EVERSOURCE UI An Avangrid company

~~Connecticut Electric Vehicle (EV) Charging Program~~

~~2025 Comprehensive Program Manual~~

~~November 5, 2025~~

~~Paid for by Eversource and UI customers~~

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~~Residential Single Family~~

~~Connecticut Electric Vehicle (EV) Charging Program~~

~~2025~~







Connecticut Electric Vehicle Charging Program

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Paid for by Eversource and United Illuminating customers

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Section 1:

Introduction

Welcome to the Connecticut Electric Vehicle (EV) Charging Program

~~New technology like electric vehicles ("EVs") raise many questions and your utilities know informed consumers drive great partnerships. In this guide, United Illuminating and Eversource explain a unique new EV charging program and help you understand just how easy EV charging can be, how you will earn incentives through EV charging programs, , get faster charging options to simplify your life, and understand how smart choices can protect the future of our environment. EVs produce less lifetime pollution than gas-powered vehicles, and, as sources of electricity become cleaner, these emissions will continue to decline. The EV community and public charging network are quickly growing around you. Let's find out just how you can become part of this new technology revolution!~~

The **Connecticut EV Charging Program** ~~("~~(the Program~~"))~~ offers eligible residential EV drivers the opportunity to earn rebates and incentives to charge their EV smarter, avoid costly peak time energy use, and help ~~your utility, either~~Eversource and Avangrid subsidiary, United Illuminating ~~("~~(UI~~") or Eversource, collectively ("utilities"),~~), together the "Utilities," manage the additional electricity demand from ~~EV's~~EVs now and into the future. Charging an EV at your home can offer many benefits, from convenience to cost savings ~~and~~to vehicle emission reductions. Whatever your motivation, we welcome your participation and look forward to supporting you.

So, how does it work? This ~~guide will provide~~Program Guide for Residential Customers (Guide) provides all the information you need to participate successfully and receive ~~the~~ Program incentives ~~that are~~ applicable to you. Overall, customers interested in the Program will follow these general steps ~~to be explained in more detail below.~~:





*Eligibility requirements apply.

Section 2:

Definitions

The definitions in this section will help new and existing EV drivers understand some of the terms used throughout this guide. When we refer to customers participating in the Program, we'll call them **participants**.

Direct Load Control: The capability of the utility has to manage the participant's electrical load through the utility's Technology Partner.

Emergency Demand Response Event: refers to actions taken by utilities if the utility determines action is required to maintain the safety and reliability of the grid. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Customers will still have the ability to opt out during an Emergency Demand Response event.

Electric Vehicle Supply Equipment ("EVSE"): refers to devices used to supply EVs with electricity. These devices generally fall into two categories – we'll cover those that are commonly used in your home:

Level 1 ("L1"): The lowest speed charger, these chargers plug into the average 3-prong, 120 volt ("V") plug in most homes. These plugs charge a vehicle very slowly, and the time required varies greatly depending on the size of your vehicle battery. An L1 charging plug may have been included in your EV purchase. ***These chargers are not eligible to participate in the Program.***

Level 2 ("L2"): Generally, the most powerful chargers for the home. These chargers connect to a 240V outlet and usually require an electrician to install a new outlet where you charge your EV. L2 chargers are most often purchased separately from your EV, although more EV's are beginning to come with an L2 charger as standard equipment as an option when you purchase your EV. An L2 charger can have "smart" features that can be accessed through a mobile app and are available in several power levels. L2 chargers can fully charge a vehicle from empty between 3 and 7 hours, depending on the size of your EV's battery and power rating of the charger.

Networked L2 or "Smart Charger": These chargers can connect to the internet (via Wi-Fi or cellular connection) and can be controlled, generally, through a mobile app.

Non-Networked L2: These chargers don't connect to the internet (via Wi-Fi or cellular connection) but do charge a vehicle as quickly as a Networked L2.

Managed Charging: this is also known as "smart charging" where utilities or other third-parties are able to coordinate with Participants in a Managed Charging Program to start, stop, or slow down charging during times of high stress on the utility system. This can be done either by sending signals to Participants to remind them to control their charging themselves, or it can be done by the utility sending direct load control signals

~~to the EV or EV charger during those times of stress. This Program uses both approaches. Managed Charging allows the utilities to adequately integrate the growing, new demand on their systems from EVs, and allows utilities to use the flexibility of EVs to reduce costs.~~

~~**Managed Charging Platform:** this is the behind-the-scenes software platform that allows your utility to coordinate charging among all Program Participants and supports implementation of this~~

Direct Load Control

A utility's capability to manage a participant's electrical load through the utility's Technology Partner.

Emergency Demand Response Event

This term refers to actions taken by utilities if they determine action is required to maintain the safety and reliability of the grid. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Participants can still opt out during an Emergency Demand Response event.

Electric Vehicle Supply Equipment (EVSE or EV Charger)

This term refers to devices used to supply EVs with electricity. These devices generally fall into two categories. Here are those commonly used in your home:

- **Level 1 Charger (L1):** The lowest speed charger, these chargers plug into the average 3-prong, 120 volt plug in most homes. These plugs charge an EV very slowly, and the time required varies greatly depending on the size of your EV's battery. An L1 charging plug may have been included in your EV purchase. ***These chargers are not eligible to participate in the Program.***
- **Level 2 Charger (L2):** Generally, the most powerful chargers for the home. These chargers connect to a 240V outlet and usually require an electrician to install a new outlet when charging your EV. L2 chargers are most often purchased separately from your EV, although a majority of EVs also have an L2 charger as standard equipment with your purchase. An L2 charger can have "smart" features that can be accessed through a mobile app and are available in several power levels. L2 chargers can fully charge a vehicle from empty between

three and seven hours, depending on the size of your EV's battery and power rating of the charger.

- **Networked L2 or "Smart Charger":** These chargers can connect to the internet (via Wi-Fi or cellular connection) and can be controlled, generally, through a mobile app.
- **Non-Networked L2:** These chargers don't connect to the internet (via Wi-Fi or cellular connection) but do charge a vehicle as quickly as a Networked L2.
- **Eligible Smart Charger:** To receive Utility rebates or incentives for costs associated with purchasing a smart charger, the L2 must be listed on your Utility's Qualified Products List, which you can find on their Program website.

EVSE and Wiring Rebate Eligibility

Beginning January 1, 2026, we provide rebates for the purchase and set up of an EV home charger only if the customer lives in a **High Poverty, Low Opportunity** (HPLO) area and/or are qualified with a household income at or below 300% of the **Federal Poverty Level** (FPL). Use this link to determine if you live within a HPLO area, and this link to help determine if you have a household income of 300% or less of the FPL.

Managed Charging

Also called "smart charging," managed charging is where a utility or other third-party can coordinate with participants enrolled in a managed charging program to start, stop, or slow down charging during times of high stress on the utility system. This can be done either by sending signals to remind them to control their charging themselves, or it can be done by the utility sending direct load control signals to the EV or EV charger during those times of stress. The Program uses both approaches. Managed charging allows the Utilities to adequately integrate the growing new demand on their systems from EVs, and to use the flexibility of EVs to reduce costs.

Managed Charging Platform

This behind-the-scenes software platform allows utilities to coordinate charging among all participants and supports implementation of managed charging programs. Depending on whether you are an Eversource or UI customer, you will have different approaches to interacting with this

platform. However, there will be customer-facing elements that allow you to set your preferences and control your charging to participate in the set requirements of the participation you opted in.

Off-Peak

For the purposes of this Program, off-peak charging is charging your EV outside of the hours of 3 p.m. to 9 p.m. on weekdays and is one of the requirements for achieving participation incentives.
Note: Off-Peak is not related to the off-peak Time of Use rates that UI offers (12 p.m. to 8 p.m.).

Qualified Products List

Each utility maintains a list of devices that qualify for their program. This list specifies which devices are eligible, and in which tier, based on your Utility's ability to connect with it for important Managed Charging actions like accessing data or sending load management signals.

Technology Partners

Utilities have Technology Partners that assist in delivering EV programs to customers. In this Guide, we often refer to our "Technology Partner," which is a third-party entity that provides analytics, communication, and reporting to assist us in delivering value-added programs and a great customer experience.

Telematics

Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Program. This communication allows important vehicle and charging data to be shared with our Technology Partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during Demand Response Events.

Managed Charging Program. Depending on if you are an Eversource or UI customer, you will have different approaches to interacting with this platform, but there will be customer-facing elements that allow you to set your preferences and control your charging to participate in the requirements of the tier of participation you opt for.

Off-Peak: For the purpose of this program off-peak charging is charging your vehicle outside of the hours of 3pm to 9pm on weekdays and is one of the requirements for achieving participation incentives. **Off-Peak in this document is not related to the off-peak Time of Use (TOU) rates that UI offers which pertains to the hours of noon to 8pm.**

Technology Partners: utilities have many technology partners that assist in delivering programs like this one to customers. In this program guide we often refer to our "Technology Partner", which is a third-party contractor that provides analytics, communication, and reporting to assist utilities in delivering value-added programs and a great customer experience.

Telematics: Like many of the appliances, communications, and entertainment systems we use today, vehicles have also become "connected devices". Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Program. This communication allows important vehicle and charging data to be shared with our technology partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during Demand Response Events.

Section 3: Program Descriptions

Program Description

The Program offers rebates to eligible customers to reduce the cost of installing new, qualified Smart Chargerssmart chargers and gettingmaking the electrical upgrades necessary to support the EV charger. The Program also provides ongoing incentives to promote consistent participation in Managed Charging over time. Participants are rewarded for charging their vehiclesEVs during off-peakOff-Peak periods throughout the year. Participants use and using their EV and/or EV charging stationcharger to respond to signals from their utility as the utility continually monitorsUtility as we continuously monitor the electric grid. Utilities will occasionally

Occasionally, we'll initiate or request a reduction in power, or in some cases completely stop power, to thea participant's EV underduring times of high energy cost or electric grid stress. CustomersHowever, participants can always set (or have their ownUtility's Technology Partner set) their charging schedules or have the utilities' partners set their charging schedules for them to avoid charging during those times. You can always opt out of any charging curtailment.

~~during those times. Participants always have the option to opt out of any charging curtailment if it is necessary for them to charge during that time.~~

~~These incentive dollars are available~~ Managed Charging

The Utilities offer incentives to EV owners who agree to ~~participate in one of two tiers~~either a Baseline Tier or Advanced Tier of participation, the value of which ~~correspond~~corresponds to different levels of ~~incentives and~~ customer responsibilities. ~~There is the Baseline Tier and the Advanced Tier~~If you're an Eversource participant, the Utility uses the names "**Off-Peak Rewards**" (Baseline) and "**Scheduled Charging**" (Advanced) to give context to the program participation pathways. For this Guide, the Utilities will use 'Baseline' and 'Advanced' to represent both Eversource's and UI's programs.

The **Baseline Tier** is the fundamental ~~managed charging tier~~Managed Charging option where participants are rewarded for shifting a large majority of their charging to ~~off-peak~~Off-Peak periods. As long as participants can avoid on-peak charging most of the time, they are rewarded.

The **Advanced Tier** is a more sophisticated managed charging ~~tier~~option where participants are rewarded for partnering with ~~the utility~~their Utility to coordinate charging ~~such that~~, so EV charging is optimized on the utility system. This optimization helps the ~~utilities~~Utilities operate a more cost-efficient ~~and~~, flexible grid. ~~This tier~~The Advanced Tier requires more coordination between the participant and the utility than the Baseline Tier ~~and;~~ therefore ~~the utilities offer~~, more incentives are offered for ~~customers participating at~~ this level. In this tier, participants ~~will~~ create a charging schedule for themselves, and the ~~utilities~~Utilities will coordinate and optimize the charging schedules ~~of~~for all EVs in the Advanced Tier to drive better outcomes for their grid systems. Participants are required to keep a schedule and do their best to not override this schedule.

In both tiers, participants are rewarded monthly for meeting the relevant requirements ~~of each tier. Please see~~. See **Section 7** for ~~more~~ details regarding these tiers, their differences, and requirements for full participation in the Program.

~~Section 4:~~

The Utilities also offer rebates to support Rebate-Qualified Customers in purchasing and/or installing a Networked L2 EV charger. These rebates are subject to income or locational eligibility requirements (recipients must either live in a High Poverty, Low Opportunities (HPLO) area or meet certain income-based qualifications). More information can be found in **Section 4**.

Section 4: Rebates &and Incentives

Incentives in this Program incentives fall into a few categories that we willwe'll explain in more detail below. There are **upfront incentives**, likewhich include rebates for equipment and electrical work, and Enrollment Incentives**enrollment incentives** used to encourage customers who already have home charging capabilities to sign up for the Program. Then

Additionally, there are **ongoing incentives** for continued, consistent participation in either the Baseline or Advanced Tiers, awarded twice per year for Eversource participants in the spring and the fall, and quarterly for UI participants after verification that participants have achieved the minimum level of participation. Typically, UI customers can expect to receive their earned ongoing incentives within theone month following the end of each quarter.

Participants must apply for upfront incentives as part of their application and enrollment process, and these will beare distributed after the application is approved. Eversource customers may apply here.here. UI customers may apply to the Program either through the application portal, located on the Programs for Your HomePrograms for Your Home page, or through the ev.energy mobile app. Participants will beare required to show documentation of installation and receipts of purchase. Below is more detail on what you can expect from these incentives and how to qualify.

- **Upfront Rebates &and Incentives:**

The Utilities offer rebates of up to $1,500 to support eligible customers who purchase a qualified smart charger and/or install an EV charger in single-family homes or multifamily properties (4 units or less). Rebates are only available after a customer agrees to participate in the Program for a minimum of 24 months. Please see the links in **Section 2**'s definition of Eligibility to determine if you may meet this criteria.

Rebates for Wiring Upgrades:

For participantseligible customers needing electrical upgrades for their home to participate in the Program, moneyisrebates are available for qualifying work (for example,including adding a sub panel, increasing main panel amperage, installing conduit runs, and/or wiring a 240V240-volt plug). .

- A paid invoice from an electrician is required showing the installation address, the contractor's name, license number and address, the date the work was completed, and the cost of labor and materials (separate from the smart charger cost if it is included on the invoice).This is only available for those purchasing a new Networked L2 charger ("Smart Charger") or thoseif you're participating with qualifying EV with Telematics.

Rebates for Smart Chargers:

- For participants purchasing and installing a Qualifying Networkedeligible customers who purchase and install an eligible L2 Smart Chargersmart charger for use in this program, there is money available to participants who provide proof of purchase and installation.their homes, we offer rebates to offset the associated costs. Proof of purchase and installation is required. A receipt or invoice marked as paid must be provided, showing the smart charger manufacturer, model name/number, and purchase price. Only new Smart Chargers purchased within 90 days of purchase and smart chargers listed in theon our Qualified Products List ("QPL")Lists are eligible (see **Section 6**) for this incentive.

Enrollment Incentive: Incentives

- For those customers who do not qualify for the upfront rebate, but who participate through Telematics or Networkedqualifying L2 chargers (purchased prior to 90 days before their application),smart chargers, a one-time $100 Enrollment Incentiveenrollment incentive is available. Participants must enroll using eligible devices and/or methods of connection (see **Section 6** for the list of eligible technologies) and successfully set up their technology. Customers who receive charger and/or wiring upgrade rebates are not eligible for the $100 enrollment incentive.

- *Above* The rebates and incentives *to*described above (and in the table below) will be paid after the application is approved. Eversource customers can expect a mailed check *or e-check* and UI *customer*customers may select *and input* their preferred payment method *though*of either Venmo or PayPal through the ev.energy app.

~~Table 1: Upfront~~Residential EV Charging Program Incentives ~~for Equipment & Enrollment~~

Customer Scenario		Upfront Incentives (One Time)			Ongoing Incentives	
~~Customer Scenario~~		Smart Charger ~~Rebates~~ Rebate (up to)	Wiring Upgrade ~~Rebates~~ (up to)	Enrollment Incentive	Baseline Managed Charging Program (up to)	Advanced Managed Charging Program (up to)
New ~~Networked~~ L2 Qualifying Level 2 Smart Charger	Needs 240v Outlet~~†~~*	~~Up to $1000~~$1,500		$0	$120/year	$300/year
	Has 240v Outlet ~~†~~*	~~Up to $1000~~$1,500	$0	$0	$120/year	$300/year
Existing ~~Networked~~ L2 Qualifying Level 2 Smart Charger ~~(purchased & installed prior to 01/01/23)~~	Already Installed*	$0	$0	$100	$120/year	$300/year
Telematics with Non-~~Networked~~ L2 Qualifying Level 2 Smart Charger	Needs 240v Outlet~~†~~*	~~Up to $1000~~$0	$1,500	$0	$120/year	$300/year
	Has 240v Outlet ~~†~~*	$0	$0	$100	$120/year	$300/year

*240v outlet refers to the electrical circuit and receptacle needed for L2 charging.

~~† 240v Outlet refers to the electrical circuit and receptacle needed for level 2 charging.~~

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Ongoing Incentives~~:~~

Both participation tiers ~~have~~earn **ongoing incentives** for meeting the monthly performance requirements of the given tier ~~on a monthly basis.~~ The Baseline Tier requires less of the participant than the Advanced Tier. ~~The~~Since Advanced Tier participants allow ~~the utility~~their Utility more potential for optimization and cost-efficiency on the system, ~~so~~ participants in this tier

are entitled to more incentives~~:~~ as their actions improve the performance of the utility system to a higher degree than Baseline Tier participants.

Baseline Tier Ongoing Incentives~~:~~

~~There~~These are ongoing monthly incentives capped at $120 per year for full participation in the Baseline Tier. ~~If a participant, in~~During a given month, if a participant times their charging ~~such that~~so 80% or more of the charging happens during the ~~off-peak~~Off-Peak period (anytime outside of ~~3pm to 9pm~~3-9 p.m. on non-holiday weekdays), ~~the customer will~~they'll earn a $10 incentive for that month. ~~In order to~~To receive any incentives in this tier, the participating EV or EV charger must also be used at least once in the given month.

Advanced Tier Ongoing Incentives~~:~~

There are ongoing monthly incentives capped at $300 per year for full participation in the Advanced Tier. The participant and ~~utility~~their Utility coordinate charging by having the participant set a daily charging schedule and adhere to this schedule as closely as they can on a monthly basis. The participant is responsible for not overriding this schedule and, if successful, will earn a $25 incentive for a given month. Participants ~~must~~ also agree to participate in all Emergency Demand Response Events during times of high stress on the utility system. These are rare and generally occur during the periods where charging will be curtailed anyway, but the ~~utilities~~Utilities reserve the ability to curtail EV charging when it is most critical to the utility system.

> ~~Finally, in order to~~ To receive any incentives in ~~this tier~~the Advanced Tier, the participating EV or EV charger must ~~also be used~~ participate in at least ~~twice~~two charging sessions in the given month.
>
> Utilities and their Technology Partners will inform customers monthly about their ~~accumulated credit or any lost incentives due to too many opt-outs.~~

charging performance. More specific details on how to successfully participate in ~~both~~ the Baseline and Advanced Tiers can be found in **Section 7** ~~below.~~.

Section 5:

Eligibility &and Enrollment

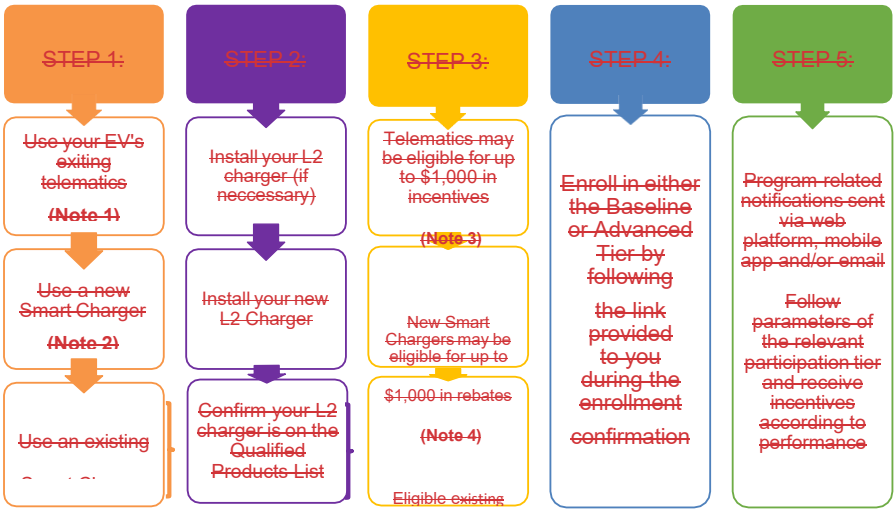
The Program is open to all residential ~~UI and~~ Eversource and UI customers in Connecticut with an active account. Residential customers are defined as existing ~~UI or~~ Eversource or UI customers, in Connecticut, living in a single-family home ~~or a multi-unit dwelling ("MUD")~~ (with ~~fewer than~~ four units or less) on the property. To be eligible, each unit of ~~an MUD~~the home must be separately metered with its own ~~utility~~Utility account. The EV charger and/or wiring upgrade rebates are only available to eligible customers.

Participation in the Program requires that a participant's EV charger, EV, and/or combination of technologies meet certain criteria. Below is an outline of setups that can qualify and how each setup must enroll. ~~**Section 6** contains~~The Utilities each have a list of eligible devices ~~called the Qualified Products List ("QPL").~~located on each of their Program webpages.

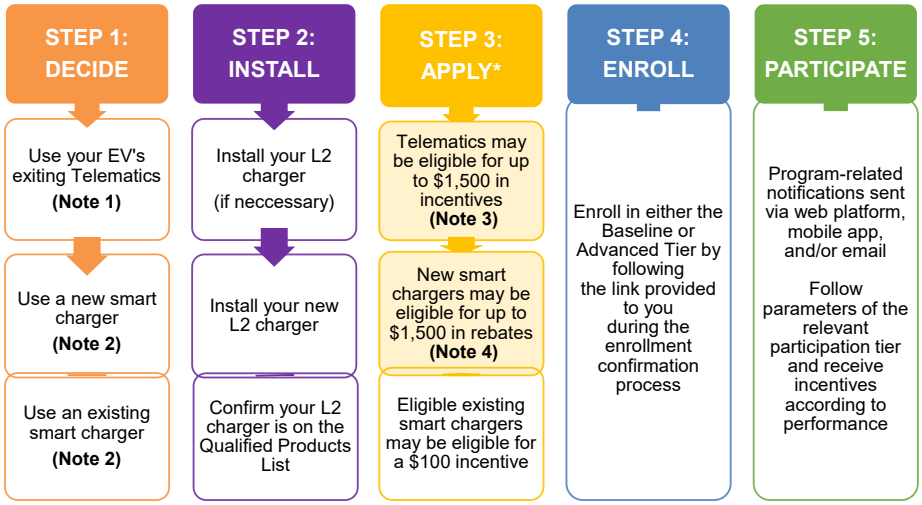
Connecting via Telematics can be a convenient option for many participants. Telematics provides a one-time "set it and forget it" experience and, if ~~participants~~you prefer connecting

with a non-Networked L2 charger or a ~~Smart Charger~~smart charger not on the ~~QPL~~Qualified Products List, it's possible to connect using ~~the~~your vehicle's Telematics (they're built into ~~their~~the vehicle~~.~~). See **~~Section 6~~**each Utility's Program webpage for ~~the QPL to understand which vehicles and EVSEs can participate~~a list of eligible devices. *Note: this list is constantly growing as our Technology Partners integrate with more vehicle and EV charger manufacturers, so check back regularly.*

The following figure provides an overview of the Program process and the different methods of participation~~:~~. In Step 3, the first two paths pertain to Rebate-Qualified Customers and participants are only eligible if they are income/location qualified. The final path is not income/location qualified.



Program Process



- **Note 1:** Not all ~~*vehicle makes*~~vehicles are eligible for the Program. See **Section 6** for a list of compatible vehicle ~~*makes.*~~make and models. If your EV is not compatible, you ~~*can*~~may be able to participate via ~~*another method*~~a compatible charger.

- **Note 2:** Not all ~~*Smart Chargers*~~smart chargers are eligible for the Program. See **Section 6** for a ~~*QPL*~~Qualified Products List of eligible ~~*Smart Chargers.*~~smart chargers. If your ~~*Smart Charger*~~smart charger is not compatible, you ~~*can*~~may be able to participate via ~~*another method*~~your vehicle.

Note 3: Compatible Telematics are eligible for rebates that assist with new wiring upgrade costs. ~~*See*~~

- Existing non-networked L2 chargers are not eligible. See **Section 4** for more information on ~~*Rebates*~~rebates and ~~*Incentives*~~incentives.

- **Note 4:** New, eligible ~~*Smart Chargers*~~smart chargers can receive rebates that assist with ~~*Smart Charger*~~smart charger costs and wiring upgrade rebates. See **Section 4** for more information on rebates and incentives.

~~After you choose the technology that makes sense for you, it's time to enroll your~~

~~system!~~ Customer eligibility will be confirmed during the application process.

Program Application

The Program offers an easy online process to provide secure and reliable processing of applications.

- **Eversource:** Please visit the Residential ~~Section~~EV Charging section of ~~the Eversource website~~eversource.com to access the rebate application portal.
- **UI:** Please visit our EV Programs for Your Home site to access the enrollment portal and Program material. You may also apply through the ev.energy mobile app.

In the application, there are clear steps to follow, terms and conditions for the Program that you must accept, and guidance on how to activate your device. ~~Along the way you~~You will need a few items:

~~*1. Receipts and invoices related to the purchase and/or installation of a Networked L2 charger, labeled as paid*~~

~~*a. Installation information must include date of installation, installer/ contractor name contractor license number, equipment cost, and total installation cost.*~~

~~2.~~ Customer's utility account number, service address, and billing address.

- Receipts and invoices related to the purchase and/or installation of a networked L2 charger, labeled as paid in full (if applying for an EV charger and/or wiring rebate)
  - Installation information must include date of installation, installer/ contractor name, contractor license number, equipment cost, and total installation cost.

~~3.~~ EV and EVSE information: make, model, year, serial number, EV ~~*Charger Unit Number*~~charger unit number/ MAC ID.

If ~~you are~~you're having trouble with your application, please contact your ~~utility's~~Utility's rebate and incentive processing partner~~, UnitedIlluminating@ev.energy for UI or refer to the~~. For Eversource ~~website for Eversource, or by using~~customers, refer to EversourceCTResidentialEV@resource-innovations.com, and United Illuminating customers can either email UnitedIlluminating@ev.energy or use the contact information provided in **Section 8**~~ of this guide~~. A Program associate will support you and/or may provide an alternate application method.

Errors in your application may lead to delay or cancellation~~ of your application.~~ Upon identifying any such issues, the Program team will attempt to contact you using the information supplied in the application. If ~~we are~~we're unable to reach you or you ~~do not~~don't respond with the information needed to correct the application, we'll have to cancel your application~~ will be cancelled~~.

Device Connection

A device must be connected to ~~the utility's~~your Utility's platform for you to be considered enrolled in the Program and any delay in activating your device may lead to a delay or cancellation of your incentive payment. The connection process varies by device type and vendor. You will receive connection instructions that are specific to your chosen device in the confirmation email that you receive when you submit your Program application. Follow the instructions carefully and use the contact information in the email for support if you experience any difficulties.

Enrollment Incentive

Eversource customers will receive payment via check ~~or electronically.~~ UI customers provide their preferred payment method of either Venmo or PayPal through the incentives tab in the ev.energy mobile app or web portal to receive their incentives. These incentives are paid to the Utility account holder associated with the application unless the participant designates an alternate payee when submitting the application.

~~utility account holder associated with the application unless the customer designates an alternate payee when submitting the application.~~

Additional Eligibility Requirements~~:~~

The following requirements apply to all participants regardless of method of participation ~~they chosen~~:

- Participants who receive a charger and/or wiring upgrade rebate must remain in the Program for a period of ~~not less than~~at least 24 months from the date of application approval. Participants who receive an enrollment incentive ~~payment.~~and participate in Managed Charging only, are required to remain in the program for a period of at least 12 months.
- Participants who leave the Program before ~~the 24-month~~their required participation time period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.
- If a participant fails to shift their EV charging habits in a manner consistent with their tier of participation for ~~6~~six consecutive months, the participant may be required to pay back a prorated portion of any upfront rebates and incentives they may have earned when joining the program.
- Incentives are limited to the stated incentive amount listed above or the documented project cost, whichever is less. For the rebate ~~towards~~toward a ~~Smart Charger~~smart charger, any other applicable grants, rebates, incentives or credits the customer ~~may receive~~receives from another source will be deducted from the total documented device cost.
- Only new ~~Smart Chargers~~smart chargers listed in ~~the Program's QPL~~your Utility's Qualified Products List are eligible for ~~incentives~~a rebate.
- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.
- Participants are required to share the EV charging data with their ~~utility~~Utility. Please refer to the Terms and Conditions included with the Program application.

Data Sharing and Privacy~~:~~

~~Utilities will~~We'll collect information on your EV charging behavior, such as when and how often you charge and how much energy you use each time you charge. ~~Your utility~~We may share this information with third parties for the purposes of evaluating the Program. **All EV charging data will be aggregated, anonymized, or otherwise encrypted if/when disclosed publicly.**

Section 6:

Qualified ~~Product~~Products List ~~(EVSE) &~~and Eligible ~~EVs (Telematics)~~Electric Vehicles

To participate, users must follow requirements for enrollment that may include ~~Networked~~networked L2 ~~Smart Chargers~~smart chargers, non-~~Networked~~networked L2 chargers, or vehicle Telematics. Only applications including eligible devices that are listed on the Program's ~~QPL~~Qualified Products List will be accepted by the Program. For the ~~QPL~~Qualified Products List, please visit UI's EV Programs for Your Home landing ~~page found here~~page or ~~Eversource's Program landing page found here~~eversource.com. Please note that ~~this list will~~we'll update these lists regularly ~~be updated~~ as we add new manufacturers ~~will be added~~ on an ongoing basis.

Eligible Devices

It is the customer's responsibility to select an eligible device. The Program attempts to include a range of eligible device options to meet different customer needs. General

information about the different device types is provided on the Program website, with additional product-specific information listed in ~~the QPL.~~each Utility's Qualified Products List. The vendors will differ on charger models, software, costs, and manufacturer details. Utilities do not offer preferences or recommendations for any approved Program vendors, and ~~Program~~ participants are responsible for determining suitability of products and services.

Eversource and ~~United Illuminating~~UI make no claims or warrants about the availability of any ~~electric vehicle~~EV or ~~electric vehicle~~EV charger on this list. The integrations used to support each EV or EV charger on the ~~QPL~~Qualified Products List are subject to change at any time and without warning. Eversource and ~~United Illuminating~~UI are not accountable for any integration status change that may occur. ~~Eversource and United Illuminating~~The Utilities make every reasonable effort to maintain integrations with each device listed.

New Smart Charger

If you decide to install an eligible ~~Smart Chargers~~smart charger, you may purchase a new charger from any source you prefer. Please save the receipt to include in the Program application.

The charger must be installed and operational before you apply to the Program and **you must apply to the Program within 90 days of purchase~~.~~ for UI or within one-year for Eversource**. Please ensure you schedule your installation when you purchase your ~~Smart Chargers~~smart charger so you can complete your application within that timeframe.

Smart ~~Chargers~~chargers incentivized by the Program must connect to the vendor's online network. Often this connection is enabled locally by connecting the ~~Smart Chargers~~smart charger to your Wi-Fi network. Depending on where your router is located relative to the ~~Smart Chargers~~smart charger, you may need to install a Wi-Fi signal booster to achieve a reliable connection. Please ensure that your ~~Smart Chargers~~smart charger is connected to the network before applying to the Program.

Wiring Upgrade

L2 chargers require a ~~240V~~240v outlet. If you need to install a new, dedicated electrical circuit and outlet to support your EV charger, you may use any licensed electrical contractor. The Program offers rebates to assist with eligible costs necessary to support your L2 charger. Please be sure to obtain an itemized invoice showing the contractor's license number that clearly shows the cost of the EV charging circuit separate from any other electrical work with invoices showing they were paid. The work must be ~~completed~~installed and operational before ~~applying~~you apply to the Program and **~~the application~~you must ~~be submitted~~apply to the Program within 90~~.~~ days of the invoice date for UI or within one-year for Eversource**.

Vehicle Connections (Telematics)

Telematics is a system embedded in many EVs that enables more control by users over their EV by making smart decisions about energy use, connect to nationwide charger networks, and other innovative actions. If your EV has Telematics, you likely have access to additional insights and functionality that can give you more control of your EV that might save energy. ~~**Vehicle Connections (Telematics)**~~

~~Telematics is a system embedded in many EVs that enables more control by users over their EV by making smart decisions about energy use, connect to nationwide charger networks, and other innovative actions. If your EV has Telematics, you likely have access to additional insights and functionality that can give you more control of your EV that might save energy.~~ To receive an upfront ~~Enrollment Incentive~~enrollment incentive for participating with Telematics, you must connect a qualified vehicle model with Telematics in the Program for a period of not less than two years. ~~You will~~You'll receive connection instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Program application.

Please note that you cannot receive both rebates for Smart Chargers and an Enrollment Incentive. You can, however, combine rebates for wiring upgrades with rebates for a Smart Charger or Vehicle Enrollment Incentive.

✣ A Note to EVSE Vendors Interested in Being Added to the QPL:

Eligible devices are selected via a request for qualifications ("RFQ") that is hosted periodically by the utilities. Vendors who wish to qualify devices for the Program should register their interest by sending an email to HomeEV@uinet.com for UI or CTEVcharging@eversource.com for Eversource with the subject line "EV Charging Vendor Qualification" and your firm will be notified of the next qualification cycle.

The RFQ includes evaluation of vendor and device capabilities, including but not limited to product safety, environmental suitability, network communications, and data collection and reporting. Vendors with qualifying devices must accept the Program vendor agreement prior to devices being added to the QPL.

Please note customers receiving a charger and/or wiring upgrade rebate aren't eligible for an enrollment incentive.

Section 7:

Participation in Baseline ~~&~~and Advanced Tiers

~~The Connecticut EV Charging~~The Program is designed to help customers outfit their homes with the necessary equipment to charge their EVs and to help the ~~utilities~~Utilities reduce ~~the~~ stress on their systems. This Program is intended to be mutually beneficial between the ~~utility customer~~participant and the ~~utility such~~Utility so that ~~the customer is~~you're aided in ~~their~~your EV journey and ~~the utility is~~we're able to orchestrate the charging of large numbers of EVs on the system which ensures system reliability and lower costs for all ~~utility~~Utility customers. Vehicles participating in either tier through their ~~telematics~~Telematics may occasionally be "pinged" or "pulled" by the ~~program administrator~~Utility to monitor charging progress. The ~~utilities~~Utilities provide ***two tiers*** of participation which correspond to different levels of participant responsibility, incentives, and of benefit to the utility system.

The **Baseline** and **Advanced Tiers** both require the participant to adjust their charging to benefit the utility system~~,~~ but differ in their approach. This Section defines and explains the two tiers, specifically how the customer must participate in each tier in order to earn incentives.

~~This Section defines and explains the two tiers, specifically how the customer must participate in each tier in order to earn incentives.~~

Baseline Tier

The Baseline Tier aims to be simple and easy to understand such that the participant can "set and forget" an EV charging schedule and shift their charging from times that cause more stress to the utility system to times that cause less stress. The participant always retains control over their charging, scheduling when they would like to charge or not, and receives incentives based on their performance. ~~The fundamental structure of the Baseline Tier is as a **Passive Managed Charging** program where the customer sets a simple schedule, and the utility simply observes performance.~~

- ~~**Passive Managed Charging** *(Required)*:~~

The fundamental structure of the Baseline Tier is ~~designed~~ as a ~~Passive~~passive Managed Charging ~~tier~~program where ~~customers simply set~~the customer sets a simple schedule ~~around a given window of time~~, and ~~avoid charging during that time for the majority of each month.~~the Utility observes performance. In this way, participants are able to simply set a default schedule and let the Managed Charging ~~Platform~~platform stop charging as necessary while preserving the participant's ability to charge when needed.

Participants must use their ~~relevant utility~~Utility's Managed Charging ~~Platform~~platform to charge their EV outside of a specific window of time during the week and coordinate their charging such that 80% or more of their charging time occurs outside of this window. The window is ~~3pm to 9pm~~3-p.m on non-holiday weekdays.

In ~~a given~~each month, if a participant avoids charging between ~~3pm to 9pm~~3-p.m. on non-holiday weekdays, then they will earn $10 for that month's performance. For a full year of successful performance, a participant could earn up to $120.

The ~~utilities~~Utilities will observe each participant's charging patterns on an ongoing basis and provide updates on their performance and incentive earnings. UI provides participants with updates within their ~~relevant utility~~ Managed Charging ~~Platform~~platform so that the participant can keep track of their progress each month and adjust their habits accordingly.

Participants must also charge at least one time for 15 minutes per month. This is to ensure that the participant is ~~actually~~ using the charger and that charging is theoretically being avoided, as the value to the utility system is in avoiding charging during stressful times on the system.

~~- Emergency Demand Response Events~~

~~If required to maintain the safety and reliability of the grid, utilities may issue Emergency Demand Response Events without prior notice. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Participants do retain the right to opt out of these types of Events, but the above rules on opting out of no more than two Events per month still apply.~~

~~As a summary of the Baseline Tier, Participants are able to earn $10 per month for simply setting a charging schedule that avoids charging during the highest stress periods on a daily basis and sticking to that schedule at least 80% of the time. Using a passive "set and forget" schedule, a participant could earn up to $120 annually for participating in the Baseline Tier.~~

Advanced Tier

The Advanced Tier is a step up from the Baseline Tier in a number of ways, particularly in the benefits to the participant and the utility system, as well as in the role that the participant plays in shifting their EV charging. While there still is a lot of automation that can allow a participant to "set and forget" their charging, the participant may find that they need to keep a more active eye on their charging compared to the Baseline Tier.

