a href="#">implementation manual</a> , <a href="#">site verification form</a> , and a <a href="#">list of eligible equipment</a> are available online.
State and/or federal agency involvement	This program is part of the California Electric Vehicle Incentive Project (CALeVIP), a CEC program for regional EV infrastructure that aims to support the state's goals to improve air quality, fight climate change, and reduce petroleum use. CALeVIP is funded through the CEC Alternative and Renewable Fuel and Vehicle Technology Program, which supports innovations in transportation and fuel technologies. As of September

State: California – CALeVIP for Fresno County	
	2018, CALeVIP has more than \$39 million in funding, with the potential of up to \$200 million.
Additional Information	<p>Eligible recipients apply online prior to purchasing or installing equipment; once the application is confirmed, the rebate is reserved. The project must be completed within 180 days of the Funds Reserved date. To claim the rebate, the recipient includes an application, copy of the purchase and installation invoices, copy of the permits, two photos of the installed stations, a photo of each serial number, a copy of a network agreement with a one-year minimum term, and verification that the applicant is allowed to install the station at the site (unless the applicant is the sole property owner).</p> <ul style="list-style-type: none"> <li>• This program’s incentives can be combined with the San Joaquin Valley Air Pollution Control District (SJVAPCD) rebate.</li> </ul>

## California – Glendale Water and Power

State: California - Glendale Water and Power (GWP)	
General Program Information	GWP offers rebate for residential and commercial charging stations to increase Glendale EV drivers’ access to charging.
Website	<a href="https://www.glendaleca.gov/government/departments/glendale-water-and-power/electric-vehicles">https://www.glendaleca.gov/government/departments/glendale-water-and-power/electric-vehicles</a>
Contact	<a href="mailto:gwprebates@glendaleca.gov">gwprebates@glendaleca.gov</a> ; 818-551-3080
Program oversight and administration	The program is run by GWP. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• GWP offers rebates of up to \$500 for residential customers and up to \$2,000 for commercial or multi-unit dwelling customers.</li> <li>• Charging stations must be Level 2 (J1772 or Tesla), and rebates cover the cost of equipment, installation, and permit fees.</li> <li>• Charging equipment for golf carts, neighborhood carts, motorcycles, and electric scooters or bicycles is not eligible.</li> </ul>
Program participation requirements	Eligible applicants include commercial and residential GWP customers.
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Rebates are available on a first-come, first-served basis.</li> <li>• There is a limit of one rebate per residential account and four rebates per multi-unit dwelling or commercial account.</li> </ul>
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	The GWP website is available in Spanish. The <a href="#">application</a> is available online. No outreach information available.
State and/or federal agency involvement	No information available.



State: California - Glendale Water and Power (GWP)	
Additional Information	<ul style="list-style-type: none"> <li>• Rebates are issued as a bill credit.</li> <li>• To apply, customers must fill out an application that includes the charger information and property type. Customers must submit a copy of the receipt for the charger, a photograph of the installed charger, a copy of the labor receipt, a copy of the final City of Glendale Building &amp; Safety Permit, and a copy of DMV registration, car purchase or lease agreement (residential applications only).</li> </ul>

## California – LADWP

State: California - Los Angeles Department of Water and Power (LADWP)	
General Program Information	Charge Up LA! works to expand the support of electric transportation in Los Angeles. It offers rebates for residential and commercial charging stations to LADWP customers. While the program began providing rebates for residential charging stations in 2011, the current program is funded from July 1, 2018 through June 30, 2021.
Website	<a href="https://www.ladwp.com/ladwp/faces/ladwp/residential/r-gogreen/r-gg-driveelectric">https://www.ladwp.com/ladwp/faces/ladwp/residential/r-gogreen/r-gg-driveelectric</a>
Contact	<a href="mailto:pluginla@ladwp.com">pluginla@ladwp.com</a> ; 866-484-0433
Program oversight and administration	The program is run by LADWP. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides rebates of \$500 for the purchase of a residential charging station. Residential applicants may also apply for a rebate of up to \$250 for a dedicated EV charging station TOU meter.</li> <li>• The program also provides rebates of up to \$5,000 commercial level 2 charging stations that are used by employees, tenants, or the general public. Chargers with a dedicated meter are eligible for rebates of \$5,000 and chargers without a dedicated meter are eligible for rebates of \$3,500. Commercial chargers with more than one port may also receive an additional \$750 per port.</li> <li>• Rebates are available for the cost of the charger and the cost of the installation, including any necessary trenching and resurfacing.</li> <li>• Chargers for neighborhood electric vehicles, electric bikes, and/or scooters are not eligible for the rebate.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• LADWP may utilize data generated by use of the charging stations. Program participants assign all of their rights, titles, and interests under the Low Carbon Fuel Standard Program to LADWP.</li> <li>• Eligible entities are residential or commercial customers of LADWP.</li> <li>• Charging stations must remain in service for a minimum of six months.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Rebates are available on a first come, first served basis.</li> <li>• Commercial entities may receive a rebate if they have at least 3 parking spaces; they may receive an additional rebate for every five additional parking spaces, up to 40 chargers per site.</li> </ul> <p>Residential applicants must have an EV registered to the LADWP service address where the charging station is being requested.</p>

State: California - Los Angeles Department of Water and Power (LADWP)	
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	LADWP websites are available in Spanish. The <a href="#">commercial application</a> and <a href="#">residential application</a> are available online. No outreach information available.
State and/or federal agency involvement	No information available.
Additional Information	<ul style="list-style-type: none"> <li>• Before July 2018, the maximum commercial rebate was \$4,000.</li> <li>• To receive a rebate, commercial applicants must submit paid charging station and installation invoices, construction permits and proof of passed inspection, a copy of an LADWP electric utility bill, a W-9 form, and a service commitment adequate facilities letter. Applicants must also submit information about the charging stations, and pictures of the completed installations, installed revenue/statistical meter, and a picture of the device nameplate for each EV charger.</li> <li>• To receive a rebate, residential applicants must submit an application, proof of EV charger purchase, DMV registration for the EV, proof of EV ownerships that includes the EV make and model and purchase terms, and photos of the completed charger installation, the device nameplate, and the TOU meter (if installed).</li> </ul>

## California - Transportation Authority of Marin

State: California - Marin County	
General Program Information	General Program Information
Website	Website
Contact	Contact
Program oversight and administration	Program oversight and administration
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• Eligible charging technologies and associated incentive amounts</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Government entities and public districts, including school districts, colleges and universities, located in Marin County may apply for grants.</li> <li>• Stations must be maintained and operated for at least three years. If the stations are networked, they must use an open-standard protocol for network interoperability.</li> <li>• If the stations are not free to use, they must accept credit cards as payment and cannot require a subscription fee or membership.</li> <li>• Projects need to be completed (stations must be operable) within 9 months. Charging stations must be identified with at least two standardized way-finding traffic signs.</li> </ul>
Allocation and distribution of program funds	Grants are available on a first-come, first-served basis. There is a limit of six charging port rants per agency per year.

State: California - Marin County	
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	There is no information about outreach methods. No indication of multilingual materials. <a href="#">Program Guidelines are available online.</a>
State and/or federal agency involvement	This program uses AB 2766 funds (from motor vehicle registrations). There is no information about reporting requirements or partnerships with other agencies.
Additional Information	<ul style="list-style-type: none"> <li>• Applicants can also apply for BAAQMD funding (pending availability of funds).</li> <li>• Applicants reserve funding by emailing the program coordinator. After the stations are installed, the applicant submits supporting documents to show completion, including contract, final costs, digital photographs of the installed chargers, and any changes from the letter of intent.</li> </ul>

## California - PG&E

State: California - Pacific Gas & Electric (PG&E)	
General Program Information	PG&E's EV Charge Network is a \$130 million rate-payer funded program to install 7,500 Level 2 charging stations at workplaces and/or multi-unit dwellings in the PG&E service territory.
Website	<a href="https://www.pge.com/en_US/business/solar-and-vehicles/your-options/clean-vehicles/charging-stations/ev-charge-network.page">https://www.pge.com/en_US/business/solar-and-vehicles/your-options/clean-vehicles/charging-stations/ev-charge-network.page</a>
Contact	<a href="mailto:evchargenetwork@pge.com">evchargenetwork@pge.com</a> ; 877-704-8723
Program oversight and administration	The program is approved by the California Public Utilities Commission (CPUC) and run by PG&E. The program is not referenced in the Metropolitan Transportation Commission's (MTC) <a href="#">Plan Bay Area 2040</a> .
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• PG&amp;E will pay for the construction of electrical infrastructure from the transformer to the parking space for all sites.</li> <li>• Cost to host addressed through two options: rebate or participant payment. PG&amp;E may own charging stations at multi-unit dwellings or in DACs (up to 35%). If PG&amp;E is owner, host must pay one-time participation fee of \$1,150 per port. DACs are exempted from the participation fees.</li> <li>• If host owns the chargers, PG&amp;E provides \$1,150 rebate per port for multi-unit dwellings and \$575 per port for workplaces. If site located in a DAC, PG&amp;E will provide \$2,300 per port for multi-unit dwellings and \$1,150 per port for workplaces.</li> <li>• In addition to the infrastructure, a PG&amp;E will also pay for a portion of the charging equipment cost. PG&amp;E will provide \$1,150 per port for multi-unit dwellings and \$575 per port for workplaces. If the site is located in a DAC, PG&amp;E will provide \$2,300 per port for multi-unit dwellings and \$1,150 per port for workplaces.</li> </ul>

State: California - Pacific Gas & Electric (PG&E)	
Program participation requirements	<ul style="list-style-type: none"> <li>• Must use PG&amp;E time-of-use rate to cover cost of electricity (site host can opt to pay all electricity costs or have drivers pay).</li> <li>• Eligible applicants include multi-unit dwellings and workplaces in PG&amp;E's service territory.</li> <li>• Eligible projects must install at least 10 adjoining EV parking spaces.</li> <li>• Eligible applicants must agree to be part of the EV Charge Network Program, and the site host must maintain the charging station for the duration of the contract (10 years).</li> <li>• Site hosts must allow PG&amp;E to use data gathered as part of the EV charge Network Program.</li> <li>• Eligible equipment must be selected from an approved vendor list. Equipment must be Level 2 and network-ready (OCPP 1.5 or later).</li> <li>• Chargers must be compatible with software that can control, operate, communicate, diagnose, and capture data, as well as receive a demand response signal from the utility.</li> </ul>
Allocation and distribution of program funds	Minimum of 15% of charging stations to be in disadvantaged communities.
Performance metrics and data monitoring methods	Achieve program goals for 7,500 charging stations within the \$130 million budget while meeting minimum DAC requirements.
Stakeholder outreach methods	The PG&E website translates to Spanish. The <a href="#">approved vendor list</a> and <a href="#">contact form</a> are available online. Additional outreach information not known.
State and/or federal agency involvement	CPUC must review and approve program application and rate-payer funded budget. Semi-annual reporting is required to CPUC and a program advisory council. CPUC approved 3-year program in December 2016.
Additional Information	<ul style="list-style-type: none"> <li>• To apply, applicants fill out a contact form stating their interest.</li> </ul>

## California - Pasadena Water & Power

State: California - Pasadena Water and Power (PWP)	
General Program Information	PWP's residential and commercial EV charger programs are meant to incentivize charging station installations within the City of Pasadena and increase EV drivers' access to charging.
Website	<a href="https://ww5.cityofpasadena.net/water-and-power/residentialevrebate/">https://ww5.cityofpasadena.net/water-and-power/residentialevrebate/</a> ; <a href="https://ww5.cityofpasadena.net/water-and-power/commercialchargerrebate/">https://ww5.cityofpasadena.net/water-and-power/commercialchargerrebate/</a>
Contact	<a href="mailto:electrictransportation@cityofpasadena.net">electrictransportation@cityofpasadena.net</a>
Program oversight and administration	The program is run by PWP. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• PWP offers a rebate of \$600 for residential "Wi-Fi enabled" EV chargers and a rebate of \$200 for residential standard (non wi-fi) EV chargers. Stations must be J1772 Level 2 equipment permanently hardwired to the electrical service.</li> <li>• PWP also offers a \$3,000 rebate for the installation of a smart Level 2 charging station for commercial, workplace, multi-unit dwelling, and fleet customers. The \$3,000 applies to each port of a multiple port charger if each user is able to charge simultaneously at full capacity.</li> <li>• PWP offers up to \$6,000 per charger for sites with publicly available stations, any DCFC equipped with a minimum of 2 ports, charging stations accessible to students and patrons of schools recognized by the LA County Department of Education or the Western Association of Schools and Colleges, charging stations installed at income-qualified housing structures service 80% or more income-qualified customers, and charging stations installed at DACs in the 80% to 100% percentile.</li> <li>• PWP offers a \$1,500 rebate for the installation of non-network charging stations, up to \$15,000 per account/address.</li> <li>• PWP also offers a workplace and multi-unit dwelling customers \$200 rebate per Level 1 dedicated EV charging station, with a maximum of \$10,000 per account/address.</li> <li>• Rebates for non-residential customers are for equipment and installation costs.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Applicants must be active PWP customers (residential or commercial).</li> <li>• Level 2 stations must be capable of delivering at least 6 KW charging capacity. DCFC must operate at 480V, 50 KW minimum output.</li> <li>• PWP may utilize data generated by the use of the charging stations. Program participants assign all of their rights, titles, and interests under the Low Carbon Fuel Standard Program to PWP. Funding recipients may also be required to participate in PWP's future demand response program for the life of the charger installation.</li> </ul>

