

VT Community EVSE Grant Program: Request for Proposals for Partner Installers

Transportation continues to be the number one source of greenhouse gas emissions in Vermont and nationwide. Driving clean is the top action Vermonters can take to help the environment, cutting their own carbon and costs. Electric vehicles (EVs) represent an enormous opportunity for emission reduction when paired with the clean, renewable, carbon-free power supply resources in Vermont. One way to help accelerate EV adoption is to increase the availability of electric vehicle supply equipment (EVSE) where EV drivers need it: workplaces, housing developments, and public attractions. Many workplaces, property owners, and public attractions are interested in installing EVSE but need support to make it happen.

Green Mountain Power (GMP) is administering a statewide EVSE grant program with \$7 million in funding available for **applicants in any distribution utility territory** to install Level 1, Level 2, and Level 3 charging at workplaces, multiunit housing, and public attractions. Applications for funding will be accepted from July 6, 2023, through January 2026 or until all funding is awarded, whichever is first.

We anticipate the VT Community EVSE Grant Program will fund the installation of approximately 1,500 ports (a combination of Levels 1, 2, and 3*) across 150 sites, making charging easy and accessible.

Scope of Work

GMP is seeking engaged installation partners across Vermont to provide project management and turnkey EVSE installations to successful program applicants which includes:

- Hardware: Selection, pricing, and procurement of eligible EVSE (see Appendix A).
- Software: If desired or required, selection, pricing and procurement of eligible software that provides payment processing, access control, and the capability for utility-initiated demand response.
- Design, permitting, cost estimates: Site design including utility and civil make ready, local or state permitting (see Appendix B for additional site design requirements), and development of project costs from onsite assessments.
 - Onsite assessments beyond desktop estimates are necessary for demonstrating in-depth site designs for strong program applications.
- Installation: Labor for civil make ready and EVSE installation and commissioning.
- Maintenance: If desired, ongoing operational support and replacement of components under warranty.
- Project Management: Serve as primary point of contact for the customer and/or utility throughout the application and award process. Submit regular project updates, estimates and invoices to GMP.
- Installation partners are responsible for performing all work under the National Electric Code, Vermont Electrical Safety rules, OSHA, and VOSHA rules and standards.

*Please note that applications will be accepted for Levels 1 and 2 charging on a rolling basis. There is \$1.4 million in funding available for Public Attraction Level 3 DC fast charging and applications will be selected through a competitive evaluation process later this year.

GMP will connect approved program applicants with installation partners to execute EVSE installation project estimates, site design, permitting, installation, and maintenance.

Proposals should provide the following information:

- Installation partner primary contact information: Organization name, primary contact name, email, phone number.
- Hardware, project management, and installation experience: What EVSE brands you have installed, what sites you have installed EVSE at (residential, commercial, etc. Please provide references or proposals for past projects).
- Subcontractors: Indicate if you rely on subcontractors and provide documentation of which subcontractors you partner with and their previous experience with this type of work.
- Territory: What areas of Vermont your organization serves.
- Licensure and availability: Staffing and/or availability for EVSE installations through 2027. Licensed electricians are required for installations under this program and all equipment must be installed in accordance with all current National Electric Codes and the Vermont Electrical Safety Rules.
- Maintenance and warranty: O&M services and workmanship/installation terms.

RFP Schedule

Proposals are due July 7, 2023, submitted via email to info@vermontevchargers.com.

Proposals will be evaluated based on the information above, in addition to overall quality of proposal and the partner's experience with similar projects. We anticipate selecting qualified partners to be included in the program by July 21, 2023, although we are not guaranteed to move forward with any. Please direct all questions to info@vermontevchargers.com.

Appendix A – Equipment Requirements

Equipment must:

- Level 2 equipment must Society of Automotive Engineers (SAE) J1772 standard for EV charging plug connector and operational requirements.
- Equipment that will be available to the general public for a fee must be network capable, and Level 1 and 2 equipment must be certified by the California Type Evaluation Program (CTEP): <https://www.cdfa.ca.gov/dms/ctep.html>.
- Be either pedestal or wall mounted. Pedestal: hard-wired to a permanent pole or box. Wall: hardwired to a wall and typically includes a mounting plate.
- Be ADA-compliant with accessible buttons and components.
- Be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriters Labs, UL) for outdoor use as well as able to operate in extreme temperatures (-20 to +100 degrees F).
- Meet NEMA (National Emergency Managers Association) Type 3R or 4 certifications for outdoor electrical enclosures.
- Not have advertising visible from a public road, except as permissible by Vermont’s sign law and local regulation.
- Be designed to prevent water from entering or accumulating within the components during conditions of flooding.
- If corded, have a minimum cord length of 18 feet and comply with National Electric Code (NEC) article 625.
- Have a minimum 3-year warranty.

Public Attraction Level 2 and 3 chargers require the following, and if any other project includes networked Level 2 charging, the network must:

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

Public Attraction Level 3 charging must:

- Have reasonably proximity to 3-phase power available.
- Be dual protocol with both CHAdeMO and SAE Combined Charging System (CCS) ports.

Appendix B – Site Design Requirements

Site designs must:

- Provide residents and/or employees sufficient and priority access to the charging station to meet their charging needs.
- Be designed to account for reasonable proximity to existing infrastructure, while balancing employees' needs.
- Provide sufficient daytime and nighttime illumination to operate the charging equipment.
- Have a level and well-maintained surface with parking striping preferred.
- Meet ADA or HUD (Housing and Urban Development) accessibility requirements, whichever applies, unless otherwise approved by the EVSE InterAgency Workgroup to address site-specific constraints. It is not necessary to designate the accessible EVSE exclusively for disabled users.
- If the project is located in the public right of way, provide on-site general EVSE service sign approved by the Manual on Uniform Traffic Control Devices. See example here: https://mutcd.fhwa.dot.gov/resources/interim_approval/ia13/index.htm.
- If the project is located in the public right of way, provide on-site EVSE parking dwell time management sign(s) approved by the Manual on Uniform Traffic Control Devices, such as “no parking except for electric vehicle charging” unless an equivalent is otherwise approved by the EVSE Interagency Workgroup to meet site-specific needs.
- Allow vehicles to safely park front-to-back or back-to-front to accommodate charging port variations across different vehicles.
- Be designed to prevent physical damage to the charging equipment (e.g., bollards and curbing).
- Be located and designed so charging cords do not create blockages, tripping hazards, or barriers to pedestrian flow.
- Be located and designed to prevent water from accumulating around the site during conditions of flooding.

For Public Attraction Level 3 charging:

- The proposed project must be located in the parking lot of a public attraction. An attraction is defined as, “open to the general public for the purpose of recreation, entertainment, education, music, history, agriculture, the arts, [and] artisan products.” Year round there must be at least 1.5 hours worth of activities. The parking lot must be directly connected to an attraction and/or within five minutes walking distance of other attractions.
- For DCFC, eligible locations shall not be within 25 miles of another DCFC.
- The proposed project must be located in parking that is available to the general public