In this participation tier, participants are required to set a schedule of charging using two inputs: the **State of Charge** (SOC) they need in a given day, and their **Time the Charge is Needed** (TCIN). The participant must always have these two inputs selected~~,~~ but can change them at any time. In this way, it is possible to "set and forget" these two inputs, but the participant may find that differences in daily routine might require different inputs.

These inputs are then aggregated with all other participants in the Advanced Tier by the ~~utility's~~Utility's Technology Partner who ~~then~~ uses their advanced managed charging algorithms to coordinate charging to lessen the load on the utility system while delivering the participant's required charging by the time they need it.

~~As an illustrative example, Participant A generally starts work at 9am, but leaves home at 8:30am. He sets the default inputs to make sure he always has a full battery in time for his commute. Therefore, he sets the default SOC to 100% and the TCIN to 8:30am. These default inputs will resume every day until he needs to adjust them. For example, the same Participant A now has an appointment at 9am on Wednesday morning an hour and a half away from his home. He knows he needs almost a full battery for the round trip, and he needs it ready by the time he leaves at 7:00am to give himself a bit of extra time so he's not rushing. On Tuesday night when he's planning for the next day, he sets the SOC to 100% and the TCIN to 7:00am in order to be sure there is a full charge by the time he needs to leave for his appointment. After the appointment, he then resets his inputs back to the default and resumes as normal until he must adjust his SOC and/or TCIN to accommodate variations in his routine.~~

The ~~utilities~~Utilities will observe each participant's charging patterns on an ongoing basis and provide updates within their relevant utility Managed Charging ~~Platform~~platform so that the participant can keep track of their progress each month and adjust their habits accordingly.

Participants must also charge at least twice for 15 minutes per month. This is to ensure that the participant is actually using the charger and that charging is theoretically being avoided, as the value to the utility system is in avoiding charging during stressful times on the system.

Customers in the Advanced Tier must participate in all Emergency Demand Response Events, as described above. Failure to participate in Emergency Demand Response Events in a given month may result in a loss of incentives for that month. These types of ~~Events~~events are rare~~,~~ but can happen throughout the year and are critical to maintaining a safe and reliable ~~electrical~~utility system.

Illustrative Example

Participant A generally starts work at 9 a.m. but leaves home at 8:30 a.m. She sets the default inputs to make sure she always has a full battery in time for her commute. Therefore, she sets the default SOC to 100% and the TCIN to 8:30 a.m. These default inputs will resume every day until she needs to adjust them.

For example, the same Participant A now has an appointment at 9 a.m. on Wednesday, an hour and a half away from her home. She knows she needs almost a full battery for the round trip, and she needs it ready by the time she leaves at 7 a.m. to give herself a bit of extra time so she's not rushing. On Tuesday night, when she's planning for the next day, she sets the SOC to 100% and the TCIN to 7 a.m. to be sure there is a full charge by the time she needs to leave for her appointment. After the appointment, she then resets her inputs back to the default and resumes as normal until she must adjust her SOC and/or TCIN to accommodate the next variation in her routine.

Emergency Demand Response Events

If required to maintain the safety and reliability of the grid, the Utilities may issue Emergency Demand Response Events without prior notice. Critical system events that

impact system voltage levels, system stability and safety, or distribution system events that we consider emergencies may require override of a customer's EV charger. While such conditions are rare, we'll attempt to provide advance notification whenever possible, dependent on the nature of the event. For the Advanced Tier, participants still retain the right to opt out of these types of Events, but the above rules on opting out of no more than two Demand Response Events per month still apply.

Participation Results ~~&~~and Distribution of Incentives

The ~~utilities~~Utilities are able to observe the performance of all participants in order to evaluate each participant's adherence to the requirements of the relevant tier and to determine the amount of incentives to which each participant is entitled. ~~Participants will be provided~~Eversource and UI provide participants with their individual results on their dashboard in the online application portal or through their respective ~~utility's~~Utility's Managed Charging ~~Platform~~platform throughout their participation in the Program, so they may track their progress each month. Participants receive monthly emails that include their personal charging performance results for the previous month. Participants are distributed incentives based on their performance in this Program. ~~If you have~~

If you have questions about your participation results, please reach out to eversource-ct@ev.energy (for all except Ford and BMW) or support@evchargingrewards.com (for Ford and BMW) Eversource participants or to UnitedIlluminating@ev.energy for UI ~~and the Eversource Website or Eversource~~participants.

All incentives earned by a participant in either the Baseline or Advanced Tier are paid on either a semi-annual basis (Eversource participants) or a quarterly basis (UI participants), based on that participant's performance during each month of the preceding time period.

Moving or Ending Participation

~~All enrolled~~Enrolled participants who enroll in Managed Charging and receive an upfront enrollment incentive are required to remain in the Program for ~~a period of not less than two years~~at least 12 months from the date ~~the participant's~~their application is approved. Enrolled participants who receive a charger and/or wiring upgrade rebate are required to remain in the Program for at least 24 months. After ~~two years~~this time, participation continues until the participant submits a request to disenroll or until the Program is discontinued.

In the event a participant moves within ~~the utility's~~their respective Utility's territory, they are required to continue their participation at the new service address. Customers can move the location of their participation by logging into the application portal, opening a Request Support ~~form, and submitting the required information.~~Form, and submitting the required information. Customers can request to unenroll by logging into the application portal, opening a Request Support Form, and submitting the required information. A participant moving outside of their respective Utility's territory shall be an approved reason for ending participation before completing 24 months. Participants who leave the Program before their minimum period of commitment ends may be required to pay back a prorated portion of the upfront Program incentives they received.

~~Customers can request to disenroll by logging into the application portal, opening a Request Support form, and submitting with the required information. A participant moving outside of the utility's territory shall be an approved reason for ending participation before completing two years.~~

~~Participants that leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.~~

Section 8:

Program Support

For application or rebate support, customers can contact Program staff for questions using the contact information below. ~~Please allow three businesses days for a response to your email or voicemail.~~

Eversource~~:~~ Program Support

~~Phone:~~ ~~(203) 350-3555~~

~~Hours of availability: 8:30am- 5:00pm, Monday- Friday excluding holidays~~

~~**Email:** EversourceCTResidentialEV@resource-innovations.com~~

~~UI:~~

~~Email for application support:~~ ~~UnitedIlluminating@ev.energy~~

- **~~Voicemail for application support:~~** ~~1-~~**Ford drivers:** Refer to these FAQs, call 800-392-3673 or sign up for 24/7 live support via text
- **BMW drivers:** Refer to these FAQs or email bmwiconcierge@bmwusa.com
- **Other vehicles and/or EV chargers:** Email ev.energy, our program provider, at eversource-ct@ev.energy
- **New charger and/or wiring update rebates and applications:** Email EversourceCTResidentialEV@resource-innovations.com
- **Contact for general program inquiries:** Email ManagedCharging@eversource.com

United Illuminating Program Support – **Application support (email):** United Illuminating @ev.energy – **Application support (voicemail):** Call 860-356-3148 – **~~Email for device~~ Device setup and/or Program support~~:~~ (email):**	~~HomeEV@uinet.com~~HomeEV@uinet.com

Section 9: Frequently Asked Questions (FAQs)

The following ~~are a list of Frequently Asked Questions for this Residential~~FAQs support the Program, which includes Managed Charging ~~Program provided by~~ and upfront rebates for EV chargers and/or wiring upgrades for eligible customers of the Utilities.

Top Questions

These are the questions customers ask most often when applying for upfront rebates for EV Chargers and/or wiring upgrades and enrolling in Managed Charging.

Where can I find my MAC ID?

Your MAC ID is typically found on the label of your Smart Charger. It may also appear in the EV charger's mobile app or user manual. If you can't locate it, contact your EV charger manufacturer.

I thought I enrolled in Managed Charging. Why isn't my application moving forward?

Your application may be delayed if your EV or EV charger is not connected to the Managed Charging platform or if required documents are missing.

- **Eversource customers:** To check the status of your rebate application for charger and/or wiring upgrades, please login to the EV Rebate Portal. You'll need your application number, the email address used for the application, and your ZIP code

  To check your Managed Charging enrollment status, please contact the support team for your EV or EV charger:

  - Ford Drivers: Call 800-392-3673 or sign up for 24/7 live support via text
  - BMW Drivers: Email bmwiconcierge@bmwusa.com
  - Other Vehicles/Chargers: Email our program provider, ev.energy, at eversource-ct@ev.energy

- **United Illuminating customers:** We'll send you regular email updates on the status of your application. Please be sure to check your email spam folder in case status updates end up there and ensure we have your correct email address. You can also check the status of your application on your ev.energy app or reach out to UnitedIlluminating@ev.energy for an update

How do I connect my EV or EV Charger to a Managed Charging provider?

- **Eversource customers:** Use your manufacturer's (FordPass, BMW) or the ev.energy app. Follow the prompts to link your device and authorize data sharing with our Managed Charging platform

- **United Illuminating customers:** Use the ev.energy app to connect your device to the Managed Charging platform. This may be done through the settings (the gear icon in the top left corner of the dashboard)

How much rebate/incentive can I qualify for?

Rebates and incentives vary:

- **Managed Charging:**
  - EV or EV Charger Enrollment incentive $100
  - Baseline Tier up to $120/year
  - Advanced Tier up to $300/year
- **Upfront Rebates for EV Charger and/or Wiring Upgrades:**
  - Customers meeting income eligibility requirements or living in a High Poverty, Low Opportunity census tract may qualify for rebates up to $1,500 toward a qualifying smart charger and/or wiring upgrades

How do I know if my home is considered single-family or multifamily?

Single-family homes are buildings with four units or fewer. Multifamily properties have five or more units.

Why is my car not charging?

Common reasons include scheduled controls in Managed Charging, peak-hour restrictions, charger connectivity issues, or power supply problems. Check your app for errors or schedule override options.

Does my invoice need to show it is paid in full?

Yes. (Your invoice must show proof of payment and include the cost of installation for your charger and/or wiring upgrades. Make sure your invoice includes the charger cost, installation date, installation cost, and the contractor's business name and address. You can find a sample invoice online.

What information or documents do I need for the rebate application for charger and/or wiring upgrades?

You'll need proof of purchase, installation documentation, charger model information, and any required eligibility documentation (income or High Poverty, Low Opportunity eligibility):

- Vehicle registration certificate
- Receipt for the charger
- Photo of the charger device MAC ID or serial number

- Electrician's invoice (sample available online). Make sure your invoice includes the charger cost, installation date, installation cost, contractor business names and address, and who should receive the rebate (you or the contractor)
- Contractor W-9 (if they provided an upfront discount)
- Your Eversource or UI~~) and Eversource.~~ account number, which is found in the upper left corner of your bill

When can I expect to receive my rebate?

- **Eversource customers:** Upfront rebates for charger and/or wiring upgrades are typically issued within 6-8 weeks, after eligibility is confirmed and your EV or EV charger is enrolled in Managed Charging. Ongoing Managed Charging incentives are paid twice annually
- **UI customers:** Upfront rebates for charger and/or wiring upgrades are typically issued within 40 business days, after eligibility is confirmed and your EV or EV charger is enrolled in Managed Charging. Ongoing Managed Charging incentives are paid quarterly

Who can participate?

Effective January 1, 2026, upfront rebates of $1,500 for charger and/or wiring upgrades will only be available to customers who:

- Have a household income at or below 300% of the Federal Poverty Level; and/or
- Live in High Poverty, Low Opportunity areas

Note: Enrollment in Managed Charging is required to receive upfront rebates for charger and/or wiring upgrades.

If you already 1) have an eligible EV or EV charger, 2) are a residential electric customer of Eversource or UI, and 3) live in a single-family dwelling (1-4 units), you may enroll in Managed Charging to receive enrollment and ongoing participation incentives.

What are the benefits of ~~**this program?**~~

~~**By** participating**, you can earn upfront rebates and enrollment incentives, as well as ongoing participation incentives. These rebates and incentives help offset the cost of EV charging, including the cost of outfitting your home with a Smart Charger. There are also ongoing incentives available for Managed Charging participation over time. Participation in Managed Charging may help reduce your carbon footprint and can make more efficient use of the electrical grid.**~~?

~~**Who is eligible to participate in this program?**~~

- Managed Charging enrollment and ongoing participation incentives
- Upfront rebates for charger and/or wiring upgrades to help eligible customers to set up EV home charging
- Support for a more efficient, clean, and reliable electric grid

Eligibility

Who can enroll in Managed Charging?

Residential electric customers of Eversource or UI ~~and Eversource electric customers living in~~ who live in single-family dwellings (~~fewer~~1-4 units) and have a qualifying EV with telematics or a qualified smart charger may enroll in Managed Charging.

What vehicles/chargers qualify?

Please refer to your Utility's Qualified Products List (Eversource or United Illuminating) for a full list of eligible devices.

What are the Managed Charging participation tiers?

Baseline Tier:

- Charge Off-Peak hours at least 80% of the time
- Complete one 15-minute charging session per month
- Earn up to $120/year

Advanced Tier:

- Maintain a charging schedule (coordinated with the utility)
- Limit overrides to no more than ~~four units) with a qualifying electric vehicle or charger may enroll in the Managed Charging Program.~~two per month

~~**What is Managed Charging?**~~

~~Managed charging programs provide incentives to customers who adjust or permit their utility to adjust the timing of their EV charging. Managed charging helps minimize energy consumption during times of peak demand (the on-peak period), or stress, on the electric grid. In doing so, the utilities encourage more efficient use of the electrical grid, which reduces our region's electricity cost.~~

~~Charging during the Off-peak period allows participants to be incentivized for charging at times that are beneficial for their utility. The goal of off-peak charging is to have a high portion of charging take place during off-peak times when there is less demand on the~~

~~electric grid. Off-peak charging times include any time outside of 3:00 p.m. to 9:00 p.m. on non-holiday weekdays.~~

- Complete two 15-minute charging sessions per month
- Earn up to $300/year

Additional details can be found online:

- Eversource customers
- United Illuminating customers

Am I eligible for upfront rebates for charger and/or wiring upgrades?

Upfront rebates for qualified smart chargers and/or associated wiring upgrades of up to $1,500 are available only to customers who:

- Have a household income at or below 300% of Federal Poverty Level, or
- Live in High Poverty, Low Opportunity areas

Enrollment in Managed Charging is required to receive upfront rebates for charger and/or wiring upgrades. If receiving rebates, the Managed Charging enrollment incentive does not apply.

Incentives and Rebates

What is the Managed Charging enrollment incentive amount?

$100 if enrolling in Managed Charging only. **Note:** The enrollment incentive does not apply to customers receiving upfront rebates for charger and/or wiring upgrades.

What ~~are my responsibilities for~~ is the Managed Charging annual incentive amount?

- **Baseline Tier:** Up to $120/year
- **Advanced Tier:** Up to $300/year

How do you switch between Baseline and Advanced Tiers?

Eversource customers, to switch participation ~~in this program?~~**tier, please contact:**

- ~~To receive incentives within this~~**Ford Drivers:** Call 800-392-3673 or sign up for 24/7 live support via text
- **BMW Drivers:** Email: bmwiconcierge@bmwusa.com

- **Other Vehicles/Chargers:** Email our program, provider, ev.energy, at eversource-ct@ev.energy

United Illuminating **customers** must participate in Managed Charging, which provides rewards for helping UI and Eversource lower demand on their electric systems. Depending on which level of **, to switch** **participation** to which you apply,**tier, please contact:**

- Please contact UnitedIlluminating@ev.energy to change your participation will require different actions from you:tier. **Note:** Participants must remain in their initial participation tier for at least 12 months before switching

Baseline Tier of Participation:

You control!How many upfront incentives can we receive per household?

- Up to **two** Managed Charging enrollment incentives
- Or **one** upfront rebate for charger and/or wiring upgrades. If your energy usage by scheduling your household has a second qualifying device, it may be eligible for **one** Managed Charging enrollment incentive

What are the requirements to earn ongoing Managed Charging participation incentives?

To earn Managed Charging incentives, you must meet the required number of charging during off-peak hourssessions, charge at least 80% of the time. during Off-Peak hours are non-holiday weekdays anytime outside of 3:00 p.m. to 9:00 p.m. This simple action can earn you incentives of up to $120 per year when if you're enrolled in the Baseline Tier of Managed Charging.

Advanced Tier of Participation:

The Advanced Tier of Managed Charging steps up the responsibilities of the participant, but, in turn, rewards the participant significantly more. Whereas it is possible to earn $120 annually in the Baseline Tier, participants in the Advanced Tier can earn up to $300. In this tier, the participant is required to and maintain a charging schedule on a daily basis by coordinating with the utility. The participant, using a web portal and/or mobile app, must input the level of charging they need the next day and at what time they need it. The utility does the rest, coordinating charging of all participants at once and ensuring that each participant has the amount of charging they need, when they need it. This does require participants in the Advanced Tier to keep a closer eye on their charging, but this extra effort is rewardedif you're in the Advanced Tier. Advanced Tier participants must also participate in any Emergency Demand Response Events that may be called, which are rare but critical.

Please take some time to learn about the difference between, and the requirements of each participant within, the two tiers of participation. Additional details can be found on either the **Eversource Managed Charging page** or the **UI Managed Charging page.**

Are there incentives available for participation in Managed Charging?

Yes. UI and Eversource offer monthly incentives to customers for their Managed Charging participation. The specific rewards vary depending on which participation level to which you apply. The Baseline Tier enables participants to earn up to $120 per year, while the Advanced Tier enables participants to earn up to $300 per year. The higher incentive levels in the Advanced Tier correspond with higher levels of responsibility.

For more details, visit the **Eversource Managed Charging page** or the **UI Managed Charging page.**

If I already have a home charger, can I still receive incentives through this program?

Yes, if you've already taken the step to install an eligible charger at your home, you can still be eligible for $100 to enroll that device in the program and also be eligible for ongoing participation incentives, as long as you are willing and able to fully participate in the responsibilities of your chosen participation tier.

Why are utilities like Eversource and UI administering this program?

Managed Charging programs encourage users to charge off-peak, which helps the utilities handle times of stress on the grid which, if unmanaged, can lead to higher costs for all utility customers. By encouraging off-peak charging, utilities can more efficiently integrate new flexible EV load on to their existing systems, to the financial benefit of all customers. It may also help the utilities avoid using more carbon-intensive electricity, which may reduce our region's carbon footprint. These programs may also enable utilities to integrate more renewable energy and utilize the flexibility of EV charging to provide additional services to their territory.

Will participating in managed charging require me to change my charging habits?
The short answer is "yes" – the utilities provide incentives and tools to encourage this

~~change in habit and may make charging easier and more efficient for you. The Program is intended to assist drivers in meeting their needs for charging while helping the utilities~~

~~coordinate EV charging such that their systems are not impacted by the growing number of EVs in their service areas. You will always retain control of your charging while participating in the program and you will be able to set your preferences to match your needs.~~

~~The Program and associated platform provide tools that help with scheduling your charging in such a way that your charging is beneficial to you and to the utility. There are two tiers of participation which correspond to different level of responsibilities and incentives for shifting your charging. If you typically charge during times in which the utility system is under stress, you will need to change your habits, however the utilities have made this as effortless and as rewarding as possible.~~

~~What are the incentives and rebates available through this program?~~

~~Below is a table of incentives available for different technology setups in this program.~~

What are the upfront rebates for charger and/or wiring upgrades?

Eligible customers can receive up to a $1,500 rebate to help cover the cost of a qualifying smart charger and/or the electrical work required for installation. Households may only receive one upfront rebate for charger and/or wiring upgrades.

What's eligible for upfront rebates for charger and/or wiring upgrades?

- Charger cost
- Electrical work required for installation

Please refer to the table below to find the scenario that best matches your situation.

Residential EV Charging Program Incentives

Customer Scenario		Upfront Incentives (One-Time)			Ongoing Incentives*	
		Smart Charger Rebate (up to)	Wiring Upgrade ~~Rebate~~ (up to)	Enrollment Incentive	Baseline Managed Charging Program (up to)	Advanced Managed Charging Program (up to)
	Needs 240v Outlet*	$1,~~000~~500		$0	$120/year	$300/year

New Qualifying ~~L2~~Level 2 Smart Charger	Has 240v Outlet*	$1,~~000~~500	$0	$0	$120/year	$300/year
Existing Qualifying ~~L2~~ Level 2 Smart Charger ~~(installed before 01/01/2024)~~	Already Installed*	$0	$0	$100	$120/year	$300/year
Telematics with Non-Qualifying ~~L2~~Level 2 Smart Charger	Needs 240v Outlet*	$0	$1,~~000~~500	$0	$120/year	$300/year
	Has 240v Outlet*	$0	$0	$100	$120/year	$300/year

Inserted Cells

*240v outlet refers to the electrical circuit and receptacle needed for L2 charging.

~~*These incentives accrue over the first year of participation~~Enrollment and Application Process

How can I enroll in ~~either the Baseline or Advanced~~ Managed Charging ~~Tiers. Participating~~?

Step-by-step Enrollment for Eversource Customers:

1. Download your provider's app (FordPass, BMW, ev.energy)
2. Create an account and link your EV or charger
3. Authorize data sharing
4. Confirm that your device is online and communicating

Step-by-step Enrollment for United Illuminating Customers:

1. Download the ev.energy app
2. Create an account and link your EV or charger
3. Authorize data sharing

4. Confirm that your device is online and communicating

How can I connect to a provider?

- **Eversource** **customers** ~~*are eligible for up to $120 or $300 respectively per year.*~~**:** Follow prompts in your FordPass, BMW or ev.energy app to link your device

> ~~***Note:** the amount of incentive dollars available per solution does not imply one setup is inherently better than another. Depending on the particulars of your EV and technology setup, the cheapest and best option might receive the fewest incentive dollars. Please read this Program Participant Guide to understand which of the possible eligible technologies is best for you.*~~

- ~~How do I~~**United Illuminating customers:** Follow prompts in your ev.energy app to link your device

Where can I find my MAC ID?

On the charger label, in the app, or in the user manual.

Why is my Managed Charging enrollment not progressing?

- Device not connected
- Incorrect MAC ID or VIN
- Missing documents

How can I check my rebate status?

- **Eversource customers:** Visit the EV Rebate portal to check your application status or contact your provider
- **United Illuminating customers**: Visit the EV portal or check the ev.energy app

How to apply for ~~these~~upfront rebates for charger and/or ~~incentives~~wiring upgrades?

> ~~***Rebates and incentives provided through this program require you to join the CT EV Charging Program and participate in Managed Charging for a minimum of 24 months.*** To get started, you must apply to the program.~~
>
> ~~Eversource customers should visit our website to apply.~~

- ~~Eligible UI~~**Eversource customers:** Get started by visiting the Eversource portal
- **United Illuminating customers** ~~may apply~~**:** Apply either through the ~~enrollment portal found on the Programs for Your Home page~~Enrollment portal or through the ev.energy mobile app~~.~~

What information/documents do I need to apply?

Also see list under “Top Questions.”

- Account number
- EV charger model

- Installation details
- Income/High Poverty, Low Opportunity documentation (if applicable)

How can I submit my application?

- **Eversource Customers:** Start and application on the EV Rebate Center
- **United Illuminating Customers:** Visit the EV page or download the ev.energy app

Are there specific requirements for the invoice I need to submit?

The invoice must include charger cost, installation date, installation cost, contractor name/address, and proof of payment.

Why

is my application delayed?

- Missing documents
- Device not connected to Managed Charging
- Incorrect information

How can I check my application status?

- **Eversource customers:** Please visit the EV Rebate portal
- **United Illuminating customers:** Please visit the EV Rebate portal

What if I move?

If you move to a new location within the Eversource or UI territory, please contact your utility to update your service address and device information. You may need to reconnect your EV or charger to the Managed Charging platform at your new home.

Charging and Troubleshooting

Why is my car not charging?

See “Top Questions.”

How can I override schedules?

Eversource customers:

- **BMW:** Use “Skip Smart Charging”
- **FordPass:** Tap “Start” when plugged in
- **ev.energy:** Use “Boost”

UI Customers:

- Baseline tier participants may change their charging schedule in their vehicle or charger app. Advanced tier participants may use the “boost” button on the ev.energy app.

How can I view my participation or performance?

You’ll receive a monthly participation email about three weeks after each month’s charging data is collected. Participating UI customers may also use the ev.energy app to view performance.

What do I do if my charger isn’t communicating?

- Check Wi-Fi or cellular connection
- Restart the charger
- Reopen the app
- Confirm MAC ID is correct

MAC ID issues

- Ensure the MAC ID matches the device label

Connectivity requirements

- Your charger or vehicle must remain online for Managed Charging

Payment Timing

When will I receive my ~~incentives~~upfront rebate for charger and/or wiring upgrades?

- ~~Upfront rebates and incentives will be~~ **Eversource customers:** Rebates are typically distributed within ~~40 business days~~6–8 weeks, after ~~meeting all~~ eligibility ~~requirements, including~~is confirmed. This includes submitting proof of purchase and installation~~,~~ and connecting your EV or EV charger ~~or vehicle~~ to the ~~utility’s~~ Managed

Charging ~~Platform. For Eversource, the~~platform. The Customer Support team will ~~reach out~~contact you if ~~any~~ additional information is needed~~. For the UI Program, ev.energy's Customer Support Team will reach out to you if~~

- **UI customers:** Rebates are typically distributed within a 40-business-day timeline, after eligibility is confirmed. This includes submitting proof of purchase and installation and connecting your EV or EV charger to the Managed Charging platform. The Customer Support team for ev.energy will reach out if more information is ~~needed~~required before ~~you~~your application ~~may~~can be approved~~.~~

When will I receive my Managed Charging Incentives?

Participants ~~in Managed Charging will~~ receive ongoing incentives throughout the year~~. Participation incentive payments will be distributed bi~~

- **Eversource customers:** Incentives are issued twice annually ~~in the spring~~(June and ~~the fall by Eversource and~~December)
- **UI customers:** Incentives are issued quarterly ~~by UI. UI participants will receive their quarterly incentives~~ and paid within one month ~~of~~at the end of each quarter~~. Participants will be notified of their progress and performance throughout the year.~~

~~What charging technologies qualify?~~

~~There are many technologies that can participate in this program and this list is always expanding as EV manufacturers expand their capabilities and more Smart Chargers enter the market. Customers must have either a qualified Smart Charger or a qualifying vehicle with the required telematics capabilities available to participate in the Program. A Qualified Product List may be found on both Eversource and UI's websites. Please refer to **Section 6** of this Program Participant Guide for information on eligibility and information on the types of devices and vehicles that can participate. You can find the Qualified Products List ("QPL") on Eversource's website here and on the UI website here.~~

~~**What does it typically cost to install a Level 2 EV charging station at my home?** Costs to install a Level 2 charging station vary depending on which charger you choose and how much electrical work must be done to put the station where you need it. Typically, a Networked Level 2 charger will cost $400-700. Installation costs vary greatly depending on your situation. The Utilities have experienced an average cost of $1,400 per installation, though there is a wide cost range extending in both directions.~~

~~Are there additional incentives available if I have more than one EV in my household?~~

~~Yes, if you have more than one EV, you may apply for a second set of qualified charger and wiring incentive rebates for a qualified smart charger and participation in Managed Charging, however this is the limit for incentives per residential electric account.~~

~~If I already applied and received EV charging incentives, can I apply for incentives again?~~

~~Yes, but only if you are applying for a second participating EV in the house. If you have a second residence that is on a separate electric meter, you cannot apply for additional incentives unless you have a second EV enrolling in the Program.~~

~~Is there a limit to how many incentives will be provided?~~

~~Yes, the utilities have been approved for a certain level of funding for incentives. Currently, the funds have not reached their limit and you are encouraged to apply.~~

~~Residential FAQ~~

Appendix A: Eversource Terms and Conditions

EVERSOURCE

TERMS AND CONDITIONS

Eversource Connecticut Residential Electric Vehicle Smart Charger and/or Wiring Upgrades Rebate Program

These Terms and Conditions govern The Connecticut Light and Power Company, doing business as Eversource Energy's ("Eversource") Connecticut Residential Electric Vehicle ("EV") Smart Charger and/or Wiring Upgrade rebate program ("Program"). By submitting a signed application, the customer acknowledges that they have read, understand, and agree to these Terms and Conditions. Funding for this Program is limited to the period indicated or while funds last.

This Program is offered to Eversource residential electric customers who meet income eligibility requirements or live in a High Poverty, Low Opportunity ("HPLO") census tract and purchase and install a qualifying Level 2 EV Smart Charger and/or complete wiring upgrades between January 1, 2026 and December 31, 2026. Installation of upgrades must be completed by December 31, 2026, and a complete and accurate rebate application with all required documentation must be submitted online by February 28, 2027.

GENERAL REQUIREMENTS

To be eligible to participate in the Program, customers must:

- Be an Eversource residential customer with an active electric account ("Customer"). A residential customer is defined as an existing Eversource Connecticut customer living in a single-family home or in a multifamily property with four or fewer units.
- Have a household income at or below 300% of the Federal Poverty Level ("FPL") or live in a HPLO census tract. Income and residency documentation may be required.
- Currently own or lease a plug-in hybrid EV or a battery EV.
- Customers receiving an EV Smart Charger and/or Wiring Upgrade rebate must enroll in Managed Charging and remain enrolled for at least 24 months from the date their device connection is completed. Early termination may require prorated repayment.
- Enrollment may take the form of either one vehicle participating via telematics OR one networked EV Smart Charger.
- Customers receiving an EV Smart Charger and/or Wiring Upgrade rebate are not eligible for a Managed Charging enrollment incentive. Customers may be eligible to receive incentives for participating in Managed Charging. Please review the Managed Charging Terms and Conditions for more information.
- Applications will be accepted until Eversource reaches its portion of the annual statutory cap on EV Smart Charger and/or Wiring Upgrade rebates; applications received after the cap is reached may be placed on a waitlist.
- Applications received after the annual cap is reached will be wait-listed and expire at year-end. Customers must reapply the following year; reapplication from waitlisted customers will be prioritized.

EV SMART CHARGER AND/OR WIRING UPGRADE REBATE REQUIREMENTS FOR INCOME ELIGIBLE CUSTOMERS

- Eversource will pay residential EV Charger and/or Wiring Upgrade rebates up to $1,500 or 100% of total eligible project costs, whichever is less, for Customers who meet the eligibility requirements and complete Managed Charging enrollment.
- Limit of one (1) EV Smart Charger and/or Wiring Upgrade rebate per Customer's electric account.
- The EV Smart Charger must be listed on the Qualified Product List (QPL) available at eversource.com/home-ev-charging and be installed at the Customer's service address listed on the rebate application.

- Eversource must be able to confirm manufacturer-supported network connectivity and data availability.
- Qualifying expenses for the wiring upgrade rebate are the labor, materials, and applicable permitting costs to install a 208 Volt or 240 Volt electrical circuit of 30 Amps or more to a location suitable for electric vehicle charging.
- Customers with telematics and non-networked chargers:
  - Are eligible for a Wiring Upgrade rebate only if they need a 240-volt outlet; and
  - Are not eligible for an EV Smart Charger rebate for a networked charger if they already have a 240-volt outlet.
- Only new Level 2 Smart Chargers purchased and installed within the 2026 calendar year and listed in the Qualified Products List ("QPL") are eligible for incentives.

EV SMART CHARGER AND/OR WIRING UPGRADE REBATE REQUIRED DOCUMENTATION

- **EV Smart Charger Rebate**
  - Receipt or invoice marked as paid showing the Smart Charger manufacturer, model name/number, and purchase price.
  - A photo of the Smart Charger installed at the service address.
  - A photo of installed Smart Charger's unit/MAC ID number.
  - Scan or photo of Customer's Connecticut vehicle registration.
- **Wiring Upgrade Rebate**
  - An invoice marked as "paid in full" showing the installation address, the contractor's name, license number and address, the date the work was completed, the cost of labor and materials (separate from the Smart Charger cost if it is included on the invoice).
  - A photo of the location served by the new electrical circuit.
  - Scan or photo of Customer's Connecticut vehicle registration.

PAYMENT

Payments for complete and accurate applications are issued through the U.S. Postal Service and may require several additional days for delivery. Questions may be directed to EversourceCTResidentialEV@resource-innovations.com.

APPROVAL AND VERIFICATION

Eversource reserves the right to verify EV Smart Charger installation and network connectivity before or after issuing a rebate. If the Customer is a tenant, they represent that they have obtained the property owner's permission. The Customer agrees to provide reasonable access for inspection and verification for up to one year after applying.

Eversource reserves the right to verify sales transactions. EVERSOURCE DOES NOT MAKE ANY WARRANTIES OR REPRESENTATIONS OF ANY KIND, WHETHER STATUTORY, EXPRESSED, OR IMPLIED FOR THE PERFORMANCE OR INSTALLATION OF THE EQUIPMENT AS A RESULT OF THE APPROVAL AND VERIFICATION PROCESS. Rebate amounts will be calculated based on the net installed cost of the Smart Charger, after deducting any other applicable rebates, grants, or other incentives the site host may receive. Customer also grants Eversource the right to confidentially share Eversource account number information internally for rebate processing purposes.

TAX LIABILITY
Eversource is not responsible for any tax liability resulting from rebates or incentives received.

ENDORSEMENT
Eversource does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design.

LIMITATION OF LIABILITY
Eversource's liability is limited solely to paying the EV Smart Charger and/or Wiring Upgrade rebates if program requirements are met. Eversource is not liable for any damages arising from participation in the

EVERSOURCE

Program, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program.

Customer understands that Program funding is provided by Eversource ratepayers with approval from the Connecticut Public Utilities Regulatory Authority ("PURA"). Eversource does not guarantee ongoing availability of funding and is not responsible for any costs or damages incurred by Customer if funding is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

CUSTOMER'S CERTIFICATION

Customer certifies that they have purchased the equipment listed on the rebate application and that the Smart Charger was installed by a licensed contractor at the defined location. Customer agrees that all information is true and that Customer has conformed to all Program and equipment requirements listed.

WARRANTIES

EVERSOURCE DOES NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. EVERSOURCE MAKES NO WARRANTIES OR REPRESENTATIONS OF ANY KIND, WHETHER STATUTORY, EXPRESSED, OR IMPLIED, INCLUDING WITHOUT LIMITATIONS, WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE REGARDING THE EQUIPMENT OR SERVICES PROVIDED BY A MANUFACTURER, CONTRACTOR OR VENDOR. EVERSOURCE SHALL NOT BE RESPONSIBLE FOR COSTS OR CORRECTIONS OF CONDITIONS ALREADY EXISTING IN THE PROPERTY WHICH FAIL TO COMPLY WITH APPLICABLE LAWS AND REGULATIONS. CONTACT YOUR RETAILER, MANUFACTURER, VENDOR OR CONTRACTOR FOR DETAILS REGARDING EQUIPMENT PERFORMANCE AND WARRANTIES. ELIGIBILITY REQUIREMENTS FOR EV CHARGER AND WIRING UPGRADE AND/OR VEHICLE CONNECTION REBATES.

Appendix B: United Illuminating Terms and Conditions

UI An Avangrid company

CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

Terms and Conditions

These Terms & Conditions govern The United Illuminating Company ("UI") Connecticut Residential Electric Vehicle (EV) Charging Program (the "Program"). By submitting the signed application, Participant acknowledges that Participant has read, understands, and agrees to these UI Terms & Conditions. Participant further acknowledges that UI has retained third party contractors to implement the Program and that the Participant may be required to accept additional Terms & Conditions from its contractors when accessing certain Program software applications provided by third party contractors. The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Program is offered to UI residential customers who have a qualifying Smart Charger and/or electric vehicle. Customers can earn upfront rebates and incentives for joining the Program, as well as ongoing incentives for smart charging. Generally, customers are eligible for a $100 enrollment incentive, however income-eligible customers with a household income at or below 300% of the Federal Poverty Level and/or locational- eligible customers that reside within a High Poverty Low Opportunity census tract may apply for an upfront rebate for a new eligible smart charger and/or wiring upgrade and installation costs. To be considered for this rebate, customers must submit a complete application for a rebate within 90 days of purchase and installation. 2026 funding for Program rebates is limited, rebate applicants will be required to go on a waitlist and reapply in 2027 should 2026 rebate funds be exhausted..

Defined Terms

Advanced Tier: a more sophisticated managed charging tier than the Baseline Tier where participants are rewarded for partnering with UI to optimize charging using UI's managed charging platform. This helps UI operate a more cost-efficient and flexible grid and requires more coordination between the participant and UI than Baseline. As such, UI offers more incentives for Advanced customers. Participants create a charging schedule and UI optimizes the charging schedules of all EVs to drive better grid system outcomes. Participants are required to keep a schedule and do their best to not override this schedule. For more specific details, please see the "Eligibility Requirements for Ongoing Incentives" section below.

Baseline Tier: the fundamental managed charging tier that most participants should consider joining. Here, participants are rewarded for shifting a large majority of their charging to off-peak periods. For more specific details, please see the "Eligibility Requirements for Ongoing Incentives" section below.

Holidays: for purposes of this Program, holidays are any of the following federally-recognized holidays: New Year's Day, Martin Luther King, Jr. Day, Washington's Birthday, Memorial Day, Juneteenth Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If the holiday falls on a weekday, the participant will not be expected to curtail their charging on that day.