State: California - Pasadena Water and Power (PWP)	
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Rebates are available on a first-come, first-served basis.</li> <li>• There is a limit of two chargers per residential address.</li> <li>• For non-residential rebates, there is a cap of \$50,000 per site/account/customer.</li> <li>• Residential customers currently enrolled, or have participated in the past, in PWP's Experimental TOU rate are not eligible for the program. Applications must be submitted within 365 days of purchase.</li> </ul>
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	The PWP website is available in Spanish. The <a href="#">commercial program agreement</a> and <a href="#">application</a> are available online. No outreach information available.
State and/or federal agency involvement	No information available.
Additional Information	<ul style="list-style-type: none"> <li>• Before August 1, 2018, residential non "Wi-Fi enabled" chargers were eligible for an incentive of \$400. Wi-Fi enabled chargers were not eligible for a rebate.</li> <li>• Commercial projects reserve funds in advance by submitting an application form and a copy of the Building Permit for the installation. After the project, the customer submits the Program Agreement, proof of the charger purchase, and a copy of the installation sign-off document.</li> <li>• Residential customers apply for the rebate by electronically submitting an itemized sales receipt, a picture of the installed charger, and a copy of the building/electrical inspection sign off.</li> </ul>

## California – Sacramento Municipal Utility District (SMUD)

State: California - Sacramento Municipal Utility District (SMUD)	
General Program Information	SMUD's rebates for charging stations for its residential and commercial customers seek to increase EV adoption and access to charging in its service territory.
Website	<a href="https://www.smud.org/en/Going-Green/Electric-Vehicles/Residential">https://www.smud.org/en/Going-Green/Electric-Vehicles/Residential</a> ; <a href="https://www.smud.org/en/Going-Green/Electric-Vehicles/Business">https://www.smud.org/en/Going-Green/Electric-Vehicles/Business</a>
Contact	<a href="mailto:pev@smud.org">pev@smud.org</a>
Program oversight and administration	The program is run by SMUD. The program is referenced in the Sacramento Area Council of Governments (SACOG) 2016 <a href="#">RTP</a> , and calls for SACOG to continue working with SMUD on installing chargers within the utility service area. However, it appears that SMUD developed the program separately and it is not the result of a requirement from a regional plan.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• SMUD offers a rebate of up to \$1,500 for Level 2 workplace and multi-unit dwelling charging stations.</li> <li>• SMUD offers an incentive of up to \$120,000 per DCFC project.</li> <li>• SMUD offers residents either a \$599 charging incentive (to cover the cost of two years of charging) for the purchase of an EV or a free Level 2 Clipper Creek charger.</li> </ul>

State: California - Sacramento Municipal Utility District (SMUD)	
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible applicants include commercial and residential SMUD customers.</li> <li>• Applicants must agree to allow SMUD branding on the charging equipment.</li> <li>• Chargers must be installed on a dedicated circuit and a submeter box must be provided for a SMUD meter to be installed on the circuit to measure electricity delivered to the charger.</li> <li>• SMUD may utilize data generated by the use of the charging stations. Program participants assign all of their rights, titles, and interests under the Low Carbon Fuel Standard Program to SMUD.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Workplace and multi-unit dwelling rebates are available on a first-come, first-served basis. Residential charging stations are available on a first-come first served basis.</li> <li>• DCFC projects are awarded. No information about selection criteria is available. Incentives are available for up to 6 projects a year.</li> <li>• Workplace and multi-unit dwelling charging applicants may receive up to 20 rebates per property.</li> </ul>
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	The SMUD website is available in Spanish. The <a href="#">multi-unit dwelling and workplace application</a> and <a href="#">residential application</a> are available online. No outreach information available.
State and/or federal agency involvement	Funding for the program comes from the Low Carbon Fuel Standard, a regulation adopted by CARB that requires SMUD to spend LCFS revenue on promotions to help increase the adoption of PEVs in the SMUD service territory.
Additional Information	To apply, customers must fill out an application that includes the charger information and property type. Customers must submit a copy of the receipt for the charger, a photograph of the installed charger, a copy of the labor receipt, a copy of the final approved building permit authorizing operation of the chargers, and a copy of DMV vehicle registration (for residents).

## California – San Diego Gas & Electric (SDG&E)

State: California - San Diego Gas & Electric (SDG&E)	
General Program Information	SDG&E's Power Your Drive is a \$45 million rate-payer funded program to install and operate at least 3,000 Level 2 charging stations at 300 workplaces and/or multi-unit dwellings in the SDG&E service territory.
Website	<a href="https://www.sdge.com/residential/electric-vehicles/power-your-drive">https://www.sdge.com/residential/electric-vehicles/power-your-drive</a>
Contact	<a href="mailto:poweryourdrive@sdge.com">poweryourdrive@sdge.com</a>
Program oversight and administration	Program is approved by the CPUC and run by SDG&E. This was not developed as result of a regional transportation plan.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• Not an incentive program but included since it is the local utility program and provides chargers to workplaces and multi-family dwellings. SDG&amp;E owns the chargers.</li> </ul>

State: California - San Diego Gas & Electric (SDG&E)	
	<ul style="list-style-type: none"> <li>• SDG&amp;E budget covers cost of construction of electrical infrastructure from the transformer to the parking space, charger installation and ongoing maintenance and operations.</li> <li>• Supports Level 2 infrastructure.</li> <li>• Program participants pay one-time payment of \$235 per charging station. Sites within DACs are exempted from participant fees.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Must use SDG&amp;E's time-of-use rate to cover cost of electricity (site host can opt to pay all electricity costs or have SDG&amp;E bill EV drivers directly).</li> <li>• Eligible applicants include commercial and residential SDG&amp;E customers.</li> <li>• Apartments or condo buildings must be able to dedicate 5 parking spaces and workplaces 10 parking spaces for charging.</li> <li>• Each site must install at least 5 charging stations.</li> <li>• Site hosts must promote the use of EVs and their private chargers.</li> <li>• Program participants may choose between two networks (ChargePoint and Greenlots).</li> </ul>
Allocation and distribution of program funds	SDG&E program does not distribute funds. Participants are selected by SDG&E based on multiple criteria. Minimum 10% of charging stations must be in DACs.
Performance metrics and data monitoring methods	<a href="#">Implementation status map</a> available online. Program goal to install and operate 3,000 charging stations at 300 workplaces and/or multi-unit dwellings within a \$45 million budget and meeting DAC requirement. As of August 31, 2018, 238 customers have signed site agreements, resulting in 2,746 charging ports. 1,149 customers have indicated interest in participating in the program. 32% of signed site agreements are in DACs, exceeding the DAC target of 10%. For full details, see the Power Your Drive <a href="#">semi-annual report</a> (September 2018).
Stakeholder outreach methods	The SDG&E website is available in Spanish. The <a href="#">application</a> and <a href="#">FAQ</a> are available online. SDG&E held multiple PYD outreach events.
State and/or federal agency involvement	CPUC must review and approve program application and rate-payer funded budget. Semi-annual reporting is required to CPUC and a program advisory council. CPUC approved program in January 2016.
Additional Information	To apply, customers must fill out an application that includes the estimated number of current and potential EV drivers in the apartment complex or workplace. Applicants are asked to email a site map of the parking area, if available, and sign a real property license agreement. After the application is complete, SDG&E conducts a site visit to finalize the charger locations. SDG&E has additional pilot programs to provide chargers to a limited number of delivery vehicles, shuttles, other equipment and 4 park-and-rides.



## California - San Joaquin Valley

State: California - San Joaquin Valley Air Pollution Control District	
General Program Information	The Charge Up! Program funds the purchase and installation of new Level 2 and DCFC stations to promote clean air, alternative fuel technologies, and the use of low- or zero-emission vehicles. It works with the San Joaquin Valley Air Pollution Control District (SJVAPCD) territory (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and the valley portion of Kern Counties). There is no information about program budget.
Website	<a href="http://valleyair.org/grants/chargeup.htm">http://valleyair.org/grants/chargeup.htm</a>
Contact	<a href="mailto:grants@valleyair.org">grants@valleyair.org</a>
Program oversight and administration	<ul style="list-style-type: none"> <li>The program is run by the San Joaquin Valley Air Pollution Control District (SJVAPCD).</li> <li>The San Joaquin Council of Governments' (SJCOG) 2018 <a href="#">RTP</a> references an EV education program run by SJVAPCD, but does not reference the Charge Up! Program or any other charging infrastructure incentives.</li> </ul>
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>The program provides vouchers for networked Level 2 and DCFC stations. As a voucher, not a rebate, the applicant shouldn't purchase or install chargers until they have received an approval voucher.</li> <li>Level 2 single port stations are eligible for \$5,000 and Level 2 dual port stations are eligible for \$6,000. DCFC funding is available for 70% of costs up to \$25,000.</li> <li>Eligible costs include hardware, installation, and signage costs, but does not include operations and maintenance costs. The program does not include charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Private entities (including non-profit organizations) and public agencies may apply for vouchers. There are no special participation considerations for DACs.</li> <li>Chargers cannot be co-funded through any other SJVAPCD incentive programs.</li> <li>DCFC must be publicly accessible 24 hours a day, 7 days a week, and must be open source for payment.</li> <li>Applicants must purchase the equipment within 6 months of the execution date of the voucher, and must operate the station for a minimum of three years.</li> <li>Recipients must register public chargers with the AFDC Station Locator.</li> </ul>
Allocation and distribution of program funds	Vouchers are awarded on a first-come, first-served basis. There is a funding cap of \$50,000 annually per applicant per site. There are no formulaic divisions of funds by jurisdiction.
Performance metrics and data monitoring methods	In 2015, the SJVAPCD awarded more than \$1.4 million to install 140 charging stations. In 2016, they awarded \$852,000 to install 91 stations, and in 2017 they awarded over \$660,000 for the installation of 6 stations. No further data is available.
Stakeholder outreach methods	No information about outreach methods. The program website can be translated into Spanish. The <a href="#">Program Guidelines</a> and <a href="#">Program Application</a> are available online.
State and/or federal agency involvement	Changes made to the program in 2017 were meant to help Valley entities take advantage of current and future funding opportunities from the CEC,

State: California - San Joaquin Valley Air Pollution Control District	
	the California Air Resources Board, and utility companies by aligning program processes, with the hope of allowing entities to stack incentives.
Additional Information	<ul style="list-style-type: none"> <li>• The program launched in June 2015. In June it shifted to a voucher-based system to enhance the program's efficiency. It also now allows workplace charging as an eligible funding category (previously, all stations had to be public).</li> <li>• Fresno applicants can also receive funding through Fresno CALeVIP and PG&amp;E's EV Charge Network.</li> <li>• The application includes location, siting information, information about nearby points of interest, accessibly to the public, and station make and model. Applicants must include a W-9 and documentation that confirms permission of the landowner.</li> </ul>

## California - Santa Barbara

State: California - Santa Barbara County	
General Program Information	The Santa Barbara County Air Pollution Control District's EV Charging Station Infrastructure Program works to expand the County's EV charging infrastructure. The program began in December 2011. The FY2018-2019 budget allocated \$135,000 for the program.
Website	<a href="https://www.ourair.org/ev-charging-program/">https://www.ourair.org/ev-charging-program/</a>
Contact	<a href="mailto:Alex.Economou.grants@sbcapcd.org">Alex Economou. grants@sbcapcd.org</a> ; 805-961-8894
Program oversight and administration	The program is run by the Innovative Technologies Group of the Santa Barbara County Air Pollution Control District. The Santa Barbara Council's 2017 <a href="#">Fast Forward 2040 RTP and Sustainable Communities Strategy</a> refers to the program and state's SBCAG's support of the EV Charging Station Infrastructure Program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides grants for Level 2 and DCFC stations. Public entities and tax-exempt nonprofit organizations can receive up to \$10,000 per Level 2 charging station and up to \$20,000 per DCFC. Private entities can receive up to \$7,500 per Level 2 station and up to \$15,000 per DCFC station.</li> <li>• Eligible costs include hardware, installation, and signage costs, but does not include planning, permitting, project management, or operations and maintenance costs. The program does not include charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Private entities (including non-profit organizations) and public agencies may apply for grants. Private entities and non-profit organizations must propose sites that are within one-quarter mile of a roadway or intersection with a traffic count of 10,000 average daily trips or greater; employment centers with at least 50 employees; shopping centers; airports; multi-unit dwellings with at least 20 units; hotels with at least 20 rooms; universities or schools; or medical facilities at least 10,000 square feet in size (or hospitals).</li> <li>• Chargers must be visible to the public from a public roadway and equipped with identifying signage.</li> </ul>
Allocation and distribution of program funds	No information about how grants are awarded.