Income-eligible customer: a customer that has a household income that is 300% or less of the Federal Poverty Level may be eligible to receive an upfront rebate. Please see the linked federal website to help determine if an applicant meets this qualification. Additional requirements described in the "Requirements for Smart Charger Rebates," "Wiring Upgrade Rebate Requirements," and "Required Documentation" must also be met to qualify.

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CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

Locational-eligible customer: a customer that lives in a federal census tract in which at least 30% of households have in income at or below the Federal Poverty Level. Please see the linked federal website to help determine if an applicant meets this qualification. Additional requirements described in the "Requirements for Smart Charger Rebates," "Wiring Upgrade Rebate Requirements," and "Required Documentation" must also be met to qualify.

Managed Charging Platform: a software and/or web-based portal that Participants will use to manage their participation in the Program. This Platform will allow Participants to track their performance with regards to earning incentives within their given tier of participation.

Networked Level 2 Charger ("Smart Charger"): a device used to supply an EV with electrical power. A Smart Charger connects to the Internet via wi-fi or cellular signals that enables wireless communication

between the Smart Charger and internet-based systems provided by the Smart Charger manufacturer (i.e. a cell phone application or web-based portal).

Non-Networked L2: a device used to supply an EV with electrical power that does not connect to or communicate wirelessly with the internet.

Original Equipment Manufacturer ("OEM"): the original manufacturer of an electric vehicle or Smart Charger.

Participant: A Residential Customer of UI that meets the eligibility requirements of the program and participates in either the Baseline Tier or Advanced Tier through a qualified Smart Charger or Vehicle Connection.

Program Notifications: emails, text/SMS, or other notifications related to customer responsibilities for the Baseline or Advanced Tiers of participation.

Qualified: Smart Chargers and Vehicle Connections that conform to UI's Qualified Product List and/or are otherwise determined by UI as compatible for participation in the Program.

Residential Customer: new or existing UI Connecticut customers living in a single-family home or a multifamily home with four or fewer units on the property. Multifamily homes must be separately metered with separate UI accounts.

Vehicle Connection: the capability of a vehicle to connect to the internet via on-board telemetry (telematics) that enables wireless communication between the vehicle and internet-based systems provided by the vehicle manufacturer (i.e. a cell phone application or web-based portal).

Wiring Upgrade: electrical wiring constructed at the Participant's EV charging location that is required for Participant to install and operate a Networked or Non-Networked Level 2 Charger.

UI
An Avangrid company

CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

Eligibility Requirements for Upfront Rebates (Smart Charger and/or Wiring Upgrades) or Enrollment Incentives (Vehicle Connection or Existing Smart Charger)
Program incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority (PURA) and are subject to change. To be eligible to participate in the Program, Participant must adhere to the following conditions:

General Eligibility Requirements

- Be a UI Residential Customer with an active utility electric account.
- Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.
- Customers must have a Level 2 charger to participate in the CT EV Charging Program
- Each UI electric account may have a maximum of two participating devices (EV or EV charger).
- Each participating EV is eligible for either an upfront enrollment incentive or, if income-eligible and/or locationally-eligible, for an upfront rebate for a new qualified Smart Charger and/or wiring upgrade costs. Upfront enrollment incentives or rebates are subject to their own eligibility requirements specified below. A customer may not receive more than one rebate for a qualified Smart Charger and/or wiring upgrade.
- Customers are only eligible for an upfront rebate for a new qualified Smart Charger and/or Wiring Upgrades if they have a household income of up to 300% of the Federal Poverty Level and/or reside within a High Poverty Low Opportunity census tract. Additional documentation may be required, please see below.
- The Program requires the participant to enroll in the Baseline Tier or Advanced Tier of participation, actively participate in either tier, and fulfill the requirements therein (See Eligibility Requirements for Ongoing Incentive in the Program) in order to receive any Upfront Rebates (Smart Charger and/or wiring upgrades) or Enrollment Incentives (Vehicle Connection or existing smart charger).
- Customers that receive an enrollment incentive must participate in either the Baseline or Advanced Tier for at least 12 months. Customers that receive an upfront rebate for a qualified Smart Charger and/or wiring upgrades must participate in either the Baseline or Advanced Tier for at least 24 months.
- Eligible participants cannot receive both rebates for a Smart Charger and an Enrollment Incentive.
- UI customers enrolling in this Program cannot also be enrolled in another, separate managed charging program or pilot. Customers that transition from another managed charging program or pilot can receive ongoing incentives for participating in this program but cannot earn additional upfront incentives or rebates.

Requirements for Smart Charger Rebates

- UI will pay up to a $1,500 rebate or the total purchase price of the Smart Charger, whichever is less. Rebates will be paid to eligible Participants who meet the General Eligibility Requirements and complete the enrollment process with a Smart Charger.
- Participants receiving rebates for both a Smart Charger and any wiring upgrades may receive an upfront rebate no greater than $1,500.

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CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

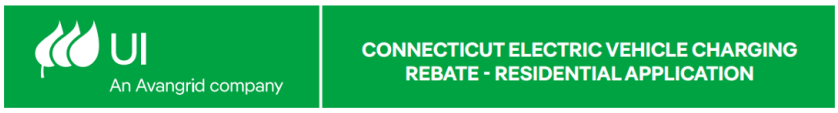
- The rebate amount will be less any grants, credits, rebates, or other incentives received by the Participant to purchase a Smart Charger from sources external to this Program.
- Limit of one rebate per customer electric account.
- The Smart Charger must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the service address listed on the application. The current QPL is available on the Program website: https://www.uinet.com/smartenergy/electric-vehicles/programs-for-your-home/homeowners
- UI must be able to confirm the Smart Charger is connected to the manufacturer-supported communication network and that UI can receive data.
- Participant will receive enrollment and activation instructions that are specific to your chosen Smart Charger in the confirmation email that you receive when you submit your Program application.
- When installed, the Smart Charger must be securely mounted to an immovable structure.
- **A complete application must be submitted within 90 days of the purchase date of the Smart Charger, listed on the receipt.**

Wiring Upgrade Rebate Requirements

- UI will pay up to $1,500 or the total amount paid for qualifying expenses described below, whichever is less, to eligible Participants who meet the General Eligibility Requirements and complete the enrollment process in the Program.
- Participants receiving rebates for both a Smart Charger and any wiring upgrades may receive an upfront rebate no greater than $1,500.
- Limit of one Wiring Upgrade rebate per qualifying customer electric account.
- Qualifying expenses for the Wiring Upgrade are the installation labor, materials, and applicable permitting costs to install a 208 Volt or 240 Volt electrical circuit of 30 Amps or more to a location suitable for electric vehicle charging.
- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.
- The Participant must supply the required documents listed in the "Required Documentation" section below
- In order to be eligible for rebates for wiring upgrades, the work must be completed before submitting an application. **The application must be submitted within 90-days of the invoice date.**

Vehicle Connection (Telematics) Enrollment Incentive Requirements:

- A vehicle connection, also referred to as "Telematics", activates a network connection directly to your vehicle. Not all EV OEMs offer telematics. Check with your OEM to see if your vehicle is equipped with telematics.
- Please be aware that in order to participate through an EV's telematics, customers may need to subscribe to a service provided by their EV's manufacturer. It is the customer's responsibility to



understand the costs associated with their chosen path of participation, including any costs associated with enabling this method of device integration.
- Your vehicle manufacturer may update their telematics platform resulting in a disconnection from the Program Administrator's system. If this occurs, UI will work with the Program Administrator to resolve these issues in a timely manner.
- If your vehicle supports this type of telematics connection, your enrollment enables you to receive the listed rebate in conjunction with incentives accrued through participation in the Program.

PAYMENT: Payment for complete and accurate applications are typically issued within 20-40 business days. Payments are sent via the participant's preferred payment method (Venmo or PayPal), selected on the managed charging platform. Please contact the Program with questions about your rebates by emailing UnitedIlluminating@ev.energy.

APPROVAL AND VERIFICATION: UI reserves the right to verify Smart Charger equipment installation and network connectivity before or after issuing a rebate. Participant agrees to provide reasonable access to Participant's residence to inspect and verify installation and connectivity for up to two years after the date of the application. UI reserves the right to verify sales transactions. UI and its contractors do not make any warranties or representations of any kind, whether statutory, expressed, or implied for the performance or installation of the equipment as a result of the approval and verification process. Participant also grants UI the right to confidentially share account number information internally for rebate processing procedures.

TAX LIABILITY: UI will not be responsible for any tax liability that may be imposed on the Participant as a result of the payment of rebates.

ENDORSEMENT: UI does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Program.

LIMITATION OF LIABILITY: Liability of UI and its contractors is limited to paying the rebates specified. UI and its contractors are not liable for any damages arising out of or resulting from participation in this rebate offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program. Applicant understands that all funding for rebates and incentives under this Program derives from UI ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). UI does not guarantee the availability of funding for the Program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

OWNER'S CERTIFICATION: Owner certifies that he/she has purchased the system listed on the application and the charger was installed by a licensed contractor at the defined location. Owner agrees

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CONNECTICUT ELECTRIC VEHICLE CHARGING REBATE - RESIDENTIAL APPLICATION

that all information in the application is true and that he/she has conformed to all Program and equipment requirements listed.

WARRANTIES: UI AND ITS CONTRACTORS DO NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. UI and its contractors make no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties.

Eligibility Requirements for Ongoing Incentives: The Ongoing Incentives require a continuous communication link between UI and the Participant's Smart Charger or Vehicle via Telematics Connection. This allows UI to request a reduction in power used for EV charging throughout the year to

reduce demand during times of high stress on the electrical system. By enrolling in the Program, the Participant authorizes UI to automatically adjust or stop the Qualified Smart Charger or Vehicle Connection charging speeds and charging times during these times. Participants in the Program are required to choose one of two participation tiers: Baseline Tier or Advanced Tier. Below are Terms and Conditions of each tier. These Terms and Conditions are exclusive of one another and do not overlap. Participants will join one tier or the other, not both.

It is the Participant's responsibility to educate themselves on the details of the Program and choose the participation tier that best aligns with their needs and ability to meet relevant requirements of the selected tier. This means that Participants must familiarize themselves with the Program Participant Guide before deciding whether and how to join this Program. Please visit our website here for this guide.

REBATE APPLICATION FOR QUALIFYING CUSTOMERS ONLY: The application must be filled out completely, truthfully, and accurately. The Participant must submit the completed application with the required documentation requirements listed below. United Illuminating is required to verify if a customer may be income-eligible to receive an upfront rebate for a qualified Smart Charger and/or wiring upgrade. Income-eligible applicants may need to provide additional documentation to demonstrate a household income up to 300% of the Federal Poverty Level.

REQUIRED DOCUMENTATION: Required documents for:
Income-eligibility :

- Most recent weekly or biweekly pay stub
- Alimony, child support, pension/retirement check stub
- Recent quarterly self-employment tax statement(s)
- Proof of Social Security or Supplemental Security Income (SSI) benefit award letter
- Current unemployment letter
- Zero Income Affidavit for anyone age 18 or older with no income

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Smart Charger Rebates:

- Receipt or invoice marked as paid showing the charger manufacturer, model name/number, and purchase price.
- A photo of the charger installed at the service address. When installed, the Smart Charger must be securely mounted to an immovable structure.
- A photo of the charger's label, clearly showing the serial number.

Wiring Upgrade Rebates:

- An invoice marked as paid showing the installation address, the contractor's name, license number and address, the date the work was completed, the cost of labor and materials (separate from the EV charger cost if it is included on the invoice).
- A photo of the location served by the new electrical circuit (if you are also submitting a smart charger application, the photo of the installed charger meets this requirement)

Baseline Tier Participation Requirements:

In order to be eligible for ongoing incentives in this tier, Participants must agree to and follow the guidelines below:

- For Participants to receive incentives in the Baseline Tier, they must ensure that 80% or more of the time that they charge occurs during the off-peak period.
- The off-peak period is anytime outside of the on-peak period which is 3pm to 9pm on non-holiday weekdays.
- If a Participant charges their EV 80% of the time during the off-peak period in a given month, they will be entitled to a $10 incentive for that month.
- An enrolled Participant in the Baseline Tier could earn up to $120 per year for full participation in off-peak charging in each of the 12 months of the year.
- Participants will use the Managed Charging Platform to set their EV's charging schedule to ensure that charging happens outside of the 3pm to 9pm window on non-holiday weekdays.
- Participants will be able to track their performance and adjust their behavior by creating an account and accessing the Manage Charging Platform Provided by UI.
- Failure to earn an incentive in a given month does not impact incentives in other months.
- The participating EV or EV Charger must be used for a minimum of 15-minutes in a given month to earn an incentive for that month.
- In the event of severe and unexpected grid stress, UI may initiate an Emergency Demand Response Event. While event participation is optional, participation is strongly encouraged to help reduce grid stress.

Advanced Tier Participation Requirements:

In order to be eligible for ongoing incentives in this tier, Participants must agree to and follow the guidelines below.

UI will monitor each Participant's charging behavior and reward Participants for their performance against one set of criteria: the ability to coordinate with UI to set and maintain a charging schedule that avoids on-peak charging.

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Setting a Managed Charging Schedule in the Advanced Tier:

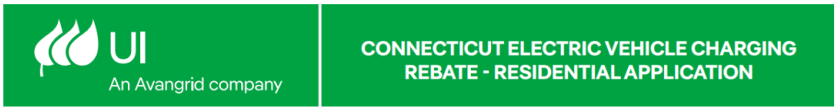
- The Advanced Tier requires Participants to use UI's Managed Charging Platform to set and maintain two inputs: a **State of Charge** (SOC) (in app, called "maximum charge limit") that the Participant needs, and the **Time Charge is Needed** (TCIN) (in app, called "ready by time").The Participant will use the Managed Charging Platform to set these inputs and manually adjust them as their needs change.
- Using these inputs, UI will optimize the charging of all Advanced Tier Participants and avoid charging during on-peak periods while ensuring that each Participant receives the SOC they need at their desired TCIN.
- Participants always retain the right to opt out of their schedule and resume charging.
- Participants who do not charge more than two 15-minute sessions during an on-peak period, defined as 3:00 P.M. through 9:00 P.M. on non-holiday weekdays will be eligible for a $25 in the given month.
- UI retains the right to curtail EV charging at any time of day, however this will be rare outside of the on-peak period and Participants always retain the right to override curtailments.
- The participating EV or EV Charger must be used for a minimum of two 15-minute intervals per month.
- By virtue of requiring Participants to regularly adjust these inputs, the Advanced Tier requires Participants to do more on a daily basis than the Baseline Tier. **As such, it is the Participant's responsibility to understand the requirements associated with this tier before enrolling.**

Emergency Demand Response in the Advanced Tier

- In very rare circumstances throughout the year, there can be moments of very high stress on UI's system. In cases of extreme stress that results in an emergency for the system, UI will initiate an Emergency Demand Response Event during specific high-stress hours. By default, UI will pause charging of all Participants for the duration of the emergency.
- If a customer does not want to participate in an Emergency Demand Response Event, they can simply use the Managed Charging Platform to opt out of that Event. Customers in the Advanced Tier are required to participate in all Emergency Demand Response Events in a given month in order to receive their incentive in that month.

Key Details & Participation Requirements Applicable to BOTH Baseline & Advanced Tiers:

- Participants that receive an upfront enrollment incentive of $100 must agree to actively participate in the Program for a 12-month period from the date of vehicle or EV charger connection to the Managed Charging Platform. Participants that receive an upfront rebate for a qualified Smart Charger and/or wiring upgrade must participate in the Program for a 24-month period from the date of vehicle or EV charger connection to the Managed Charging Platform.
- Participant is required to remain in their tier of choice for a 12 month period from the date of vehicle or EV charger connection to the Managed Charging Platform. After that 12 month period, the participant can decide to change their tier of participation.
- Vehicles participating in either tier through their telematics may occasionally be "pinged" or "pulled" by the program administrator to monitor charging progress.



- When resuming the charge delivered to the Participant's EV or EV charger after curtailing or throttling charging in either Baseline or Advanced Tiers, United Illuminating may use a "staggered start" for the participating EVs and EV chargers. This would mean that the Participant's charging may be staggered 15 or 30 minutes to avoid creating a new peak when all EVs and EV chargers resume charging at once.
- If the Participant disagrees with the monthly charging results, the Participant can dispute their results by submitting an appeal via email to UnitedIlluminating@ev.energy, UI will review your charging history and confirm the accuracy of the results of the monthly charging report. UI reserves the right to uphold results in the monthly report and deny appeals.
- Participants joining the program will be able to participate in Managed Charging from the date of vehicle or EV charger connection to the Managed Charging Platform. If a Participant enrolls after the 15th day of a given month, the Participant can participate, but will not receive incentives for that month, and will begin receiving incentives for months following the end of that month.
- Participants joining before the 15th of a given month will be entitled to the relevant incentives of their participation tier for that month, subject to the requirements listed above and assuming the Participant meets those relevant requirements.
- Participants can expect to receive the payment for incentives earned in a given quarter in the form of a deposit to their PayPal or Venmo account quarterly, the month following the end of each quarter. PayPal and Venmo are subject to additional terms and conditions of the issuer.
- Rebates for eligible participants will be issued to the UI account holder's name listed on the Rebate application unless otherwise directed by the Participant.
- UI and its contractors may offer alternative rebate or reward structures in lieu of the rebates or rewards described above.
- If a participant fails to shift their EV charging habits in a manner consistent with their tier of participation for 6 consecutive months, the participant may be required to pay back a prorated portion of any upfront rebates and incentives they may have earned when joining the program.

Program Participation Timelines and Withdrawal:

- Participants may unenroll from the Program without penalty after participating in the Program after the minimum term of their participation (12 months for customers receiving an enrollment incentive and 24 months for customers receiving an upfront rebate), based on the date of vehicle or EVSE connection to the UI's Managed Charging Platform. After the initial minimum period, the Participant will continue in the Program until they unenroll by emailing HomeEV@uinet.com.
- Participants unenrolling prior to completing the minimum term of participation or that continually fail to meet the performance requirements of their chosen participation tier (Baseline Tier or Advanced Tier), may be required to pay back a prorated portion of the Smart Charger Rebate, Wiring Upgrade Rebate, or Vehicle Connection Incentive. Exceptions may be granted at UI's sole discretion.
- If Participant moves to a different residence within the UI service area, Participant may continue to participate in the Program if the new residence meets the eligibility requirements in these Terms and Conditions. Participant must communicate any change of address to the Program. A

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Participant moving outside of UI territory shall be an approved reason for ending participation before completing the minimum term.

- Rebates available under the Program may be changed, modified, substituted, replaced, ceased, or terminated at any time at UI's sole discretion with or without notice to Participant. Participant's continued participation in the Program constitutes Participant's acceptance of any and all such changes, replacements, assignments or terminations.

Program Information Sharing:

Participant agrees and authorizes that:

- UI may send Participant emails, text/SMS, and other notifications related to the Program, including notifications about enrollment status and Program-related adjustments to the Vehicle Connections or Smart Charger settings. The Participant may select their preferred method of communication on the account management section of UI's Managed Charging Platform.
- UI may send Participant emails related to the fulfillment of seasonal incentives.
- The OEM will share certain information with UI regarding Participant required for Participant's enrollment and participation in the Program. This may include Personally Identifiable Information ("PII"). PII may include the Participant's first and last name, work and/or personal emails, home address, and phone number. The information shared may also include Participant's EV charging electricity usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity (collectively "Participant Information"). Participant releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Participant Information.
- UI may use Participant Information in order (a) to operate, administer, market, evaluate, analyze, change or improve the Program, (b) to prepare and present general, aggregated or anonymized results and information about the Program to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for UI to understand and evaluate Participant habits and to inform the development and creation of utility programs and load planning. UI may also use and publish information regarding your participation in the Program and your use of the Smart Charger or Vehicle Connection so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you).

2026 Participant Guide for Commercial Customers and Vendors

Revision: March 2, 2026



EVERSOURCE UI An Avangrid company

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Section 1: Introduction

Welcome to the Connecticut Electric Vehicle (EV) Charging Program ~~Residential Frequently Asked Questions~~

~~The following are a list of Frequently Asked Questions for this Residential EV Managed Charging Program provided by United Illuminating (UI) and Eversource. Please refer to the Program Participant Guide for more information. The Eversource Program Participant Guide can be found here and the UI Program Participant Guide can be found here.~~

~~What are the benefits of this program?~~

~~By participating, you can earn upfront rebates and enrollment incentives, as well as ongoing participation incentives. These rebates and incentives help offset the cost of EV charging, including the cost of outfitting your home with a Smart Charger. There are also ongoing incentives available for Managed Charging participation over time. Participation in Managed Charging may help reduce your carbon footprint and can make more efficient use of the electrical grid.~~

~~Who is eligible to participate in this program?~~

~~Residential UI and Eversource electric customers living in single-family dwellings (fewer than four units) with a qualifying electric vehicle or charger may enroll in the Managed Charging Program.~~

~~What is Managed Charging?~~

~~Managed charging programs provide incentives to customers who adjust or permit their utility to adjust the timing of their EV charging. Managed charging helps minimize energy consumption during times of peak demand (the on-peak period), or stress, on the electric grid. In doing so, the utilities encourage more efficient use of the electrical grid, which reduces our region's electricity cost.~~

~~Charging during the Off-peak period charging allows participants to manage their own charging schedule and be incentivized for charging at times that are beneficial for their utility. The goal of off-peak charging is to have a high portion of charging take place during off-peak times when there is less demand on the electric grid. Off-peak charging times include any time outside of 3:00 p.m. to 9:00 p.m. on non-holiday weekdays.~~

~~What are my responsibilities for participation in this program?~~

~~To receive incentives within this program, customers must participate in Managed Charging, which provides rewards for helping UI and Eversource lower demand on their electric systems. Depending on which level of participation to which you apply, your participation will require different actions from you:~~

~~**Baseline Tier of Participation:**~~

~~You control your energy usage by scheduling your charging during off-peak hours at least 80% of the time. Off-Peak hours are non-holiday weekdays anytime outside of 3:00 p.m. to 9:00 p.m. This simple action can earn you incentives of up to $120 per year when you're enrolled in the Baseline Tier of Managed Charging.~~

Advanced Tier of Participation:

The Advanced Tier of Managed Charging steps up the responsibilities of the participant, but, in turn, rewards the participant significantly more. Whereas it is possible to earn $120 annually in the Baseline Tier, participants in the Advanced Tier can earn up to $300. In this tier, the participant is required to maintain a charging schedule on a daily basis by coordinating with the utility. The participant, using a web portal and/or mobile app, must input the level of charging they need the next day and at what time they need it. The utility does the rest, coordinating charging of all participants at once and ensuring that each participant has the amount of charging they need, when they need it. This does require participants in the Advanced Tier to keep a closer eye on their charging, but this extra effort is rewarded.

Please take some time to learn about the difference between, and the requirements of each participant within, the two tiers of participation. Additional details can be found on either the **Eversource Managed Charging page** or the **UI Managed Charging page**.

Are there incentives available for participation in Managed Charging?

Yes. UI and Eversource offer monthly incentives to customers for their Managed Charging participation. The specific rewards vary depending on which participation level to which you apply. The Baseline Tier enables participants to earn up to $120 per year, while the Advanced Tier enables participants to earn up to $300 per year. The higher incentive levels in the Advanced Tier correspond with higher levels of responsibility.

For more details, visit the **Eversource Managed Charging page** or the **UI Managed Charging page**.

If I already have a home charger, can I still receive incentives through this program?

Yes, if you've already taken the step to install an eligible charger at your home, you can still be eligible for $100 to enroll that device in the program and also be eligible for ongoing participation incentives, as long as you are willing and able to fully participate in the responsibilities of your chosen participation tier.

Why are utilities like Eversource and UI administering this program?

Managed Charging programs encourage users to charge off-peak, which helps the utilities handle times of stress on the grid which, if unmanaged, can lead to higher costs for all utility customers. By encouraging off-peak charging, utilities can more efficiently integrate new flexible EV load on to their existing systems, to the financial benefit of all customers. It may also help the utilities avoid using more carbon-intensive electricity, which may reduce our region's carbon footprint. These programs may also enable utilities to integrate more renewable energy and utilize the flexibility of EV charging to provide additional services to their territory.

Will participating in managed charging require me to change my charging habits?

The short answer is "yes" – the utilities provide incentives and tools to encourage this change in habit and may make charging easier and more efficient for you. The Program is intended to assist drivers in meeting their needs for charging while helping the utilities coordinate EV charging such that their systems are not impacted by the growing number of EVs in their service areas. You will always retain control of your charging while participating in the program and you will be able to set your preferences to match your needs.

The Program and associated platform provide tools that help with scheduling your charging in such a way that your charging is beneficial to you and to the utility. There are two tiers of participation which correspond to different level of responsibilities and incentives for shifting your charging. If you typically charge during times in which the utility system is under stress, you will need to change your habits, however the utilities have made this as effortless and as rewarding as possible.

What are the incentives and rebates available through this program?

Below is a table of incentives available for different technology setups in this program.

Customer Scenario		Upfront Incentives (One-Time)			Ongoing Incentives*	
		Smart Charger Rebate *(up to)*	Wiring Upgrade Rebate *(up to)*	Enrollment Incentive	Baseline Managed Charging Program (up to)	Advanced Managed Charging Program (up to)
New Qualifying L2 Charger	*Needs 240v Outlet*	$1,000		$0	$120/year	$300/year
	Has 240v Outlet	$1,000	$0	$0	$120/year	$300/year
Existing Qualifying L2 Charger (*installed before 01/01/2024)*	*Already Installed*	$0	$0	$100	$120/year	$300/year
Telematics with Non-Qualifying L2 Charger	*Needs 240v Outlet*	$1,000		$0	$120/year	$300/year
	Has 240v Outlet	$0	$0	$100	$120/year	$300/year

How do I apply for these rebates and/or incentives?

Rebates and incentives provided through this program require you to join the CT EV Charging Program and participate in Managed Charging for a minimum of 24 months. To get started, you must apply to the program.

Eversource customers should visit our website to apply.

-

For UI, prospective participants must submit the .pdf application found on the UI Programs for Your Home website and submit the completed application and supporting documents to ui.applications@ev.energy.

For Eversource,

When will I receive my incentives?

Upfront rebates and incentives will be distributed within 40 business days after meeting all eligibility requirements, including proof of purchase and installation, and connecting your charger or vehicle to the utility's Managed Charging Platform. For Eversource, the Customer Support team will reach out if any additional information is needed. For the UI Program, ev.energy's Customer Support Team will reach out to you if more information is needed before you application may be approved.

Participants in Managed Charging will receive ongoing incentives throughout the year. Participation incentive payments will be distributed bi-annually in the spring and the fall by Eversource and quarterly by UI. UI participants will receive their quarterly incentives within one month of the end of each quarter. Participants will be notified of their progress and performance throughout the year.

What charging technologies qualify?

There are many technologies that can participate in this program and this list is always expanding as EV manufacturers expand their capabilities and more Smart Chargers enter the market. Customers must have either a qualified Smart Charger or a qualifying vehicle with the required telematics capabilities available to participate in the Program. A Qualified Product List may be found on both Eversource and UI's websites. Please refer to **Section 6** of the Program Participant Guide for information on eligibility and information on the types of devices and vehicles that can participate. You can find the Program Participant Guide and Qualified Products List ("QPL") on Eversource's website here and on the UI website here.

What does it typically cost to install a Level 2 EV charging station at my home? Costs to install a Level 2 charging station vary depending on which charger you choose and how much electrical work must be done to put the station where you need it. Typically, a Networked Level 2 charger will cost $400-700. Installation costs vary greatly depending on your situation. The Utilities have experienced an average cost of $1,400 per installation, though there is a wide cost range extending in both directions.

Are there additional incentives available if I have more than one EV in my household?

Yes, if you have more than one EV, you may apply for a second set of qualified charger and wiring incentive rebates for a qualified smart charger and participation in Managed Charging, however this is the limit for incentives per residential electric account.

~~**If I already applied and received EV charging incentives, can I apply for incentives again?**~~

~~Yes, but only if you are applying for a second participating EV in the house. If you have a second residence that is on a separate electric meter, you cannot apply for additional incentives unless you have a second EV enrolling in the Program.~~

~~**Is there a limit to how many incentives will be provided?**~~

~~Yes, the utilities have been approved for a certain level of funding for incentives. Currently, the funds have not reached their limit and you are encouraged to apply.~~

Qualified Products & Connected Vehicles Lists

Eversource Qualified Products & Connected Vehicles Lists

Residential Single-Family Homes: Participation Paths

Customers can choose to participate in this program through a qualifying Level 2 Smart Charger **OR** by using smart capabilities that are built into the onboard computer of some electric vehicle models. If you're participating through a Level 2 Smart Charger, there is a Smart Charger rebate available to offset the cost of the device. If you're participating through the vehicle itself, there is an Enrollment Incentive you can receive by enrolling your vehicle in the program.

1. Level 2 Smart Chargers (Qualified Products)

You can qualify for the Smart Charger Rebate when you purchase and install one of the qualifying models of Level 2 Smart Chargers listed below. Please note this list is subject to change – please see footnote at the bottom.

Eversource Customers			
Charger Make	**Charger Model**	**Eligible Tier**	
		Baseline	**Advanced**
Autel	MaxiCharger AC Elite	X	X
Autel	MaxiCharger AC Lite	X	X
ChargePoint	Home Flex	X	X
Emporia	Level 2 EV Charger	X	X
Wallbox	Pulsar Plus	X	X
Tesla	Gen 3 Wall Connector	X	X
Tesla	Gen 3 Universal Wall Connector	X	X

OR

2. Vehicle Connection (Telematics)

If you do not have a Smart Charger, but your electric vehicle is on the list below, you can receive an Enrollment Incentive through the program. Instead of connecting to your vehicle through a Smart Charger, we will use the smart capabilities of your vehicle's computer via telematics. Please note this list is subject to change – please see footnote at the bottom.

Eversource Customers			
Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
Alfa Romeo	Tonale 2023-2025	X	X
Audi	A5 2022-2024	X	
	A7 2021-2024	X	
	A8 2020-2024	X	

Eversource Customers			
Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
	e-tron 2019-2024	X	X
	Q4 e-tron 2022-2024	X	X
	Q5 2020-2024	X	
	Q8 e-tron 2024-2025	X	X
	Q8 Sportback e-tron 2024-2025	X	X
	330e (3 Series) 2018-2025	X	X
	330e xdrive (3 Series) 2018-2025	X	X
	530e (5 Series) 2018-2023	X	X
	545e (5 Series) 2018-2025	X	X
	550e (5 Series) 2018-2025	X	X
	740Le (7 Series) 2018-2021	X	X
	745Le (7 Series) 2020-2022	X	X
	i3 2018-2022	X	X
	i3 Rex 2018-2022	X	X
	i4 2022-2025	X	X
	i5 2024-2025	X	X

BMW	i7 2023-2025	X	X
	i8 2018-2020	X	X
	iX 2022-2025	X	X
	X3 xdrive 30e 2021-2023	X	X
	X5 xdrive 40e 2019	X	X
	X5 45e 2020-2023	X	X
	X5 50e 2020-2025	X	X
	XM 2023-2025	X	X
	MINI Cooper SE 2020-2025	X	X
	MINI Countryman electric 2023-2025	X	X
Cadillac	Escalade IQ 2025	X	X
	LYRIQ 2023-2025	X	X
Chevrolet	Blazer EV 2024-2025	X	X
	Bolt EUV 2022-2025	X	X
	Bolt EV 2017-2025	X	X
	BrightDrop 2025-2026	X	
	Equinox EV 2024-2025	X	X
	Silverado EV 2024-2025	X	X
	Volt 2016-2025	X	
Dodge	Hornet 2023-2024	X	X
Fiat	500e 2024-2025	X	X

Eversource Customers			
Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
	Ford Escape PHEV 2021-2025	X	X
	Ford Mustang Mach-E 2022-2025	X	X

Ford	Ford F-150 Lightning 2022-2025	X	X
	Ford E-Transit 2022-2025	X	X
GMC	Hummer EV 2022-2025	X	X
	Sierra EV 2024-2025	X	X
Jaguar	I Pace 2019-2024	X	X
Jeep	Grand Cherokee 4xe 2022-2025	X	X
	Wrangler 4xe 2021-2025	X	X
Land Rover	RR P 400 E 2019-2021	X	X
	RR Sport P 400 E 2019-2021	X	X
Lexus	RX 450 H PHEV 2023-2024	X	X
	RZ 2023-2024	X	X
Mazda	CX-60 2024-2026	X	X
	CX-90 2024-2026	X	X
	MX-30 2022-2024	X	X
Mercedes-Benz	EQ Series 2022-2025	X	
	S-CLASS PHEV 2019-2025	X	
	GLC PHEV 2019 – 2020	X	
Nissan	Ariya 2023-2024	X	X
Porsche	Cayenne 2020-2024	X	X
	Taycan 2020-2024	X	X
Ram	1500 REV 2025	X	X
Rivian	R1S 2022-2024	X	
	R1T 2022-2024	X	
Subaru	Crosstrek Hybrid 2019-2024	X	
	Solterra 2023-2025	X	X
	Cybertruck 2024-2026	X	X

Tesla	Model 3 2017-2026	X	X
	Model S 2012-2026	X	X
	Model X 2016-2026	X	X
	Model Y 2020-2026	X	X
Toyota	bZ4X 2023-2025	X	X
	Prius Prime 2017-2024	X	X
	RAV 4 Prime XSE 2021-2024	X	X
	RAV 4 Prime SE 2023-2024	X	X

Eversource Customers			
Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
Volkswagen	e-Golf 2020	X	X
	ID.4 2021-2024	X	X
	Tiguan PHEV 2023-2024	X	X
Volvo	S60 2019-2022	X	X
	S90 2019-2021	X	X
	V60 2013-2022	X	X
	V90 2018-2021	X	X
	XC40 2019-2025	X	X
	XC60 2018-2021	X	X
	XC90 2016-2022	X	X

***Please note**: If your vehicle's make and model is not on your utility's list, you can still participate in this program by purchasing and installing a qualifying Level 2 Smart Charger.*

~~*Qualifying equipment must match the software and hardware vendors listed above to qualify for the Smart Charger Rebate. Qualifying vehicles must match the EV manufacturers listed above to qualify for the Enrollment Incentive. The equipment will differ depending on charger models, software, costs and manufacturer details. Neither Eversource nor United Illuminating offer preferences or recommendations for any of the approved equipment models or EV models. Program participants are responsible for determining the suitability of these products and services.*~~

~~*This Qualified Products List (QPL) is subject to change and sometimes a vehicle or charger model may be added due to new technical integrations with our program partners or removed from the list for a range of reasons including data reliability, or a manufacturer discontinuing a product. In these instances, the Utility will make changes to the QPL.*~~

UI
An Avangrid company

Qualified Products and Connected Vehicles Lists

Customers can choose to participate in this program through a qualifying Level 2 Smart Charger **or** by using smart capabilities that are built into the onboard computer of some electric vehicle models. If you're participating through a Level 2 Smart Charger, there is a Rebate available to offset the cost of the device. If you're participating through the vehicle itself, there is an Enrollment Incentive you can receive by enrolling your vehicle in the program.

Level 2 Smart Chargers (Qualified Products)

You can qualify for the Smart Charger Rebate when you purchase and install one of the qualifying models of Level 2 Smart Chargers listed below.

Charger Make	Charger Model	Eligible Tier	
		Baseline	Advanced
Autel	MaxiCharger AC Elite	√	√
	MaxiCharger AC Lite	√	√
ChargePoint	Home Flex	√	√
Emporia	Level 2 EV Charger	√	√
Tesla	Wall Connector	√	√
Wallbox	Pulsar Plus	√	√

Vehicle Connection (Telematics)

If you do not have a Smart Charger, but your electric vehicle is on the list below, you can receive an Enrollment Incentive through the program. Instead of connecting to your vehicle through a Smart Charger, we will use the

Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
Alfa Romeo	Tonale 2023+	√	√
Audi	A5 2022 - 2024	√	
	A7 2021 - 2024	√	
	A8 2020 - 2024	√	
	e-tron 2019 - 2024	√	√
	Q4 e-tron 2022 - 2024	√	√
	Q5 2020 - 2024	√	
	Q8 e-tron 2024+	√	√

smart capabilities of your vehicle's computer via telematics.

Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
BMW (continued)	330e 2021+	√	√
	520e 2021+	√	√
	530e 2017+	√	√
	545e 2020 +	√	√
	550e 2023+	√	√
	740e 2016+	√	√
	740Le 2016+	√	√
	745e 2019+	√	√
	745Le 2019+	√	√
	750e 2022+	√	√
	i3 2013+	√	√
	i3s 2017+	√	√
	i4 2021+	√	√
	i5 2023+	√	√

~~Vehicle Connection (Telematics) cont.~~

Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
BMW (cont.)	i7 2022+	√	√
	i8 2014+	√	√
	iX 2021+	√	√
	iX120 22+	√	√
	iX2 2023+	√	√
	iX3 2020+	√	√
	M5 2024+	√	√
	M760e 2022+	√	√
	X120 20+	√	√
	X2 2020+	√	√
	X3 2019+	√	√
	X5 2015+	√	√
	XM 2022+	√	√
Cadillac	Escalade IQ 2025+	√	√
	LYRIQ 2023+	√	√
Chevrolet	Blazer EV 2024+	√	√
	Bolt EUV 2022+	√	√
	Bolt EV 2017+	√	√
	BrightDrop 2025+	√	
	Equinox EV 2024+	√	√
	Silverado EV 2024+	√	√
	Volt 2016+	√	
Dodge	Hornet 2023 - 2024	√	√
Fiat	500e 2024+	√	√
GMC	Hummer EV 2022+	√	√
	Sierra EV 2024+	√	√
Hyundai	Ioniq 5 2022 - 2024	√	√
	IONIQ 6 2023 - 2024	√	√

Car Make	Car Model and Year	Eligible Tier	
		Baseline	Advanced
Kia (continued)	Optima PHEV 2017 - 2020	√	√
	Sorento 2022 - 2024	√	√
	Soul EV 2017 - 2020	√	√
	Sportage PHEV 2023 - 2024	√	√
Land Rover	RR P400 E 2019 - 2021	√	√
	RR Sport P400 E 2019 - 2021	√	√
Lexus	RX 450 H PHEV 2023 - 2024	√	√
	RZ 2023 - 2024	√	√
Mazda	CX 60 2024	√	√
	CX 90 2024	√	√
	MX 30 2022 - 2024	√	√
Mercedes-Benz	EQ Series 2022+	√	
	GLC PHEV 2019 - 2020	√	
	S CLASS PHEV 2019+	√	
Mini	SE Countryman 2018 - 2024	√	√
	SE Hardtop 2020 - 2024	√	√
Nissan	Ariya 2023 - 2024	√	√
Porsche	Cayenne 2020 - 2024	√	√
	Taycan 2020 - 2024	√	√
Ram	1500 REV 2025+	√	√
Rivian	R1S 2022 - 2024	√	
	R1T 2022 - 2024	√	
Subaru	Crosstrek Hybrid 2019 - 2024	√	
	Solterra 2023+	√	√
Tesla	Cybertruck 2024+	√	√
	Model 3 2017+	√	√
	Model S 2012+	√	√
	Model X 2016+	√	√

Please note: If your vehicle's make and model is not on this list, you can still participate in this program by purchasing and installing a qualifying Level 2 Smart Charger. Conversely, if you purchase and install a qualifying Level 2 Smart Charger, these lists of vehicles do not apply.

Qualifying equipment must match the software and hardware vendors listed above to qualify for the rebate for qualified Smart Chargers. Qualifying vehicles must match the EV manufacturers listed above to qualify for the Enrollment Incentive. The equipment will differ depending on charger models, software, costs and manufacturer details. United Illuminating does not offer preferences or recommendations for any of the approved equipment models or EV models. Program participants are responsible for determining the suitability of these products and services.

~~*United Illuminating makes no claims or warrants about the availability of any electric vehicle or electric vehicle charger on this list. The integrations used to support each electric vehicle or electric vehicle charger on this list are subject to change at any time and without warning. United Illuminating is not accountable for any integration status change that may occur. United Illuminating will make every reasonable effort to maintain integrations with each device listed.*~~

Terms & Conditions – Eversource

CONNECTICUT

These Terms & Conditions govern The Connecticut Light & Power Company doing business as Eversource Energy ("Eversource") Connecticut Residential Electric Vehicle (EV) Charging Program ("Program"). By submitting the signed application, Customer acknowledges that Customer has read, understands, and agrees to these Eversource Terms & Conditions. This Program is offered to Eversource residential Customers who purchase and install a qualifying Level 2 smart EV charger ("Smart Charger") and/or wiring upgrade between January 1, 2025 and December 31, 2025. Funding for this Program is limited to the period indicated or while funds last.

APPLICATION: This Application must be filled out completely, truthfully and accurately. The Customers must submit the signed and completed application with the required documentation requirements listed below.

W-9 (Rebates in excess of $600):

- If your payee is a business entity, you must include a completed W-9 form if the rebate amount exceeds $600

PAYMENT: Payments for complete and accurate applications, with verified managed charging enrollment, are sent via US Postal Service, which requires several more days for delivery. Please contact the Program with questions about your rebates by emailing EversourceCTResidentialEV@resource-innovations.com

APPROVAL AND VERIFICATION: Eversource reserves the right to verify smart charger equipment installation and network connectivity before or after issuing a rebate. If Participant is a tenant, Participant represents that by agreeing to these terms and conditions, they have obtained the property owner's permission to install the equipment. Customer agrees to provide reasonable access to Customer's residence to inspect and verify installation and connectivity for up to one year after the date of the Application. Eversource reserves the right to verify sales transactions. Eversource does not make any warranties or representations of any kind, whether statutory, expressed, or

~~implied for the performance or installation of the equipment as a result of the approval and verification process. Rebate amounts will be calculated based on the net installed cost of the smart charger, after deducting any other applicable rebates, grants, or other incentives the site host may receive. Customer also grants Eversource the right to confidentially share Eversource account number information internally for rebate processing procedures.~~

~~TAX LIABILITY: Eversource will not be responsible for any tax liability that may be imposed on the Customer as a result of the Customer receiving rebates from Eversource.~~

~~ENDORSEMENT: Eversource does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Program.~~

~~LIMITATION OF LIABILITY: Eversource liability is limited to paying the rebates specified. Eversource is not liable for any damages arising out of or resulting from participation in this rebate offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program. Applicant understands that all funding for rebates and incentives under this Program~~

~~derives from Eversource ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). Eversource does not guarantee the availability of funding for the program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut or the PURA action. Funding is subject to change at any time without notice.~~

~~APPLICANT'S CERTIFICATION: Applicant certifies that he/she has purchased the system listed on this Application and the charger was installed by a licensed contractor at the defined location. Applicant agrees that all information is true and that he/she has conformed to all Program and equipment requirements listed.~~

~~WARRANTIES: EVERSOURCE DOES NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. Eversource makes no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Eversource shall not be responsible for costs or corrections of conditions already existing in the property which fail to comply with applicable laws and regulations. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties. Eligibility Requirements for Rebates (smart charger, wiring upgrade, vehicle connection)~~

~~General Requirements~~

~~To be eligible to participate in the Program, Applicants must:~~

~~• Be a residential Eversource Customer with an active electric account.~~
~~• Residential Customer is defined as an existing Eversource Connecticut Customer living in a single-family home or a multifamily home with four or fewer units on the property.~~
~~• Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.~~
~~• All enrolled Customers are required to remain enrolled in Managed Charging for a period of not less than twenty-four months from the date the application has been approved.~~
~~• Customers cannot receive both an EV Charger rebate and Vehicle Connection (telematics) rebate. You can however combine a Wiring Upgrade with an EV Charger or Vehicle Connection (telematics) rebate. Smart Charger Requirements~~
~~• Eversource will pay the rebate listed on the current application or the total purchase price, whichever is less, to a Customer who meets the Eligibility Requirements and completes the enrollment~~

process.
• Limit of two smart charger rebate per Customer's electric account
• The smart charger must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the service address listed on this application.
The current QPL is available on the program website.

• Eversource must be able to confirm the smart charger is connected to the manufacturer-supported communication network and that Eversource can receive data.

Wiring Upgrade Requirements

• Eversource will pay the rebate listed on the current application or the total amount paid for qualifying expenses, whichever is less, to a Customer who meets the Eligibility Requirements and completes the enrollment process for Managed Charging.

~~• Limit of one wiring upgrade rebate per Customer's electric account~~
~~• Qualifying expenses for the wiring upgrade rebate are the labor, materials, and applicable permitting costs to install a 208 Volt or 240 Volt electrical circuit of 30 Amps or more to a location suitable for electric vehicle charging~~
~~• Electrical work must be completed by a licensed qualified professional, in full compliance with laws and regulations~~
~~• In circumstances where a customer installs a qualified charger AND performs a Wiring Upgrade, the Wiring Upgrade will be accounted for first, and if there are any funds after, those may go to the EVSE portion of the rebate~~

~~Vehicle Connection Requirements:~~

~~• A vehicle equipped with telematics is eligible for this rebate. Telematics activates a network connection directly to your vehicle. Not all EV Original Equipment Manufacturers (OEM) offer telematics. Check with your OEM to see if your vehicle is equipped with telematics.~~
~~• Enrollment in Managed Charging is required to receive this Vehicle Connection rebate.~~
~~• A Customer will receive an email with activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Program application. The email will specify if your vehicle telematics is eligible for this rebate. Please refer to our program's eligible list of vehicle with telematics by visiting eversource.com/homeev-charging and then clicking "I want to install or upgrade a home charger."~~

~~CONNECTICUT RESIDENTIAL APPLICATION~~
~~ELECTRIC VEHICLE CHARGING REBATE~~

~~• Customers can enroll up to two vehicles per service address listed on this Application~~
~~• Enrollment may take the form of either two vehicles participating via telematics OR two networked smart chargers~~
~~REQUIRED DOCUMENTATION:~~

~~Smart Charger Rebate:~~

~~• Receipt or invoice marked as paid showing the charger manufacturer,~~

~~model name/number, and purchase price~~

~~• A photo of the charger installed at the service address~~
~~• A photo of installed charger's unit/MAC ID number~~

~~Wiring Upgrade Rebate:~~

~~• An invoice marked as paid showing the installation address, the contractor's name, license number and address, the date the work was completed, the cost of labor and materials (separate from the EV charger cost if it is included on the invoice)~~

~~• A photo of the location served by the new electrical circuit (if you are also submitting a smart charger application, the photo of the installed charger meets this requirement)~~

~~Vehicle Connection Rebate:~~

~~• Scan or photo of your Connecticut vehicle registration~~

~~Eligibility Requirements for Managed Charging:~~

~~• In order to be eligible to receive an ongoing incentive from Eversource, the customer agrees to enroll in Managed Charging. Managed Charging rewards a Customer's participation in the baseline tier in two ways:~~

~~• First, for allowing Eversource to monitor a Customer's charging times throughout the year. Eversource will issue a $10 per month participation incentive for participating in each month of the year that the customer is enrolled, for a total of up to $120 per year. The customer successfully participates by charging at least 80% of the time during off-peak hours (anytime outside of 3pm to 9pm on weekdays) in a month. The customer will receive a monthly notification which will include individual customers performance~~

~~data from the previous month. If eligible, the customer can expect to receive the participation incentive biannually in the spring and fall.~~

~~• Second, Advanced Tier is a step up from the Baseline Tier in a number of ways, particularly in the benefits to the participant and electric grid, as well as in the role that the participant plays in shifting their EV charging. While there still is a lot of automation that can allow a participant to "set and forget" their charging, the participant may find that they need to~~

~~keep a more active eye on their charging compared to the Baseline Tier.~~

~~• There are ongoing monthly incentives capped at $300 per year for full participation in the Advanced Tier. The participant and Eversource coordinate charging by having the participant set a daily charging schedule and adhere~~

~~to this schedule as closely as they can on a monthly basis. The participant is responsible for not overriding this schedule and, if successful, will earn a $25 incentive for a given month.~~

~~• Participants must also agree to participate in all Emergency Demand Response Events during times of high stress on electric grid. These are rare and generally occur during the periods where charging will be curtailed anyway, but Eversource reserves the ability to curtail EV charging when it is most critical to the utility system.~~
~~• Finally, in order to receive any incentives in the Advanced tier, the participating~~

~~EV or EV charger must also be used at least twice in the month. Participant is required to remain in their tier of choice for a 12 month period from the date of vehicle or EV charger connection to the Managed Charging Platform. After that 12 month period, the participant can decide to change their tier of participation.~~

~~Managed Charging Participation Timeline and Withdrawal:~~

~~• Customers may unenroll from Managed Charging without penalty after participating in Managed Charging for a minimum of~~

~~24 months from the date of initial enrollment. After the initial 24 months, enrollment~~

~~will continue automatically until the Customer unenrolls by emailing managedcharging@eversource.com~~

~~• If Customer unenrolls prior to completing the 24 months of participation will be required to pay back a prorated portion of the Smart Charger Rebate, Wiring Upgrade Rebate, or Telematics Participation Rebate.~~

~~Exceptions may be granted at Eversource's sole discretion.~~

~~• If the Customer moves to a different residence within Eversource service territory, the Customer may continue to participate in Managed Charging if the new residence meets the eligibility requirements in these Terms and Conditions. The Customer must communicate any change of address~~

~~to the Program. A Customer who moves outside of Eversource territory shall be an approved reason for ending participation before completing 24 months.~~

~~• Rebates available under Managed Charging may be changed, modified,~~

substituted, replaced, ceased, or terminated at any time at Eversource's and the State of Connecticut's discretion with or without notice to

Customer. Customer's continued participation in Managed Charging constitutes Customer's acceptance of any and all such changes, replacements, assignments or terminations.

Holidays: for purposes of this Program, holidays are any of the following

holidays recognized by the State of Connecticut: New Year's Day, Martin Luther King, Jr. Day, Lincoln's Birthday, Washington's Birthday, Good Friday, Memorial Day, Juneteenth Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If the holiday falls on a weekday,

the participant will not be expected to curtail their charging on that day.
MANAGED CHARGING INFORMATION SHARING:

Customer agrees and authorizes that:

• Eversource may send Customer emails, text/SMS, and other notifications related to Managed Charging, including notifications about enrollment status and Managed Charging related adjustments to the connected
vehicle or EV Charger's settings.

• Eversource may send Customer emails related to the fulfillment of

seasonal incentives.

• The "OEM" will share certain information with Eversource regarding Customer needed for Customer's enrollment and participation in Managed Charging. This may include personally identifiable information ("PII"), Customer's EV charging energy usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity

(collectively "Customer's Information"). Customer's releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Customer's Information.

• Eversource may use Customer's Information in order (a) to operate, administer, market, evaluate, analyze, change or improve Managed Charging, (b) to prepare and present general, aggregated or anonymized results and information about Managed Charging to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for Eversource to understand and evaluate Customer's habits and to inform the development and creation of utility programs

~~and load planning. Eversource may also use and publish information regarding your participation in Managed Charging and your use of the EV Charger so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you).~~

~~Eversource will not share or utilize Customer's PII for purposes other than administering the Program.~~

~~Terms & Conditions – UI~~

~~Terms and Conditions~~

~~These Terms & Conditions govern The United Illuminating Company ("UI") Connecticut Residential Electric Vehicle (EV) Charging Program (the "Program"). By submitting the signed application, Participant acknowledges that Participant has read, understands, and agrees to these UI Terms & Conditions. Participant further acknowledges that UI has retained third party contractors to implement the Program and that the Participant may be required to accept additional Terms & Conditions from its contractors when accessing certain Program software applications provided by third party contractors.~~

~~The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Program is offered to UI residential customers who submit a complete application for a rebate for qualifying Networked Level 2 Charger ("Smart Charger") and/or wiring upgrades purchased and installed within 90 days of submitting this application, or a Vehicle Telematics enrollment incentive on or after January 1, 2023 through December 31, 2025. The application with required documentation must be submitted online or postmarked by January 31, 2026. Funding for this Program is limited to the period indicated or while funds last.~~

~~Defined Terms~~

~~Advanced Tier:~~ ~~a more sophisticated managed charging tier than the Baseline Tier where participants are rewarded for partnering with UI to optimize charging using UI's managed charging platform. This helps UI operate a more cost-efficient and flexible grid and requires more coordination between the participant and UI than Baseline. As such, UI offers more incentives for Advanced customers. Participants create a charging schedule and UI optimizes the charging schedules of all EVs to drive better grid system outcomes. Participants are required to keep a schedule and do their best to not override this schedule. For more specific details, please see the "Eligibility for Ongoing Incentives" section below.~~

~~Baseline Tier:~~ ~~the fundamental managed charging tier that most participants should consider joining. Here, participants are rewarded for shifting a large majority of their charging to off-peak periods. For more specific details, please see the "Eligibility for Ongoing Incentives" section below.~~

~~Holidays:~~ ~~for purposes of this Program, holidays are any of the following federally-recognized holidays: New Year's Day, Martin Luther King, Jr. Day, Lincoln's Birthday, Washington's Birthday, Good Friday, Memorial Day, Juneteenth Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If the holiday falls on a weekday, the participant will not be expected to curtail their charging on that day.~~

Managed Charging Platform: a software and/or web-based portal that Participants will use to manage their participation in the Program. This Platform will allow Participants to track their performance with regards to earning incentives within their given tier of participation.

Networked Level 2 Charger ("Smart Charger"): a device used to supply an EV with electrical power. A Smart Charger connects to the Internet via wi-fi or cellular signals that enables wireless communication between the Smart Charger and internet-based systems provided by the Smart Charger manufacturer (i.e. a cell phone application or web-based portal).

Non-Networked L2: a device used to supply an EV with electrical power that does not connect to or communicate wirelessly with the internet.

Original Equipment Manufacturer ("OEM"): the original manufacturer of an electric vehicle or Smart Charger.

Participant: A Residential Customer of UI that meets the eligibility requirements of the program and participates in either the Baseline Tier or Advanced Tier through a qualified Smart Charger or Vehicle Connection.

Program Notifications: emails, text/SMS, or other notifications related to customer responsibilities for the Baseline or Advanced Tiers of participation.

Qualified: Smart Chargers and Vehicle Connections that conform to UI's Qualified Product List and/or are otherwise determined by UI as compatible for participation in the Program.

Residential Customer: new or existing UI Connecticut customers living in a single-family home or a multifamily home with four or fewer units on the property. Multifamily homes must be separately metered with separate UI accounts.

Vehicle Connection: the capability of a vehicle to connect to the internet via on-board telemetry (telematics) that enables wireless communication between the vehicle and internet-based systems provided by the vehicle manufacturer (i.e. a cell phone application or web-based portal).

Wiring Upgrade: electrical wiring constructed at the Participant's EV charging location that is required for Participant to install and operate a Networked or Non-Networked Level 2 Charger.

ory Authority (PURA) and are subject to change. To be eligible to participate in the Program, Participant must adhere to the following conditions:

Eligibility Requirements for Upfront Rebates (Smart Charger and/or wiring Upgrades) or Enrollment Incentives (Vehicle Connection or Existing Smart Charger)

Program incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority (PURA) and are subject to change. To be eligible to participate in the Program, Participant must adhere to the following conditions:

General Eligibility Requirements

- Be a UI Residential Customer with an active utility electric account.
- Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.
- Each UI electric account may have a maximum of two participating EVs that receive upfront incentives, one for each participating EV.
- The Program requires the participant to enroll in the Baseline Tier or Advanced Tier of participation and actively participate in either tier and fulfill the requirements therein.(See Eligibility Requirements for Ongoing Incentive in the Program) in order to receive any Upfront Rebates (Smart Charger and/or wiring upgrades) or Enrollment Incentives (Vehicle Connection or existing smart charger).
- Participant cannot receive both rebates for a Smart Charger and an Enrollment Incentive. Participant may combine rebates for wiring upgrades with rebates for a Smart Charger or Vehicle Connection.
- UI customers enrolling in this Program cannot also be enrolled in another, separate managed charging program or pilot. Customers that transition from another managed charging program or pilot can receive ongoing incentives for participating in this program but cannot earn additional upfront incentives or rebates.

Requirements for Smart Charger Rebates

- UI will pay up to a $1000 rebate or the total purchase price of the Smart Charger, whichever is less. Rebates will be paid to eligible Participants who meet the General Eligibility Requirements and complete the enrollment process with a Smart Charger.

~~• Participants receiving rebates for both a Smart Charger and any wiring upgrades may receive an upfront rebate no greater than $1,000.~~
~~• The rebate amount will be less any grants, credits, rebates, or other incentives received by the Participant to purchase a Smart Charger from sources external to this Program.~~
~~• Limit of two sets of rebates per customer electric account, as long as there are two vehicles eligible to participate at the address of the account.~~
~~• The Smart Charger must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the service address listed on the application. The current QPL is available on the Program website: www.uinet.com/EVProgramsForYourHome~~
~~• UI must be able to confirm the Smart Charger is connected to the manufacturer-supported communication network and that UI can receive data.~~
~~• Participant will receive enrollment and activation instructions that are specific to your chosen Smart Charger in the confirmation email that you receive when you submit your Program application.~~
~~• When installed, the Smart Charger must be securely mounted to an immovable structure.~~

• A complete application must be submitted within 90 days of the purchase date of the Smart Charger, listed on the receipt.

Wiring Upgrade Rebate Requirements

• UI will pay up to $1000 or the total amount paid for qualifying expenses described below, whichever is less, to eligible Participants who meet the General Eligibility Requirements and complete the enrollment process in the Program.
• Participants receiving rebates for both a Smart Charger and any wiring upgrades may receive an upfront rebate no greater than $1,000.
• Limit of two Wiring Upgrade rebate per customer electric account.
• Qualifying expenses for the Wiring Upgrade are the installation labor, materials, and applicable permitting costs to install a 208 Volt or 240 Volt electrical circuit of 30 Amps or more to a location suitable for electric vehicle charging.
• Electrical work must be completed by a qualified professional, in full compliance with laws and regulations.
• The Participant must supply the required documents listed in the "Required Documentation" section below
• In order to be eligible for rebates for wiring upgrades, the work must be completed before submitting an application. **The application must be submitted within 90-days of the invoice date.**

Vehicle Connection (Telematics) Enrollment Incentive Requirements:

• A vehicle connection, also referred to as "Telematics", activates a network connection directly to your vehicle. Not all EV OEMs offer telematics.

Check with your OEM to see if your vehicle is equipped with telematics.

• Please be aware that in order to participate through an EV's telematics, customers may need to subscribe to a service provided by their EV's
manufacturer. It is the customer's responsibility to understand the costs associated with their chosen path of participation, including any costs

associated with enabling this method of device integration.

• Your vehicle manufacturer may update their telematics platform resulting in a disconnection from the Program Administrator's system. If this

occurs, UI will work with the Program Administrator to resolve these issues in a timely manner.

• If your vehicle supports this type of telematics connection, your enrollment enables you to receive the listed rebate in conjunction with incentives

accrued through participation in the Program.

PAYMENT: Payment for complete and accurate applications are typically issued within 20-40 business days. Payments are sent via the participant's preferred payment method (Venmo or PayPal), selected on the managed charging platform. Please contact the Program with questions about your rebates by emailing UI-Applications@ev.energy.

APPROVAL AND VERIFICATION: UI reserves the right to verify Smart Charger equipment installation and network connectivity before or after issuing a rebate. Participant agrees to provide reasonable access to Participant's residence to inspect and verify installation and connectivity for up to two years after the date of the application. UI reserves the right to verify sales transactions. UI and its contractors do not make any warranties or representations of any kind, whether statutory, expressed, or implied for the performance or installation of the equipment as a result of the approval and verification process. Participant also grants UI the right to confidentially share account number information internally for rebate processing procedures.

TAX LIABILITY: UI will not be responsible for any tax liability that may be imposed on the Participant as a result of the payment of rebates.

ENDORSEMENT: UI does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Program.

LIMITATION OF LIABILITY: Liability of UI and its contractors is limited to paying the rebates specified. UI and its contractors are not liable for any damages arising out of or resulting from participation in this rebate offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program. Applicant understands that all

funding for rebates and incentives under this Program derives from UI ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). UI does not guarantee the availability of funding for the Program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

OWNER'S CERTIFICATION: Owner certifies that he/she has purchased the system listed on the application and the charger was installed by a licensed contractor at the defined location. Owner agrees that all information in the application is true and that he/she has conformed to all Program and equipment requirements listed.

WARRANTIES: UI AND ITS CONTRACTORS DO NOT WARRANT THE PERFORMANCE OF

INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. UI and its contractors make no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties.

Eligibility Requirements for Ongoing Incentives: The Ongoing Incentives require a continuous communication link between UI and the Participant's Smart Charger or Vehicle via Telematics Connection. This allows UI to request a reduction in power used for EV charging throughout the year to reduce demand during times of high stress on the electrical system. By enrolling in the Program, the Participant authorizes UI to automatically adjust or stop the Qualified Smart Charger or Vehicle Connection charging speeds and charging times during these times.

Participants in the Program are required to choose one of two participation tiers: Baseline Tier or Advanced Tier. Below are Terms and Conditions of each tier. These Terms and Conditions are exclusive of one another and do not overlap. Participants will join one tier or the other, not both.

It is the Participant's responsibility to educate themselves on the details of the Program and choose the participation tier that best aligns with their needs and ability to meet relevant requirements of the selected tier. This means that Participants must familiarize themselves with the Program

~~**Participant Guide before deciding whether and how to join this Program. Please visit our website here for this guide.**~~

~~**APPLICATION**: The application must be filled out completely, truthfully, and accurately. The Participant must submit the completed application with the required documentation requirements listed below.~~

~~**REQUIRED DOCUMENTATION**: Required documents are:~~

~~Smart Charger Rebates:~~

~~• Receipt or invoice marked as paid showing the charger manufacturer, model name/number, and purchase price~~
~~• A photo of the charger installed at the service address. When installed, the Smart Charger must be securely mounted to an immovable structure.~~
~~• A photo of the charger's label, clearly showing the serial number~~ Wiring Upgrade ~~Rebates~~:

• An invoice marked as paid showing the installation address, the contractor's name, license number and address, the date the work was completed, the cost of labor and materials (separate from the EV charger cost if it is included on the invoice)
• A photo of the location served by the new electrical circuit (if you are also submitting a smart charger application, the photo of the installed charger meets this requirement)
W-9:

• If the assigned payee of rebates is a business and the total rebate amount is greater than $600, you must attach a completed W-9 and rebates will be reported to the IRS unless proof of tax-exempt status is provided.

Baseline Tier Participation Requirements:

In order to be eligible for ongoing incentives in this tier, Participants must agree to and follow the guidelines below:

• For Participants to receive incentives in the Baseline Tier, they must ensure that 80% or more of the time that they charge occurs during the off-peak period.
• The off-peak period is anytime outside of the on-peak period which is 3pm to 9pm on non-holiday weekdays.
• If a Participant charges their EV 80% of the time during the off-peak period in a given month, they will be entitled to a $10 incentive for that month.
• An enrolled Participant in the Baseline Tier could earn up to $120 per year for full participation in off-peak charging in each of the 12 months of the year.
• Participants will use the Managed Charging Platform to set their EV's charging schedule to ensure that charging happens outside of the 3pm to 9pm window on non-holiday weekdays.
• Participants will be able to track their performance and adjust their behavior by creating an account and accessing the Manage Charging Platform Provided by UI.
• Failure to earn an incentive in a given month does not impact incentives in other months.
• The participating EV or EV Charger must be used for a minimum of 15-minutes in a given month to earn an incentive for that month.
• In the event of severe and unexpected grid stress, UI may initiate an Emergency Demand Response Event. While event participation is optional, participation is strongly encouraged to help reduce grid stress.

Advanced Tier Participation Requirements:

In order to be eligible for ongoing incentives in this tier, Participants must agree to and follow the guidelines below.

UI will monitor each Participant's charging behavior and reward Participants for their performance against one set of criteria: the ability to coordinate

with UI to set and maintain a charging schedule that avoids on-peak charging.

Setting a Managed Charging Schedule in the Advanced Tier:

~~• The Advanced Tier requires Participants to use UI's Managed Charging Platform to set and maintain two inputs: a **State of Charge** (SOC) (in app, called "maximum charge limit") that the Participant needs, and the **Time Charge is Needed** (TCIN) (in app, called "ready by time").The Participant will use the Managed Charging Platform to set these inputs and manually adjust them as their needs change.~~
~~• Using these inputs, UI will optimize the charging of all Advanced Tier Participants and avoid charging during on-peak periods while ensuring that each Participant receives the SOC they need at their desired TCIN.~~
~~• Participants always retain the right to opt out of their schedule and resume charging.~~
~~• Participants who do not charge more than two 15-minute sessions during an on-peak period, defined as 3:00 P.M. through 9:00 P.M. on non-holiday weekdays will be eligible for a $25 in the given month.~~
~~• UI retains the right to curtail EV charging at any time of day, however this will be rare outside of the on-peak period and Participants always retain the right to override curtailments.~~

- An enrolled Participant in the Advanced Tier could earn up to $300 per year for full participation in scheduled charging in each of the 12 months of the year.
- The participating EV or EV Charger must be used for a minimum of two 15-minute intervals per month.
- By virtue of requiring Participants to regularly adjust these inputs, the Advanced Tier requires Participants to do more on a daily basis than the Baseline Tier. **As such, it is the Participant's responsibility to understand the requirements associated with this tier before enrolling**. **Emergency Demand Response in the Advanced Tier**
- In very rare circumstances throughout the year, there can be moments of very high stress on UI's system. In cases of extreme stress that results in an emergency for the system, UI will initiate an Emergency Demand Response Event during specific high-stress hours. By default, UI will pause charging of all Participants for the duration of the emergency.
- If a customer does not want to participate in an Emergency Demand Response Event, they can simply use the Managed Charging Platform to opt out of that Event. Customers in the Advanced Tier are required to participate in all Emergency Demand Response Events in a given month in order to receive their incentive in that month.

Key Details & Participation Requirements Applicable to BOTH Baseline & Advanced Tiers:

- Participant agrees to actively participate in the Program for a 24-month period from the date of vehicle or EV charger connection to the Managed Charging Platform.
- Participant is required to remain in their tier of choice for a 12 month period from the date of vehicle or EV charger connection to the Managed Charging Platform. After that 12 month period, the participant can decide to change their tier of participation.
- Vehicles participating in either tier through their telematics may occasionally be "pinged" or "pulled" by the program administrator to monitor charging progress.
- When resuming the charge delivered to the Participant's EV or EV charger after curtailing or throttling charging in either Baseline or Advanced Tiers, United Illuminating may use a "staggered start" for the participating EVs and EV chargers. This would mean that the Participant's charging may be staggered 15 or 30 minutes to avoid creating a new peak when all EVs and EV chargers resume charging at once.
- If the Participant disagrees with the monthly charging results, the Participant can dispute their results by submitting an appeal via email to UI-Applications@ev.energy. UI will review your charging history and confirm the accuracy of the results of the monthly charging report. UI reserves the right to uphold results in the monthly report and deny appeals.
- Participants joining the program will be able to participate in Managed Charging from the date of vehicle or EV charger connection to the Managed Charging Platform. If a Participant enrolls after the 15th day of a given month, the Participant can participate, but will not receive incentives for that month, and will begin receiving incentives for months following the end of that month.
- Participants joining before the 15th of a given month will be entitled to the relevant incentives of their participation tier for that month, subject to the requirements listed above and assuming the Participant meets those relevant requirements.
- Participants can expect to receive the payment for incentives earned in a given quarter in the form of a deposit to their Paypal or Venmo account quarterly, the month following the end of each quarter. PayPal and Venmo are subject to additional terms and conditions of the issuer.
- Rebates will be issued to the UI account holder's name listed on the Rebate application unless

otherwise directed by the Participant.
• UI and its contractors may offer alternative rebate or reward structures in lieu of the rebates or rewards described above.
• If a participant fails to shift their EV charging habits in a manner consistent with their tier of participation for 6 consecutive months, the participant may be required to pay back a prorated portion of any upfront rebates and incentives they may have earned when joining the program

Program Participation Timelines and Withdrawal:

• Participants may unenroll from the Program without penalty after participating in the Program for a minimum of 24 months from the date of vehicle or EVSE connection to the UI's Managed Charging Platform. After the initial 24 months, the Participant will continue in the Program until they unenroll by emailing HomeEV@uinet.com.
• Participants unenrolling prior to completing the 24 months of participation or that continually fail to meet the performance requirements of their chosen participation tier (Baseline Tier or Advanced Tier), may be required to pay back a prorated portion of the Smart Charger Rebate, Wiring Upgrade Rebate, or Vehicle Connection Incentive. Exceptions may be granted at UI's sole discretion.
• If Participant moves to a different residence within the UI service area, Participant may continue to participate in the Program if the new residence meets the eligibility requirements in these Terms and Conditions. Participant must communicate any change of address to the Program. A Participant moving outside of UI territory shall be an approved reason for ending participation before completing 24 months.
• Rebates available under the Program may be changed, modified, substituted, replaced, ceased, or terminated at any time at UI's sole discretion with or without notice to Participant. Participant's continued participation in the Program constitutes Participant's acceptance of any and all such changes, replacements, assignments or terminations.

Program Information Sharing:

Participant agrees and authorizes that:

• UI may send Participant emails, text/SMS, and other notifications related to the Program, including notifications about enrollment status and Program related adjustments to the Vehicle Connections or Smart Charger settings. The Participant may select their preferred method of communication on the account management section of UI's Managed Charging Platform.
• UI may send Participant emails related to the fulfillment of seasonal incentives.
• The OEM will share certain information with UI regarding Participant required for Participant's enrollment and participation in the Program. This may include Personally Identifiable Information ("PII"). PII may include the Participant's first and last name, work and/or personal emails, home address, and phone number. The information shared may also include Participant's EV charging electricity usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity (collectively "Participant

Information"). Participant releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Participant Information.

• UI may use Participant Information in order (a) to operate, administer, market, evaluate, analyze, change or improve the Program, (b) to prepare and present general, aggregated or anonymized results and information about the Program to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for UI to understand and evaluate Participant habits and to inform the development and creation of utility programs and load planning. UI may also use and publish information regarding your participation in the Program and your use of the Smart Charger or Vehicle Connection so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you).

~~Multi-Unit Dwelling (MUD) Managed Charging~~

~~Multi-Unit Dwelling Electric Vehicle (EV) Charging Pilot~~

~~Participant Guide for Residential MUD EV Drivers~~

~~January 15, 2025~~

Section 1:

Introduction

Welcome to the Multi-Unit Dwelling ("MUD") Electric Vehicle Charging Pilot

New technology like electric vehicles ("EVs") raise many questions and your utilities know informed consumers drive great partnerships. In this guide, United Illuminating and Eversource explain a unique new EV charging Pilot and help you understand just how easy EV charging can be, how you will earn incentives through EV charging Pilots, get faster charging options to simplify your life, and understand how smart choices can protect the future of our environment. EVs produce less lifetime pollution than gas-powered vehicles, and, as sources of electricity become cleaner, these emissions will continue to decline. The EV community and public charging network are quickly growing around you. Let's find out just how you can become part of this new technology revolution!

The MUD EV Charging Pilot ("the Pilot") offers eligible residential EV drivers the opportunity to earn incentives to charge their EV smarter, avoid costly peak time energy use, and help your utility, either United Illuminating ("UI") or Eversource (collectively "utilities"), manage the additional electricity demand from EV's now and into the future. Charging an EV at your home can offer many benefits, from convenience to cost savings and vehicle emission reductions. Whatever your motivation, we welcome your participation and look forward to supporting you.

So, how does it work? This guide will provide all the information you need to participate successfully and receive the Pilot incentives that are applicable to you. Overall, customers interested in the Pilot will follow these general steps to be explained in more detail below.



STEP 1: LEARN ABOUT THE PROGRAM & DECIDE HOW TO PARTICIPATE



STEP 2: ENROLL IN THE PILOT AND EARN ENROLLMENT INCENTIVE



STEP 3 PARTICIPATE & RECEIVE INCENTIVES

Section 2:

Definitions

The definitions in this section will help new and existing EV drivers understand some of the terms used throughout this guide.

Direct Load Control: The capability of the utility has to manage the participant's electrical load through the utility's Technology Partner.

Emergency Demand Response Event: refers to actions taken by utilities if the utility determines action is required to maintain the safety and reliability of the grid. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Customers will still have the ability to opt out during an Emergency Demand Response event.

Electric Vehicle Supply Equipment ("EVSE"): refers to devices used to supply EVs with electricity. These devices generally fall into two categories – we'll cover those that are commonly used in your home:

> **Level 1 ("L1"):** The lowest speed charger, these chargers plug into the average 3-prong, 120 volt ("V") plug in most homes. These plugs charge a vehicle very slowly, and the time required varies greatly depending on the size of your vehicle battery. An L1 charging plug may have been included in your EV purchase. ***These chargers are not eligible to participate in the Pilot.***
>
> **Level 2 ("L2"):** Generally, the most powerful chargers for the home. These chargers connect to a 240V outlet and usually require an electrician to install a new outlet where you charge your EV. L2 chargers are most often purchased separately from your EV, although some EV's come with an L2 charger as standard equipment as an option when you purchase your EV. An L2 charger can have "smart" features that can be accessed through a mobile app and are available in several power levels. L2 chargers can fully charge a vehicle from empty between 3 and 7 hours, depending on the size of your EV's battery and power rating of the charger.

Managed Charging: this is also known as "smart charging" where utilities or other third-parties are able to coordinate with Participants in a Managed Charging Pilot to start, stop, or slow down charging during times of high stress on the utility system. This can be done by sending signals to Participants to remind them to control their charging themselves. Managed Charging allows the utilities to adequately integrate the growing, new demand on their systems from EVs, and allows utilities to use the flexibility of EVs to reduce costs.

Managed Charging Platform: this is the behind-the-scenes software platform that allows your utility to coordinate charging among all Pilot Participants and supports implementation of this Managed Charging Pilot. Depending on if you are an Eversource or UI customer, you will have different approaches to interacting with this

Pilot, but there will be customer-facing elements that allow you to set your preferences and control your charging.

Off-Peak: For the purpose of this Pilot off-peak charging is charging your vehicle outside of the hours of 3pm to 9pm on non-holiday weekdays and is one of the requirements for achieving participation incentives. **Off-Peak in this document is not related to the off-peak Time of Use (TOU) rates that UI/Eversource offers which pertains to the hours of noon to 8pm.**

Technology Partners: utilities have many technology partners that assist in delivering Pilots like this one to customers. In this Pilot guide we often refer to our "Technology Partner", which is a third-party contractor that provides analytics, communication, and reporting to assist utilities in delivering value-added Pilots and a great customer experience. Both UI and Eversource have partnered with ev.energy to deliver this Pilot.

Telematics: Like many of the appliances, communications, and entertainment systems we use today, vehicles have also become "connected devices". Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Pilot. This communication allows important vehicle and charging data to be shared with our technology partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during Emergency Demand Response Events.