State: California - Santa Barbara County	
Performance metrics and data monitoring methods	As of August 2018, the program has distributed \$235,527 to fund 25 stations.
Stakeholder outreach methods	There is no information about outreach methods. No indication of multilingual materials. The <a href="#">Program Application</a> and a <a href="#">Presentation to the Board of Directors</a> are available online.
State and/or federal agency involvement	This program uses Air Pollution Control District funds, which primarily consist of AB 2766 funds (from motor vehicle registrations), emission fees, and permit fees. There is no information about reporting requirements or partnerships with other agencies.
Additional Information	<ul style="list-style-type: none"> <li>The application includes location, siting information, station make and model, information about the current electrical system, and information about how the project will comply with local permit and land use approval requirements.</li> <li>Grant funds are released once the stations are operational.</li> </ul> <p>The program was established in December 2011 to fund charging for public entities, with a budget of \$100,000. In December 2015, the overall program spending limit increased to \$300,000 with limited funding available for private and nonprofit entities.</p>

## California – South Coast AQMD

State: California - South Coast Air Quality Management District	
General Program Information	The Residential EV Charging Incentive Pilot Program aims to offset EV charger hardware costs for residents in the South Coast Air Quality Management District's (SCAQM) territory (Los Angeles, Orange, Riverside, and San Bernardino Counties). It is currently a pilot program, and budget information is not available.
Website	<a href="http://www.aqmd.gov/home/programs/community/community-detail?title=ev-charging-incentive">http://www.aqmd.gov/home/programs/community/community-detail?title=ev-charging-incentive</a>
Contact	Benigna Taylor. <a href="mailto:btaylor@aqmd.gov">btaylor@aqmd.gov</a>
Program oversight and administration	The program is run by SCAQMD and the Mobile Source Air Pollution Reduction Review Committee (MSRC). In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>The program funds residential Level 2 stations. It provides a \$250 rebate for the cost of hardware (and does not include installation costs). Low income residents are eligible for an additional \$250, for a total of \$500.</li> <li>The program does not fund charger operations and does not include charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>The program is open to all residents that live in SCAQMD's jurisdiction.</li> <li>The charging stations must be in place for a minimum of three years and are considered a permanent installation.</li> </ul>

State: California - South Coast Air Quality Management District	
Allocation and distribution of program funds	The rebates are available on a first-come, first-served basis, and there is a restriction of one rebate per applicant. There is no formulaic distribution of funds by jurisdiction.
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	According to the website, outreach for this program will occur at clean air events and events targeted to residents of Environmental Justice (EJ) communities. There is an English/Spanish fact sheet for the program available online. <a href="#">Guidelines</a> , <a href="#">FAQs</a> , and a <a href="#">fact sheet</a> are available online.
State and/or federal agency involvement	The program uses AB 2766 funds (from motor vehicle registrations), administer through MSRC. There is no information about reporting requirements or partnerships with other agencies.
Additional Information	<ul style="list-style-type: none"> <li>• The program began in 2015.</li> <li>• Required documentation for application includes an approved building and safety permit, proof of charger purchase, a copy of the utility bill, and a DMV registration for the electric vehicle. The application also requires a photo of the installed charger. To prove low income for additional funds, an applicant can submit a utility bill showing that he or she receives a low-income utility rate or submit a copy of a CalWORKS membership card.</li> </ul>

## California - CALeVIP, Southern California

State: California – CEC for Southern California Counties	
General Program Information	The CALeVIP Southern California Incentive Program (SCIP) aims to promote access to DC fast charging infrastructure in Los Angeles, Orange, Riverside, and San Bernardino Counties. The program has a total funding of \$29 million and began in August 2018.
Website	<a href="https://calevip.org/incentive-project/southern-california">https://calevip.org/incentive-project/southern-california</a>
Contact	<a href="mailto:fresno-calevip@energycenter.org">fresno-calevip@energycenter.org</a> ; 559-825-3247
Program oversight and administration	The CEC administers the program and CSE implements it for the state agency. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas.

State: California – CEC for Southern California Counties	
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program funds 75% of the cost of installing DCFC, up to \$70,000 per charging at new sites and up to \$40,000 per charger at replacement and make-ready sites. Installations in DACs are eligible for 80% of project costs, up to \$80,000. One co-located L2 station may be include in project costs.</li> <li>• Eligible costs include equipment, installation costs, utility service order, planning and engineering design costs, project signage, advanced energy storage, and the network agreement with the network provider for the DCFC only.</li> <li>• The program does not provide funding for operations and maintenance. The program does not fund charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include businesses, nonprofit organizations, California Native American Tribes, and public and government entities.</li> <li>• Stations must be publicly accessible 24 hours a day.</li> <li>• DCFC must be dual port stations with both CHAdeMO and SAE CCS connectors.</li> <li>• Funding recipients must maintain a five-year network service agreement immediately after the equipment installation, and keep the stations operational for at least five years. Recipients must submit station information to the U.S. Department of Energy’s AFDC Station Locator.</li> <li>• Funding recipients must participate in research efforts that support the CALeVIP and SCIP research goals. They must also submit 5 years of session/usage data on at least an annual basis.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Funds are available on a first-come, first-served basis.</li> <li>• \$13 million is reserved for Los Angeles County (4% for DACs), \$9 million is reserved for Orange (1% for DACs), \$5 million is reserved for Riverside (2% for DACs), and \$2 million is reserved for San Bernardino (4% for DACs).</li> <li>• While there is no limit on the amount of rebate an applicant can receive, there is a maximum amount of funds reserved on active and on hold applications at one time, by county (\$640,000 for Los Angeles, \$640,000 for Orange, \$320,000 for Riverside, and \$320,000 for San Bernardino).</li> </ul>
Performance metrics and data monitoring methods	No station installations have been completed yet.
Stakeholder outreach methods	The website translates to Spanish via Google Translate. The <a href="#">Implementation manual</a> , <a href="#">verification form</a> , and a <a href="#">list of eligible equipment</a> are available online. No information about additional outreach methods.
State and/or federal agency involvement	<ul style="list-style-type: none"> <li>• This program is part of CALeVIP, a CEC program for regional EV infrastructure programs that aims to support the state’s goals to improve air quality, fight climate change, and reduce petroleum use. CALeVIP is funded through the CEC Alternative and Renewable Fuel and Vehicle Technology Program, which supports innovations in transportation and fuel technologies. As of September 2018, CALeVIP is funded for more than \$39 million, with the potential of up to \$200 million.</li> </ul>

### State: California – CEC for Southern California Counties

Additional Information	<ul style="list-style-type: none"> <li>• Eligible recipients apply online prior to purchasing or installing equipment; once the application is confirmed, the rebate is reserved. The project must be completed within one year of the Funds Reserved date.</li> <li>• To claim the rebate, the recipient includes an application, copy of the purchase and installation invoices, copy of the permits, two photos of the installed stations, a photo of each serial number, a copy of a network agreement with a five-year minimum term, and verification that the applicant is allowed to install the station at the site (unless the applicant is the sole property owner).</li> </ul>
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## California – Southern California Edison (SCE), Charge Ready

State: California - Southern California Edison (SCE)	
General Program Information	SCE's Charge Ready is a \$22 million rate-payer funded program to install 1,500 Level 1 and Level 2 charging stations at workplaces, multi-unit dwellings, and/or public areas in the SCE territory.
Website	<a href="https://www.sce.com/wps/portal/home/business/electric-cars/Charge-Ready">https://www.sce.com/wps/portal/home/business/electric-cars/Charge-Ready</a>
Contact	<a href="mailto:chargeready@sce.com">chargeready@sce.com</a>
Program oversight and administration	The program is run by SCE. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• Program budget covers costs to make ready parking spaces for Level 1 or Level 2 charging stations.</li> <li>• SCE also provides a rebate for charging station equipment, which varies by model. Each approved model has a base rebate amount; sites in DACs receive 100% of the rebate amount, multi-unit dwellings receive 50% of the rebate, and other installations receive 25%.</li> <li>• All Level 2 stations must be networked.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible applicants include non-residential SCE customers that own, lease, or operate a sit that provides long dwell-time parking (including workplaces, fleet, multi-unit dwellings and other destination centers).</li> <li>• SCE will deploy a minimum of 10 charging stations per site. The actual number of charging stations approved through the program is based on several criteria, including current and near-term EV adoption and the number of parking spaces available.</li> <li>• Participants must maintain the station for 10 years.</li> <li>• Participants must subscribe to a data management plan with an approved EV charging network service provider.</li> <li>• Participants must participate in future Demand Response programs.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Minimum of 10% of charging stations must be in DACs.</li> <li>• SCE will deploy a minimum of 10 charging stations per site. The actual number of charging stations approved through the program is based on several criteria, including current and near-term EV adoption and the number of parking spaces available.</li> <li>• Facilities in DACs can request a minimum of five stations (instead of 10 as is required in the rest of the service territory) and will receive a rebate covering 100% of the base cost of the charging stations, including installation.</li> </ul>

State: California - Southern California Edison (SCE)	
Performance metrics and data monitoring methods	<ul style="list-style-type: none"> <li>• Participants supply SCE with non-personally identifiable information charging data.</li> <li>• The pilot of the program was launched in May 2016 and stopped accepting applicants in January 2017 as all funding was reserved. Through the pilot program, SCE deployed infrastructure to support 941 charge ports at 60 customer sites; 50% of ports are located at 36 sites in DACs.</li> <li>• Based on meter data, the program reduced 214.7 metric tons of carbon dioxide equivalent from charging stations installed from February 2017 to January 2018.</li> <li>• 64% of chargers with installed at workplaces, 23% at destination centers, 10% for fleets, and 3% at multi-unit dwellings.</li> <li>• 55% of applicants were private businesses, 18% were cities, 12% were universities, 8% were K-12 schools, 5% were county, and 2% were federal.</li> <li>• The average cost per port from the pilot program was \$13,731.</li> <li>• The pilot had an authorized budget of \$22 million.</li> </ul>
Stakeholder outreach methods	<p>According to the pilot report, SCE marketed the Charge Ready pilot program through email, website, social media, collateral, and account manager interaction. SCE conducted 38 outreach events during the Pilot to support program enrollment. No indication of multilingual materials.</p> <p>A list of <a href="#">eligible equipment</a>, the <a href="#">participation package</a>, and a <a href="#">fact sheet</a> are available online.</p>
State and/or federal agency involvement	<p>CPUC must review and approve program application and rate-payer funded budget. Semi-annual reporting is required to CPUC and a program advisory council. CPUC approved program in January 2016.</p>
Additional Information	<ul style="list-style-type: none"> <li>• Applicants submit a notice of intent, at which point SCE evaluates the site, the applicant confirms participation, SCE and the applicant jointly design the site plan, and the station is installed. After SCE verifies the installation, the applicant receives the rebate.</li> <li>• The second phase of the program was approved by CPUC in 2018.</li> </ul>

## California - SCE, DCFC

State: California – Southern California Edison DC Fast Charging	
General Program Information	The Charge Ready DCFC Pilot Program helps to increase the availability of fast charging stations at certain locations where cars can access the equipment, charge, and move on quickly. Program budget is \$4 million.
Website	<a href="https://www.sce.com/wps/portal/home/business/electric-cars/Charge-Ready">https://www.sce.com/wps/portal/home/business/electric-cars/Charge-Ready</a>
Contact	<a href="mailto:chargereadydcfc@sce.com">chargereadydcfc@sce.com</a>
Program oversight and administration	The program is run by SCE. In its 2016 <a href="#">RTP</a> and Sustainable Communities Strategy, SCAG proposes \$274 million in regional charging station rebates for Level 1 and Level 2 stations at workplaces and multi-unit housing in urban and compact areas, but does not specifically reference this program.
Eligible charging technologies and associated incentive amounts	SCE covers the cost of making a site ready for DCFC stations. They also provide a rebate for the cost of the charging station equipment, which varies by model.
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible applicants include non-residential SCE customers that own, lease, or operate a site that allows public access to charging stations.</li> <li>• Program participants must select an eligible TOU rate for EV charging and provide a notarized easement granted to SCE by the property owner.</li> <li>• All charging stations must be installed on a new dedicated service.</li> <li>• Stations must be owned and maintained for at least 5 years. Participants must also subscribe to a data management plan with a charging network provider and share charging data with SCE for at least five years.</li> <li>• Applicants must also agree to participate in future demand response programs.</li> </ul>
Allocation and distribution of program funds	SCE will deploy a maximum of five DCFC per site.
Performance metrics and data monitoring methods	No information available yet.
Stakeholder outreach methods	No indication of multilingual materials. A list of <a href="#">eligible equipment</a> , the <a href="#">participation package</a> , and a <a href="#">fact sheet</a> are available online. No outreach information available.
State and/or federal agency involvement	CPUC must review and approve program application and rate-payer funded budget. Semi-annual reporting is required to CPUC and a program advisory council. CPUC approved program in January 2018.
Additional Information	Applicants submit a notice of intent, at which point SCE evaluates the site, the applicant confirms participation, SCE and the applicant jointly design the site plan, and the station is installed. After SCE verifies the installation, the applicant receives the rebate.