Section 3:

Pilot Description

The Pilot provides ongoing incentives to promote consistent participation in Managed Charging over time. Participants are rewarded for charging their vehicles during off-peak periods throughout the year. Participants use their EV and/or EV charging station to respond to signals from their utility as the utility continually monitors the electric grid. Customers can set their own charging schedules to avoid charging during on-peak times. Participants always have the option to opt out of an Emergency Demand Response Event if it is necessary for them to charge during that time.

Monthly incentives of $10 are available to EV owners who agree to participate in the Pilot. Pilot participants are rewarded for shifting at least 80% of their charging to off-peak periods. Please see **Section 7** for more details regarding requirements for full participation in the Pilot.

Section 4:

Incentives

Incentives in this Pilot fall into 2 categories that we will explain in more detail below. There is an upfront Enrollment Incentive of $50, and there are ongoing monthly

incentives of $10/month. , Monthly incentives are awarded twice per year for Eversource participants in the spring and the fall, and quarterly for UI participants after verification that participants have achieved the minimum level of participation. UI customers can expect to receive their earned ongoing incentives within the month following the end of each quarter.

Participants apply for upfront incentives as part of their application and enrollment process, and these will be distributed after the application is approved. Below is more detail on what you can expect from these incentives and how to qualify.

- **Enrollment Incentive**

A one-time $50 Enrollment Incentive is available to customers that participate through their vehicle Telematics. Participants must enroll using an eligible EV (see Section 6 for more information on the list of eligible technologies).

Upfront and ongoing incentives for UI participants are distributed through the customer's preferred payment method (Venmo or PayPal), which can be selected on the incentives tab of the ev.energy app. Eversource customers will be paid via electronic means.

- **Ongoing Incentives:**

The Pilot rewards ongoing incentives for meeting monthly performance requirements. Ongoing monthly incentives are capped at $120 per year for full participation. If a participant, in a given month, times their charging such that 80% or more of the charging happens during the off-peak period (anytime outside of 3pm to 9pm on non-holiday weekdays), the customer will earn a $10 incentive for that month. The participating EV must also be charged at the MUD site at least twice in that month.

Section 5:

Eligibility & Enrollment

The Pilot is open to all residential UI and Eversource customers in Connecticut who live at a Multi-Unit Dwelling with four or more units on the property.

Participation in the Pilot requires that a participant's EV meet certain criteria. Below is

an outline of setups that can qualify and how each setup must enroll.

Connecting via a vehicle's Telematics can be a convenient option for many participants. Telematics provides a one-time "set it and forget it" experience. See **Section 6** for the QPL to understand which vehicles can participate. *Note: this list is constantly growing as our Technology Partner integrates with more vehicle and EV charger manufacturers, so check back regularly.*

Pilot Application

The Pilot offers an easy online pathway to provide secure and reliable processing of applications.

Eversource: Please visit the Residential Section of the Eversource website to access the application portal.

UI: Please visit our EV Programs for Your Home page to access the application portal.

In the application, there are clear steps to follow, terms and conditions for the Pilot that you must accept, and guidance on how to activate your device. Along the way you will need:

4. *Customer's utility account number, service address, and billing address*
5. *EV information: make, model, and year.*

If you are having trouble with your application, please contact your utility's incentive processing partner, by emailing EversourceCTResidentialEV@resource-innovations.com for Eversource Customers and UnitedIlluminating@ev.energy for UI customers, or by using the contact information provided in **Section 8** of this guide. An associate will support you and/or may provide an alternate application method.

Errors in your application may lead to delay or cancellation of your application. Upon identifying any such issues, the Pilot team will attempt to contact you using the information supplied in the application. If we are unable to reach you or you do not respond with the information needed to correct the application, your application may be cancelled.

EV Connection & Activation

All EVs must be activated in the Pilot and any delay in activating your device may lead to delay or cancellation of your incentive payment. The activation process varies by device type and vendor. You will receive activation instructions that are specific to your chosen device in the confirmation email that you receive when you submit your Pilot application. Follow instructions carefully and use the contact information in the email for support if you experience any difficulties.

Enrollment Incentive

Customers will receive their Enrollment Incentive digitally. Eversource customers will receive payment via check or electronically. UI customers provide their preferred payment method through the incentives tab in the ev.energy mobile app or web portal to receive their incentives. These incentives are paid to the utility account holder associated with the application unless the customer designates an alternate payee when submitting the application. **Additional Eligibility Requirements:**

The following requirements apply to all participants:

- Participants must remain in the Pilot for a period of not less than 6 months from the date of incentive payment.
- Participants who leave the Pilot before the 6-month period ends may be required to pay back a prorated portion of the upfront incentives they received as part of this Pilot.
- Incentives are limited to the stated incentive amount listed above.

- Participants are required to share the EV charging data with their utility. Please refer to the Terms and Conditions included with the Pilot application.

❖ **Data Sharing and Privacy:**

Utilities will collect information on your EV charging behavior, such as when and how often you charge and how much energy you use each time you charge. Your utility may share this information with third parties for the purposes of evaluating the Pilot. **All EV charging data will be aggregated, anonymized, or otherwise encrypted if/when disclosed publicly.**

Section 6:

Qualified Product List of Eligible EVs (Telematics)

To participate, users must follow requirements for enrollment of vehicle Telematics. Only applications including eligible EVs that are listed on the Pilot's QPL will be eligible for the Pilot. For the QPL, please visit UI's EV Programs for Your Home landing page found here or Eversource's landing page found here. Please note that this list will regularly be updated as new manufacturers will be added on an ongoing basis.

Eligible Devices

It is the customer's responsibility to apply to the Pilot using an eligible EV. The Pilot attempts to include a range of eligible EV options to meet different customer needs. Utilities do not offer preferences or recommendations for any approved Pilot vendors, and Pilot participants are responsible for determining suitability of products and services.

Vehicle Connections (Telematics)

Telematics is a system embedded in many EVs that enables more control by users over their EV by making smart decisions about energy use, connect to nationwide charger networks, and other innovative actions. If your EV has Telematics, you likely have access to additional insights and functionality that can give you more control of your EV that might save energy. To receive an upfront Enrollment Incentive for participating with Telematics, you must activate a qualified vehicle model with Telematics in the Pilot for a period of not less than 6 months. You will receive activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Pilot application.

Section 7:

Pilot Participation

The MUD EV Charging Pilot is designed to incentivize customers living in MUDs to charge their EVs in a manner that helps the utilities reduce the stress on their systems. Vehicles participating through their telematics may occasionally be "pinged" or "pulled" by the Pilot administrator to monitor charging progress.

The Pilot aims to be simple and easy to understand such that the participant can "set and forget" an EV charging schedule and shift their charging from times that cause more stress to the utility system to times that cause less stress. The participant always retains control over their charging, scheduling when they would like to charge or not, and receives incentives based on their performance. The fundamental structure is a **Passive Managed Charging** Pilot where the customer sets a schedule, and the utility observes performance..

Participants must use their relevant utility Managed Charging Platform to charge their EV outside of on-peak hours and coordinate their charging such that 80% or more of their charging time occurs outside of this window. The on-peak window is 3pm to 9pm on non-holiday weekdays.

In a given month, if a participant avoids charging between 3pm to 9pm on non-holiday weekdays, then they will earn $10 for that month's performance. For a full year of successful performance, a participant could earn up to $120.

The utilities will observe each participant's charging patterns on an ongoing basis and provide updates on their performance and incentive earnings within their relevant utility Managed Charging Platform so that the participant can keep track of their progress each month and adjust their habits accordingly.

Participants must also charge at least two times for 15 minutes per month. This is to ensure that the participant is reducing stress on the utility system during on-peak hours.

Emergency Demand Response Events

If required to maintain the safety and reliability of the grid, utilities may issue Emergency Demand Response Events without prior notice. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charging. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. **Participants always retain the right to opt out of these types of Events and there will be no penalties.**

As a summary of Pilot Participation, Participants are able to earn $10 per month for simply setting a charging schedule that avoids charging during the highest stress periods on a daily basis and sticking to that schedule at least 80% of the time. Using a passive "set and forget" schedule, a participant could earn up to $120 annually for participating in the Baseline Tier.

Participation Results & Distribution of Incentives

The utilities are able to observe the performance of all participants in order to evaluate each participant's adherence to the requirements of the Pilot and to determine the amount of incentives to which each participant is entitled. Participants will be provided their individual results on their dashboard in the online application portal or through their respective utility's Managed Charging Platform throughout their participation in the Pilot, so they may track their progress each month. Participants are distributed incentives based on their performance in this Pilot. If you have questions about your participation

results, please reach out to UnitedIlluminating@ev.energy for UI and support@ev.energy for Eversource.

All incentives earned by a participant are paid on either a semi-annual basis (Eversource participants) or a quarterly basis (UI participants), based on that participant's performance during each month of the preceding time period.

Moving or Ending Participation

All enrolled participants are required to remain in the Pilot for a period of not less than 6 months from the date the participant's application is approved. After 6 months, participation continues until the participant submits a request to disenroll or until the Pilot is discontinued. In the event that a device that did qualifying to participate in the Pilot loses it's qualification, the utilities will reach out to affected participants with available options.

Eversource Customers can request to disenroll by emailing managedcharging@eversource.com. UI customers can request to disenroll by emailing HomeEV@uinet.com. A participant moving outside of the utility's territory shall be an approved reason for ending participation before completing 6 months.

Participants leaving the Pilot before the 6-month period ends may be required to pay back a prorated portion of the upfront incentive they received.

Section 8:

Pilot Support

For enrollment or mobile app support, customers can contact the Technology Provider's staff for questions using the contact information below. Please allow three businesses days for a response to your email.

Eversource: EversourceCTResidentialEV@resource-innovations.com

UI: UnitedIlluminating@ev.energy

For UI customers seeking more information and guidance regarding this Pilot, please email UI at HomeEV@uinet.com. An Energy Specialist will contact you within 5 business days.

Frequently Asked Questions

The following are a list of Frequently Asked Questions for this Residential Managed Charging Pilot provided by and Avangrid subsidiary, United Illuminating (UI) and Eversource.

What are), together the benefits of this Pilot?

By participating, you can earn a one-time enrollment incentive, as well as ongoing participation incentives. These incentives help offset the cost of EV charging. Participation in Managed Charging may help reduce your carbon footprint and can make more efficient use of the electrical grid.

Who is eligible to participate in this Pilot?

Residential UI and Eversource electric customers living in multi-unit dwellings (four units or more) with a qualifying electric vehicle may enroll in the Managed Charging Pilot.

What is Managed Charging?

Managed charging provides incentives to customers who adjust or permit their utility to adjust the timing of their EV charging. Managed charging helps minimize energy consumption during times of peak demand (the on-peak period), or stress, on the electric grid. In doing so, the utilities encourage more efficient use of the electrical grid, which reduces our region's electricity cost.

Charging during the off-peak period allows participants to manage their own charging schedule and be incentivized for charging at times that are beneficial for their utility. The goal of off-peak charging is to have a large portion of charging take place during off-peak times when there is less demand on the electric grid. Off-peak charging times include any time outside of 3:00 p.m. to 9:00 p.m. on non-holiday weekdays.

What are my responsibilities for participation in this Pilot?

To receive incentives within this Pilot, customers must participate in Managed Charging, which provides rewards for helping UI and Eversource reduce strain on their electric systems. In order to achieve your monthly incentive, you must control your energy usage by scheduling your charging during off-peak hours at least 80% of the time. Off-Peak hours are non-holiday weekdays anytime outside of 3:00 p.m. to 9:00 p.m. This simple action can earn you incentives of up to $120 per year when you're enrolled in the Baseline Tier of Managed Charging. Failure to achieving the monthly incentive in one month does not impact your eligibility to achieving the monthly incentive in subsequent months. Please take some time to learn about the participation requirements.

What are the incentives available for this Pilot?

Applicants are eligible for a one-time Enrollment Incentive of $50. UI and Eversource also"Utilities," offer monthly incentives to customers

~~for their Managed Charging participation. The MUD Charging Pilot enables participants to earn $10 per month, up to $120 per year.~~

I have charging available to me at my apartment complex, can I join the Pilot? Currently, only customers with vehicles listed on the Qualified Products List may enroll in the Pilot and participate through their vehicle's telematics capabilities, regardless of the type of EV chargers installed at the location. The utilities and ev.energy will be expanding capabilities related to offering more chargers common at MUD sites throughout 2025 and beyond. Please check your utility's website occasionally to determine if the charger at your site has become eligible to participate in the Pilot.

Why are utilities like Eversource and UI administering this Pilot?

Managed Charging Pilots encourage users to charge off-peak, which helps the utilities handle times of stress on the grid which, if unmanaged, can lead to higher costs for all utility customers. By encouraging off-peak charging, utilities can more efficiently integrate new flexible EV load on to their existing systems, to the financial benefit of all customers. It may also help the utilities avoid using more carbon-intensive electricity, which may reduce our region's carbon footprint. These Pilots may also enable utilities to integrate more renewable energy and utilize the flexibility of EV charging to provide additional services to their territory.

Will participating in managed charging require me to change my charging habits? The short answer is "yes" – the utilities provide incentives and tools to encourage this change in habit and may make charging easier and more efficient for you. The Pilot is intended to assist drivers in meeting their needs for charging while helping the utilities coordinate EV charging such that their systems are not impacted by the growing number of EVs in their service areas. You will always retain control of your charging while participating in the Pilot and you will be able to set your preferences to match your needs.

The Pilot and associated platform provide tools that help with scheduling your charging in such a way that your charging is beneficial to you and to the utility. If you typically charge during times in which the utility system is under stress, you will need to change your habits, however the utilities have made this as effortless and as rewarding as possible.

How do I apply for these incentives?

Incentives provided through this Pilot require you to join the MUD EV Charging Pilot and participate in Managed Charging for a minimum of 6 months. To get started, you must apply to the Pilot.

Prospective participants must apply to the Pilot through the link for MUD customers found on either the UI website or the Eversource website, depending on your utility.

When will I receive my incentives?

Upfront incentives will be distributed within 40 business days after meeting all eligibility requirements, including your vehicle registration, and connecting your eligible vehicle to the utility's Managed Charging Platform. For both utilities, ev.energy's Customer Support Team will reach out to you if more information is needed before you application may be approved.

Participants in Managed Charging will receive ongoing incentives throughout the year. Participation incentive payments will be distributed bi-annually in the spring and the fall by Eversource and quarterly by UI. UI participants will receive their quarterly incentives within one month of the end of each quarter. Participants will be notified of their progress and performance throughout the year.

What charging technologies qualify?

Currently, MUD customers may only participate in the Pilot through their vehicle's telematics capabilities. The utilities and ev.energy are working to develop alternative pathways through which MUD residents may participate through. . A Qualified Product List may be found on both Eversource and UI's websites. Currently, only vehicles on the list may participate through their telematics capabilities. Please refer to **Section 6** of the Pilot Participant Guide for information on eligibility and information on the types of devices and vehicles that can participate. You can find the Qualified Products List ("QPL") on Eversource's website here and on the UI website here.

Are additional incentives available if I have more than one EV in my household?

Yes, if you have more than one EV, you may apply for a second Enrollment Incentive, however this is the limit for incentives per MUD participant. Participants with a second EV enrolled in the Pilot are also eligible for monthly incentives.

If I already applied and received EV charging incentives and subsequently move to a new apartment complex that offers EV charging, can I apply for incentives again?

Yes, but you would only be eligible to receive monthly incentives for meeting your monthly charging goals. The Enrollment Incentive is only offered to new applicants who have not previously participated in the MUD Charging.

Is there a limit to how many incentives will be provided?

Yes, the utilities have been approved for a certain level of funding for incentives. At this time, the funds have not reached their limit and you are encouraged to apply.

How is this different from the CT EV Commercial Electric Vehicle Charging Program?

The CT EV Charging (Program is directed towards customers in single-family residences where the charger is privately owned and accessed by the EV owner exclusively. The MUD EV Charging Pilot is directed towards customers who reside in multi-unit dwellings with chargers that have multiple users. In most cases, these sites have received incentives through the CT EV Make-Ready Pilot to build infrastructure and install chargers. The CT EV Charging Program provides rebates and incentives to install chargers at the single-family home and requires participants to remain in the Program for a minimum of 24 months. For this MUD Pilot, there is a shorter 6-month commitment to participate in managed charging. There are also differences in the requirements for participation to earn monthly rewards for smart charging.

Frequently Asked Questions (FAQs) for the Multi-Unit Dwelling (MUD) EV Charging Pilot

The following are a list of Frequently Asked Questions for the MUD EV Managed Charging Pilot provided by United Illuminating (UI) and Eversource. Please refer to the Pilot Participant Guide for more information. The Eversource MUD Pilot Participant Guide can be found here and the UI MUD Pilot Participant Guide can be found here.

What are the benefits of this Pilot?

By participating, you can earn a one-time enrollment incentive, as well as ongoing participation incentives. These incentives help offset the cost of EV charging. Participation in Managed Charging may help reduce your carbon footprint and can make more efficient use of the electrical grid.

Who is eligible to participate in this Pilot?

Residential UI and Eversource electric customers living in multi-unit dwellings (four units or more) with a qualifying electric vehicle may enroll in the Managed Charging Pilot.

What is Managed Charging?

Managed charging provides incentives to customers who adjust or permit their utility to adjust the timing of their EV charging. Managed charging helps minimize energy consumption during times of peak demand (the on-peak period), or stress, on the electric grid. In doing so, the utilities encourage more efficient use of the electrical grid, which reduces our region's electricity cost.

Charging during the off-peak period allows participants to manage their own charging schedule and be incentivized for charging at times that are beneficial for their utility. The goal of off-peak charging is to have a large portion of charging take place during off-peak times when there is less demand on the electric grid. Off-peak charging times include any time outside of 3:00 p.m. to 9:00 p.m. on non-holiday weekdays.

What are my responsibilities for participation in this Pilot?

To receive incentives within this Pilot, customers must participate in Managed Charging, which provides rewards for helping UI and Eversource reduce strain on their electric systems. In order to achieve your monthly incentive, you must control your energy usage by scheduling your charging during off-peak hours at least 80% of the time. Off-Peak hours are non-holiday weekdays anytime outside of 3:00 p.m. to 9:00 p.m. This simple action can earn you incentives of up to $120 per year when you're enrolled in the Baseline Tier of Managed Charging. Failure to achieving the monthly incentive in one month does not impact your eligibility to achieving the monthly incentive in subsequent months. Please take some time to learn about the participation requirements.

What are the incentives available for this Pilot?

Applicants are eligible for a one-time Enrollment Incentive of $50. UI and Eversource also offer monthly incentives to customers for their Managed Charging participation. The MUD Charging Pilot enables participants to earn $10 per month, up to $120 per year.

I have charging available to me at my apartment complex, can I join the Pilot? Currently, only customers with vehicles listed on the Qualified Products List may enroll in the Program and participate through their vehicle's telematics capabilities, regardless of the type of EV chargers installed at the location. The utilities and ev.energy will be expanding capabilities related to offering more chargers common at MUD sites throughout 2025 and beyond. Please check your utility's website occasionally to determine if the charger at your site has become eligible to participate in the Program).

Why are utilities like Eversource and UI administering this Pilot?

Managed Charging Pilots encourage users to charge off-peak, which helps the utilities handle times of stress on the grid which, if unmanaged, can lead to higher costs for all utility customers. By encouraging off-peak charging, utilities can more efficiently integrate new flexible EV load on to their existing systems, to the financial benefit of all customers. It may also help the utilities avoid using more carbon-intensive electricity, which may reduce our region's carbon footprint. These Pilots may also enable utilities to integrate more renewable energy and utilize the flexibility of EV charging to provide additional services to their territory.

Will participating in managed charging require me to change my charging habits? The short answer is "yes" – the utilities provide incentives and tools to encourage this change in habit and may make charging easier and more efficient for you. The Pilot is intended to assist drivers in meeting their needs for charging while helping the utilities coordinate EV charging such that their systems are not impacted by the growing number of EVs in their service areas. You will always retain control of your charging while participating in the Pilot and you will be able to set your preferences to match your needs. The Pilot and associated platform provide tools that help with scheduling your charging in such a way that your charging is beneficial to you and to the utility. If you typically charge during times in which the utility system is under stress, you will need to change your habits, however the utilities have made this as effortless and as rewarding as possible.

How do I apply for these incentives?

Incentives provided through this Pilot require you to join the MUD EV Charging Pilot and participate in Managed Charging for a minimum of 6 months. To get started, you must apply to the Pilot.

Prospective participants must apply to the Pilot through the link for MUD customers found on either the UI website or the Eversource website, depending on your utility.

When will I receive my incentives?

Upfront incentives will be distributed within 40 business days after meeting all eligibility requirements, including your vehicle registration, and connecting your eligible vehicle to the utility's Managed Charging Platform. For both utilities, ev.energy's Customer Support Team will reach out to you if more information is needed before you application may be approved.

Participants in Managed Charging will receive ongoing incentives throughout the year. Participation incentive payments will be distributed bi-annually in the spring and the fall

by Eversource and quarterly by UI. UI participants will receive their quarterly incentives within one month of the end of each quarter. Participants will be notified of their progress and performance throughout the year.

What charging technologies qualify?

Currently, MUD customers may only participate in the Pilot through their vehicle's telematics capabilities. The utilities and ev.energy are working to develop alternative pathways through which MUD residents may participate through. . A Qualified Product List may be found on both Eversource and UI's websites. Currently, only vehicles on the list may participate through their telematics capabilities. Please refer to **Section 6** of the Pilot Participant Guide for information on eligibility and information on the types of devices and vehicles that can participate. You can find the MUD Pilot Participant Guide and Qualified Products List ("QPL") on Eversource's website here and on the UI website here.

Are there additional incentives available if I have more than one EV in my household?

Yes, if you have more than one EV, you may apply for a second Enrollment Incentive, however this is the limit for incentives per MUD participant. Participants with a second EV enrolled in the Pilot are also eligible for monthly incentives if the charging goals of the Pilot are met.

If I already applied and received EV charging incentives and subsequently move to a new apartment complex that offers EV charging, can I apply for incentives again?

Yes, but you would only be eligible to receive monthly incentives for meeting your monthly charging goals. The Enrollment Incentive is only offered to new applicants who have not previously participated in the MUD Charging.

Is there a limit to how many incentives will be provided?

Yes, the utilities have been approved for a certain level of funding for incentives. At this time, the funds have not reached their limit and you are encouraged to apply.

How is this different from the CT EV Charging Program?

The CT EV Charging Program is directed towards customers in single-family residences where the charger is privately owned and accessed by the EV owner exclusively. The MUD EV Charging Pilot is directed towards customers who reside in multi-unit dwellings with chargers that have multiple users. In most cases, these sites have received incentives through the CT EV Make-Ready Program to build infrastructure and install chargers. The CT EV Charging Program provides rebates and incentives to install chargers at the single-family home and requires participants to remain in the program for a minimum of 24 months. For this MUD Pilot, there is a shorter 6-month commitment to participate in managed charging. There are also differences in the requirements for participation to earn monthly rewards for smart charging.

Terms & Conditions – Eversource

Multi-Unit Dwelling (MUD) Electric Vehicle (EV) Charging Pilot
2025 Terms and Conditions for Residential MUD EV Drivers
Terms and Conditions

These Terms & Conditions govern The Eversource Connecticut Multi-Unit Dwelling ("MUD") Electric Vehicle ("EV") Charging Pilot (the "Pilot"). By submitting the signed application, Participant acknowledges that Participant has read, understands, and agrees to these Eversource Terms & Conditions. Participant further acknowledges that Eversource has retained third party contractors to implement the Pilot and that the Participant may be required to accept additional Terms & Conditions from its contractors when accessing certain Pilot software applications provided by third party contractors.

The parties acknowledge and agree that Eversource's contractors are third party beneficiaries of this Agreement. This Pilot is offered to Eversource residential customers who live in a MUD (defined as a residence with 4 or more units) and apply to the pilot through the enrollment portal found on the Eversource website in January 2025. The application with required documentation must be submitted online or postmarked by January 31, 2026. Funding for this Pilot is limited to the period indicated or while funds last.

Defined Terms

Pilot Participation: In this Pilot, participants are rewarded for shifting a large majority of their charging (80% of the time) to off-peak periods. At the end of every month, every participant's charging history is evaluated, and a monthly incentive is earned for successful participation. For more specific details, please see the "Eligibility for Ongoing Incentives" section below.

Holidays: for purposes of this Pilot, holidays are any of the following federally recognized holidays: New Year's Day, Martin Luther King, Jr. Day, Lincoln's Birthday, Washington's Birthday, Good Friday, Memorial Day, Juneteenth Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If the holiday falls on a weekday, the participant will not be expected to curtail their charging on that day.

Managed Charging Platform: a software and/or web-based portal that Participants will use to manage their participation in the Pilot. This Platform will allow Participants to track their performance with regards to earning incentives within their given tier of participation.

Networked Level 2 Charger ("Smart Charger"): a device used to supply an EV with electrical power. A Smart Charger connects to the Internet via wi-fi or cellular signals that enables wireless communication between the Smart Charger and internet-based systems provided by the Smart Charger manufacturer (i.e. a cell phone application or web-based portal). **Please note at this time, no Smart Chargers are eligible**

~~**for enrollment in this platform. Throughout 2025, this will change, and these Terms and Conditions will be updated, and a list of qualifying chargers will be made available.**~~

~~**Non-Networked L2:** a device used to supply an EV with electrical power that does not connect to or communicate wirelessly with the internet.~~

~~**Original Equipment Manufacturer ("OEM"):** the original manufacturer of an electric vehicle or Smart Charger.~~

~~**Participant:** A Residential Customer of Eversource that meets the eligibility requirements of the Pilot and successfully enrolls in the Pilot, accepts these Terms and Conditions and connects a device to the Managed Charging Platform.~~

~~**Pilot Notifications:** emails, text/SMS, or other notifications related to customer responsibilities for the Pilot.~~

~~**Qualified:** Smart Chargers and Vehicle Connections that conform to Eversource's Qualified Product List and/or are otherwise determined by EVERSOURCE as compatible for participation in the Pilot.~~

~~**MUD Customer:** new or existing EVERSOURCE Connecticut customers living in a multifamily home with four or more units on the property.~~

Vehicle Connection: the capability of a vehicle to connect to the internet via on-board telemetry (telematics) that enables wireless communication between the vehicle and internet-based systems provided by the vehicle manufacturer (i.e. a cell phone application or web-based portal).

Eligibility Requirements for the Enrollment Incentives

Pilot incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority (PURA) and are subject to change. To be eligible to participate in the Pilot, Participant must adhere to the following conditions:

General Eligibility Requirements

- Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.
- Each MUD tenant may have a maximum of two participating EVs that receive the Enrollment Incentive, one for each participating EV.
- The Pilot requires the participant to enroll in the Pilot and actively participate and fulfill the requirements therein (See Eligibility Requirements for Ongoing Incentive in the Pilot) in order to receive and retain the Enrollment Incentives.

Vehicle Connection (Telematics) Enrollment Incentive Requirements:

- A vehicle connection, also referred to as "Telematics", activates a network connection directly to your vehicle. Not all EV OEMs offer telematics. Check with your OEM to see if your vehicle is equipped with telematics.
- Please be aware that in order to participate through an EV's telematics, customers may need to subscribe to a service provided by their EV's manufacturer. It is the customer's responsibility to understand the costs associated with their chosen path of participation, including any costs associated with enabling this method of device integration.
- Your vehicle manufacturer may update their telematics platform resulting in a disconnection from the Pilot Administrator's system. If this occurs, EVERSOURCE will work with the Pilot Administrator to resolve these issues in a timely manner.
- If your vehicle supports this type of telematics connection, your enrollment enables you to receive the Enrollment Incentive and ongoing incentives accrued through participation in the Pilot.
- Participant will receive enrollment and activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Pilot application.

Enrollment Application Portal: The enrollment portal can be found on the EVERSOURCE website. The application must be filled out completely, truthfully, and accurately. The Participant must submit the completed application with the required documentation listed below.

REQUIRED DOCUMENTATION: Required documents are:

- Scan or photo of your Connecticut vehicle registration

~~**PAYMENT:** Payment for complete and accurate applications are typically issued within 25 business days. Payments are sent directly to the participant via e-check. The participant can add their payment information directly in the Managed Charging Platform. This will be used for both the Enrollment Incentive and Ongoing Incentives earned. Please contact Program Staff with questions about your incentives by emailing eversource-et@ev.energy.~~

~~**APPROVAL AND VERIFICATION:** Eversource reserves the right to verify any MUD tenant's application details with the MUD Site Host (generally the property manager or landlord of the MUD site) before or after issuing an incentive to ensure that limited funds available for this Pilot are distributed to legitimate recipients, as defined in this document. Participant grants Eversource the right to confidentially share account number information internally for rebate processing procedures.~~

~~**TAX LIABILITY:** Eversource will not be responsible for any tax liability that may be imposed on the Participant as a result of the payment of incentives.~~

~~**ENDORSEMENT:** Eversource does not endorse any manufacturer, contractor, vendor, product, retailer or system design in promoting this Pilot.~~

~~**LIMITATION OF LIABILITY:** Liability of Eversource and its contractors is limited to paying the incentives specified. Eversource and its contractors are not liable for any damages arising out of or~~

resulting from participation in this offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Pilot. Applicant understands that all funding for incentives under this Pilot derives from EVERSOURCE ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). Eversource does not guarantee the availability of funding for the Pilot and is not responsible for any costs or damages incurred by applicant if funding for this Pilot is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

OWNER'S CERTIFICATION: Owner certifies that he/she has purchased or leased the EV listed on the application and that the EV will be charged at the location the owner includes in their enrollment application. Owner agrees that all information in the application is true and that he/she has conformed to all Pilot and equipment requirements listed.

WARRANTIES: EVERSOURCE AND ITS CONTRACTORS DO NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. Eversource and its

contractors make no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor, or vendor. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties.

Eligibility Requirements for Ongoing Incentives: The Ongoing Incentives require a continuous

communication link between Eversource and the Participant's vehicle via Telematics Connection. This allows Eversource to request a reduction in power used for EV charging throughout the year to reduce demand during times of high stress on the electrical system. By enrolling in the Program, the Participant authorizes EVERSOURCE to automatically adjust or stop the Qualified Vehicle charging speeds and charging times during these times.

Eligibility for Ongoing Incentives requires the Participant to follow specific rules that are specified in this document and in other supporting documents for this Pilot. This means that Participants must familiarize themselves with the Program Participant Guide before deciding whether and how to join this Program.

Pilot Participation Requirements:

In order to be eligible for ongoing incentives in this Pilot, Participants must agree to and follow the

guidelines below. Eversource will monitor each Participant's charging behavior and reward Participants

for their performance in consistently charging during the off-peak period.

Charging Off-Peak:

~~• For Participants to receive ongoing incentives, they must ensure that 80% or more of the time that they charge occurs during the off-peak period.~~

~~• The off-peak period is anytime outside of the on-peak period which is 3pm to 9pm on non-holiday weekdays.~~
~~• If a Participant charges their EV 80% of the time during the off-peak period in a given month, they will be entitled to a $10 incentive for that month.~~
~~• An enrolled Participant could earn up to $120 per year for full participation in off-peak charging in each of the 12 months of the year.~~
~~• Participants will use the Managed Charging Platform or their OEM mobile app to set their EV's charging schedule to ensure that charging happens outside of the 3pm to 9pm window on non-holiday weekdays.~~
~~• Participants will be able to track their performance and adjust their behavior by creating an account and accessing the Manage Charging Platform.~~

~~• Failure to earn an incentive in a given month does not impact incentives in other months.~~
~~• The participating EV or EV Charger must be used for a minimum of 15-minutes twice in a given month to earn an incentive for that month.~~

Emergency Demand Response

- In very rare circumstances throughout the year, there can be moments of very high stress on EVERSOURCE's system. In cases of extreme stress that results in an emergency for the system,

EVERSOURCE will initiate an Emergency Demand Response Event during specific high-stress hours. By default, EVERSOURCE will pause or request a pause charging of all Participants for the duration of the emergency.

- If a customer does not want to participate in an Emergency Demand Response Event, they can simply use the Managed Charging Platform to opt out of that Event.

Other Requirements & Details Pertaining to Successful Participation in the Pilot:

- Participant agrees to actively participate in the Pilot for a 6-month period from the date of vehicle connection to the Managed Charging Platform.
- Vehicles may occasionally be "pinged" or "pulled" by the Pilot administrator to monitor charging progress.

- When resuming the charge delivered to the Participant's EV after curtailing or throttling charging, United Illuminating may use a "staggered start" for the participating EVs. This would mean that the Participant's charging may be staggered 15 or 30 minutes to avoid creating a new peak when all participants resume charging at once.
- If the Participant disagrees with the monthly charging results, the Participant can dispute their results by submitting an appeal via email to eversource-ct@ev.energy. Eversource will review your charging history and confirm the accuracy of the results of the monthly charging report. Eversource reserves the right to uphold results in the monthly report and deny appeals.
- Participants joining the Pilot will be able to participate in Managed Charging from the date of vehicle or EV charger connection to the Managed Charging Platform. If a Participant enrolls after the 15th day of a given month, the Participant can participate, but will not receive incentives for that month, and will begin receiving incentives for months following the end of that month.
- Participants joining before the 15th of a given month will be entitled to the relevant incentives of their participation tier for that month, subject to the requirements listed above and assuming the Participant meets those relevant requirements.
- Participants can expect to receive the payment for incentives earned in a given half-year in the form of an e-check

Semi-annually in the spring and the fall.

- Eversource and its contractors may offer alternative incentive or reward structures in lieu of the

incentives or rewards described above.

- If a participant fails to shift their EV charging habits in a manner consistent with the requirements for participation listed above for 6 consecutive months, the participant may be required to pay back a prorated portion of any upfront incentives they may have earned when joining the Pilot.

Pilot Participation Timelines and Withdrawal:

~~• Participants may unenroll from the Program without penalty after participating in the Program for a minimum of 6 months from the date of vehicle or EVSE connection to the Eversource's Managed Charging Platform. After the initial 6 months, the Participant will continue in the Program until they unenroll by emailing managedcharging@eversource.com.~~
~~• Participants unenrolling prior to completing the 6 months of participation or that continually fail to meet the performance requirements may be required to pay back a prorated portion of their enrollment incentive. Exceptions may be granted at EVERSOURCE's sole discretion.~~
~~• Rebates available under the Program may be changed, modified, substituted, replaced, ceased, or terminated at any time at Eversource's sole discretion with or without notice to Participant. Participant's continued participation in the Program constitutes Participant's acceptance of any and all such changes, replacements, assignments or terminations.~~
~~**Pilot Participation Timelines and Withdrawal:**~~

~~• Participants may unenroll from the Pilot without penalty after participating in the Program for a minimum of 6 months from the date of vehicle connection to the Eversource's Managed Charging~~

Platform. After the initial 6 months, the Participant will continue in the Pilot until they unenroll by emailing Managedcharging@eversource.com.

• Participants unenrolling prior to completing the 6 months of participation or that continually fail to meet the performance requirements of the Pilot may be required to pay back a prorated portion of the Enrollment Incentive. Exceptions may be granted at Eversource's sole discretion.
• If Participant moves to a different residence within the EVERSOURCE service area, Participant may continue to participate in the Pilot if the new residence meets the eligibility requirements in these Terms and Conditions. Participant must communicate any change of address to EVERSOURCE by emailing managedcharging@eversource.com. A Participant moving outside of Eversource territory shall be an approved reason for ending participation before completing 6 months.
• Incentives available under the Pilot may be changed, modified, substituted, replaced, ceased, or

terminated at any time at Eversource's sole discretion with or without notice to Participant. Participant's continued participation in the Pilot constitutes Participant's acceptance of any and all such changes, replacements, assignments or terminations.

Pilot Information Sharing:

Participant agrees and authorizes that:

• Eversource may send Participant emails, text/SMS, and other notifications related to the Pilot, including notifications about enrollment status and Pilot related adjustments to the Vehicle Connections or Smart Charger settings. The Participant may select their preferred method of communication on the account

management section of Eversource's Managed Charging Platform.

• The OEM will share certain information with Eversource required for Participant's enrollment and participation in the Pilot. This may include Personally Identifiable Information ("PII"). PII may include the Participant's first and last name, work and/or personal emails, home address, and phone number. The information shared may also include Participant's EV charging electricity usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity (collectively "Participant Information"). Participant releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Participant Information.
• Eversource may use Participant Information in order (a) to operate, administer, market, evaluate, analyze, change or improve the Pilot, (b) to prepare and present general, aggregated or anonymized results and information about the Pilot to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for Eversource to understand and evaluate Participant habits and to inform the development and creation of utility programs and load planning. Eversource may also use and publish information regarding your participation in the Pilot and your use of the Vehicle Connection so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you).

Terms & Conditions – UI

Terms and Conditions

These Terms & Conditions govern The United Illuminating Company ("UI") Connecticut Multi-Unit Dwelling ("MUD") Electric Vehicle ("EV") Charging Pilot (the "Pilot"). By submitting the signed application, Participant acknowledges that Participant has read, understands, and agrees to these UI Terms & Conditions. Participant further acknowledges that UI has retained third party contractors to implement the Pilot and that the Participant may be required to accept additional Terms & Conditions from its contractors when accessing certain Pilot software applications provided by third party contractors. The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Pilot is offered to UI residential customers who live in a MUD (defined as a residence with 4 or more units) and apply to the pilot through the enrollment portal found on the UI website after January 1, 2025. The application with required documentation must be submitted online or postmarked by January 31, 2026. Funding for this Pilot is limited to the period indicated or while funds last.

Defined Terms

Pilot Participation: In this Pilot, participants are rewarded for shifting a large majority of their charging (80% of the time) to off-peak periods. At the end of every month, every participant's charging history is evaluated and a monthly incentive is awarded for successful participation. For more specific details,

please see the "Eligibility for Ongoing Incentives" section below.

Holidays: for purposes of this Pilot, holidays are any of the following federally-recognized holidays: New Year's Day, Martin Luther King, Jr. Day, Lincoln's Birthday, Washington's Birthday, Good Friday, Memorial Day, Juneteenth Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If the holiday falls on a weekday, the participant will not be expected to curtail their charging on that day.

Managed Charging Platform: a software and/or web-based portal that Participants will use to manage their participation in the Pilot. This Platform will allow Participants to track their performance with regards to earning incentives within their given tier of participation.

Networked Level 2 Charger ("Smart Charger"): a device used to supply an EV with electrical power. A Smart Charger connects to the Internet via wi-fi or cellular signals that enables wireless communication between the Smart Charger and internet-based systems provided by the Smart Charger manufacturer (i.e. a cell phone application or web-based portal). **Please note: at this time, no Smart Chargers are eligible for enrollment in this platform. Throughout 2025, this will change and these Terms and Conditions will be updated, and a list of qualifying chargers will be made available on the UI website.**

Non-Networked L2: a device used to supply an EV with electrical power that does not connect to or communicate wirelessly with the internet.

~~**Original Equipment Manufacturer ("OEM"):** the original manufacturer of an electric vehicle or Smart Charger.~~

~~**Participant:** A Residential Customer of UI that meets the eligibility requirements of the Pilot and successfully enrolls in the Pilot, accepts these Terms and Conditions and connects a device to the Managed Charging Platform.~~

~~**Pilot Notifications:** emails, text/SMS, or other notifications related to customer responsibilities for the Pilot.~~

~~**Qualified:** Smart Chargers and Vehicle Connections that conform to UI's Qualified Product List and/or~~

~~are otherwise determined by UI as compatible for participation in the Pilot.~~

~~**MUD Customer:** new or existing UI Connecticut customers living in a multifamily home with four or more units on the property.~~

~~**Vehicle Connection:** the capability of a vehicle to connect to the internet via on-board telemetry (telematics) that enables wireless communication between the vehicle and internet-based systems provided by the vehicle manufacturer (i.e. a cell phone application or web-based portal).~~

Eligibility Requirements for the Enrollment Incentives

Pilot incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority (PURA) and are subject to change. To be eligible to participate in the Pilot, Participant must adhere to the following conditions:

General Eligibility Requirements

- Own or lease a plug-in hybrid electric vehicle or a battery electric vehicle.
- Each MUD tenant may have a maximum of two participating EVs that receive the Enrollment Incentive, one for each participating EV.
- The Pilot requires the participant to enroll in the Pilot and actively participate and fulfill the requirements therein (See Eligibility Requirements for Ongoing Incentive in the Pilot) in order to receive and retain the Enrollment Incentives.
- Participant cannot receive both a Smart Charger Rebate and an Enrollment Incentive. Participant may combine a Wiring Upgrade with a Smart Charger rebate or Vehicle Connection enrollment incentive rebate.
- Participants are eligible to receive the upfront incentive only after 2 months of successfully meeting the monthly charging requirements.

Vehicle Connection (Telematics) Enrollment Incentive Requirements:

- A vehicle connection, also referred to as "Telematics", activates a network connection directly to your vehicle. Not all EV OEMs offer telematics. Check with your OEM to see if your vehicle is equipped with telematics.
- Please be aware that in order to participate through an EV's telematics, customers may need to subscribe to a service provided by their EV's manufacturer. It is the customer's responsibility to understand the costs associated with their chosen path of participation, including any costs associated with enabling this method of device integration.
- Your vehicle manufacturer may update their telematics platform resulting in a disconnection from the Pilot Administrator's system. If this occurs, UI will work with the Pilot Administrator to resolve these issues in a timely manner.
- If your vehicle supports this type of telematics connection, your enrollment enables you to receive the Enrollment Incentive and ongoing incentives accrued through participation in the Pilot.
- Participant will receive enrollment and activation instructions that are specific to your chosen vehicle in the confirmation email that you receive when you submit your Pilot application.

Enrollment Application Portal: The enrollment portal can be found on the UI website. The application must be filled out completely, truthfully, and accurately. The Participant must submit the completed application with the required documentation listed below.

REQUIRED DOCUMENTATION: Required documents are:

- Scan or photo of your Connecticut vehicle registration

PAYMENT: Payment for complete and accurate applications are typically issued within 15 business days. Payments are sent directly to the participant via Venmo or PayPal. The participant can add their payment information directly in the Managed Charging Platform. This will be used for both the Enrollment Incentive and Ongoing Incentives earned. Please contact Program Staff with questions about your incentives by emailing UnitedIlluminating@ev.energy.

APPROVAL AND VERIFICATION: UI reserves the right to verify any MUD tenant's application details with the MUD Site Host (generally the property manager or landlord of the MUD site) before or after issuing an incentive to ensure that limited funds available for this Pilot are distributed to legitimate recipients, as defined in this document. Participant grants UI the right to confidentially share account number information internally for rebate processing procedures.

TAX LIABILITY: UI will not be responsible for any tax liability that may be imposed on the Participant as a result of the payment of incentives.

ENDORSEMENT: UI does not endorse any particular manufacturer, contractor, vendor, product, retailer or system design in promoting this Pilot.

LIMITATION OF LIABILITY: Liability of UI and its contractors is limited to paying the incentives specified. UI and its contractors are not liable for any damages arising out of or resulting from participation in this offer, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Pilot. Applicant understands that all funding for incentives under this Pilot derives from UI ratepayers in part by approval from the Public Utilities Regulatory Authority (PURA). UI does not guarantee the availability of funding for the Pilot and is not responsible for any costs or damages incurred by applicant if funding for this Pilot is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

OWNER'S CERTIFICATION: Owner certifies that he/she has purchased or leased the EV listed on the application and that the EV will be charged at the location the owner includes in their enrollment application. Owner agrees that all information in the application is true and that he/she has conformed

to all Pilot and equipment requirements listed.

WARRANTIES: UI AND ITS CONTRACTORS DO NOT WARRANT THE PERFORMANCE OF

INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. UI and its contractors make no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor or vendor. Contact your retailer, manufacturer, vendor or contractor for details regarding equipment performance and warranties.

Eligibility Requirements for Ongoing Incentives: The Ongoing Incentives require a continuous

communication link between UI and the Participant's vehicle via Telematics Connection. This allows UI to request a reduction in power used for EV charging throughout the year to reduce demand during times of high stress on the electrical system. By enrolling in the Program, the Participant authorizes UI to automatically adjust or stop the Qualified Vehicle charging speeds and charging times during these times.

~~**Eligibility for Ongoing Incentives requires the Participant to follow specific rules that are specified in this document and in other supporting documents for this Pilot. This means that Participants must familiarize themselves with the Program Participant Guide before deciding whether and how to join this Program. Please visit our website here for this guide.**~~

~~**Pilot Participation Requirements:**~~

~~In order to be eligible for ongoing incentives in this Pilot, Participants must agree to and follow the guidelines below.~~

~~UI will monitor each Participant's charging behavior and reward Participants for their performance in consistently charging during the off-peak period.~~

~~**Charging Off-Peak:**~~

~~• For Participants to receive ongoing incentives, they must ensure that 80% or more of the time that they charge occurs during the off-peak period.~~

~~• The off-peak period is anytime outside of the on-peak period which is 3pm to 9pm on non-holiday weekdays.~~

- If a Participant charges their EV 80% of the time during the off-peak period in a given month, they will be entitled to a $10 incentive for that month.
- An enrolled Participant could earn up to $120 per year for full participation in off-peak charging in each of the 12 months of the year.
- Participants will use the Managed Charging Platform or their OEM mobile app to set their EV's charging schedule to ensure that charging happens outside of the 3pm to 9pm window on non-holiday weekdays.
- Participants will be able to track their performance and adjust their behavior by creating an account and accessing the Manage Charging Platform Provided by UI.
- Failure to earn an incentive in a given month does not impact incentives in other months.
- The participating EV or EV Charger must be used for a minimum of 15-minutes twice in a given month to earn an incentive for that month.

Emergency Demand Response

- In very rare circumstances throughout the year, there can be moments of very high stress on UI's system. In cases of extreme stress that results in an emergency for the system, UI will initiate an Emergency Demand Response Event during specific high-stress hours. By default, UI will pause or request a pause charging of all Participants for the duration of the emergency.
- If a customer does not want to participate in an Emergency Demand Response Event, they can simply use the Managed Charging Platform to opt out of that Event.

Other Requirements & Details Pertaining to Successful Participation in the Pilot:

- Participant agrees to actively participate in the Pilot for a 6-month period from the date of vehicle connection to the Managed Charging Platform.
- Vehicles may occasionally be "pinged" or "pulled" by the Pilot administrator to monitor charging progress.
- When resuming the charge delivered to the Participant's EV after curtailing or throttling charging, United Illuminating may use a "staggered start" for the participating EVs. This would mean that the Participant's charging may be staggered 15 or 30 minutes to avoid creating a new peak when all participants resume charging at once.
- If the Participant disagrees with the monthly charging results, the Participant can dispute their results by submitting an appeal via email to UnitedIlluminating@ev.energy. UI will review your charging history and confirm the accuracy of the results of the monthly charging report. UI reserves the right to uphold results in the monthly report and deny appeals.
- Participants joining the Pilot will be able to participate in Managed Charging from the date of vehicle or EV charger connection to the Managed Charging Platform. If a Participant enrolls after the 15th day of a given month, the Participant can participate, but will not receive incentives for that month, and will begin receiving incentives for months following the end of that month.
- Participants joining before the 15th of a given month will be entitled to the relevant incentives of their participation tier for that month, subject to the requirements listed above and

assuming the Participant meets those relevant requirements.
• Participants can expect to receive the payment for incentives earned in a given quarter in the form of a deposit to their Paypal or Venmo account quarterly, the month following the end of each quarter. PayPal and Venmo are subject to additional terms and conditions of the issuer.
• UI and its contractors may offer alternative incentive or reward structures in lieu of the incentives or rewards described above.
• If a participant fails to shift their EV charging habits in a manner consistent with the requirements for participation listed above for 6 consecutive months, the participant may be required to pay back a prorated portion of any upfront incentives they may have earned when joining the Pilot.

Pilot Participation Timelines and Withdrawal:

- Participants may unenroll from the Pilot without penalty after participating in the Program for a minimum of 6 months from the date of vehicle connection to the UI's Managed Charging Platform. After the initial 6 months, the Participant will continue in the Pilot until they unenroll by emailing HomeEV@uinet.com.
- Participants unenrolling prior to completing the 6 months of participation or that continually fail to meet the performance requirements of the Pilot may be required to pay back a prorated portion of the Enrollment Incentive. Exceptions may be granted at UI's sole discretion.
- If Participant moves to a different residence within the UI service area, Participant may continue to participate in the Pilot if the new residence meets the eligibility requirements in these Terms and Conditions. Participant must communicate any change of address to UI by emailing HomeEV@uinet.com. A Participant moving outside of UI territory shall be an approved reason for ending participation before completing 6 months.
- Incentives available under the Pilot may be changed, modified, substituted, replaced, ceased, or terminated at any time at UI's sole discretion with or without notice to Participant. Participant's continued participation in the Pilot constitutes Participant's acceptance of any and all such changes, replacements, assignments or terminations.

Pilot Information Sharing:

Participant agrees and authorizes that:

- UI may send Participant emails, text/SMS, and other notifications related to the Pilot, including notifications about enrollment status and Pilot-related adjustments to the Vehicle Connections or Smart Charger settings. The Participant may select their preferred method of communication on the account management section of UI's Managed Charging Platform.
- The OEM will share certain information with UI regarding Participant required for Participant's enrollment and participation in the Pilot. This may include Personally Identifiable Information ("PII"). PII may include the Participant's first and last name, work and/or personal emails, home address, and phone number. The information shared may also include Participant's EV charging electricity usage information, including but not limited to charging patterns (start date and time, duration of charging), managed charging opt-out and communication network connectivity (collectively "Participant Information"). Participant releases OEM from any and all claims against it, its employees, officers and directors, arising out of or in connection with this sharing of Participant Information.
- UI may use Participant Information in order (a) to operate, administer, market, evaluate, analyze, change or improve the Pilot, (b) to prepare and present general, aggregated or anonymized results and information about the Pilot to third parties, including governmental entities such as the electricity system regulatory bodies and (c) for UI to understand and evaluate Participant habits and to inform the development and creation of utility programs and load planning. UI may also use and publish information regarding your participation in the Pilot and your use of the Vehicle Connection so long as the information is presented in an anonymized, aggregated format (i.e., in a manner that does not identify you).

~~Qualified Products & Connected Vehicles Lists~~

~~Qualified Products & Connected Vehicles Lists~~

~~Multi-Unit Dwellings (MUD): Participation Paths~~

~~Customers can choose to participate in this program by using smart capabilities that are built into the onboard computer of some electric vehicle models. If your vehicle is not currently on the list below, you may not be able to participate yet in the Pilot. United Illuminating is working with ev.energy, the Pilot administrator, to add more vehicles to the list below and to open new pathways of participation throughout 2025. Please check this document in the future to determine if your vehicle has been added to the list or if a new pathway has opened to enable your participation in the Pilot.~~

~~Vehicle Connection (Telematics)~~

~~The lists below describe the make and model of vehicles that may enroll in the Pilot through their telematics capabilities.~~

Car Make	Car Model and Year
Romeo	Tonale 2023+
Audi	A5 2022 - 2024
	A7 2021- 2024
	A8 2020 - 2024
	e-tron 2019 - 2024
	Q4 e-tron 2022 - 2024
	Q5 2020 - 2024
	Q8 e-tron 2024+
	Q8 Sportback e-tron 2024+
BMW	225e 2022+
	225xe 2015+
	230e 2022+
	320e 2021+
	330e 2021+
	520e 2021+
	530e 2017+
	545e 2020+
	550e 2023+
	740e 2016+
	740Le 2016+

Car Make	Car Model and Year
BMW (cont.)	i7 2022+
	i8 2014+
	iX 2021+
	iX120 22+
	iX2 2023+
	iX3 2020+
	M5 2024+
	M760e 2022+
	X120 20+
	X2 2020+
	X3 2019+
	X5 2015+
	XM 2022+
Cadillac	Escalade IQ 2025+
	LYRIQ 2023+
Chevrolet	Blazer EV 2024+
	Bolt EUV 2022+
	Bolt EV 2017+
	BrightDrop 2025+
	Equinox EV 2024+

Car Make	Car Model and Year
Hyundai	Ioniq 5 2022 - 2024
	IONIQ 6 2023 - 2024
	IONIQ Electric 2017 - 2021
	IONIQ PHEV 2018 - 2024
	Kona Electric 2019 - 2024
	Santa Fe PHEV 2022 - 2024
	Sonata PHEV 2017 - 2019
	Tucson 2022+
Jaguar	I Pace 2019 - 2024
Jeep	Grand Cherokee 4xe 2022+
	Wrangler 4xe 2021+
Kia	EV6 2022+
	EV9 2024+
	Niro EV 2019 - 2024
	Niro PHEV 2018 - 2024
	Optima PHEV 2017 - 2020
	Sorento 2022 - 2024
	Soul EV 2017 - 2020
	Sportage PHEV 2023 - 2024
Land Rover	RR P 400 E 2019 - 2021
	RR Sport P 400 E 2019 - 2021

Car Make	Car Model and Year
Mini	SE Countryman 2018 - 2024
	SE Hardtop 2020 - 2024
Nissan	Ariya 2023 - 2024
Porsche	Cayenne 2020 - 2024
	Taycan 2020 - 2024
Ram	1500 REV 2025+
Rivian	R1S 2022 - 2024
	R1T 2022 - 2024
Subaru	Crosstrek Hybrid 2019 - 2024
	Solterra 2023+
Tesla	Cybertruck 2024+
	Model 3 2017+
	Model S 2012+
	Model X 2016+
	Model Y 2020 +
Toyota	bZ4X 2023+
	Prius Prime 2017 - 2024
	RAV 4 Prime SE 2023 - 2024
	RAV 4 Prime XSE 2021- 2024
Volkswagen	e-Golf 2020
	ID 4 2021- 2024

Qualifying equipment must match the software and hardware vendors listed above. Qualifying vehicles must match the EV manufacturers listed above to qualify for the Enrollment Incentive. United Illuminating does not offer preferences or recommendations for any of the approved equipment models or EV models. Program participants are responsible for determining the suitability of these products and services.

~~Commercial~~

~~Connecticut Electric Vehicle (EV) Charging Program~~

~~Commercial Participation Guide~~

~~for Customers & Vendors~~
~~Commercial EV Infrastructure Program~~

~~Section 1: Background~~

~~Eversource and United Illuminating (UI) are offering the CT Electric Vehicle (EV) Charging Program~~ to incentivize the installation of ~~EV~~**electric vehicle supply equipment** (EVSE)

charging stations, including:

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

The ~~CT EV Charging~~ Program ~~(Program)~~ is available for all commercial and industrial Eversource and UI electric service customers who purchase and install qualified EVSE charging stations at facilities throughout the state to support charging for workplaces, light-duty fleets, the public, and multifamily properties with five or more units.

The goal of the Program is to support the development of electric infrastructure and equipment necessary to accommodate an increased deployment of EVs within Connecticut by reducing the upfront costs of building charging stations for light-duty EVs. Through the Program, business entities seeking to install or participate in the installation of Level 2 and/or DCFC chargers can earn incentives that will offset a large portion of the electrical infrastructure and equipment costs associated with EVSE charging stations.

This **Program Guide for Commercial Customers and Vendors** (Guide) outlines important details of the Program, such as eligibility criteria, enrollment process, project planning, and post-enrollment requirements. Definitions of terms used herein are provided in ~~the final section~~Section 2 of this Guide. The Guide will be revised as the Program and/or the application process evolves. Revised versions of this Guide on eversource.com and UI's website

~~application process evolve. Revised versions of this Guide will be posted at this link~~ ~~and~~ ~~at~~ ~~The~~ ~~ConnecticutIncentivesForYourBusiness~~.

Having EV charging at Connecticut businesses can offer many benefits, from convenience to cost savings and emission reductions. Whatever the motivation, the Program Team welcomes participation and looks forward to supporting Connecticut businesses.

~~Due to global climate and local air pollution concerns, as well as advancing technology and rapidly declining costs, the transportation sector is accelerating its transition towards zero emission vehicles. In support of this transition, Connecticut has committed to deploying approximately 150,000 EVs by 2025, as part of a broader ten-state agreement aiming to achieve the deployment of 3.5 million EVs among the participating states. The Governor's Council on Climate Change has also estimated that electrifying at least 20 percent of light-duty vehicles in the state (approximately 800,000 vehicles) is necessary for the state to achieve its 2030 greenhouse gas emissions target. The Connecticut Public Utilities Regulatory Authority recently concluded a proceeding focused on supporting the EV goal through the development and implementation of this EV Charging Program. The EV Charging Program Order in Docket 17-12-03RE04, and subsequently in Docket No. 21-08-06, incentivizes site hosts and~~

~~Program team welcomes participation and looks forward to supporting Connecticut businesses.~~

Section 2: Definitions

The following definitions apply to this Program:

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

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

Customer
An entity taking service from the Utility.

Developer
An entity responsible for designing, constructing, and commissioning an EV charger site installation. This entity may also be responsible for owning, managing, and operating the chargers.

Distressed and Underserved Communities

Distressed communities

A city, town, or other local government that is considered to be in a state of significant economic and fiscal hardship, often characterized by high unemployment, low income levels, declining property values, and a limited ability to generate revenue, which can lead to a need for targeted state assistance programs to address these issues; in Connecticut, a distressed municipality is officially designated by the Department of Economic and Community

Development based on specific criteria like tax base, resident income, and need for public service.

Underserved communities

A location that meets one or more of the following criteria:

- Within a United States census block group, as determined in accordance with the most recent United States census, for which 30 percent or more of the population consists of low-income persons who are not institutionalized and have an income below 200 percent of the federal poverty level
- Includes “distressed municipalities,” “environmental justice communities,” and “public housing authorities” as defined in the Connecticut General Statutes
- Within a distressed municipality included on the list published by the Department of Economic and Community Development
- A multifamily property under the jurisdiction of the public housing authorities
- **Eversource customers:** Please refer to capacity map here to determine if your location is in an underserved community
- **UI customers:** Please refer to capacity map here to determine if your location is in an underserved community

Electric Vehicle Commercial Infrastructure Program

A Program that provides incentives for the installation of electric infrastructure and EVSE to support the deployment of Level 2 and DCFC light-duty EV chargers for multifamily properties, public destination locations, workplaces, and light-duty fleets in Connecticut.

Electric Vehicle Supply Equipment (EVSE)

Level 2 or DCFC charger. Level 2 requires 208/240-Volt input with J1772 connection. DCFC requires 208 or 480-volt, 3-phase input, with CCS and/or CHAdeMO connections. EVSE includes the charger, EV charge cords and plugs, and charge stands.

Equipment Owner

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

Futureproofing
Make-ready infrastructure upgrades included in site design that would allow for future charging infrastructure upgrades. Futureproofing costs could include the following: oversized or additional conduit; oversized panels; additional conduit, trenching, connection points to additional parking spaces; service for the station; and larger or additional transformers and pads. Futureproofing detail provided by the applicant is for informational purposes only. It will inform the Program of potential future incentives that may be considered for the applicant's future expansion plans.

Light Duty
Cars and trucks with maximum **Gross Vehicle Weight Rating** (GVWR) < 8,500 lbs.

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

Port
A J1772, CCS, or CHAdeMO connector that can provide power to charge a connected EV regardless of whether other ports at the same site are simultaneously in use.

Public Site
A site where the general public is permitted by the owner and operator to access and use the EV charger 24 hours per day, 365 days per year.

Site
Prewiring electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within the Eversource or UI electric service territory owned or controlled by the site host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.

Site Host

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

Section 3: Program Overview and Customer Eligibility

The Program is open to all Eversource and UI ~~Commercial~~commercial customers in Connecticut. **Commercial customers** (also referred to as non-residential or business customers) must be new or existing ~~Eversource and UI~~Utility customers who do not meet the ~~Residential~~residential customer definition (i.e., single~~ ~~family homes or multifamily dwellings with four or fewer units on the property). The service address for the customer's electric account must be for a physical address located in Eversource or UI territory. A ~~Commercial~~commercial customer may also apply for new electric service at a location within ~~Eversource's and UI's~~the Eversource or UI service territory in Connecticut, as long as the planned use of the property does not fall under the ~~Residential~~residential customer definition. Project eligibility and procedures differ for ~~Residential~~residential and ~~Commercial~~commercial customers; this Guide is for ~~**Commercial**~~commercial customers.

The charging stations must be installed at facilities including ~~workplace~~workplaces, locations supporting light-duty fleets, public charging, and multifamily properties with five or more units. The charging station will be owned, operated, and maintained by the ~~Site Host~~**site host** (see **Section 2** for Definitions).

The Program includes incentives for EVSE charging stations and the electrical infrastructure from the distribution system to the charging station, known as "**make-ready infrastructure**~~.~~." The Program also allows the ability to install make-ready infrastructure in anticipation of additional EVSE charging stations ~~being installed~~ in the future. Three categories of equipment or infrastructure are eligible for incentives under the Program.

- **Utility-Side Make-Ready Infrastructure (New or Upgraded Service~~):~~).** Utility electric infrastructure needed to connect and serve a new EVSE charging station. This may include traditional distribution infrastructure such as step-down transformers, overhead or underground service lines, and utility meters that will continue to be owned and operated by the utility~~.~~
- **Customer-Side Make-Ready Infrastructure (Existing Service~~):~~).** EV equipment or infrastructure necessary to make a site ready to accept a new EV charger that is owned by the charging station ~~Developer, Equipment Owner~~developer, equipment owner, or ~~Site Host~~site host. Refer to **Section** ~~4~~**5** for eligible infrastructure costs~~.~~
- **EVSE Charging Station~~:~~.** In addition to the make-ready infrastructure investment, the Program provides an incentive, via a rebate, to Site Hosts to partially offset the costs of purchasing a Level 2 or DCFC EVSE charging station~~.~~

Program Capacity and Application Volume

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

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

Application Criteria

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

~~Approved~~ Application~~:~~ Submitted

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

Eversource or UI Commercial Customer~~:~~

- Eligible customers must be a Commercial electric customer of either Eversource or UI. The service address for the customer's electric account must be a physical address located in ~~utility territory.~~Utility territory. Customer eligibility will be confirmed during the application process based on the utility account number or eligible location for a new, non-residential service.

~~Customer eligibility will be confirmed during the application process based on the utility account number or eligible location for a new, non-residential service.~~

Site Hosts

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

  - ~~o~~ Ownership of the land for the EVSE installation~~;~~

  - ~~o~~ Possession of a site lease for 10 years or longer~~, or;~~

  - ~~o~~ Written consent from landowner for the EVSE installation~~.~~

  - ~~**Station Maturity:** Purchase of the EVSE and construction of the EV charging station must have commenced no sooner than January 1, 2025. Site Hosts must agree~~Agree to operate, maintain, and ensure transmission of charging data of the ~~EVSE's~~EVSEs installed through this Program for a minimum of ~~5~~five years~~.~~

EVSE Charging Station~~:~~

- Only new EV chargers listed in the Program's ~~EV Charger Qualified Product List~~Qualified Vendor List (QVL) are eligible for incentives. ~~For a complete list of qualifying EV chargers, check this link for eversource.com or uinet.com/EVProgramsForYourBusiness.~~

Multifamily Locations~~:~~ (Apartments, Condominium, Cooperatives~~):)~~

- Site must have a minimum of five residential units. Multifamily located EV charging stations participating in the ~~commercial EV Charging~~ Program cannot be assigned to an individual tenant or deeded parking spaces. Individual tenant or deeded parking spaces can participate in the ~~residential~~Residential EV Charging ~~Program~~program.

Ports per Site~~:~~

- ~~EV charging stations must conform to per-site port requirements.~~

~~o~~ . Individual EV charging sites must have a minimum of two ports.

~~DCFC~~Direct Current Fast Chargers~~:~~

- DCFC charging stations can include both SAE J1772 Combined Connector System (CCS) and IEEE 2030.1.1 (CHAdeMO) charging ports. Having both port types is not a requirement. Simultaneous charging on both ports is not a requirement. However, a station capable of simultaneous charging on each port may qualify as two ports ~~as long as~~if each port ~~charges~~can charge at 50kW or greater.

Proprietary Plugs~~:~~

- Proprietary plugs are eligible for Program incentives ~~as long as~~if any EVSEs installed with proprietary plugs are co-located with standardized plugs (i.e., CCS and/or CHAdeMO) and meet all other Program requirements. The incentives will not be applied to offset EVSE costs for proprietary plugs, although make-ready incentives can be applied to sites with co-located standardized and proprietary plugs.

Dedicated Parking~~:~~

- Site ~~Hosts~~hosts must provide dedicated parking spaces for the number of charging ports installed.

Charger Data~~:~~

- All customers who receive incentives must allow Eversource and UI access to charger data. Although the Program requires networked chargers to share data, any fees associated with software and monitoring costs will be the responsibility of the ~~Site Host~~site host and are not a cost that the Program incentives are eligible for.

Electrical Work~~:~~

- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations. Customers must also abide by the requirements and procedures discussed in this Guide, as well as Program Terms and Conditions listed in the application to maintain eligibility.

~~Customers must also abide by~~

Section 4: EVSE Charger Eligibility

EV Charging Equipment and Network Terminology

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

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

References throughout this Guide ~~as well as Program terms and conditions listed in the application to maintain eligibility~~reflect this terminology structure.

~~Section 3: EVSE Charger Eligibility~~

Providers Hardware and Network Requirements

Only applications for eligible devices ~~that are~~ listed ~~on~~in the Program's ~~EV Charger~~

~~Qualified Products List~~QPL will be accepted ~~by the Program~~. All networked EVSE must be supported by a Network Service Provider, reflected on the Program's QNL. Both the QPL and QNL are components of the consolidated QVL.

- ~~**Qualified Product List:** For a complete list of qualifying EV chargers, check this link for eversource.com or uinet.com/EVProgramsForYourBusiness.~~

~~Eligible devices are selected via a request for qualifications (RFQ) that is opened periodically. Vendors who wish to qualify devices for the Program should register their interest by sending an email to CTEVCharging@eversource.com with the subject line "EV Charging Vendor Qualification" and firms will be notified of the next qualification cycle. Evaluation of the vendor and device capabilities include, but are not limited to:~~

Qualified Vendor List

The Program maintains a consolidated QVL, which includes both the QPL for EVSE hardware and the QNL for Network Service Providers. The most current QVL, including eligible hardware and network providers, is available at:

Hardware and Network Responsibilities

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

- EVSE hardware products are technically vetted and published by EPRI
- Software Network Service Providers are evaluated, monitored, and supported through ongoing data aggregation and performance oversight administered by Energetics, the Program's designated data aggregator
- Network Service Providers reviewed by Energetics and determined eligible are reflected on the **QNL**, which forms the network component of the consolidated **QVL**

Hardware Requirements

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

- Product safety and hardware performance
- Suitability for environmental conditions and intended use cases
- Network communications, interoperability, and operational reliability
- ~~Data~~Supports data collection ~~and~~, reporting, and continued compliance capabilities

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

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

Vendors ~~with qualifying devices must accept the Program vendor agreement before those devices will be added to the Qualified Product List.~~

~~The vendors~~ will differ ~~on~~with respect to charger models, software, costs, and manufacturer ~~details. Eversource and UI~~features. The Utilities do not ~~offer preferences~~endorse or ~~recommendations for~~recommend any ~~of the approved Program vendors, and customers~~specific vendor or product. Customers are responsible for determining the suitability of ~~these~~approved products and services for their specific site and operational needs.

Submitting Equipment to EPRI's Vetted Products List

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

1. Visit EPRI.com/VPL
2. Select the "Vendor Application" tab located midway down the page
3. Click the "Application Form" link and follow the instructions provided for each product submission

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

Network Service Provider Evaluation and Ongoing Performance Monitoring

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

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

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

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

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

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

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

Corrective Action Plan – High-Level Overview

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

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

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

Section 45: Incentive Amounts

Incentives will be either 50% of eligible EVSE charger costs plus 100% eligible make-ready installation costs or the ~~Per Site Maximum Rebate~~**per site maximum rebate**, whichever is less (see Table 1 below). Incentives rates are subject to change at Eversource's and UI's sole discretion, except where incentive rates have been committed in an incentive reservation (see **Section 6**, "Incentive Reservation ~~section below).~~"). Maximum rebates for EV charger installation vary by customer type, location, and equipment installed. For projects in ~~Underserved Communities~~**underserved communities**, the maximum incentive levels are increased.

~~Table 1.~~ **Commercial EV Charging Program Incentives**

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

To receive the incentive, customers must submit itemized project~~-~~ cost documentation to substantiate project costs. Each of the following will be considered as eligible costs when evaluating this project cost cap:

- **EVSE Charging Station:** The total purchase price of the equipment, mounting hardware, charging cable, and cable management device, plus sales tax, shipping, and handling~~.~~
- **Make-Ready Infrastructure:**
  - Design and engineering services~~,~~
  - Permitting fees~~,~~
- ~~o~~ Contribution in aid of construction paid to Eversource or UI for new or upgraded electrical service~~,~~
  - ~~o~~ Labor, material, and equipment costs to construct the site electrical system, and
- ~~o~~ ~~Trenching~~ trenching, backfill, restoration and concrete work necessary for the electrical system or EVSE installation~~.~~

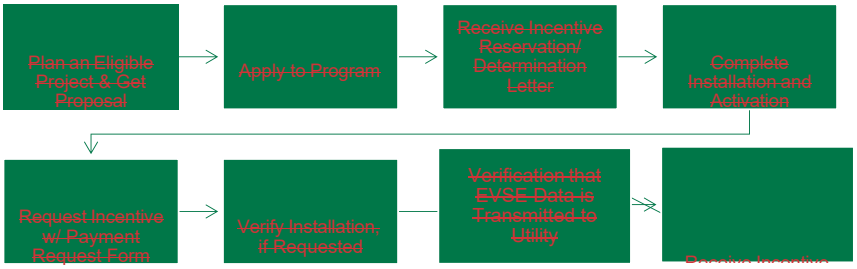
Distressed Municipalities

The State of Connecticut updates the Distressed Municipality list every year in late August or ~~Early~~early September. Respectively, the Environmental Justice Communities ~~(EJC) Map~~map is updated to reflect these changes and thereby the Underserved Community category of incentives. Applications received within 60 days of changes to this map will be considered for review and approval under the previous map version. The applicant is required to submit a copy of the contractor's proposal dated prior to this 60-day grace period. If an approved ~~Baseline~~baseline application becomes listed as an ~~EJC~~environmental justice community during an annual map update, it will not be eligible for the Underserved Community incentive amounts.

Ancillary equipment associated with EVSE installation, such as bollards, ~~stripping~~striping, and/or signage, is not eligible for incentives. In addition, co-located distributed generation or energy-storage material ~~do~~does not qualify for incentives.

Section ~~5~~6: Program Process

The following figure summarizes the key steps for a ~~Commercial~~commercial customer to participate in the Program. Each step is described below.



Project Planning

Customers are responsible for defining an eligible project scope that is appropriate for their site and vehicles. The Program does not offer any customer-side site design assistance. Eversource and UI do provide utility service interconnection design.

Customers should carefully review the sections in this Guide on customer eligibility, incentives, and device eligibility when defining the project. EVSE vendors ~~that participate~~participating in this Program may also be a useful source of information when planning the project.

Hosting capacity maps may help to encourage EVSE deployment in underutilized circuits. The state encourages all EVSE vendors and other potential ~~Site Hosts~~site hosts to ~~utilize~~use the hosting capacity maps as an integral tool. Capacity maps can be found for Eversource here and UI here.

When planning for any ~~futureproofing~~future proofing (i.e., site design to allow for future charging infrastructure expansion), customers should consider what ~~futureproofing~~future proofing is prudent given the eligible per-site incentive cap. Any futureproofing costs will be included in the determination of total project incentives. Eversource or UI will consult with the customer and evaluate futureproofing requests to determine the feasibility and appropriateness of the plans and eligibility for incentives. Futureproofing costs may include~~:~~ oversized or additional conduit; oversized panels; additional conduit; trenching; connection points to additional parking spaces; service for the station; and/or larger or additional transformers and pads.

Program Application

A Program application should be submitted when a customer has completed planning and before any equipment purchase or installation. Customers who purchase equipment or installation services before submitting the Program application will not be eligible for installation incentives.

If a project is determined to require a new or upgraded electrical service from Eversource or UI, it is highly recommended to submit the new/upgraded service request to the respective ~~utility company~~Utility before submitting your ~~program~~Program application. This will allow you to determine the full scope of work and any costs associated with running a new/upgraded service.

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

DCFC Electric Vehicle Infrastructure Training Program ~~(EVITP)~~ Certification Requirement

~~Beginning on~~Effective June 30, 2024, any contractor installing DCFC chargers participating in the ~~CT Electric Vehicle Charging~~ Program must be ~~EVITP Certified~~**Electric Vehicle Infrastructure Training Program** (EVITP) certified and provide proof of certification at time of application to receive incentive payments. All **EVITP Certified Electricians** must pass a certification exam for proof of certification. More information on EVITP certification can be found on the EVTIP ~~website located here.~~website.

DCFC Selection Criteria~~:~~

DCFC applications will no longer be on a first come first serve review and approval cycle. Applications will be accepted from March 15, ~~2025~~2026, through June 1, ~~2025~~2026, at which time all applications will be scored using prioritization criteria. Those projects with the highest scores (up to 100 points maximum) will be selected until funds are exhausted. DCFC projects on a waitlist that do not get a reservation within the year will need to submit a new application in the next application/review cycle.