## Colorado

State: Colorado	
General Program Information	Charge Ahead Colorado provides financial support for EVs and charging stations.
Website	<a href="http://cleanairfleets.org/programs/charge-ahead-colorado">http://cleanairfleets.org/programs/charge-ahead-colorado</a>
Contact	Matt Mines. <a href="mailto:mmines@raqc.org">mmines@raqc.org</a> ; 303-629-5450 x210 (RAQC) or Zach Owens. <a href="mailto:Zach.owens@state.co.us">Zach.owens@state.co.us</a> ; 303-866-3279 (CEO)
Program oversight and administration	The program is jointly run by the Colorado Energy Office (CEO) and the Regional Air Quality Council (RAQC). RAQC provides funds for projects in the seven county Denver Metro Area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson Counties). CEO provides funds for entities outside of the Denver Metro Area. The program is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>Grants provide 80% of eligible costs for Level 2 and DCFC up to \$9,000 for dual level 2 stations and \$30,000 for multiple connection DCFC. Eligible costs include construction materials, permitting, and construction labor costs, and charging units. New transformers, breaker boxes, and electrical panels are not eligible for funding.</li> <li>If the project is within the seven county Denver Metro Area and funded by RAQC, it is also eligible for 80% of additional reporting costs, which include network subscription fees and data plans.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Eligible applicants include residents, business owners (public or workplace charging), retail service stations, and governments. There are no special participation considerations for DACs.</li> <li>Stations must be networked. Stations must be in service for a minimum of five years, and stations must be purchased (not leased or financed). For multi-unit dwellings, charging stations must be commonly accessible and not dedicated to individual units. All steel and iron must be manufactured in the United State. Workplace and multi-unit dwelling applicants must conduct and submit an employee/tenant survey to demonstrate current and future anticipated demand. Stations must be listed on the AFDC Station Locator.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>Funding is prioritized. For RAQC funding, priority is directed to organizations that are excluded from existing state tax credits and incentives. Eligible applicants include local governments, school districts, state agencies, and non-profit agencies. Apartment/condominium complexes and businesses that own multi-vehicle parking facilities for fleet, public, or guest use are also eligible.</li> <li>CEO funding is directed to private non-profit or for-profit corporations, state agencies, federal agencies, public universities, and public transit agencies, in addition to local governments, landlords of multi-unit dwellings, and homeowner associations.</li> <li>Priorities include the benefit of the charging stations to members of the public, having a match dedicated to the project, the quality of the charging station to be installed (with emphasis on data reporting capabilities), level of charging, and how many vehicles and vehicle types can be charged by each unit. Also evaluated are the rationale for placing the charging station at the selected location, whether the charging station is free to the public, inclusion of co-located Level 2 charging, the prospective recipients' potential for and commitment to</li> </ul>

State: Colorado	
	energy efficiency, the extent to which the proposed location is likely to effectively service existing EVs and encourage the acquisition of additional EVs, and the extent to which the charging station would otherwise not be installed.
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	No indication of multilingual materials. The <a href="#">application guide</a> and <a href="#">interest form</a> are available online. No outreach information available.
State and/or federal agency involvement	The program is run by state agencies. RAQR funding is from the federal Congestion Mitigation and Air Quality (CMAQ) program. CEO's funding was established by the Colorado legislature in 2009.
Additional Information	<ul style="list-style-type: none"> <li>• The program used to fund single port Level 2 and DCFC stations (changed in 2018). Grant caps used to be: \$3,260 for single-port Level 2; \$6,200 or dual-port Level 2, \$13,000 for single port DCFC, and \$16,000 for multiple port DCFC.</li> <li>• The program is funded and run by two entities, but from the perspective of the applicant, it is one program. The program was designed that way to maximize available funding but minimize confusion.</li> <li>• The application includes project scope and justification, extensive planning criteria, funding information, and dates of installation, as well as a copy of the installer's written certificate, copies of all required permits, confirmation that the charger is networked and collecting data, and confirmation that the charger is registered on the AFDC Station Locator.</li> </ul>

## Connecticut

State: Connecticut	
General Program Information	The Electric Vehicle Charger Incentive Program previously offered grants for public charging stations in Connecticut. It is not currently funded, and there is limited information available online.
Website	<a href="http://www.ct.gov/deep/cwp/view.asp?a=2684&amp;q=561884&amp;deepNav_GID=2183">http://www.ct.gov/deep/cwp/view.asp?a=2684&amp;q=561884&amp;deepNav_GID=2183</a>
Contact	<a href="mailto:EVConnecticut@ct.gov">EVConnecticut@ct.gov</a>
Program oversight and administration	The program was run by the Connecticut Department of Energy and Environmental Protection. It was not a result of an RTP.
Eligible charging technologies and associated incentive amounts	In its previous form, funding was available for 50% of costs, up to \$2,000 per unit and \$4,000 per site, to up to 100% of costs, up to \$10,000 per site. For charging stations available 24 hours a day and seven days a week and located in a major downtown area or other central destination underserved, the program provided up to \$5,000 per unit and up to \$10,000 per site.
Program participation requirements	<ul style="list-style-type: none"> <li>• Funding was available for municipalities, state agencies, and private businesses.</li> <li>• Stations must be available at no cost to the public for three years, with further criteria for maximum funding (criteria no longer posted online).</li> </ul>
Allocation and distribution of program funds	No information available.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No information available. No additional materials available.
State and/or federal agency involvement	Run by the Department of Energy and Environmental Protection.
Additional Information	None

## Delaware

State: Delaware	
General Program Information	The EV Charging Equipment Rebate Program provides incentives for Delaware residents, businesses, and workplaces to purchase Level 2 charging stations to encourage the deployment of EVs throughout the state. There is no information online about the program duration or budget.
Website	<a href="https://dnrec.alpha.delaware.gov/energy-climate/clean-transportation/ev-charging-equipment-rebates/">https://dnrec.alpha.delaware.gov/energy-climate/clean-transportation/ev-charging-equipment-rebates/</a>
Contact	<a href="mailto:dnrec.transportation@state.de.us">dnrec.transportation@state.de.us</a>
Program oversight and administration	The Program is run by the Delaware Department of Natural Resources and Environmental Council (DNREC). It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program funds Level 2 stations, and does not include charging for neighborhood EVs, electric bikes, or scooters.</li> <li>• It provides rebates of 50% of hardware costs, up to \$500, for residential chargers and 75% of hardware costs, up to \$2,500 and \$5,000 for commercial and workplace chargers, respectively. There is no funding for operations and maintenance.</li> </ul>
Program participation requirements	The program is open to Delaware residents, businesses, organizations, and government entities. Organizations applying for funding for workplace charging must have 15 or more employees. The program is also open to active duty military members stationed in Delaware with a temporary Delaware residential address but with permanent residency in another state. There are no special participation considerations for DACs.
Allocation and distribution of program funds	Rebates are available on a first-come, first-served basis, with a restriction of one rebate per resident and six rebates per fleet. Dual port stations are considered two stations.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No information available.
State and/or federal agency involvement	Run by a state agency. The <a href="#">rebate program description and guidance</a> , <a href="#">workplace application</a> , <a href="#">residential application</a> , and <a href="#">commercial application</a> are available online.
Additional Information	<ul style="list-style-type: none"> <li>• This is the third round of funding. In the first round of funding (July 2015-October 2016), the rebate was for up to \$500 for Level 1 and Level 2 commercial and residential (but not workplace) charging. The second round (November 2016-July 2018) was structured the same as it is now.</li> <li>• The rebate program is part of the Delaware Clean Transportation Incentive Program, launched in July 2015 to encourage Delaware drivers and business to purchase and lease alternative fuel vehicles. The Delaware Clean Transportation incentive program resulted from Delaware's participation in the Regional Greenhouse Gas Initiative (RGGI), an initiative of the New England and Mid-Atlantic States.</li> <li>• Applicants must submit an application (which includes the brand of the charging station and location), proof of residency, a copy of the sales slip, and an electronic W-9 form.</li> </ul>

## Florida

State: Florida – Sarasota County	
General Program Information	ChargeUp! Sarasota County provides funding for public charging stations in Sarasota County. There is no information online about program budget.
Website	<a href="https://www.scgov.net/government/sustainability/sustainability/electric-vehicles">https://www.scgov.net/government/sustainability/sustainability/electric-vehicles</a>
Contact	<a href="mailto:sustainable Sarasota@scgov.net">sustainable Sarasota@scgov.net</a> ; 941-861-5000
Program oversight and administration	The program is run by Sarasota County. It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• ChargeUp! provides funding for Level 2 or DCFC stations. Business are eligible for rebates for 25% of costs, up to \$2,500, and non-profits and governments are eligible for 50% of costs, up to \$4,000. Eligible costs include hardware and installation.</li> <li>• The program does not fund operations and maintenance, and funding is not available for charging neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include businesses, non-profits, and local governments in Sarasota County. Locations are limited to tourism attractions, hotels, retail hubs, community centers, government properties with significant visitor numbers, and major employers with more than 150 full-time employees at the location. There are no special participation considerations for DACs.</li> <li>• Level 2 stations must be SAE J1772, and DCFC must be 480v with two ports (SAE and CHAdeMO). Stations must be hardwired to the wall or pedestal mounted. Eligible locations cannot have an existing charging station. Stations must be accessible to the public (not only business customers) during business hours, with a preference for 24 hours, and fees may be no more than \$1.50 an hour. DCFC stations must be networked, and all stations need to be listed online. Stations must be accessible for at least three years.</li> <li>• If networked, station usage data must be shared with Sarasota County annually.</li> </ul>
Allocation and distribution of program funds	Rebates are available on a first-come, first-served basis. There is a limit of one rebate per applicant organization, and 30% of funds are reserved for charging stations in southern Sarasota County.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No available information about outreach methods. The <a href="#">fact sheet</a> and <a href="#">application</a> are available online.
State and/or federal agency involvement	No information available
Additional Information	Applicants complete an application form, including quotes from vendors, and submit for review to reserve a rebate. After the installation, they submit a rebate request. The initial application includes location information, information about the charger to be installed, and whether they will be publicly available. The application must include a copy of quotes and a W-9 form. Rebate requests must include final purchase and installation costs, the name of the installation contractor, a copy of the itemized receipt, proof of payment, a copy of the permit and final inspection, a picture of the station with signage, and a link or screenshot to the station listing online.

## Idaho/Wyoming

State: Idaho and Wyoming	
General Program Information	The Electric Vehicle Supply Equipment (EVSE) Rebate is available for entrance towns to Yellowstone or Grand Teton National Parks and within the Teton Conservation District. It provides funding for public charging stations. There is funding available for twelve \$5,000 rebates.
Website	<a href="https://ytcleancities.org/what-we-are-doing-why/services/#rebates">https://ytcleancities.org/what-we-are-doing-why/services/#rebates</a>
Contact	N/A
Program oversight and administration	The rebate program is run by Yellowstone Teton Clean Cities. It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	\$5,000 rebates are available for the cost of Level 2 stations. Eligible costs include the station and installation.
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include businesses and municipalities. There are no special participation considerations for DACs.</li> <li>• Projects located in Yellowstone and Grand Teton communities must be powered by green energy (solar, wind, utility purchased). Projects in the Teton Conservation District do not have this requirement.</li> </ul>
Allocation and distribution of program funds	Rebates are on a first-come, first-served basis, and there are no restrictions on the number of rebates per applicant. There are no formulaic divisions of funds by jurisdiction.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No information about outreach. The <a href="#">application</a> is available online.
State and/or federal agency involvement	Rebates for projects in the Teton Conservation District are funded by the Teton Conservation District Grant. Projects in entrance towns to Yellowstone or Grand Teton National Parks are funded by the U.S. Environmental Protection Agency.
Additional Information	Rebates in the park entrance towns also come with an educational pedestal. Application information includes site information, permit number, installation date, information about user fees, and the charging station brand and model. Applicants must also submit proof of purchase and a photo of the installed unit.