Criteria for requirements and prioritization are as follows:

~~1)~~1. **Minimum Requirements Criteria:** To move forward in consideration of ~~program~~Program funding:

~~a)~~ Sites must be publicly available and not located at a **workplace**.

a. To qualify for funding, the participant must allow the ~~general public~~ practical access ~~to~~, and use of, the parking space and charging station(s) for seven days ~~per week, at least 12 hours per day. Workplace sites are excluded from consideration; those charging spaces are dedicated for the use of employees and not intended for general public use.~~

~~b)~~b. **Sites must not be eligible for Phase 1 of ConnDOT's NEVI Plan.** If a site is eligible for **National Electric Vehicle Infrastructure** (NEVI) funding based on the site's proposed location, it must instead seek funding through ConnDOT and are ineligible for DCFC funding through this ~~CT EV Charging~~ Program~~.~~

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

DCFC Selection Criteria

Criteria	Prioritization Factor	Metric	~~Points~~Point
2a	Application includes futureproofing measures while the total project cost plus futureproofing remains at or below the current maximum site incentives~~.~~	All Points: Total project cost with ~~futureproofing~~Future proofing triggers less than the maximum site incentive Half Points: Total project cost with futureproofing triggers the maximum site incentive No Points: No futureproofing measures are included in the project~~.~~	10
2b	Number of ~~Ports~~ports at ~~Sites~~site	**All Points:** ≥ 5 **Half Points:** 3-4 **No Points:** 2	30
2c	Avg kW per ~~Port~~port	**All Points:** ≥~~150kW~~ 150 **Half Points:** 100 -149 kW **No Points:** <100 kW	40
2d	Geographically ~~distribute~~distributed DCFC ports ranked by town based on population and number of existing and program funded publicly accessible DCFC ~~ports.~~Ports	~~**All Points:** Towns with relatively no or low number DCFC ports per person. ANSONIA, DERBY, EASTON, HAMDEN, NEW HAVEN, NORTH BRANFORD, WOODBRIDGE, ANDOVER, ASHFORD, AVON, BARKHAMSTED, BEACON FALLS, BERLIN, BETHANY, BETHEL, BETHLEHEM, BLOOMFIELD, BOLTON, BRANFORD, BRIDGEWATER, BRISTOL, BROOKFIELD, BROOKLYN, BURLINGTON, CANAAN, CANTERBURY, CANTON, CHAPLIN, CHESHIRE, CHESTER, CLINTON, COLCHESTER, COLEBROOK, CORNWALL, COVENTRY, DANBURY, DEEP RIVER~~ ~~DURHAM, EAST GRANBY, EAST HADDAM, EAST HAMPTON, EAST HARTFORD, EAST LYME, EAST WINDSOR, EASTFORD, ELLINGTON, ESSEX, FARMINGTON, FRANKLIN, GOSHEN, GRANBY, GREENWICH, GRISWOLD, GROTON, GUILFORD, HADDAM, HAMPTON, HARTLAND, HARWINTON,~~	20

Criteria	Prioritization Factor	Metric	~~Points~~Point
		~~HEBRON, KENT, KILLINGLY, KILLINGWORTH, LEBANON, LEDYARD, LISBON, LITCHFIELD, LYME, MANSFIELD, MARLBOROUGH, MERIDEN, MIDDLEFIELD, MONROE, MONTVILLE, MORRIS, NAUGATUCK, NEW BRITAIN, NEW CANAAN, NEW FAIRFIELD, NEW HARTFORD, NEW LONDON, NEWINGTON, NEWTOWN, NORFOLK, NORTH CANAAN, NORTH STONINGTON, NORWALK, OLD LYME, OXFORD, PLAINVILLE, PLYMOUTH,, POMFRET, PORTLAND, PRESTON, PROSPECT, PUTNAM, REDDING, ROCKY HILL, ROXBURY, SALEM, SALISBURY, SCOTLAND, SEYMOUR, SHARON, SHERMAN, SIMSBURY, SOMERS, SOUTH WINDSOR, SOUTHBURY, SOUTHINGTON, SPRAGUE, STAFFORD, STAMFORD, STERLING, STONINGTON,~~**All Points:** Andover, Ansonia, Ashford, Barkhamsted, Beacon Falls, Berlin, Bethany, Bethel, Bethlehem, Bloomfield, Bolton, Bozrah, Bridgewater, Brookfield, Burlington, Canaan, Canterbury, Chaplin, Cheshire, Chester, Clinton, Colchester, Colebrook, Cornwall, Coventry, Deep River, Derby, Durham, East Granby, East Haddam, East Hampton, Eastford, Easton, Essex, Franklin, Goshen, Granby, Griswold, Groton, Guilford, Haddam, Hampton, Hartland, Harwinton, Hebron, Hampton, Hartland, Harwinton, Hebron, Kent, Killingly, Killingworth, Lebanon, Ledyard, Lyme, Mansfield, Marlborough, Middlebury, Middlefield, Monroe, Montville, Morris, Naugatuck, New Fairfield, New Hartford, Newington, Newtown, Norfolk, North Branford, North Stonington, Old Lyme, Oxford, Plainville, Plymouth, Portland, Preston, Prospect, Redding, Roxbury, Salem, Salisbury, Scotland, Seymour, Sharon, Shelton, Sherman, Somers, Southbury, Sprague, Stafford, Sterling, Suffield, Thomaston, Thompson, Tolland, Union, Voluntown, Warren, Washington, West Haven, Westbrook, Weston, Westport, Wethersfield, Winchester, Windsor Locks, Wolcott, Woodbridge, Woodbury, Woodstock **Half Points:** Avon, Bridgeport, Brooklyn, Canton, Danbury, East Hartford, East Windsor, Ellington, Farmington, Glastonbury, Greenwich, Hamden, Hartford, Meriden, New Britain, New Canaan, New Haven, Norwalk, Norwich, Old Saybrook, Orange, Plainfield, Ridgefield, Simsbury,	

Criteria	Prioritization Factor	Metric	~~Points~~Point
		Southington, Wallingford, Waterbury, Watertown, West Hartford, Wilton, Windham, Windsor **No Points:** Branford, Bristol, Columbia, Cromwell, Darien, East Haven, East Lyme, Enfield, Fairfield, Lisbon, Litchfield, Madison, Manchester, Middletown, Milford, New London, New Milford, North Canaan, North Haven, Pomfret, Putnam, Rocky Hill, South Windsor, Stamford, Stonington, Stratford, Torrington, Trumbull, Vernon, Waterford, Willington	
		~~SUFFIELD, THOMASTON, THOMPSON, TOLLAND, UNION, VOLUNTOWN, WARREN, WASHINGTON, WATERBURY, WEST HARTFORD, WESTBROOK, WESTON, WESTPORT, WETHERSFIELD, WILLINGTON, WINCHESTER, WINDSOR WINDSOR LOCKS, WOLCOTT, WOODBURY, WOODSTOCK~~ **~~Half Points:~~** ~~Towns with medium number of ports per person. BRIDGEPORT, EAST HAVEN, MILFORD, SHELTON, TRUMBULL, WEST HAVEN, ENFIELD, GLASTONBURY, HARTFORD, MANCHESTER, NEW MILFORD, RIDGEFIELD, VERNON, WINDHAM~~ **~~No Points:~~** ~~Towns with relatively high number of ports per person. FAIRFIELD, NORTH HAVEN, ORANGE, STRATFORD, COLUMBIA, CROMWELL, DARIEN, MADISON, MIDDLEBURY, MIDDLETOWN OLD SAYBROOK, PLAINFIELD, TORRINGTON,~~ ~~WATERFORD, WATERTOWN, WILTON~~	

Requesting New Electrical Service

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

- ~~Eversource: https://www.eversource.com/content/business/services/start-stop-or-transfer-service~~
- ~~UI: https://www.uinet.com/w/installupgrade-service?p_l_back_url=%2Fsearch%3Fq%3Dnew%2520service~~

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

Application Location

- For Eversource, the application can be found ~~at this page on eversource.com~~ here. First time users will need to register for a new account in the Enhanced PowerClerk platform~~.~~

- For UI, the application can be found ~~at: uinet.com/EVProgramsForYourBusiness~~here. First time users of the portal need to contact BusinessEV@uinet.com for a username and temporary password~~.~~

Customers should carefully review the instructions on the form, complete all required inputs, and attach all required documentation when submitting to avoid processing delays. The following supporting documentation will be required:

- Contractor proposal (including EVSE charging station and make-ready infrastructure cost)
- Site plan showing proposed circuits including but not limited to:
    - Conduit path
    - Wire size
    - Wall/floor penetrations
    - Disconnecting means
    - Location of charging stations
    - Any future proofing measures~~.~~

Errors or omissions in ~~customers'~~a customer's application may lead to delay or cancellation of the application. Upon identifying any such issues, the Program team will attempt to contact the customer using the information supplied in the application. If Eversource or UI are unable to reach the customer or the customer does not respond with the information needed to correct the application within 10 business days, the application will be cancelled.

Incentive Reservation

Upon approval of an application, the Program ~~Team~~team will issue the customer an email notification indicating the approval, the reserved incentive amount, a reservation number, and an incentive payment request form to be submitted after installation and activation. ~~The Program Team typically provides an incentive reservation letter to customers within 15 business days of receipt of an application in good order.~~Applications are reviewed as quickly as possible. Processing times may vary based on application volume, application completeness, and program updates. Incomplete applications may cause significant delays in processing. Applicants may reach out to program staff at any time to inquire about the status of their application and/or approval.

For Eversource projects, customers/contractors will be required to sign a **Letter of Agreement** (LOA) and return it to Eversource within 30 days of receiving notice of the projects approved funding. If the LOA is not returned within 30 days, the project will be invalid, and the funding won't be reserved.

For approved projects, the incentive reservation is valid for ~~1~~one year from the date of the incentive reservation letter.

Installation and Activation

Customers, with their chosen vendor(s) and contractor(s), are responsible for completing installation of the project within the incentive reservation period and in a manner consistent with the application's approved project scope. The Eversource or ~~UI's~~UI Program team can provide support; however, it is the customer's responsibility to initiate any required new electric service or electric service upgrades. Electrical work must be completed by a qualified professional, in full compliance with local laws and regulations.

Incentive Payment Request

Upon completion of installation and activation, customers must submit final project documentation with their completed payment request form. Customers should carefully review the instructions on the form, complete all required inputs, and attach all required documentation to avoid processing delays. Please refer to ~~application~~the application's "**Post ~~Application~~Installation Checklist**" for the complete list of documentation required.

Installation and Data Transmission Verification

Projects may be selected for installation verification, which is a post inspection of the final installed scope of work. If the project is selected for installation verification, the Program Team will contact the customer to schedule the time. An inspector will visit the customer's site to confirm project details and complete visual inspection. These brief visits are used to ensure and help maintain the overall quality and integrity of the Program. If the inspector identifies any material differences in the installed scope from what the Program has approved, two scenarios can occur. Either the customers will be required to make corrections before the incentive payment is released, or the incentive amount will be revised based on changes in the final scope of work.

~~required to make corrections before the incentive payment is released or the incentive amount will be revised based on changes in the final scope of work.~~

All EVSE projects must be fully commissioned and actively transmitting the station charging data to the ~~utility~~Utility before any payment request is issued to the customer. ~~Customer~~Customers will have ~~3~~three months from commissioning to ensure that ~~utility~~their Utility is receiving EVSE data or may risk incentive payment being delayed.

Installation, Commissioning, and Data Transmission

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

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

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

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

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

Installation Incentive

The installation incentive is the financial incentive that a qualified customer receives for installing and activating eligible EV chargers in the Program. The installation incentive is paid by check to the account holder associated with the application unless the customer designates an alternate payee when submitting the Program application. Payment for complete and accurate applications is typically issued within 10-20 business days.

~~Payments are sent~~ Incentive payments may be issued by check or via ~~the US Postal Service, which requires several more days for delivery. Customers~~ACH (electronic transfer of funds), depending on the Utility and the customer's selected

payment method. Eversource customers may check the status of their payment on their dashboard in the online application portal. UI customers should reach out to the Program team to inquire about the status of their payment.

Extensions

The Program ~~T~~team acknowledges that circumstances beyond the customer's control may sometimes delay projects, and in such cases, exceptions may be made to the Program's required timeframes. Extension requests will be reviewed, but there is no guarantee that an extension will be granted. Customers should submit extension requests through their customer PowerClerk portal~~–~~ for Eversource or to ~~BusinessEV@uinet.com~~BusinessEV@uinet.com for UI. Be sure to include the subject "Extension Request~~",~~," the number of ~~days'~~days extension requested, and a summary of the reason the extension is needed. Customers will receive an email response confirming if a reservation extension has been granted. This should be completed at least 14 days prior to a deadline.

IRS 1099 Reporting

Program rebates are taxable to the entity that receives the benefits of the Program, which is the customer. If the customer releases the rebate to the contractor, the contractor must show a reduction on the invoice. Rebates greater than $600 (including annual cumulative incentives for different projects) will be reported to the IRS unless proof of tax-exempt status is provided.

Limited Funding

Incentives under the Program are available on a first-come, first-served basis until allocated funds are depleted and only for measures performed during the term of the Program. The Program may be modified or terminated without notice.

Program Help Desk

Customers can contact Program staff for questions using the contact information below. Please allow two businesses days for a response to your email or voicemail.

Eversource

- Phone: ~~(~~203~~)~~ 350-3555
- Hours of availability: 8:~~30am~~30 a.m. – 5:~~00pm.~~00 p.m., Monday – Friday, excluding holidays~~.~~
- Email: EversourceCTCommercialEV@resource-innovations.com

UI

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

Section ~~6: Definitions~~7: Frequently Asked Questions

The following ~~definitions apply to this~~**Frequently Asked Questions** (FAQs) support the Commercial EV Charging Program~~:~~

- ~~**Site:** Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within Eversource's or UI's electric service territory owned or controlled by the Site Host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A Site Host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.~~
- ~~**Public Site:** A site where the general public is permitted by the owner and operator to access and use the EV charger 24 hours per day, 365 days per year.~~
- ~~**Port:** A J1772, CCS, or CHAdeMO connector that can provide power to charge a connected EV regardless of whether other ports at the same site are simultaneously in use.~~
- ~~**Electric Vehicle Supply Equipment (EVSE):** Level 2 or DCFC charger. Level 2 requires 208/240-Volt input with J1772 connection. DCFC requires 208 or 480-volt, 3-phase input, with CCS and/or CHAdeMO connections. EVSE~~, which includes ~~the charger, EV charge cords and plugs, and charge stands.~~
- ~~**EV Commercial Infrastructure Program:** A Program that provides incentives~~ upfront rebates for ~~the installation of electric infrastructure and EVSE to support the deployment of Level 2 and DCFC light-duty~~ EV chargers and make ready for ~~multifamily properties, public destination locations, workplaces, and light-duty fleets in Connecticut.~~
- ~~**Site Host:** The fee owner or long-term (10 years or longer remaining term) lessee of the Site.~~
- ~~**Developer:** An entity responsible for designing, constructing, and commissioning an EV charger site installation. This entity may also be responsible for owning, managing, and operating the chargers.~~
- ~~**Distressed Communities –** A city, town, or other local government that is considered to be in a state of significant economic and fiscal hardship, often characterized by high unemployment, low income levels, declining property values, and a limited ability to generate revenue, which can lead to a need for targeted state assistance programs to address these issues; in Connecticut, a distressed municipality is officially designated by the Department of Economic~~

and Community Development based on specific criteria like tax base, resident income, and need for public service.

- **Equipment Owner:** The entity that purchases and owns the EV charging equipment once it is installed.
- **Customer:** An entity taking service from the utility.
- **Underserved Communities:** A location that meets one or more of the following criteria:
  - Within a United States census block group, as determined in accordance with the most recent United States census, for which thirty percent or more of the population consists of low-income persons who are not institutionalized and have an income below two hundred percent of the federal poverty level.
  - Includes "distressed municipalities," "environmental justice communities," and "public housing authorities" as defined in the Connecticut General Statutes.
  - Within a distressed municipality included on the list published by the Department of Economic and Community Development at https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities#Map.
  - A multifamily property under the jurisdiction of the public housing authorities.
  - Uleligible customers: Please refer to capacity map here to determine if your location is in an underserved community.

o of Eversource customers: Please refer to capacity map here to determine if your location is in an underserved community.and UI.

- **Baseline:** All locations that do not meet the definition of "Underserved".
- **Futureproofing:** Make-ready infrastructure upgrades included in site design that would allow for future charging infrastructure upgrades. Futureproofing costs could include the following: oversized or additional conduit; oversized panels; additional conduit, trenching, connection points to additional parking spaces; service for the station; and larger or additional transformers and pads. Futureproofing detail provided by applicant is for informational purposes only. It will inform the Program of potential future incentives that may be considered for the applicant's future expansion plans.
- **Light Duty:** Cars and trucks with maximum Gross Vehicle Weight Rating (GVWR) < 8,500 lbs.

~~Frequently Asked Questions~~

What are the incentives and rebates available through this program?

Please refer to ~~**eversource.com** for Eversource~~eversource.com or ~~**uinet.com** for UI~~UI website to view available incentives.

Are funds for incentives and rebates limited by program year?

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

What is "Make Ready" infrastructure?

“Make-Ready” infrastructure includes the electrical infrastructure that supports an EV charging station. This includes service connection upgrades between the local substation and transformer and ~~electric vehicle (EV)~~EV to supply infrastructure between the meter and service panel. The Program’s rebate helps reduce some of the upfront costs to making the site ready for charging station installation, and in some cases covers up to 100% of the cost.

Can I use these incentives for my existing charging stations?

Existing equipment is not eligible for these incentives. ~~Please see our Commercial Participation Program Guide for more information.~~

Who is eligible to participate in this program?

Commercial and industrial or multifamily property owners/managers who are electric customers of Eversource or UI are eligible. Qualifying equipment must be installed and activated to qualify for the incentives available through this ~~program~~Program. Customers who lease the property where the EV chargers will be installed can still participate in the ~~program, however~~Program. However, the landowner must sign the application acknowledging their approval.

What work will Eversource and UI manage?

If you require a new service for your project, Eversource and UI will manage the new utility service and make the final connection to your service point after ~~it has~~it’s been inspected by the **Authority Having Jurisdiction** (AHJ). Eversource and UI will provide rebates for eligible infrastructure (up to specified cap~~, see the Make-Ready Program Guide for details~~) that will connect to your chargers. This includes, but is not limited to trenching, a transformer, dedicated service meter,

panel(s) if deemed necessary, and all conduits and necessary wiring to support the approved number of charging stations. Eversource and UI will also provide rebates for up to 50% of EVSE costs (up to specified cap).

~~Eversource and UI will also provide rebates for up to 50% of electric vehicle supply equipment (EVSE) costs (up to specified cap, see the Make-Ready Program Guide for details).~~

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

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

What costs am I responsible for?

You are responsible for the cost of purchasing and installing the charging station(s) over and above the specified cap for eligible rebates. You own the charger and are responsible for maintaining and servicing the charger for a minimum of five years.

Are there any additional requirements for participating in the program?

Yes. All chargers will be required to be networked to gather usage data. This will require an ongoing networking fee, determined by the vendor you select~~, that would be paid by~~; that would be paid by you. In some cases (i.e., Fleets and Multi-Unit Dwellings) there is a requirement to participate in Managed Charging, such as demand response.

~~you. In some cases (i.e. Fleets and MUDs) there is a requirement to participate in a Managed Charging Program like Demand Response or other custom program. Please see our Make-Ready Program Guide for more information.~~

Can I charge drivers to recoup costs of charging station operations?

Yes, your organization can bill drivers for charging station services subject to any applicable laws or regulations. Business and property owners have the final say on how their EV charging equipment is utilized. Before selecting a charging vendor for your project, see their supported billing methodologies to ensure your intended billing strategy is possible on their platform.

What type of charging stations are right for me/my property?

This will depend on how long your customers will be parked at your location. There are two types of chargers included in this program, Level ~~II~~2, and ~~Direct Current Fast Chargers (DCFC).~~DCFCs. Level ~~II~~2 requires 240-volt power and is ideal for workplaces, ~~destination~~destinations, and ~~multi-unit developments~~Multi-Unit Dwellings or anywhere in which the user will be at the location for at least an hour in duration. DCFC requires 480-volt power and charges for 30 minutes or less than 1 hour. DCFC is ideal for highway, near-highway, and dense urban locations, as well as for Workplace/Fleets where vehicle volume will be high and frequent.

Do I hire my own contractor to install the charger?

Yes. You must hire a qualified, state-licensed, and insured contractor. The design and construction must comply with all local, state, and federal electrical standards to be eligible for the program. For DCFC installations, your contractor must be EVITP certified.

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

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

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

Applications are ~~approved~~reviewed as quickly as possible, and ~~receive an~~ incentive reservation ~~letter typically within 15 business days of receipt of~~letters are issued once an application is determined to be complete and in good order. Processing times may vary based on application volume, application completeness, and Program updates. Incomplete applications may cause significant delays in processing. Applicants may reach out to the Program Team at any time to inquire about the status of their application and/or approval.

How long will it take for me to complete my EV charging project from start to finish?

This timeline varies depending on a variety of factors such as ~~if~~whether your project requires new service from the ~~utility~~Utility, the availability of equipment based on supply chain delays for things like, meter sockets, transformers, EV chargers, permitting approvals, etc. Project timelines can range from a few months to over a year depending on these factors.~~approves, etc.~~

~~Project timelines can range from a few months to over a year depending on these factors.~~

How long does it take to get my incentive payment once my project is complete?

Once your chargers are energized and your project is completed, you will submit your incentive payment request with all the associated final documentation. ~~Payment~~Payments for complete and accurate incentive payment requests are issued by check within 20 business days.

Is there any specific beneficial electric rate associated with EV charging?

Yes, separately metered Level 2 and ~~DC fast chargers~~DCFCs may be eligible for one of the Light ~~-~~ Duty ~~the~~ EV Rates. By enrolling, you may save on your electric bill. Eversource customers should visit the ~~**Connecticut Electric Vehicle Rate Program** page~~Connecticut Electric Vehicle Rate Program page to learn more and apply~~.~~ and UI customers can ~~**learn more here**~~learn more here.

How can I ~~get in touch with~~contact a program representative if I have questions?

- **Eversource customers:** You can contact a ~~program~~Program specialist by emailing: ~~**EversourceCTCommercialEV@resource-innovations.com.**~~ EversourceCTCommercialEV@resource-innovations.com
- **UI customers:** You can speak to a Program representative by emailing: ~~**BusinessEV@uinet.com**~~ BusinessEV@uinet.com

A representative will get back to you within 1-2 business days.

How can I understand Connecticut's existing electrical hosting capacity?

Hosting ~~Capacity~~**capacity** refers to an estimated maximum amount of power that can be accommodated on the distribution system at a given location under existing grid conditions and operations, without adversely impacting safety, power quality, reliability, or other operational criteria, and without requiring significant infrastructure upgrades.

> Customers can view this Eversource territory ~~**view this map** for Eversource territory or~~map or UI territory ~~**view this map** for UI territory~~map to get a general understanding of where there is currently more electrical load capacity in ~~Eversource's~~the Eversource or ~~UI's~~UI grid in Connecticut. ~~This map provides~~These maps provide approximate values of Hosting Capacity measured in ~~Megawatts~~megawatts (MW) by circuit in the distribution system.

Note that circuits colored in gray (red for UI) have limited capacity, or the information on the circuit capacity is not available. This does not mean that an EV charging station cannot be located on those circuits. Please request verification for projects to be considered on those circuits.

Please note that ~~this map is being~~these maps are provided for informational purposes and ~~is~~they're not intended as a substitute for filing an application with the ~~utility. It is~~Utility. It's intended to guide developers to three phase circuits which may have underutilized capacity for large scale EVSE projects, particularly ~~DC fast charger~~DCFC projects. The map will be updated regularly; however, the information provided is non-binding. Proposed projects will need further analysis and may need detailed engineering studies to determine whether such EVSE projects can be accommodated on the system.

~~Terms & Conditions –~~

Appendix A: Eversource

<DATE>

<NAME>
<TITLE>
<COMPANY NAME>
<ADDRESS>
<CITY, STATE, ZIP>

RE: Project <NUMBER>
<PROPERTY NAME>
<PROJECT ADDRESS>

Dear <CUSTOMER NAME>,

Congratulations on choosing to install electric vehicle charging stations on your property. Eversource is pleased to accept your application pursuant to the Connecticut Electric Vehicle (EV) Charging Program ("Program"). Your reservation number is < NUMBER> for the project located at <ADDRESS> ("Project").

Provided you (i) decide to move forward with the Project as submitted in your application, (ii) complete the Project on or before <INCENTIVE EXPIRATON DATE>, Terms and (iii) comply with all Program requirements outlined below and within the Program Documents you are eligible for a financial incentive of <INCENTIVE AMOUNT> ("Rebate"). To receive the above referenced Rebate, you must satisfy all Program requirements and comply with all the terms and conditions set forth in the following Program Documents:

Conditions

- Connecticut Electric Vehicle (EV) Charging Program 2025 Participation Guide for Customers & Vendors Commercial EV Infrastructure Program as amended from

time to time.

- The Letter of Agreement attached hereto and incorporated herein.

Should you have any questions regarding this letter, or the Program Documents referenced herein, please do not hesitate to contact me directly at <EV CONTACT PHONE>. Thank you and congratulations again.

Sincerely,

<Authorized Signatory>

LETTER OF AGREEMENT

To encourage transportation electrification, The Connecticut Light and Power Company, doing business as Eversource Energy (hereinafter "**Eversource**" or "**Company**"), in its capacity as an administrator of the Connecticut Electric Vehicle (EV) Charging Program ("**Program**"), is pleased to offer <CUSTOMER NAME> (hereinafter, the "**Applicant**" or "**Participant**") a financial incentive for installing EV charging stations on your property located at <PROJECT ADDRESS> ("**Project**"). If planning to proceed with the Project, please countersign and return a copy of this Letter Agreement (hereinafter "**LOA**") within thirty (30) calendar days from the date of the Company's signature below. If not returned within the time specified, the Company reserves the right to either modify or cancel this LOA without liability or notification to the Participant. By countersigning and returning this LOA to the Company timely, the Participant agrees to be bound by the Program Documents referenced below and the terms and conditions set forth in each document:

1. Connecticut Electric Vehicle (EV) Charing Program 2025 Participation Guide for Customers & Vendors Commercial EV Infrastructure Program as may be amended from time to time of which a copy can be found at ct-ev-program-guide-commercial.pdf.
2. The Standard Terms and Conditions attached hereto and incorporated herein.
3. This LOA must be signed by the Participant and returned to the Company prior to the Participant commencing any work or installing any EV charging stations.
4. Any proposed changes to the Project scope that deviates from the approved application shall require a written change order signed by both parties. Changes made to the Project scope without Company approval may disqualify Participant from receiving an incentive payment.
5. Payment will be made to <INSERT PAYEE NAME AND ADDRESS >
   - _____(initialize) I am duly authorized, and hereby on behalf of the Company do, request and authorize Eversource to issue the Contractor Payment in grant amount to the Contractor at its address above.
   - I acknowledge that my estimated total project cost is $_____.
   - I acknowledge that my contribution to this Project is in the amount of $ _ .
   - I acknowledge by returning this LOA and meeting the Eversource Terms & Conditions I am eligible for financial incentive of $_____.

By Participant signing below the returning this LOA to the Company, the Participant hereby agrees to the foregoing Program documents and terms and conditions.

~~CONNECTICUT LIGHT AND POWER COMPANY~~

~~PARTICIPANT~~

_____

~~Name (Print)~~

_____

~~Title~~

_____

_____

~~Name (Print)~~

_____

~~Title~~

_____

Date _____ Date

STANDARD TERMS AND CONDITIONS

These Terms & Conditions govern The Connecticut Light & Power Company d/b/a Eversource Energy ("Eversource" or "Company") Connecticut Commercial Electric Vehicle (EV) Charging Program ("Program"). By submitting the signed application, the current or prospective non-residential Eversource electric service customer ("Applicant" or "Participant") acknowledges that Applicant has read, understands, and agrees to these Eversource Terms & Conditions. Applicant understands that funding for rebates under this program is derived from Eversource electric service customers. Eversource does not guarantee the availability of funding for this program, and neither is responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut, the Public Utilities Regulatory Authority, or other State of Connecticut action. Rebates are subject to funding availability and are subject to change at any time without notice.

ELIGIBILITY. Rebates are available to a new or existing non-residential electric Eversource Customers who purchase and install qualified electric vehicle supply equipment (EVSE) at a property that houses a workplace, light-duty fleet charging, public charging, or multifamily properties with five or more units (a "Site") on or after January 1, 2025, through December 31, 2025. Eligible EVSE must be installed in the Eversource service territory. The EVSEs must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the Site address listed on the application. For a complete list of qualifying EV chargers, check our website. Charger hardware and networked software must be compatible and listed on the QPL to be eligible.

POST-APPROVAL, AND VERIFICATION. Upon completion of work, Applicant must submit the required documentation in the Post Installation Checklist and the payment request form. If more than one Site is listed on the Application, and the incentive determination letter includes more than one (1) site, Applicant may submit payment requests for each site separately. Applicant is required to submit documentation on any other state or federal funding sources that contribute to this project. Eligible program rebate amounts, and site incentive caps will take into consideration any additional funding sources. Eversource reserves the right to verify sales transactions and to have reasonable access to your facility to inspect the equipment installed under this Program, prior to issuing rebates or at a later time. All work must be completed in accordance with all applicable laws and regulations, including, but not limited to, obtaining required permits. Applicant agrees and authorizes that they will operate and maintain the equipment in proper working condition and the primary utilization audience, listed on the Application, will have access to the equipment for a term of not less than five

(5) years from installation. This will be done at

Applicant's sole cost and expense.

DATA REQUIREMENTS. Eversource is required by the Public Utilities Regulatory Authority (PURA) Program Order 22-08-06 RE04 to collect and report EVSE utilization data and EVSE financial data. For the

duration of this - year agreement, the participant shall authorize the EVSE manufacturer/network integrator to provide Eversource, and its contractor, the EVSE Utilization Data and EVSE Financial Data on a quarterly basis. Participants are required to ensure that formal agreements with Network Service Providers are in place with all relevant parties, including contractors, where applicable, to ensure EVSE Utilization Data is conveyed to Eversource. Participants are responsible for verifying that these agreements align with the Program guidelines. See Appendix A for EVSE utilization data and EVSE financial data sharing requirements.

REBATE OFFER. Eversource alone will determine eligible costs based on the documentation supplied by the Applicant and any other information Eversource chooses to collect, in its sole discretion. Eversource reserves the right to modify site rebate cap amounts.

MANAGED CHARGING REQUIREMENTS. The

Program requires that all light duty fleet owner/operators receiving an incentive through the Program to install non-public Level 2 EVSE or DCFCs, to participate in one of the managed charging options for a minimum of two years. Additionally, light-duty fleet owner/operators receiving Program incentives to install Level 2 EVSE or DCFCs as

public access chargers that provide unrestricted site access to the EVSE at any time shall be provided the option to participate in managed charging to receive additional incentives. Details of managed charging requirements will be communicated to Applicant including information from the Decision dated December 14, 2022, in Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program.

REBATE PAYMENT. Payment for complete and accurate payment requests associated with approved applications are typically issued within 10-20 business days. Payment processing may take longer if Applicant submits incomplete or inaccurate information. Rebate checks will be mailed to the Applicant, except that payment to a designated third party will be permitted, if signed off by Applicant. Payments are sent via the US Postal Service, which requires several more days for

delivery. Please contact Eversource with questions about your rebates by emailing Eversource at ctevcharging@eversource.com.

PROOF OF PURCHASE. Rebate levels will be confirmed upon receipt of detailed invoices as requested in the Post-Installation Checklist.

Eversource will review required documentation and determine final eligible rebate levels before payment is made.

ENDORSEMENT. Eversource does not endorse any particular manufacturer, contractor, vendor, product, retailer, or system design in promoting this Program.

TAX LIABILITY. Eversource will not be responsible for any tax liability that may be imposed on the Applicant as a result of the payment of rebates. All Applicants must attach a completed IRS W-9 and as part of this Application to receive a rebate. Rebate amounts will be reported to the IRS unless proof of tax-exempt status is provided.

INDEMNIFICATION. The Applicant shall indemnify, defend and hold harmless Eversource, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses, including reasonable attorneys' fees (collectively, "Losses") to the extent such claims arise out of result from or relate to (i) the acts or omissions of the Applicant or its employees, contractors or agents; (ii) the work performed by the Applicant, its employees, contactors or agents; or (iii) participation in Program by the Applicant. The Applicant shall not be responsible for indemnifying Eversource under this section to the extent that such Loss results from the negligence, willful misconduct, or breach of this Agreement of or by Eversource. This Section shall survive the termination or expiration of the LOA.

WARRANTIES. EVERSOURCE DOES NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY.

Eversource makes no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor, or vendor. Eversource shall not be responsible for costs or corrections of conditions already existing on the property which fail to comply with applicable laws and regulations. Contact your retailer, manufacturer, vendor, or contractor for details regarding equipment performance and warranties.

LIMITATION OF LIABILITY. EVERSOURCE LIABILITY IS LIMITED TO PAYING THE REBATES SPECIFIED IN THE LOA. EVERSOURCE IS NOT LIABLE TO THE APPLICANT FOR ANY DAMAGES ARISING OUT OF OR RESULTING FROM PARTICIPATION IN THIS REBATE OFFER, INCLUDING BUT NOT LIMITED TO LOSS OF PROFITS, LOSS OF REVENUES, FAILURE TO REALIZE EXPECTED SAVINGS, LOSS OF DATA, LOSS OF BUSINESS OPPORTUNITY, OR SIMILAR

LOSSES OF ANY KIND, AS WELL AS ANY INDIRECT, INCIDENTAL, PUNITIVE, SPECIAL, OR CONSEQUENTIAL DAMAGES, OR FOR ANY DAMAGES IN TORT CONNECTED WITH OR RESULTING FROM PARTICIPATION IN THIS PROGRAM. APPLICANT UNDERSTANDS THAT ALL FUNDING FOR REBATES UNDER THIS PROGRAM DERIVES FROM EVERSOURCE RATEPAYERS IN PART BY APPROVAL FROM THE PUBLIC UTILITIES REGULATORY AUTHORITY (PURA). EVERSOURCE DOES NOT GUARANTEE THE AVAILABILITY OF FUNDING FOR THE PROGRAM AND IS NOT RESPONSIBLE FOR ANY COSTS OR DAMAGES INCURRED BY APPLICANT IF FUNDING FOR THIS PROGRAM IS REDUCED OR ELIMINATED BY THE STATE OF CONNECTICUT OR PURA ACTION. FUNDING IS SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE.

GOVERNING LAW. The Agreement and the rights and duties of the parties hereunder shall be governed by and construed, enforced, and performed in accordance with the laws of the State of Connecticut, without regard to its principles of conflicts of law.

DEFINITIONS.

Connecticut EV Charging Program (Commercial): A program that provides incentives for the installation of electric infrastructure and EVSE to residential multi-unit dwellings, destination locations, workplace, and light-duty fleet charging locations in Connecticut.

Electric Vehicle Supply Equipment (EVSE): Level 2 or direct current fast charger (DCFC). A level 2 EVSE provides at least 3.3 kilowatts (kW) of output power from 208/240-volt input with a J1772 connector. A DCFC provides at least 50 kW of output power from 208 or 480-volt, 3-phase input, with at least one CCS connector. When calculating the EVSE rebate amount, EVSE Cost includes the main hardware unit certified by a nationally recognized testing laboratory, a charging cable of up to 25-feet in length, the

vehicle connector, a cable management device, and required mounting hardware. Network communication and software fees are not included in the EVSE cost, nor are extended warranty or maintenance service agreements.

Make-Ready Infrastructure Cost: is the sum of 1) Design and engineering services 2) Permitting fees,

3) Materials and labor for construction and installation, and 4) Any fees owed to Eversource for new or upgraded electrical service.

It does not include the cost of the EVSE hardware, network service, bollards, or signs.

Site Definition: Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within Eversource's service territory owned or controlled by the Applicant. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site

host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.

Underserved Communities: Includes "distressed municipalities," "environmental justice communities" moderate-income residents (LMI) and communities. Please refer to the Connecticut Department of Energy & Environmental Protection website to determine if your location is in an underserved community. Formerly Underserved Communities within the 5-year grace period are eligible for the underserved incentives.

Futureproofing: Make-ready infrastructure upgrades, included in the site design that would allow for future charging in infrastructure upgrades. Futureproofing costs would include the following: oversized or

and "public housing authorities" as defined in the Connecticut General Statutes. The state may reevaluate its definitions as necessary to appropriately meet the needs of low-to

additional conduit, oversized panels, trenching, connection points to additional parking spaces, service for the station and larger or additional transformers and pads. Futureproofing detail provided by the Applicant on the application as well as itemized on their respective proposal/invoice, will be considered for incentives but will be capped at the per site maximum rebate amounts as listed in the Program Manual.

Light Duty: Cars and trucks with a maximum gross vehicle weight Rating <8,500 pounds.

~~APPENDIX A~~

~~EVSE UTILIZATION DATA AND EVSE FINANCIAL DATA SHARING REQUIREMENTS~~

~~EVSE DATA COLLECTION & REPORTING STANDARDS~~

~~This document provides the Electric Distribution Company (EDC) data requirements for vendors participating in the EVSE rebate incentive program. All Network Service Providers (NSPs) and EVSE providers must comply with these data collection and reporting standards to ensure transparency, reliability, and regulatory compliance. Failure to meet these requirements will initiate a Corrective Action Plan (CAP), which may result in removal from the Qualified Product List (QPL) and disqualification from participation in Connecticut's incentive rebate programs. Usage data must be submitted within five (5) calendar days following the end of each month for a term not less than five (5) years from installation (the duration agreement).~~

EVERSOURCE ENERGY

STANDARD TERMS AND CONDITIONS

These Terms & Conditions govern The Connecticut Light & Power Company d/b/a Eversource Energy ("Eversource" or "Company") Connecticut Commercial Electric Vehicle (EV) Charging Program ("Program"). By submitting the signed application, the current or prospective non-residential Eversource electric service customer ("Applicant" or "Participant") acknowledges that the Applicant has read, understands, and agrees to these Eversource Terms & Conditions. Applicant understands that funding for rebates under this program is derived from Eversource electric service customers. Eversource does not guarantee the availability of funding for this program and is not responsible for any costs or damages incurred by applicant if funding for this program is reduced or eliminated by the State of Connecticut, the Public Utilities Regulatory Authority, or other State of Connecticut action. Rebates are subject to funding availability and are subject to change at any time without notice.

ELIGIBILITY. Rebates are available to a new or existing non-residential electric Eversource Customers who purchase and install qualified electric vehicle supply equipment (EVSE) at a property that houses a workplace, light-duty fleet charging, public charging, or multifamily properties with five or more units (a "Site") on or after January 1, 2026 through December 31, 2026. Eligible EVSE must be installed in the Eversource service territory. The EVSE must be listed on the EV Charger Qualified Products List ("QPL") and be installed at the Site address listed on the application. For a complete list of qualifying EV chargers, check our website. Charger hardware and networked software must be compatible and listed on the QPL to be eligible.