## Maryland - Rebate

State: Maryland (Rebate)	
General Program Information	The EVSE Rebate Program 2.0 works to expand Maryland's growing EV recharging infrastructure. It is funded July 1, 2017, through June 30, 2020, with \$1.2 million each year for fiscal years 2018, 2019, and 2020.
Website	<a href="http://energy.maryland.gov/transportation/Pages/incentives_evsebate.aspx">http://energy.maryland.gov/transportation/Pages/incentives_evsebate.aspx</a>
Contact	Mike Jones. <a href="mailto:michael.jones1@maryland.gov">michael.jones1@maryland.gov</a>
Program oversight and administration	The program is run by the Maryland Energy Administration. It was not a result of an RTP but established by legislation under the Clean Cars Act of 2017.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>The program funds Level 1 and Level 2 stations, as well as AC Level 3. It does not include charging for neighborhood EVs, electric bikes, or scooters. Rebates are available for residential chargers for 40% of the cost of the station and installation costs, up to \$700. Commercial chargers are eligible for 40% of the costs up to \$4,000, and retail service stations are eligible for 40% up to \$5,000. Dual headed charging stations are considered one station.</li> <li>The funding does not cover operation and maintenance costs.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Eligible applicants include residents, business owners (for public or workplace charging), retail service stations, and governments. There are no special participation considerations for DACs.</li> <li>Applications must be received by the Energy Administration within 5 months of the date that the equipment or installation expenses were incurred.</li> </ul>
Allocation and distribution of program funds	Rebates are available on a first-come, first-served basis. There is a limit of one rebate per individual for residential chargers, but no restriction for commercial or government installations. There are no formulaic divisions of funds by jurisdiction.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	There is no outreach directly related to the rebates, but it is advertised as part of the Energy Administration and local and state work. The state has an EV Infrastructure Council that does outreach and communications, and wherever there is education or marketing, the incentive information is prominent. <a href="#">Application guidance</a> is available online.
State and/or federal agency involvement	The program is run by a state agency.
Additional Information	<ul style="list-style-type: none"> <li>Previously, the program funded 50% up to \$900 for residential stations, 50% up to \$5,000 for commercial stations, and 50% up to \$7,500 for retail service stations. Historically, the program ran out of available funds quickly, so they reduced the award amounts to create long-term financial sustainability for the program and support more installations.</li> <li>Applications require applicant information, station information, and cost. Public stations also require information about hours of operation and accepted payment methods.</li> </ul>

## Maryland - Grant

State: Maryland (Grant)	
General Program Information	The Alternative Fuel Infrastructure Program is intended to aid in the development of alternative fuel refilling/charging infrastructure in the state of Maryland. \$500,000 is currently available for fiscal year 2019, but the Energy Administration reserves the right to increase or decrease the program budget. \$786,724 was awarded in 2018, \$1,607,475 was awarded in 2017, and \$612,504 was awarded in 2016.
Website	<a href="http://energy.maryland.gov/transportation/Pages/afip.aspx">http://energy.maryland.gov/transportation/Pages/afip.aspx</a>
Contact	Mike Jones. <a href="mailto:michael.jones1@maryland.gov">michael.jones1@maryland.gov</a>
Program oversight and administration	The program is administered by the Maryland Energy Administration. It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>Grants are available for 50% of the cost of DCFC stations, up to \$55,000. Eligible costs include costs directly attributable to the site design, equipment installation, labor, site preparation, upgrade for utility connections, signage and equipment necessary to implement and operate the charging station.</li> <li>Projects must use commercially available technologies; grants are not awarded to fund research or demonstration projects. There is no funding available for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Maryland businesses are eligible to apply for the grants. Projects must be completed by October 2020.</li> <li>Charging stations must be publicly accessible 24 hours/day. DCFC must be Open Charge Point Protocol (OCPP) and provide a minimum of 50 kW output power per vehicle. Equipment that provides 150 kW is preferred. If equipment only provides 50 kW power, project site must be prewired and equipped to increase power levels to a minimum of 150 kW. Equipment must 1) have at least two dual chargers with both CHAdeMO and SAE CCS connectors per project site; or 2) have at least two CHAdeMO chargers and at least two SAE CCS chargers per site.</li> <li>Grant recipients must provide quarterly reports through the five-year grant process, as well as a final report.</li> </ul>
Allocation and distribution of program funds`	<ul style="list-style-type: none"> <li>Grants are awarded competitively.</li> <li>Higher quantity of chargers per project site that demonstrate higher levels of redundancy will receive higher scoring. Equipment capable of enabling dynamic power management to optimize power output will receive higher scoring, and equipment employing a scalable architecture, or other future-proofing technologies, will also receive a higher score.</li> <li>DCFC located within one mile of Federal Highway Administration's FAST Act designated EV corridors will receive a higher score.</li> </ul>
Performance metrics and data monitoring methods	In 2016, \$612,504 was awarded to build 14 stations, with an estimated 10-year petroleum displacement of 605,454 gallons. In 2017, \$1,607,475 was awarded to install 37 stations in 11 locations, with an estimated annual petroleum displacement of 203,696 gallons. In 2018, \$786,724 was awarded to install 16 stations in 7 locations, with an estimated annual petroleum displacement of 845,385 gallons.



State: Maryland (Grant)	
Stakeholder outreach methods	<a href="#">Guidelines</a> , the <a href="#">application</a> , and results from previous years also available ( <a href="#">2016</a> , <a href="#">2017</a> , and <a href="#">2018</a> ) are available online. No outreach information available.
State and/or federal agency involvement	Run by a state agency.
Additional Information	The application includes a project narrative, staff biographies, location and budget spreadsheets, property owner letters of support, Americans with Disabilities Act/Accessibility Standard specifications, operation and maintenance plan/schedule, signage plan, implementation timeline, financial commitment narrative documenting financial commitments from banks or investors, and a narrative describing any experience installing, operating, or maintaining alternative fuel stations. Applications may not exceed 25 pages.

## Massachusetts - Fleets

State: Massachusetts – Fleet Program	
General Program Information	The Massachusetts Electric Vehicle Incentive Program (MassEVIP) Fleet Charging program increases the deployment of EVs and gives advanced transportation technology more visibility across the state. There is no information available about the program budget.
Website	<a href="https://www.mass.gov/how-to/massevip-fleets">https://www.mass.gov/how-to/massevip-fleets</a>
Contact	Sejal Shah. <a href="mailto:sejal.shah@state.ma.us">sejal.shah@state.ma.us</a> ; 617-556-1015
Program oversight and administration	The program is run by the Department of Environmental Protection (MassDEP). It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides grants for dual port Level 2 stations. Through the program, municipalities receive funding for EVs, and the number of stations and available funding depends on how many vehicles that a municipality request. The purchase of 1-2 EVs provides up to \$5,000 for charging stations, 3-4 EVs provides up to \$7,500, and 5 or more EVs provides up to \$10,000. Eligible costs include equipment and installation.</li> <li>• The program does not provide operations and maintenance cost.</li> <li>• The program does provide up to \$750 for zero-emissions motorcycle charging for municipalities.</li> </ul>
Program participation requirements	Eligible entities include cities and towns, state agencies, and state colleges and universities.
Allocation and distribution of program funds	The grants are available on a first-come first-served basis. An entity is eligible for one grant, and there are no formulaic division of funds.
Performance metrics and data monitoring methods	To date (July 2018), MassDEP has provided 69 entities with nearly \$2 million in fleet grant funds to acquire 231 electric vehicles and 78 dual port charging stations.
Stakeholder outreach methods	No indication of multi-lingual materials. The <a href="#">application</a> is available online. No outreach information available.
State and/or federal agency involvement	Run by a state agency.
Additional Information	<ul style="list-style-type: none"> <li>• Application includes contact information, make and model of the charging station, proposed location, and unit cost. Applicants must include a written answer about how the EVs and charging stations will be used to increase the visibility of this technology in the community.</li> <li>• The program can provide payments directly to vendors on the state contract or directly to the applicant organization if it chooses to use different vendors.</li> </ul>

## Massachusetts - Workplace

State: Massachusetts Workplace Program	
General Program Information	The MassEVIP: Workplace Charging program provides funding for installation workplace charging in Massachusetts. There is no information available about the program budget.
Website	<a href="https://www.mass.gov/how-to/massevip-workplace-charging">https://www.mass.gov/how-to/massevip-workplace-charging</a>
Contact	Sejal Shah. <a href="mailto:sejal.shah@state.ma.us">sejal.shah@state.ma.us</a> ; 617-556-1015
Program oversight and administration	The program is run by MassDEP. It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	Grants are available for 50% of the hardware costs of Level 1 and Level 2 stations, up to \$25,000. Funding is not available for charging for neighborhood EVs, electric bikes, or scooters. Funding is not available for operations and maintenance.
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible applicants include Massachusetts employers with 15 or more employees at a location.</li> <li>• Charging stations must be capable of charging vehicles from multiple manufacturers.</li> <li>• There are no special participation considerations for DACs.</li> </ul>
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>• Grants are available on a first-come, first-served basis. While not detailed in program guidance, it appears that the program distributes funds geographically, as the website reports that all funds for the Northeast and Southeast regions have been committed but funding remains for projects in the Central and West regions.</li> <li>• Employers can apply for grants for more than one location if they have multiple eligible offices in Massachusetts.</li> <li>• Applicants must meet at least two of the recommended criteria: restrict designated parking spaces for EV use only; locate EV parking spaces to discourage non-EV use; demonstrate that employees commute to work with EVs; use EV commute data to inform EV equipment requirements plan to integrate renewable power supply; make ready additional wiring infrastructure for future deployment of charging stations or provide vehicle to building or vehicle to grid technology.</li> </ul>
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	<a href="#">FAQs</a> available online. No outreach information available.
State and/or federal agency involvement	Run by a state agency.
Additional Information	<ul style="list-style-type: none"> <li>• The application includes charging station make and model information, proposed location information, and charging station cost.</li> <li>• Public and non-profit employers can use vendors on the current state-wide contract for charging stations if they wish.</li> </ul>

## Minnesota

State: Minnesota	
General Program Information	<ul style="list-style-type: none"> <li>The EV Fast Charging Station Grants install DCFC stations for EVs along Minnesota highways and interstates with the goal of increasing the use of EVs in place of gas-powered cars to mitigate nitrogen oxides, and decrease particulate matter and greenhouse gas emissions in the state. The DCFC corridors along major roadways will allow EV drivers to travel over long distances throughout Minnesota. Eligible projects are on 4 specific corridors (map listed online). Cities where DCFC is required include: Bemidji, Grand Rapids, Detroit Lakes, St. Cloud, Willmar, Marshall Rochester, and Mankato. One 150 kW station is to be installed in Albert Lea.</li> <li>Grant proposal submissions are due August 21, 2018. The Minnesota Pollution Control Agency (MPOCA) anticipates awarding a total of approximately \$1.4 million for these grants.</li> </ul>
Website	<a href="https://www.pca.state.mn.us/air/ev-fast-charging-station-grants">https://www.pca.state.mn.us/air/ev-fast-charging-station-grants</a>
Contact	<a href="mailto:grants.pca@state.mn.us">grants.pca@state.mn.us</a>
Program oversight and administration	The program is run by MPOCA.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>The program funds DCFC. All charging stations must be capable of providing 50kW, with the exception of the station in Albert Lea, which must be capable of 150kW. The 150kW station must have the ability to be powered down to 50kW. Level 2 stations co-located with the DCFC are also eligible.</li> <li>Grants are for up to 80% of project costs, up to \$170,000 for total project costs per 150kW charger and up to \$70,000 for total project costs per 50 kW charger. Eligible costs include the charging station, utility equipment upgrades up to \$15,000 per station, installation equipment, permit fees, labor for researching and securing the host site. Annual maintenance will be reimbursed until June 30, 2023 with a maximum of \$2,500 per year per DCFC.</li> <li>Eligible sources of a match include cash, loans, other grants, or capital assets dedicated to the project.</li> <li>MPOCA anticipates funding a total of 21 50 kW stations and one 150 kW station.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>Eligible entities include for-profit, non-profit, and public entities, including state, local, and tribal governments. Applicants that are not charging station installers must identify a subcontractor that can provide the service. Multi-organizational collaboration is allowed, but no single entity may be a part of multiple proposals. Points are awarded for small businesses that are certified as veteran-owned, economically disadvantaged, or target group businesses in Minnesota based on the business' ownership by a woman, a minority, or a person with a substantial physical disability.</li> <li>Any grant-funded services that are expected to cost between \$10,000 and \$24,999 must be competitively awarded based on a minimum of two verbal quotes or bids. Services between \$25,000 and \$99,000 must have a minimum of three bids, and services over \$100,000 must undergo a formal notice and bidding process.</li> <li>Funding is available for full-corridor proposals only; work on each corridor must include the installation of all charging stations along it.</li> <li>Stations must have a 5-year warranty and over both CHAdeMO and SAE CCS connectors. They must be available 24 hours, seven days a week to the public.</li> <li>Grantees must report data quarterly to MPCA until June 30, 2023. MPCA may request data after the end date on the contract.</li> </ul>

State: Minnesota	
Allocation and distribution of program funds	Grants are prioritized. They are scored based on professional experience, cost, community partner development, renewable energy use, sustainable business model plan and business type, and completeness of the proposal.
Performance metrics and data monitoring methods	Projects have not yet been awarded.
Stakeholder outreach methods	A webinar was held in July 2018. No indication of multi-lingual materials. <a href="#">RFP</a> issued and <a href="#">other materials</a> available online.
State and/or federal agency involvement	The program is funded by Minnesota's portion of the Volkswagen Environmental Mitigation Trust and is working to complete the Federal Highway Administration Alternative Fuel Corridors.
Additional Information	This is a new program that is currently accepting applications. Applicants must submit a budget, affidavit of noncollusion, and community partner development, as well as a workplan that includes a corridor description, host site description, sustainable business model, ongoing service plans, renewable energy information, installation information, and maintenance plan. The site host locations do not need to be secured prior to proposal submission, but a planned process for host site identification and selection must be included in the workplan.

## New Jersey

State: New Jersey	
General Program Information	It Pay\$ to Plug In is New Jersey's EV grant program. Funding is not currently available.
Website	<a href="https://www.drivegreen.nj.gov/programs.html">https://www.drivegreen.nj.gov/programs.html</a>
Contact	<a href="mailto:drivegreen@dep.nj.gov">drivegreen@dep.nj.gov</a>
Program oversight and administration	The program is run by the Department of Environmental Protection, Bureau of Mobile Sources. It is not a result of an RTP, but a part of the Energy Master Plan.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides grants for up to \$750 per Level 1 station, up to \$5,000 per single port Level 2 station, and up to \$6,000 per dual port Level 2 station.</li> <li>• It does not include charging for neighborhood EVs, electric bikes, or scooters.</li> <li>• Eligible costs include purchase and installation, including signage.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include businesses, governments, non-profit organizations, and educational institutions.</li> <li>• Funding is provided for workplace, public, and multi-unit dwelling charging.</li> <li>• Charging stations must be installed within 9 months of the NJDEP grant execution, and grants must be executed before applicants can buy or install equipment.</li> <li>• Stations must be in service for three years.</li> <li>• There are no special participation considerations for DACs.</li> <li>• Grantees must complete an annual survey for a minimum of three years.</li> </ul>
Allocation and distribution of program funds	Grants are awarded on a first-come, first-served basis. There is no limit on the number of charging stations an applicant can request. There are no formulaic divisions of funds by jurisdiction.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No indication of multi-lingual materials. The <a href="#">application</a> , <a href="#">FAQs</a> , and <a href="#">annual survey</a> are available online. No outreach information available.
State and/or federal agency involvement	Run by a state agency.
Additional Information	Applications include contact information, insurance information, and a description of the charging stations.

## New York

State: New York	
General Program Information	<ul style="list-style-type: none"> <li>The Zero Emission Vehicle and Fueling Infrastructure Rebates for Municipalities program, a part of the Climate Smart Communities Grant program, provides rebates to cities, towns, villages, and counties for costs associated with the purchase or lease of eligible clean vehicles and installation of eligible infrastructure which supports public use of clean vehicles.</li> <li>Round two of the program recently closed; there will be a third round, but there is limited information at this time. Total funding for EV charging stations is \$1 million. The program is funded through the Environmental Protection Fund – Climate Smart Communities.</li> </ul>
Website	<a href="http://www.dec.ny.gov/energy/109181.html">http://www.dec.ny.gov/energy/109181.html</a>
Contact	<a href="mailto:zevrebate@dec.ny.gov">zevrebate@dec.ny.gov</a> ; 518-402-8448
Program oversight and administration	The program is run by the Department of Environmental Conservation (DEC). It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	Rebates fund Level 2 and DCFC with both CHAdeMO and SAE CCS connectors. Stations must be networked. The grant provides up to \$8,000 per Level 2 port and up to \$32,000 per DCFC pedestal. Grants cover up to \$250,000 per facility. A 20% local match is required. Eligible costs include all costs incurred during the contract term by a municipality to install an eligible facility.
Program participation requirements	<ul style="list-style-type: none"> <li>Eligible applicants include cities, towns, villages, counties, and boroughs of New York City. There are no special participation considerations for DACs. All stations must be for public charging.</li> <li>Funding recipients must allow DEC administrative access to the station information through the networks.</li> </ul>
Allocation and distribution of program funds	Rebates are on a first-come, first-served basis. There is a maximum rebate of \$250,000 per facility. There is no formulaic division of funds by jurisdiction.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	DEC held webinars and presented on outside webinars, reached out via email listservs for local governments, and reached out to regional planning boards and regional transportation boards. There is no indication of multi-lingual materials. A <a href="#">fact sheet</a> is available online.
State and/or federal agency involvement	Run by a state agency.
Additional Information	Applications are handled internally through the New York State Grants Gateway.

## Pennsylvania

State: Pennsylvania	
General Program Information	Driving PA Forward works to permanently reduce NOx emissions by as much as 27,000 tons. It is anticipated to open in summer 2018 with rolling reviews of applications. The program has budgeted \$10 million for DCFC installation and \$7.7 million for Level 2 stations. Funding for the program comes from the Volkswagen Environmental Mitigation Trust.
Website	<a href="http://www.depgis.state.pa.us/DrivingPAForward/">http://www.depgis.state.pa.us/DrivingPAForward/</a>
Contact	N/A
Program oversight and administration	Program guidance is not yet developed.
Eligible charging technologies and associated incentive amounts	Grants will be available for DCFC, and rebates/vouchers will be available for Level 2 stations.
Program participation requirements	DCFC can be installed in public places, at workplaces, and at multi-unit dwellings. Level 2 can be installed for public use at on government owned property, public use at non-government owned property, non-public use at workplaces, and non-public use at multi-unit dwellings.
Allocation and distribution of program funds	Rebates for Level 2 stations will be first-come, first-served. Grants for DCFC will be prioritized by strategic location (with priority for areas that experience high pollution levels), contribution to existing or planned fueling networks, expected usage levels, cost effectiveness, match contributions, and technical viability. No additional guidance is available at this time.
Performance metrics and data monitoring methods	There is no data at this time, but information will be <a href="#">public</a> .
Stakeholder outreach methods	No information available.
State and/or federal agency involvement	Funding is from the Volkswagen Environmental Mitigation Trust.
Additional Information	No information yet.



## Rhode Island

State: Rhode Island	
General Program Information	Charge UP! offers incentives to state agencies and municipalities interested in installing charging stations at publicly accessible facilities. No information is available about program duration and budget.
Website	<a href="http://www.energy.ri.gov/transportation/ev/charge-up.php">http://www.energy.ri.gov/transportation/ev/charge-up.php</a>
Contact	Ryan Cote. <a href="mailto:ryan.cote@energy.ri.gov">ryan.cote@energy.ri.gov</a> ; 401-579-9118
Program oversight and administration	The program is run by the Office of Energy Resources. It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides rebates for the purchase and installation of Level 2 and DCFC stations. Rebates are for \$15,000 per charging station (regardless of level) with an overall cap of \$60,000.</li> <li>• Funding is not available for operations and maintenance, and funding does not provide charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include Rhode Island state agencies and municipalities. Qualified public-sector entities must have completed or are contracted to install a comprehensive energy efficiency and/or renewable project that at minimum offsets the projected electricity consumption of the new stations.</li> <li>• Charging stations must be at or in the vicinity of a public-sector facility. Applicants are strongly encouraged to install at publicly-accessible locations.</li> </ul>
Allocation and distribution of program funds	Rebates are provided on a first-come, first-served basis. Upon receipt of a completed application, the Office of Energy Resources will reserve program funding based on the applicant's request. Applicants then have 90 days to install the charging stations, although they may request one additional ninety-day extension. There is no formulaic division of funds.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No indication of multi-lingual materials. <a href="#">Guidance</a> and <a href="#">application</a> materials are available online. No outreach information available.
State and/or federal agency involvement	<ul style="list-style-type: none"> <li>• Run by a state agency. The program is a response to Executive Order 15-17 (December 2015) that requires a minimum of 25% of new light-duty vehicle state fleet purchases are met by ZEVs by 2025.</li> </ul>
Additional Information	<ul style="list-style-type: none"> <li>• Applicants that install at least one charging station also qualify for up to \$15,000 to support the purchase or lease of a new EV, up to \$7,500 per vehicle (based on battery capacity).</li> <li>• The application requires information about the energy efficiency project, charging station model and vendor, physical installation address, and equipment and installation costs.</li> </ul>

## Texas

State: Texas	
General Program Information	The Alternative Fueling Facilities Program provides grant funding opportunities to offset the cost of projects that reduce emissions of NOx from high-emitting mobile diesel sources in eligible counties. The statutory goal of the program is to ensure that alternative fuel vehicles have access to fuel, including charging stations, and build the foundation for a self-sustaining market for alternative fuels in Texas. The program provides funding to the 83 counties that make up the Clean Transportation Zone.
Website	<a href="https://www.tceq.texas.gov/airquality/terp/ctt.html">https://www.tceq.texas.gov/airquality/terp/ctt.html</a>
Contact	Camren Gupta. <a href="mailto:terp@tceq.texas.gov">terp@tceq.texas.gov</a> ; 512-239-4966
Program oversight and administration	The program is administered by the Texas Commission on Environmental Quality (TCEQ). It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• Grants are available for alternative fueling stations, including EV charging stations. The program does specify charging level. Grants are available for 50% of total cost, up to \$600,000.</li> <li>• Applicants separate proposed budgets into primary, secondary, and ineligible costs. Primary costs include the fueling equipment, and secondary costs include construction and installation expenses. Both primary and secondary costs are funded by the grant, but if primary costs exceed grant limits then secondary costs will not be covered.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible recipients include individuals, corporations, organizations, governments or government subdivision and agencies, business trusts, partnerships, associations, or other legal entities. There are no special considerations for DACs. The applicant must be the entity that will purchase and own the grant-funded equipment for the life of the grant.</li> <li>• Equipment must be kept operational for a minimum of three years.</li> <li>• TCEQ will use quarterly implementation and annual operation progress reports to monitor a project's progress. TCEQ may audit a grantee's progress at any time during the grant.</li> </ul>
Allocation and distribution of program funds	Projects are scored on feasibility, applicant qualifications, and project goals and objectives. They are ranked higher if they accommodate multiple fuels (both LNG and CNG in a location), if the location is within a Clean Transportation Zone, and if it is proximate to an interstate or state highway.
Performance metrics and data monitoring methods	A <a href="#">full list of funded projects</a> is available online.
Stakeholder outreach methods	There is no information available on outreach methodology. No indication of multi-lingual materials. An <a href="#">RFP</a> is available online.
State and/or federal agency involvement	The program was established under THSC, Chapter 39, which authorizes the TCEQ to provide grants for eligible alternative fuel fueling facility projects in the Clean Transportation Zone. It is funded from legislative appropriations to the TCEQ from the Texas Emission Reduction Plan (TERP).
Additional Information	Application material is no longer available online, as the latest application period has ended.

## Utah

State: Utah	
General Program Information	The Clean Fuels Program provides financial assistance to businesses and government entities when converting a vehicle to operate on clean fuels, purchasing an OEM clean fuel vehicle, or retrofitting diesel vehicles. It also provides grants for the associated fueling infrastructure, including EV charging. The program is not currently distributing funds, and limited information is available.
Website	<a href="https://deq.utah.gov/legacy/programs/air-quality/clean-fuels/grants/index.htm">https://deq.utah.gov/legacy/programs/air-quality/clean-fuels/grants/index.htm</a>
Contact	Lisa Burr. <a href="mailto:lburr@utah.gov">lburr@utah.gov</a> ; 801-536-4019
Program oversight and administration	The program is managed by the Department of Environmental Quality. It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	The program provides grants for the full cost of fueling equipment. No additional information is available.
Program participation requirements	Eligible applicants include businesses and government entities. Further information is unavailable.
Allocation and distribution of program funds	No information available.
Performance metrics and data monitoring methods	The 2016-2017 cycle awarded \$350,000. In this round, the Office of Energy Development was awarded \$70,000 for 60 EV charging ports to be installed throughout the state, and the Salt Lake City Corporation was awarded \$24,000 to purchase three charging stations.
Stakeholder outreach methods	No information available.
State and/or federal agency involvement	The program is a result of state legislature. Utah Code 19-1-403 established a revolving fund known as the Clean Fuels and Vehicle Technology Fund. The fund is primarily for funding the purchase of vehicles, but subject to the availability of money in the fund, the department may make a loan or grant for the purchase of vehicle refueling equipment for a private sector business or government agency.
Additional Information	Application and guidance are no longer available online.

## Washington

State: Washington	
General Program Information	The EV Infrastructure Pilot Program works to strengthen and expand the West Coast Electric Highway network by deploying EV fast charging infrastructure along highway corridors in Washington State. Priority corridors are I-5, I-90, US 2, US 101, and US 395. The pilot is scheduled for 2017-2019, with a budget of \$1 million.
Website	<a href="https://www.wsdot.wa.gov/Funding/Partners/EVIB.htm">https://www.wsdot.wa.gov/Funding/Partners/EVIB.htm</a>
Contact	Anna Tran. <a href="mailto:trana@wsdot.wa.gov">trana@wsdot.wa.gov</a> ; 360-705-7912
Program oversight and administration	The program is administered WSDOT. It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• Grants are available for DCFC and co-located Level 2 stations. Grants are funded based on requests from applicants.</li> <li>• The recipient is responsible for payment of all operating costs. WSDOT will reimburse for maintenance for the equipment during the term of agreement.</li> <li>• Eligible costs include personnel costs for site design, site preparing, installation, equipment and materials necessary to construct and operate the charging stations, maintenance and warranty cost for the equipment, and signage.</li> <li>• The program does not include charging for neighborhood EVs, electric bikes, or scooters.</li> </ul>
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible applicants include public and nonprofit entities (e.g., cities, towns, counties, transit agencies, and tribes). Potential grant recipients are strongly encouraged/expected to partner with private sector companies to develop and implement projects. Applicants must have private sector partners contributing to the project who stand to gain indirect value from the development of the project, demonstrate that the project will be valuable to EV drivers, have projects that are anticipated to be profitable and sustainable over time (inclusive of indirect value).</li> <li>• Stations must be sited on private retail property such as shopping centers, fueling stations, restaurants, outlet stores, retail chains, and grocery stores. Charging stations may also be sited on public property such as state parks, visitor centers, city halls, and convention centers.</li> <li>• All stations must be operational and publicly accessible 24 hours a day. They must be networked and have either 1) at least one CHAdeMO, at least one SAE CCS and at least one J1772 Level 2 or 2) at least one dual unit with both CHAdeMO and SAE CCS and at least on J1772 Level 2 either as a separate unit or incorporated into the DCFC. Any communication to or from the station must use an open communication protocol standard. Future proofing the site with adequate power for multiple 150 kW DFC is encouraged. Equipment must support multiple point of sale methods, and station owners must coordinate with WSDOT for directional signage on and along highways.</li> <li>• Station owners must address any malfunctions or repairs within 48 hours of the initial notice and must propose a plan to ensure that the equipment is operational at least 95% of the time.</li> <li>• There are no special participation considerations for DACs.</li> </ul>

State: Washington	
Allocation and distribution of program funds	<ul style="list-style-type: none"> <li>Grants are awarded through a technical evaluation. Projects must score a minimum of 70% for an application to be eligible for funding; eligible projects are ranked. Evaluation criteria include project location, project equipment, relevant experience and qualifications, project implementation, project readiness, project budget/finance, expected project benefits, and innovation and sustainability. Bonus points are awarded for strong public-private partnerships, with extra points for partners that match 100%, 75%, and 50%.</li> <li>Applicants are encouraged to propose multiple sites along a highway corridor. Applicants can only submit one application for each interregional corridor, and each application must identify one corridor. Applicants can submit multiple applications for different corridors. There is no formulaic division of funds by jurisdiction.</li> </ul>
Performance metrics and data monitoring methods	Two projects were awarded for the 2017-2019 program. One project was awarded \$405,000 (\$1,071,000 including matching) for chargers in nine communities, and another project was awarded \$595,000 (\$1,461,689 including matching) to install 6-7 chargers. No data is available yet.
Stakeholder outreach methods	No indication of multi-lingual materials. <a href="#">Application guidance</a> is available online. No outreach information available.
State and/or federal agency involvement	Created through state legislation. The funds were collected from EV drivers through a portion of the annual \$150 EV registration fee that went into effect in July 2016. The Washington Department of Transportation (WSDOT) leveraged the funds with matching commitments of about \$1.5 million, for a total investment of about \$2.5 million. In order to continue, the program will need an appropriation from the Transportation budget; if funded, the next round of grants will be for 2019-2021.
Additional Information	Application information includes a project narrative, project location information, project equipment information, relevant experience and qualifications, project implementation description, documentation of project readiness (site control or access rights), project budget, and expected project benefits. Applicants must also submit a scope of work, schedule of product and due dates, budget form, and letters of support.

### 3. Tax Credits

#### District of Columbia

State: District of Columbia	
General Program Information	The Alternative Fuel Vehicle Infrastructure Tax Credit provides financial incentives for the installation of EV charging stations in the District of Columbia. The tax credit was enrolled in 2014 and expired December 31, 2016.
Website	<a href="https://otr.cfo.dc.gov/publication/2017-alternative-fuel-vehicle-infrastructure-and-conversion-residential-form">https://otr.cfo.dc.gov/publication/2017-alternative-fuel-vehicle-infrastructure-and-conversion-residential-form</a>
Contact	202-727-4829
Program oversight and administration	The tax credit is managed by the DC Office of Tax and Revenue. It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	The tax credit is for 50% of the allowable costs for the purchase and installation of a charging station at a private residence or a non-residential property designated for use by the public. The credit must not exceed \$1,000 per station for a private residence and \$10,000 per public station. Unused credits can be carried forward for two years.
Program participation requirements	Eligible applicants include individuals, unincorporated businesses, and corporations in the District. Tax credits are non-refundable. There are no special participation considerations for DACs.
Allocation and distribution of program funds	Not applicable.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	<a href="#">FAQs</a> are available online. No outreach information available.
State and/or federal agency involvement	The tax credit is a result of District legislation.
Additional Information	The tax credit was first available in 2014. The forms require the equipment manufacturer, invoice number, equipment cost, and labor costs. Forms for public stations also require the hours of operation and accepted payment methods.

## Georgia

State: Georgia	
General Program Information	The Low Emission Alternative Fuel Vehicle Tax Credits provide tax credits for alternative fueling stations, including EV charging stations, in Georgia.
Website	<a href="https://epd.georgia.gov/air/alternative-fuels-and-tax-credits">https://epd.georgia.gov/air/alternative-fuels-and-tax-credits</a> .
Contact	James Udi. <a href="mailto:James.udi@dng.state.ga.us">James.udi@dng.state.ga.us</a> ; 404-363-7046
Program oversight and administration	The tax credit is managed by the Georgia Department of Revenue and the Georgia Environmental Protection Division. It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	Tax credits are available for 10% of the cost of the charger and its installation, up to \$2,500. Qualified chargers must be rated greater than 130V and be designed to charge on-road vehicles. There is no funding for the operations and maintenance of the charging stations.
Program participation requirements	Eligible applicants include business enterprises that are not retail and are engaged in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development industries.
Allocation and distribution of program funds	Not applicable.
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	No indication of multi-lingual materials. <a href="#">Guidance</a> and <a href="#">certificate forms</a> are available online. No outreach information available.
State and/or federal agency involvement	State tax credit.
Additional Information	Applicants must submit an Electric Vehicle Charger Certification form to the Environmental Protection Division. The form includes the manufacture, model, serial number, date of installation, and installation location. The Division will verify it and send an approved form back to the applicant, which is then submitted with to the Department of Revenue.

## Louisiana

State: Louisiana	
General Program Information	The Fueling Infrastructure Tax Credit provides funding for alternative fuel vehicles and fueling infrastructure, including EV charging stations, in Louisiana.
Website	No website. Legislation: <a href="http://revenue.louisiana.gov/LawsPolicies/2012_12RevenueRule.pdf">http://revenue.louisiana.gov/LawsPolicies/2012_12RevenueRule.pdf</a>
Contact	855-307-3893
Program oversight and administration	The tax credit is provided by the Louisiana Department of Revenue. It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	There is no guidance on the level of charging eligible for the tax credit. The credit is for 30% of the cost of refueling equipment. There is no funding for the operation and maintenance of the stations, and they do not include charging for neighborhood EVs, electric bikes, or scooters.
Program participation requirements	Eligible applicants include Louisiana businesses and residents.
Allocation and distribution of program funds	Not applicable.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No information available.
State and/or federal agency involvement	State tax credit.
Additional Information	None.



## New York

State: New York	
General Program Information	The Alternative Fuels and EV Recharging Property tax credit supports alternative fuel adoption in New York. The tax credit was enrolled in January 2013 and expires December 31, 2022.
Website	<a href="https://www.tax.ny.gov/pit/credits/alt_fuels_elec_vehicles.htm">https://www.tax.ny.gov/pit/credits/alt_fuels_elec_vehicles.htm</a>
Contact	None
Program oversight and administration	The tax credit is administered by the Department of Taxation and Finance. It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	The tax credit covers 50% of the cost of the charging equipment, up to \$5,000. The cost of the equipment includes the labor necessary for each installation. Charging equipment is defined as all of the equipment needed convey electric power from the electric grid or another power source to an onboard vehicle energy storage system.
Program participation requirements	<ul style="list-style-type: none"> <li>• Eligible entities include individuals, estates, trusts, partners in a partnership (including members of an LLC), shareholders of a New York S corporation, beneficiaries of an estate or trust, transcorporation and transmission corporations, and business corporations.</li> <li>• Stations cannot have been paid for from the proceeds of grants awarded before January 1, 2015, including grants from NYSERDA or NYPA.</li> </ul>
Allocation and distribution of program funds	Not applicable
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	None.
State and/or federal agency involvement	State tax credit.
Additional Information	The tax form includes the location of the station, the total cost, and the number of stations.

## Oklahoma

State: Oklahoma	
General Program Information	The Alternative Fueling Infrastructure Tax Credit supports alternative fuel vehicle adoption in Oklahoma. The tax credit will expire in January 2020.
Website	N/A
Contact	N/A
Program oversight and administration	The Oklahoma Tax Commission administers the tax credit. The credit is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	The tax credit provides 75% of the cost of installing commercial alternative fueling infrastructure, including charging stations, per fueling location. No information is available about restrictions on the level of charging stations.
Program participation requirements	Businesses of Oklahoma are eligible for the tax credit. The charging stations must be publicly accessible and metered-for-fee.
Allocation and distribution of program funds	Not applicable.
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	Not available.
State and/or federal agency involvement	State tax credit.
Additional Information	None.

## 4. Loans & Financing

### California

State: California	
General Program Information	The California Capital Access Program (CalCAP) Electric Vehicle Charging Station (EVCS) Financing Program provides incentives to small business owners and landlords to install charging stations for employees, clients, and tenants. The EVCS portion of the CalCAP program began in 2015 with \$2 million funding from CEC.
Website	<a href="https://www.treasurer.ca.gov/cpcfca/calcap/evcs/summary.asp">https://www.treasurer.ca.gov/cpcfca/calcap/evcs/summary.asp</a>
Contact	Jason Bradley, <a href="mailto:jbradley@treasurer.ca.gov">jbradley@treasurer.ca.gov</a>
Program oversight and administration	The program is administered by the California Pollution Control Financing Authority (CPCFA), and is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	<ul style="list-style-type: none"> <li>• The program provides loans for the design, development, purchase, and installation of Level 2 and DCFC stations. The EVCS Program contributes 20% of the principal balance enrolled to a loss reserve account, and CalCAP will contribute an additional 10% if the installation is in a multi-unit dwelling or located in a DAC.</li> <li>• Borrowers are eligible to receive a rebate of 50% of the loan loss reserve contribution when they repay the loan or after 48 months with no more than one 30-day late payment.</li> </ul>
Program participation requirements	Eligible applicants include businesses with 1,000 or fewer employees.
Allocation and distribution of program funds	The maximum enrolled loan amount is \$500,000 per qualified borrower and can be insured for up to four years.
Performance metrics and data monitoring methods	Not available. <a href="#">Technical requirements</a> available online.
Stakeholder outreach methods	<a href="#">2017 Annual Report</a> available online. In 2017, the EVCS program received its first loan enrollment (in Riverside County) in the amount of \$11,124 totaling \$2,225 in contributions and \$1,113 as a rebate to the borrower.
State and/or federal agency involvement	The CalCAP EVCS program is funded by the CEC and administered by the CPCFA.
Additional Information	None.

## Connecticut

State: Connecticut	
General Program Information	The Smart-E Bundle provides long-term, low-interest financing to help residents upgrade their home's energy performance with no money down.
Website	<a href="https://www.ctgreenbank.com/ev-bundle/">https://www.ctgreenbank.com/ev-bundle/</a>
Contact	<a href="https://www.ctgreenbank.com/contact-us/">https://www.ctgreenbank.com/contact-us/</a> ; 860-563-0015
Program oversight and administration	The program is administered by the Connecticut Green Bank, and is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	The program provides long-term, low-interest financing with rates as low as 4.49% for residential Level 2 and DCFC.
Program participation requirements	Eligible applicants include residents that have purchased or leased an EV with a model year of 2012 or later. The property must be in Connecticut, owner occupied, and a 1-4 unit residential building. Condominiums must be individually metered.
Allocation and distribution of program funds	Not applicable.
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	Not available.
State and/or federal agency involvement	The Connecticut Green Bank was established by the Connecticut General Assembly in 2011 as a part of Public Act 11-80. It supports the Governor's and Legislature's energy strategy.
Additional Information	None.

## Nebraska

State: Nebraska	
General Program Information	The Dollar and Energy Savings Loans help finance common home, building, or system energy improvements, including EV charging stations, in Nebraska.
Website	<a href="http://www.neo.ne.gov/loan/">http://www.neo.ne.gov/loan/</a>
Contact	<a href="mailto:energy@nebraska.gov">energy@nebraska.gov</a> ; 402-471-2867
Program oversight and administration	The tax credit is administered by the Nebraska Energy Office. It is not a result of an RTP.
Eligible charging technologies and associated incentive amounts	Loans are available for alternative fueling stations, with a maximum of \$500,000 per borrower. Interest rates are 5% or less. Loans are for a maximum of ten years. No guidance is provided on eligible equipment.
Program participation requirements	Loans are available to legal residents of Nebraska, include taxpayers, partnerships, chartered corporations, a subdivision of government, or someone who has maintained a permanent residence and lived in the state for more than six months.
Allocation and distribution of program funds	Not applicable.
Performance metrics and data monitoring methods	Not available.
Stakeholder outreach methods	The <a href="#">application</a> is available online. No outreach information available.
State and/or federal agency involvement	Administered by a state agency.
Additional Information	The form requires the applicant to describe the current facility and the proposed equipment. The application also includes the alternative fuel type, number of vehicles to be served, equipment life expectancy, and estimated cost.

## Ohio

State: Ohio	
General Program Information	The Alternative Fuels Transportation Program increases the use and availability of alternative fuels, improving alternative fueling infrastructure (including EV charging stations) throughout Ohio, increases the resilience of Ohio's alternative fuel supply chains, educates the public on the use of alternative fuels, and improves Ohio's air quality. Fiscal year 2018 funding for the program was \$2,925,000. Future funding is subject to appropriations.
Website	<a href="https://development.ohio.gov/bs/bs_altfueltrans.htm">https://development.ohio.gov/bs/bs_altfueltrans.htm</a>
Contact	Preston Boone. <a href="mailto:preston.boone@development.ohio.gov">preston.boone@development.ohio.gov</a> ; 614-644-8864.
Program oversight and administration	The program is administered by the Ohio Development Services Agency (Office of Community Assistance). It is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	The program provides low-interest loans for 75% of eligible costs, which include equipment and installation. Loans are available from \$250,000 to \$750,000 and are available for 15 years. Loans will carry 0% interest for the first six months of the loan. Rates are determined by the Development Services Agency. No information is available about the type of charging equipment eligible for the loans.
Program participation requirements	<ul style="list-style-type: none"> <li>Loans are available for Ohio businesses, non-profit organizations, public schools, and local governments. There are no special participation considerations for DACs. All fueling stations must be open to the public.</li> <li>Monthly progress reports are required during installation, and financial data reports must also be provided. Alternative fuel transportation reports are required for three years after the completion of the project that describe the amount of alternative fuel the applicant sells at retail, the emissions avoided, approximate cost savings versus traditional fossil fuels, and downtime and maintenance issues. Applicants must report annual financial statements and annual certificates of non-default for the term of the loan.</li> <li>Each applicant must also make public all non-proprietary information about the project and participate in at least two outreach activities, provide two facility tours during the term of the agreement and for one year after the loan agreement date.</li> </ul>
Allocation and distribution of program funds	Loan projects are competitive. Evaluation criteria includes the promise and viability of the project, stations that make the fuel available to the greatest number or volume of users, secured funding from other sources, leveraging fuel sources that perform more efficiently than other transportation fuels, using the most advanced technology, demonstrating past success, and responding to a current market need. <i>CNG and LNG refueling stations are preferred.</i>
Performance metrics and data monitoring methods	No data available.
Stakeholder outreach methods	No indication of multilingual materials. <a href="#">Guidelines</a> are available online. No outreach information available.
State and/or federal agency involvement	Run by a state agency.

State: Ohio	
Additional Information	<ul style="list-style-type: none"> <li>• Applicants must submit an overview of the proposed project, qualifications, project budget, and projected timeline as a letter of intent. Qualified applicants who have submitted a letter of intent receive written instructions from the Development Services Agency on how to access the online loan application.</li> <li>• In addition to loan financing, grants of up to \$10,000 in forgivable loan principal are available for the costs of educational and promotional materials for selected loan projects.</li> </ul>

## Oregon

State: Oregon	
General Program Information	The State Energy Loan Program offers fixed-rate, long-term loans for qualified projects that invest in energy conservation, renewable energy, alternative fuels, or create products from recycle materials. The program began in 1980 and has distributed a total of more than \$600 million in loans (not all funding infrastructure). The program is not currently accepting new loan applications.
Website	<a href="https://www.oregon.gov/energy/Incentives/Pages/Energy-Loan-Program.aspx">https://www.oregon.gov/energy/Incentives/Pages/Energy-Loan-Program.aspx</a>
Contact	<a href="mailto:odoe_energyloan@oregon.gov">odoe_energyloan@oregon.gov</a> ; 503-378-4040
Program oversight and administration	The loan program is run by the Oregon Department of Energy, and has a program advisory committee of private- and public-sector experts. Committee members are appointed by the Department of Energy Director. The program is not the result of an RTP.
Eligible charging technologies and associated incentive amounts	A loan may be approved to pay for the cost of buying, building, and installing charging stations; audit, study, commissioning, and design costs; and reserves, interest staff training, and site preparation costs. Projects must have a longer than 12-month simple payback. No further guidance is available about eligible technologies.
Program participation requirements	Projects must be primarily in Oregon but can have a minor contiguous component in a neighboring state. No further guidance is available.
Allocation and distribution of program funds	No information available.
Performance metrics and data monitoring methods	No information available.
Stakeholder outreach methods	No indication of multilingual materials. <a href="#">Legislative rules</a> are available online. No outreach information available.
State and/or federal agency involvement	Run by a state agency.
Additional Information	None.

## Appendix A: Summary of Charger Incentive Program Interviews

As part of Task 2.3, ICF conducted interviews with managers of existing charger incentive programs in the United States. Interviews were conducted with the entities listed in the table below.

Interviewee	Entity	Program
Mark Tang	Bay Area Air Quality Management District (BAAQMD)	Charge Up!
Geoff Bristow	Pennsylvania Department of Environmental Protection	Drive PA Forward
Kathleen Harris	Delaware Department of Natural Resources and Environmental Council	EV Charging Equipment Rebate Program
Matt Mines and Zach Owens	Colorado Energy Office and Regional Air Quality Council	Charge Ahead Colorado
Andrea Friedman	New Jersey Department of Environmental Protection	It Pay\$ to Plug In
Sejal Shah	Massachusetts Department of Environmental Protection	Massachusetts Electric Vehicle Incentive Program (MassEVIP)
Dante Sanson	San Joaquin Valley Air Pollution Control District (SJVAPCD)	Charge Up
Praem Kodiath	San Diego Gas and Electric (SDG&E)	Power Your Drive

ICF developed general questions to ask each program administrator, as well as program-specific questions. Note that the questions were meant to guide the discussion, and not all questions were answered in every interview. The sub-sections below highlight various aspects of interest to SANDAG in the development of their own regional EV charging infrastructure program, including program design, outreach and education, and administration; we have also included a short note on San Diego specific information.



## Program Design

### Funding Levels

Most of the interviewees indicated that the programs developed were originally structured their incentive to provide between 50-80% of project costs. Some, such as Colorado, increased funding amounts to meet this goal, since they found that their incentive caps were covering a lower percentage of the projects than they originally anticipated. Program managers reported that having site hosts provide some cost match is important to ensure that they have a stake in the project and are committed to its success. Programs also provide different levels of incentives to different technologies; BAAQMD increased funding for multi-unit dwellings (MUDs) for the most recent round of funding (2019), and Delaware and Pennsylvania prioritize and provide additional funding for workplace charging sites. Interviews showed that programs were generally either focused on installing as many charging stations as possible as quickly as possible, therefore using a relatively simple program structure, or were focused on funding what they determined to be priority areas.

### Funding Structure

Programs were split between rebates and grants, and program managers acknowledged the strengths and weaknesses of both formats. Rebates are generally simpler and require less administrative support. However, program applicants only interact with a rebate once, and it can be difficult to obtain station data from participants if they have already received the rebate and their funding is not contingent on meeting program requirements. Grants allow programs to be specific in their requirements and create a longer relationship with program participants, but they generally require a higher level of administrative effort. Grants also have more complicated paperwork requirements, which can deter applicants. If funding is limited, grants allow programs to direct funds to high quality projects with greater impact. Of the grant programs, several program managers recommended having a dedicated staff member to assist applicants through the process, as they can provide a personal connection to site hosts and make the required paperwork less daunting.

Some programs are structured as a reserved rebate, where applicants must apply to reserve funds and cannot purchase equipment until they receive program approval (e.g., SJVAPCD, New Jersey, and Pennsylvania). While the interviewees were happy with this structure, they emphasized the need to make it very clear to applicants that they must apply for the rebate before purchasing equipment.

### Simplicity

All program managers commented on the importance of balancing program simplicity with requirements that support the program's priorities. Programs that use multiple funding sources (Colorado, Delaware) stressed the importance of having one program interface for applicants, as understanding how to stack incentives can be difficult for applicants. SJVAPCD, which runs a program in the same area as CALeVIP, strongly supported the idea of a close SANDAG collaboration with CALeVIP if they start a program in the San Diego area.

## Flexibility

All program managers emphasized the need for a program to be flexible and expect as well as anticipate change. Most of the interviewees indicated that they have had to modify programs in some way since they began, whether it be to focus on an underdeveloped sector, encourage specific charging technologies, or provide a more appropriate level of funding.

## Outreach and Education

### Partnerships

All program managers highlighted the importance of partnering with other groups. Many commented on the helpfulness of coordinating with charging station vendors, as they are eager to use funding incentives as a way to grow new businesses. While most program managers, including that of SDG&E, commented on the need for more site host education, most programs leave that role to vendors and installers.

### MUDs

Most program managers commented on the difficulty of reaching MUDs.

## Administration

### Data collection

Interviewees had split opinions about collecting data, as some felt that the collection process required too much effort. Program managers cautioned that it is important to be thoughtful in developing data requirements and only collect data that the program intends to use. Programs that required usage data for participants were more likely to require networked stations. All programs interviewed in California have data reporting requirements.

### *Project Timelines*

Program managers reported that while projects are easily delayed and may require extensions, giving site hosts too long to install a project can also lead to problems. When site hosts were given a year to install chargers, many procrastinated and did not meet the deadlines (for no discernable reason). Most programs moved to a 6 month timeline requirement, but grant extensions for delays due to permitting or weather. New Jersey now has deadlines within their 9 month requirement (e.g., x weeks to sign the agreement, y months to select a contractor), which they hope will improve project timeliness and delivery.

### Attrition and Wait Lists

Most of the interviewees indicated that their programs experienced some level (generally around 10-15%) of participant attrition for a variety of reasons, including not getting home owner association (HOA) permission in MUDs, sites ending up being too costly, or paperwork being too much of a burden. Program managers said that it is important to have a mechanism to recycle funds reserved for a project

that drops out and allocate them to a new project. Similarly, New Jersey noted that while they are currently oversubscribed, they process applications whether they have funding or not and keep a wait list, which has helped them demonstrate need when applying for additional Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding.

## San Diego Specific Information

In the interview with SDG&E, the program manager noted that a large percentage of the top 25% disadvantaged communities (DACs) in their service territory are close to main freeways, and they have had a lot of success with workplace charging in these areas. The program had many applicants that were interested in installing charging but wanted to provide it to the public (per the program guidelines, charging could not be publicly accessible) or did not have enough spaces (the program has minimum parking requirements). The program had over 1,000 interested sites, but only plans on energizing 250-300 of them, due to funding constraints.