POST-APPROVAL, AND VERIFICATION.
Upon completion of work, the Applicant must submit the required documentation in the Post Installation Checklist and the payment request form. If more than one Site is listed on the Application, and the incentive determination letter includes more than one (1) site, the Applicant may submit payment requests for each site separately. Applicant is required to submit documentation on any other state or federal funding sources that contribute to this project. Eligible program rebate amounts and site incentive caps will take into consideration any additional funding sources. Eversource reserves the right to verify sales transactions and to have reasonable access to your facility to inspect the equipment installed under this Program, prior to issuing rebates or at a later time. All work must be completed in accordance with all applicable laws and regulations, including, but not limited to, obtaining required permits. Applicant agrees and authorizes that they will operate and maintain the equipment in proper working condition and the primary utilization audience, listed on the Application, will have access to the equipment for a term of not less than five (5) years from installation. This will be done at the Applicant's sole cost and expense.

DATA REQUIREMENTS. Eversource is required by the Public Utilities Regulatory Authority (PURA) Program Order 22-08-06 RE04 to collect and report EVSE utilization data and EVSE financial data. For the duration of this 5-year agreement, the participant shall authorize the EVSE manufacturer/network integrator to provide Eversource, and its contractor, the EVSE Utilization Data and EVSE Financial Data on a quarterly basis. Participants are required to ensure that formal agreements with Network Service Providers are in place with all relevant parties, including contractors, where applicable, to ensure EVSE Utilization Data is conveyed to Eversource. Participants are responsible for verifying that these agreements align with the Program guidelines. See Appendix A for EVSE utilization data and EVSE financial data sharing requirements.

REBATE OFFER. Eversource alone will determine eligible costs based on the documentation supplied by the Applicant, and any other information Eversource chooses to collect, in its sole discretion. Eversource reserves the right to modify site rebate cap amounts.

MANAGED CHARGING REQUIREMENTS. The Program requires that all light duty fleet owners/operators receiving an incentive through the Program to install non-public Level 2 EVSE or DCFCs, participate in one of the managed charging options for a minimum of two years. Additionally, light-duty fleet owner/operators receiving Program incentives to install Level 2 EVSE or DCFCs as public access chargers that provide unrestricted site access to the EVSE at any time shall be provided the option to participate in managed charging to receive additional incentives. Details of managed charging requirements will be communicated to the Applicant including information from the Decision dated December 14, 2022, in Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program.

REBATE PAYMENT. Payment for complete and accurate payment requests associated with approved applications are typically issued within 10-20 business days. Payment processing may take longer if the Applicant submits incomplete or inaccurate information. Rebate checks will be mailed to the Applicant, except that payment to a designated third party will be permitted, if signed by the Applicant. Payments are sent via the US Postal Service, which requires several more days for delivery. Please contact Eversource with questions about your rebates by submitting an inquiry through PowerClerk using the "Ask a Question" feature.

PROOF OF PURCHASE. Rebate levels will be confirmed upon receipt of detailed invoices as

EVERSOURCE ENERGY

requested in the Post-Installation Checklist. Eversource will review required documentation and determine final eligible rebate levels before payment is made.

ENDORSEMENT. Eversource does not endorse any particular manufacturer, contractor, vendor, product, retailer, or system design in promoting this Program.

TAX LIABILITY. Eversource will not be responsible for any tax liability that may be imposed on the Applicant as a result of the payment of rebates. All Applicants must attach a completed IRS W-9 and as part of this Application to receive a rebate. Rebate amounts will be reported to the IRS unless proof of tax-exempt status is provided.

INDEMNIFICATION. The Applicant shall indemnify, defend and hold harmless Eversource, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses, including reasonable attorneys' fees (collectively, "Losses") to the extent such claims arise out of result from or relate to (i) the acts or omissions of the Applicant or its employees, contractors or agents; (ii) the work performed by the Applicant, its employees, contractors or agents; or (iii) participation in Program by the Applicant. The Applicant shall not be responsible for indemnifying Eversource under this section to the extent that such Loss results from the negligence, willful misconduct, or breach of this Agreement of or by Eversource. This Section shall survive the termination or expiration of the LOA.

WARRANTIES. EVERSOURCE DOES NOT WARRANT THE PERFORMANCE OF INSTALLED EQUIPMENT, EXPRESSLY OR IMPLICITLY. Eversource makes no warranties or representations of any kind, whether statutory, expressed, or implied, including without limitations, warranties of merchantability or fitness for a particular purpose regarding the equipment or services provided by a manufacturer, contractor, or vendor. Eversource shall not be responsible for costs or corrections of conditions already existing on the property which fail to comply with applicable laws and regulations. Contact your retailer, manufacturer, vendor, or contractor for details regarding equipment performance and warranties.

REPRESENTATIONS AND WARRANTIES. The applicant is a commercial electric service customer of the Company.

Applicant agrees to provide one or more locations at the Site for the installation of EVSE. The specific locations of the EVSE at the Site have been determined by the Applicant in coordination with the Company, and the EV installer.

Applicant is the fee owner of the Site or has a lease with at least 10 years remaining in the current term of the lease or ground lease of the Site.

The Site is free from "hazardous materials," as those terms are defined in applicable state and federal laws and regulations. In the event pre-existing "hazardous materials" are discovered at the Site during the course of installation of the EVSE, the Company's sole obligation shall be to comply with the Utility Related Abatement Measures ("URAM") set forth in 310 CMR 40.0460 et as amended from time to time, and all other responsibility with respect to such "hazardous materials" shall be that of the Applicant. The Site is free from any property restrictions that would prohibit the installation of the EV infrastructure, including any institutional controls, Environmental Land Use Restrictions ("ELUR"), Activity and Use Limitation ("AUL") and/or engineering controls (i.e., Engineered Barrier, soil cap, remediation systems), as defined in 310 CMR 40.000 *et seq*. as amended from time to time. In the event any of these controls exist on the Site, the Applicant is responsible for compliance, under the supervision of its License Site Professional. The Applicant is not aware of any resource areas regulated under any applicable federal, state, or local environmental law for which the Applicant has not obtained approval for the EVSE installation.

LIMITATION OF LIABILITY. EVERSOURCE LIABILITY IS LIMITED TO PAYING THE REBATES SPECIFIED IN THE LOA. EVERSOURCE IS NOT LIABLE TO THE APPLICANT FOR ANY DAMAGES ARISING OUT OF OR RESULTING FROM PARTICIPATION IN THIS REBATE OFFER, INCLUDING BUT NOT LIMITED TO LOSS OF PROFITS, LOSS OF REVENUES, FAILURE TO REALIZE EXPECTED SAVINGS, LOSS OF DATA, LOSS OF BUSINESS OPPORTUNITY, OR SIMILAR LOSSES OF ANY KIND, AS WELL AS ANY INDIRECT, INCIDENTAL, PUNITIVE, SPECIAL, OR CONSEQUENTIAL DAMAGES, OR FOR ANY DAMAGES IN TORT CONNECTED WITH OR RESULTING FROM PARTICIPATION IN THIS PROGRAM. APPLICANT UNDERSTANDS THAT ALL FUNDING FOR REBATES UNDER THIS PROGRAM DERIVES FROM EVERSOURCE RATEPAYERS IN PART BY APPROVAL FROM THE PUBLIC UTILITIES REGULATORY AUTHORITY (PURA). EVERSOURCE DOES NOT GUARANTEE THE AVAILABILITY OF FUNDING FOR THE PROGRAM AND IS NOT RESPONSIBLE FOR ANY COSTS OR DAMAGES INCURRED BY APPLICANT IF FUNDING FOR THIS PROGRAM IS REDUCED OR ELIMINATED BY THE STATE OF CONNECTICUT OR PURA ACTION. FUNDING IS SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE.

GOVERNING LAW. The Agreement and the rights and duties of the parties hereunder shall be governed by and construed, enforced, and performed in accordance with the laws of the State of Connecticut, without regard to its principles of conflicts of law.

EVERSOURCE ENERGY

DEFINITIONS.

Connecticut EV Charging Program (Commercial): A program that provides incentives for the installation of electric infrastructure and EVSE to residential multi-unit dwellings, destination locations, workplace and light-duty fleet charging locations in Connecticut.

Electric Vehicle Supply Equipment (EVSE): Level 2 or direct current fast charger (DCFC). A level 2 EVSE provides at least 3.3 kilowatts (kW) of output power from 208/240-volt input with a J1772 connector. A DCFC provides at least 50 kW of output power from 208 or 480-volt, 3-phase input, with at least one CCS connector. When calculating the EVSE rebate amount, EVSE Cost includes the main hardware unit certified by a nationally recognized testing laboratory, a charging cable of up to 25-feet in length, the vehicle connector, a cable management device, and required mounting hardware. Network communication and software fees are not included in the EVSE cost, nor are extended warranty or maintenance service agreements.

Network Service Providers (NSP): are the software network to enable the EVSE to communicate and initiate charging sessions.

Make-Ready Infrastructure Cost: is the sum of 1) Design and engineering services 2) Permitting fees, 3) Materials and labor for construction and installation, and 4) Any fees owed to Eversource for new or upgraded electrical service. It does not include the cost of the EVSE hardware, network service, bollards, or signs.

Site Definition: Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within Eversource's service territory owned or controlled by the Applicant. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.

Underserved Communities: Includes "distressed municipalities," "environmental justice communities" and "public housing authorities" as defined in the Connecticut General Statutes. The state may reevaluate its definitions as necessary to appropriately meet the needs of low-to moderate-income residents (LMI) and communities. Please refer to this website here to determine if your location is in an underserved community. Formerly Underserved Communities within the 5-year grace period are eligible for the underserved incentives.

Futureproofing: Make-ready infrastructure upgrades, included in the site design that would allow for future charging in infrastructure upgrades. Futureproofing costs would include the following: oversized or additional conduit, oversized panels, trenching, connection points to additional parking spaces, service for the station and larger or additional transformers and pads. Futureproofing detail provided by the Applicant on the application as well as itemized on their respective proposal/invoice, will be considered for incentives but will be capped at the per site maximum rebate amounts as listed in the Program Manual.

Light Duty: Cars and trucks with a maximum gross vehicle weight Rating <8,500 pounds.

Appendix – Equipment Usage Data Requirements

EACH RECORD SHALL INCLUDE:

ALL MANDATORY FIELDS ARE IDENTIFIED WITH AN ASTERISK (*):

EVSE/Network Data (Ensuring Network Stability & Interoperability)	
Field Name	**Description**
vendor_name	Name of the vendor providing network services
serial_number*	Serial number for EVSE
evse_location_id	Unique identification number of the site provided by Eversource
evse_id*	Unique identification number of the EVSE, preferable serial number repeat
evse_address*	Address of the EVSE location
vesicate*	City of the EVSE location
evse_state*	State of the EVSE location
evse_zip*	ZIP code of the EVSE location
evse_lat	Latitude of the EVSE location
evse_long	Longitude of the EVSE location
evse_manufacturer*	Manufacturer of EVSE
evse_model*	Model number for EVSE
num_ports*	Number of ports that can concurrently provide power to vehicles
charging_level*	Rate of charging (Level 1/Level 2/DCFC)
commision_date*	Date when the station was successfully connected to the NSP backend
install_date*	Date when EVSE was first activated (refreshed if station is replaced at any point)
	Note if maximum_kw is de-rated (reduced) when more than one

power_sharing	port is in use
downtime_hours*	Number of hours the station was not available for charging during the past month
maintenance_hours*	Number of hours (out of the downtime_hours) due to routine maintenance
latest_communication*	Date of latest verified communication with the EVSE

network_type	Identifies how the station communicates (Wi-Fi / Cellular / Both)
sim_ownership	Specifies the responsible party for the SIM card (NSP / Site Host / Customer / CPO)
opt-in/opt-out_ network downtime	Indicates whether the station allows charging without an active network connection
ocpp_version_compliance*	Identifies OCPP protocol version (1.6 / 2.0 / 2.0.1 / non-compliant)
firmware_interoprability	Determines whether firmware can be managed by another NSP

Port Data (Ensuring Performance & Uptime Reliability)	
Field Name	**Description**
port_id*	Unique identifier for each connector at EVSE
evse_id*	Foreign key - to EVSE table
maximum_kw	Maximum rate at which electricity can be transferred by connector (kW)
connector_type*	Specific connector type associated with each port_id (J1772, Combo/CCS, NACS, CHAdeMO)
heartbeat_monitoring_status	Indicates if station has continuous connectivity verification
fdd_capability	Determines whether EVSE reports fault detection & diagnostic capabilities

fault_type_classification	Categorizes the cause of downtime (Software / Hardware / Network / Unknown)

Session Data (Ensuring Data Quality & Consistency)	
Field Name	**Description**
session_id*	Primary Key - an identifier to represent a unique charging session
evse_id*	Foreign key to EVSE table
port_id*	Foreign key to port table
charge_start_date_time*	Date and time of when charging begins in UTC (unless alternative time zone is specified)
charge_end_date_time*	Date and time of when charging end in UTC (unless alternative time zone is specified)
charge_duration	Difference between charge start and end time in seconds
session_start_date_time*	Date and time of when the session begins (plug-in) in UTC (unless alternative time zone is specified)
session_end_date_time*	Date and time of when the session ends (plug-out) in UTC (unless alternative time zone is specified)
session_duration	Difference between session start and end time in seconds
charge_kwh*	Energy (kWh) delivered in session
charge_max_demand	Peak demand (kW) of session
session_sale_amount	Amount charged to customer in USD ($), if applicable

Interval Data (Ensuring Data Quality & Consistency)	
Field Name	**Description**
interval_id*	Primary Key - Unique identifier for each 15-minute interval
session_id*	Foreign key to session table

interval_start_date_time*	Interval start date and time at the :00, :15, :30, or :45-minute mark in UTC (except for the first interval of the session which will start at the exact time when user plugs in)
interval_end_date_time*	Interval end date and time at the :14.99, :29.99, :44.99, or :59.99-minute mark in UTC (except for the last interval of the session which will end at the exact time when the user plugs out)
interval*	Energy (kWh) delivered in the individual interval
interval_max_demand	Peak demand (kW) of the individual interval

Fleet Data (Ensuring Accurate Fleet Program Utilization & Compliance)	
Field Name	**Description**
vehicle_make	Vehicle make associated with the user's account
vehicle_model	Vehicle model associated with the user's account
fleet_vehicle_id	Vehicle fleet identifier associated with the user's account, can be VIN

User Data (Customer Assurance & Transition Preparedness)	
Field Name	**Description**
user_id	Unique identifier for the user that initiated the session
user_zip	ZIP code associated with the user account, if available
nsp_ account_user_type	Identifies the entity (customer/site host/CPO) associated with the NSP account
contract_duration	Specifies the length of the NSP agreement (1 / 3 / 5 years / Other)
cancellation_terms	Defines how an NSP contract can be terminated and whether penalties apply

EVERSOURCE UI An AVANGRID Company

~~Connecticut Electric Vehicle Charging Program~~

~~Terms & Conditions – UI~~

~~Commercial EV Infrastructure Terms & Conditions~~

~~The Participant agrees to enroll in the Connecticut ("CT") Electric Vehicle ("EV") Charging Program for Commercial EV Infrastructure ("Program") managed by The~~ B: United Illuminating ~~Company ("UI")~~ Terms and Conditions

~~pursuant to these terms and conditions ("Terms and Conditions" or the "Agreement"), set forth herein.~~

~~1. Definitions on Application and Participant Agreement~~
~~1.1 "Affiliate" means any Person controlling, controlled by, or under common control with, any other Person; "control" shall mean the ownership of, with right to vote, 50% or more of the outstanding voting securities, equity, membership interests, or equivalent, of such Person.~~
~~1.2 "Agreement" means the Application, these Terms and Conditions and any exhibits and attachments which are incorporated and made a part of this Agreement.~~

~~1.3 "Application" means the Connecticut Electric Vehicle Charging Rebate Commercial Application, including any attachments, exhibits, and these Terms and Conditions.~~
~~1.4 "Data Validation Test" means a test of the Equipment's ability to communicate EVSE Utilization Data to UI or its contractor.~~

~~1.5 "Equipment" means the EVSE and Participant's Electric Distribution System Upgrades.~~
~~1.6 "EVSE" means the Electric Vehicle Supply Equipment.~~
~~1.7 "EVSE Incentive" means UI's financial contributions toward the cost of purchasing Qualified EVSE.~~
~~1.8 "EVSE Utilization Data" means charging station utilization information defined by the Program Decision provided by the Participant to UI or its contractor, which includes, but is not limited to, the data points listed in Appendix A to this Agreement.~~
~~1.9 "EVSE Vendor" means any Qualified vendor of EVSE and/or EVSE data systems including but, not limited to manufacturers, network providers and other third-party operators other than the Participant.~~
~~1.10 "Initial Term" has the meaning set forth in Section 2 below.~~

1.11 “Make-Ready Electric Upgrades” means (i) UI Electric Distribution System Upgrades and (ii) Participant’s Electric Distribution System Upgrades.
1.12 “Make-Ready Incentive” means UI’s financial contributions toward the Make-Ready Electric Upgrades as defined above.

1.13 “EVSE Incentive” means UI’s financial contributions toward the cost of purchasing Qualified EVSE.

1.14 "Participant" means the nonresidential electric customer of UI who satisfies the Participant eligibility requirements below.
1.15 “Participant’s Electric Distribution System Upgrades” means electric infrastructure that is required to install new EVSE, owned and operated by an entity other than UI, including, but not limited to, installation of wire and conduit, transformers, or mounting hardware from the Participant’s electrical panel to the EVSE stub.
1.16 “Person” means any natural person, individual, firm, corporation, company, partnership (general or limited), limited liability company, business trust, joint venture, consortium, government or political

subdivision, or any agency, instrumentality, or authority of any government or political subdivision, or other entity or association.

1.17 "Program Materials" means the documents and information provided by UI, and other Program requirements, which may include, without limitation, Program guidelines and requirements, Application forms, terms and conditions, and other correspondence or literature regarding the Program.

1.18 "Program Decision" means the Final Decision(s) in Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies-Zero Emission Vehicles, July 14,2021, Docket No. 21-08-06, Annual Review of the Electric Vehicle Charging Program-Year 1, December 15, 2021, Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program-Year 2, December 14, 2022 and any subsequent Final Decisions issued by PURA in any future proceedings related to the CT EV Charging Program.

1.19 "Qualified" Only new EV chargers listed in the EV Charger Qualified Product List are eligible for incentives. For a complete list of qualifying EV chargers, check our website.

1.20 "Site" Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of electric vehicle supply equipment (EVSE), either Level 2 or DCFC, on a property within UI's service territory owned or controlled by the site host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.

1.21 "Site Host" The fee owner of Site or has a long-term (10

years or longer remaining term) lease or ground lease of the Site. The Site Host may or may not be the Equipment Owner.
1.22 "Term" means the Term as set forth in Section 2 below.
1.23 "UI Electrical Distribution System Upgrades" means electrical infrastructure that is required to install new EVSE, owned and operated by UI, including, but not limited to, transformers, and new or upgraded electric services.

2. Term.

The term of this Agreement will commence on the Effective Date and conclude five (5) years from the Equipment Activation Date ("Initial Term").

3. Participant Eligibility Requirements and Representations and Warranties.

3.1 The Participant represents and warrants that it is (i) a nonresidential electric customer of UI, and (ii) the owner of the Site

or has the right and/or express written authority to install the Equipment on the Site. As evidence of (ii), to UI's reasonable satisfaction, Participant shall provide to UI: an affidavit attesting that Participant owns the land on which the EVSE will be installed; a fully-executed, valid lease for the Site for a term of 10 years or longer; or express written consent from the landowner allowing

the EVSE installation at the Site.

3.2 The Participant agrees to install program-approved EVSE

~~consistent with the Program Decision, perform the required Participant Make-Ready Upgrades and establish any necessary electric service orders with UI.~~

~~3.3 Participant agrees to install Equipment in compliance with all federal, state and local laws and/or codes, and to follow all applicable electric codes and standards.~~

~~3.4 The Participant represents and warrants that the information it submitted on its Application for Program participation is true, complete and accurate.~~

~~4. Participant Obligations. The Participant shall:~~

~~4.1 Install program approved equipment listed on the EV Charger Qualified Product List.~~

~~4.2 Complete construction of EVSE and Participant's Electric Distribution System Upgrades within one year of approved Application or else describe in detail, to UI's reasonable satisfaction, the conditions that have delayed construction. In the event of such a delayed construction schedule, Participant agrees to diligently pursue completion of construction.~~

~~4.3 Provide estimates of the cost of Participant's EVSE and Electric Distribution Upgrades to UI so that UI may calculate the Program Incentive for which the Participant is eligible.~~

~~4. 4. Inform UI of any material changes in Participant's Electric Distribution Upgrades that result in a change of approved costs and/or construction schedule.~~

~~4. 5 Obtain all necessary approvals, permits and licenses for the installation and operation of Equipment.~~

~~4. 6 Notify UI of any vandalism, malfunction or suspected malfunction of the Equipment.~~

~~4. 7 Rectify issues identified during a post inspection review conducted by UI or its contractor pursuant to Section 10.2 below.~~

4. 8 Be accessible to UI and, as requested from time to time by UI, to answer UI's or its contractor's questions regarding the performance of the EVSE.

4. 9 Not cause or permit the Equipment to become subject to any mortgage, lien, security interest or other encumbrance.

4. 10 Perform Participant's Electric Distribution System Upgrades required to support the activation and operation of the EVSE on the Site.

4. 11 Ensure Equipment meets UI's or its contractor's Data Validation Test prior to Equipment Activation Date.

4. 12 Maintain all Equipment in a safe manner pursuant to Section 7 below.

4. 13 Ensure EVSE on the Site is visible and accessible for use pursuant to Section 9.

4. 14 Provide the required documentation and invoices to UI pursuant to Section 8.

4. 15 Pay the electricity costs for EVSE on Site.

4.16 Participate in Light Duty Fleet Managed Charging program where rebated chargers are not available to the public. Participants shall participate in one or both of the two managed charging options: the Demand Response Plan or

~~Customized Plan. For more information please see the Light-Duty Fleet Managed Charging Participation Guide found on UI's website.~~

~~5. UI Obligations.~~

~~UI or its contractor will:~~

~~5.1 Install and maintain any necessary UI Electric Distribution Upgrades at the Site.~~
~~5.2 Pay the applicable portion of the Program Incentive to the Participant after the Equipment has reached the Equipment Activation Date and following receipt of invoices and required documentation from the Participant.~~

~~6. EVSE Utilization and Reporting.~~

~~UI is required by the Public Utilities Regulatory Authority (PURA) Program Order 17-12-03RE04 to collect and report EVSE utilization data~~

~~and EVSE financial data. For the duration of this Agreement, the Participant shall authorize the EVSE manufacturer and/or network integrator~~

~~to provide UI, and its contractor, the EVSE Utilization Data and EVSE Financial Data on a quarterly basis. Participants are required to ensure~~

~~that formal agreements with Network Service Providers are in place~~

~~with all relevant parties, including contractors, where applicable, to ensure EVSE Utilization Data is conveyed to UI. Participants are responsible~~

~~for verifying that these agreements align with the Program guidelines. See Appendix A for EVSE utilization data and EVSE financial data sharing requirements.~~

~~7. EVSE, Installation and Maintenance.~~

~~The Participant shall purchase Qualified EVSE and shall install the EVSE on the Site. Except as otherwise provided hereunder, neither UI nor its contractors or agents shall be responsible for performing any work in connection with the installation of EVSE. The Participant~~

~~understands and agrees that after the EVSE is installed, the Participant shall operate and maintain the EVSE, or cause the EVSE to be operated and maintained, in a safe manner and in accordance with the~~

manufacturer's recommendations and these Terms and Conditions herein. The Participant shall, at the Participant's sole expense, be responsible for any necessary repair and replacement of the EVSE and/or replacement any necessary parts of the EVSE.

8a. Incentive Processing.

UI must preapprove the cost of the EVSE and Participant's Electric Distribution Upgrades prior to the Participant or its contractor commencing any work on such upgrades. The Participant shall provide UI with reasonable, estimated, and properly documented costs for

the Participant's Make-Ready Electric Upgrades and installed EVSE. UI will assess the costs associated with the purchase of the EVSE, Participant's Make-Ready Electric Distribution Upgrades and the UI Electric Distribution Upgrades to determine the Program Incentive for which the Participant is eligible. UI will then pay the applicable portion of the Program Incentive to the Participant following the receipt of invoices and required documentation from the Participant.

8b. Underserved Communities.

The State of Connecticut updates the Distressed Municipality list every year in late August or early September. Respectively the Environmental Justice Communities Map is updated to reflect these changes. Applications received within 60 days of changes to this map will be considered for review and approval under the previous map

~~version. Applicant is required to submit a copy of contractor proposal dated prior to this 60 day grace period. If an approved Baseline Application becomes listed as an Environmental Justice Community during an annual map update, it will not be eligible for the Underserved Community incentive amounts.~~

~~9. Access.~~

~~Participant shall allow UI or its contractor access to the Site to: (i) perform verification of the installation and activation of EVSE during the Term; and (ii) to prepare the Site for work required in connection with the Program including, without limitation, for certain assessments required for an Application, the installation of Electric Distribution Upgrades and or new service, inspection (post and periodic) of the EVSE, emergency or maintenance issues relating to the UI Electric Distribution Upgrades. The Participant shall cooperate in good faith with UI to obtain easement(s), as necessary, including promptly signing any required applications. UI may record a "Standard Form Notice of Contract" in lieu of an easement to evidence its right to access the Site.~~

~~10. Monitoring and Inspection.~~

~~10.1 UI or its contractor may access the Site to perform an initial site assessment, as well as verification of installed Equipment.~~

~~10.2 The Participant shall address and resolve any and all issues discovered by Participant or identified during an inspection by UI and communicated to the Participant by UI. Participant shall resolve issues in order to be eligible for any of the Program Incentive from UI.~~

~~10.3 UI may monitor the use of the EVSE and periodically inspect the same in order to verify Participant's compliance with the Agreement and Program requirements and to obtain certain information, including, without limitation, usage information, and Participant's participation in its obligations and duties under this Agreement.~~

~~10.4 Participant shall cooperate in good faith with UI and/or its contractor and provide any requested information in connection with UI's monitoring and inspections of the EVSE or the Electric Distribution Upgrades. Participant understands and agrees that neither UI nor its contractor shall perform any kind of safety, code or other compliance review of the EVSE or the Site.~~

11. Program Participation and Modification.

Once the Participant submits the Application and required documentation to UI, UI shall inform the Participant in writing regarding the Participant's eligibility and participation in the Program. UI retains the right, in its sole discretion, to modify the Program. Such approval shall be incorporated into this Agreement when signed by UI and added to this agreement as an appendix. For L2 installations, applications will be reviewed and approved on a first come basis. For DCFC installations, the Application period will be open from March 15 to June 1. Applications will be reviewed and approved subject to review criteria establish by PURA in Docket # 22-08-06. In addition, PURA requires that all light-duty fleet owner/operators receiving an incentive through the Program who install non-public Level 2 EVSE or DCFCs are required to participate in one of the managed charging options (to be defined) for a minimum of two years. If Participant fails to provide UI the EVSE Utilization Data in accordance with Section 6 of these

~~Terms and Conditions and with the Program requirements, it may no longer be eligible for new or future Program Incentive payments and, at UI's discretion, shall be subject to claw back of the Program Incentive payments received or revocation of service. Participant may assign its entitlement to receive UI's Program Incentive payment to a third party – such as an Equipment installer – provided it has obtained UI's express written authorization; however, such an assignment does not relieve Participant of its obligations under this provision or these Terms and Conditions in general.~~

~~12. Termination.~~

~~12.1 UI may, in its sole discretion, at any time and without notice, terminate this Agreement for convenience or cause.~~

~~12.2 The Participant may terminate this Agreement before the expiration of the Initial Term.~~

~~12.3 If UI terminates this Agreement for cause or the Participant terminates the Agreement before the end of the Initial Term, the Participant shall be solely responsible for reimbursing UI for the straight-line depreciated (over 5 years) installation costs for the Make-Ready Upgrades.~~

~~13. Name and Logo Use.~~

~~The Participant shall not use UI's name or logo without express written authorization from UI. Any authorized use of UI's name and logo must be reviewed and approved by UI and such use must strictly adhere to such UI's specific name and logo use/branding requirements.~~

~~14. Confidentiality.~~

~~The Participant grants to UI the right to use and reference for promotional and regulatory purposes the Participant's participation in the Program. UI shall keep in strict confidence any Participant confidential information and any confidential EVSE Utilization Data. UI shall exercise reasonable care to maintain the confidentiality and shall not disclose confidential information to any third parties, except to the extent expressly permitted by these Terms and Conditions.~~

~~15. Liability.~~

The Participant shall be liable for any claims, liability, losses, damages and costs to the extent arising from any act of omission on the part

of the Participant or its contractors, employees or any other person for whom the Participant is legally responsible who causes injury to persons (including death) or damage to electric systems or property

except to the extent liability results from the gross negligence or willful misconduct of UI. With the exception of the Participant's indemnity obligations hereunder, neither the Participant nor UI shall be liable under this Agreement for any special, indirect, incidental, penal, punitive or consequential damages of any nature. With the exception of third-party claims for personal injury or property damage, UI's liability to the Participant under this Agreement, regardless of the number of claims, shall not exceed to the total amount of the Program Incentive associated with the Participant's Electric Distribution System Upgrades paid by UI to the Participant under this Agreement. The provisions of

this Section shall survive the termination or expiration of the Agreement.

16. Indemnification.

The Participant shall indemnify, defend and hold harmless UI, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims,

~~damages, losses and expenses (including reasonable attorneys' fees~~

~~and costs incurred to enforce this indemnity) brought by or on behalf of third parties (collectively, "Loss") to the extent arising out of or resulting from the Participant's participation in Program or the Participant's acts or omission with respect to the Program or this Agreement(as well as~~

~~those acts and omissions by Participant's contractors, representatives or agents), except to the extent that such Loss results from the gross negligence or willful misconduct of UI. This Section shall survive the termination or expiration of the Agreement.~~

~~17. Disclaimer of Warranties.~~

~~Except as expressly stated herein, UI makes no representations, warranties or guarantees in connection with the Agreement. UI does not make any representations of any kind regarding the benefits, adequacy or safety of the EVSE. The Participant understands and agrees that UI is not a manufacturer of, or regularly engaged in the sale or distribution of, or an expert with regard to the EVSE or any related work. The Participant further understands and agrees that neither UI nor its contractor shall perform any kind of safety, code or other compliance~~

~~review of the EVSE or Site. This Section shall survive the termination or expiration of the Agreement.~~

~~18. Removal of Equipment.~~

~~The Participant understands and agrees that as a condition of participation in the Program it must properly remove and dispose of or recycle the EVSE in accordance with all applicable laws and~~

~~regulations. The Participant further understands and agrees to pay the cost to remove the Participant's Make- Ready Electric Upgrades should the Participant desire removal of such upgrades.~~

~~19. Compliance with Laws.~~

~~The Participant shall, and shall require its subcontractors, agents and employees to, comply with all applicable Federal, state and local directives, requirements, rules, regulations, laws and ordinances, whether the same are in force upon the execution of the Agreement~~

or may in the future be passed, enacted or directed, including without limitation, compliance with the safety rules and regulations and standards adopted under the Occupational Safety and Health Act of 1970 (OSHA), as amended from time to time.

20. Notice.

All notices, requests, approvals and other communications which may or are required to be given by either party to the other under this Agreement shall be deemed to have been sufficiently given for all purposes hereunder when delivered personally or mailed by registered or certified mail (i) if to UI at 60 Marsh Hill Road, Orange, CT 06477, Attention: Program Manager Electric Vehicles; and (ii) if to the Participant, at the address of the Site as set forth in the Application.

21. Governing Law.

The Agreement shall be interpreted and enforced according to the laws of the State of Connecticut without regard to its conflicts of law principles. Any controversies arising out of the Agreement shall be submitted only to the courts of State of Connecticut. The Participant hereby submits to the courts of State of Connecticut for the purposes of interpretation and enforcement of this Application and its Terms and Conditions.

22. Assignment.

This Agreement may not be assigned by the Participant without the express written consent of UI. In the event that the Participant transfers ownership of the Equipment to a new owner, the new owner must assume responsibility for all of the Participant's obligations under the Agreement. The Participant shall remain responsible for their obligations under this Agreement until assigned to a new owner or this Agreement is otherwise terminated.

23. Amendment.

There shall be no amendment to this Agreement or any Program guidelines as related to Participant's participation unless such is made by UI and mutually agreed upon by Participant and UI.

24. No Third-Party Beneficiaries.

This Agreement does not grant any rights to any third parties.

25. Entire Agreement.

This Agreement constitutes the entire agreement between UI and the Participant with respect to the subject matter hereof, and any and all previous representations or agreements with respect to such subject matter, either oral or written, are hereby annulled and superseded. In the event of any conflict or inconsistency between the Agreement and any other Program Materials, the Agreement shall be controlling. Participant has read, understands and agrees to these Terms and Conditions.

~~Effective 1/30/2024~~

~~Paid for by Eversource and UI customers~~

EVERSOURCE UI An AVANGRID Company

~~Connecticut Electric Vehicle Charging Program~~

~~APPENDIX A~~

~~EVSE UTILIZATION DATA AND EVSE FINANCIAL DATA SHARING REQUIREMENTS~~
~~EVSE DATA COLLECTION & REPORTING STANDARDS~~

~~This document provides the Electric Distribution Company (EDC) data requirements for vendors participating in the EVSE rebate incentive program.~~

~~All Network Service Providers (NSPs) and EVSE providers must comply with these data collection and reporting standards to ensure transparency,~~

~~reliability, and regulatory compliance. Failure to meet these requirements will initiate a Corrective Action Plan (CAP), which may result in removal~~

~~from the Qualified Product List (QPL) and disqualification from participation in Connecticut's incentive rebate programs.~~

~~Usage data must be~~

~~submitted within five (5) calendar days following the end of each month for a term not less than five (5) years from installation (the duration~~

~~agreement).~~

~~APPENDIX – EQUIPMENT USAGE DATA REQUIREMENTS~~
~~EACH RECORD SHALL INCLUDE:~~

~~ALL MANDATORY FIELDS ARE IDENTIFIED WITH AN ASTERISK (*):~~

~~EVSE/Network Data~~

~~(Ensuring Network Stability & Interoperability)~~
~~Field Name Description~~

~~vendor_name~~ ~~Name of the vendor providing network services~~
~~serial_number*~~ ~~Serial number for EVSE~~

~~evse_location_id~~ ~~Unique identification number of the site provided by UI~~
~~evse_id*~~ ~~Unique identification number of the EVSE, preferable serial number repeat~~

evse_address* Address of the EVSE location
vesicate* City of the EVSE location
evse_state* State of the EVSE location
evse_zip* ZIP code of the EVSE location
evse_lat Latitude of the EVSE location
evse_long Longitude of the EVSE location
evse_manufacturer* Manufacturer of EVSE
evse_model* Model number for EVSE

num_ports* Number of ports that can concurrently provide power to vehicles

charging_level* Rate of charging (Level 1/Level 2/DCFC)

commision_date* Date when the station was successfully connected to the NSP backend
install_date* Date when EVSE was first activated (refreshed if station is replaced at any point)
power_sharing Note if maximum_kw is de-rated (reduced) when more than one port is in use
downtime_hours* Number of hours the station was not available for charging during the past month
maintenance_hours* Number of hours (out of the downtime_hours) due to routine maintenance
latest_communication* Date of latest verified communication with the EVSE

network_type Identifies how the station communicates (Wi-Fi / Cellular / Both)

sim_ownership Specifies the responsible party for the SIM card (NSP / Site Host /Customer / CPO)
opt-in/opt-out_ network downtime Indicates whether the station allows charging without an active network connection

ocpp_version_compliance* Identifies OCPP protocol version (1.6 / 2.0 / 2.0.1 / non-compliant)
firmware_interoprability Determines whether firmware can be managed by another NSP

Port Data

(Ensuring Performance & Uptime Reliability)

Field Name Description
port_id* Unique identifier for each connector at EVSE

evse_id* Foreign key – to EVSE table

maximum_kw Maximum rate at which electricity can be transferred by connector (kW)

connector_type* Specific connector type associated with each port_id (J1772, Combo/CCS, NACS, CHAdeMO)

heartbeat_monitoring_status Indicates if station has continuous connectivity verification

fdd_capability Determines whether EVSE reports fault detection & diagnostic capabilities

fault_type_classification Categorizes the cause of downtime (Software / Hardware / Network / Unknown)

Session Data

(Ensuring Data Quality & Consistency)

Field Name Description

session_id* Primary Key – an identifier to represent a unique charging session

evse_id* Foreign key to EVSE table

port_id* Foreign key to port table

charge_start_date_time* Date and time of when charging begins in UTC (unless alternative time zone is specified)
charge_end_date_time* Date and time of when charging end in UTC (unless alternative time zone is specified)
charge_duration Difference between charge start and end time in seconds

session_start_date_time* Date and time of when the session begins (plug-in) in UTC (unless alternative time zone is specified)

session_end_date_time* Date and time of when the session ends (plug-out) in UTC (unless alternative time zone is specified)

session_duration Difference between session start and end time in seconds

charge_kwh* Energy (kWh) delivered in session

charge_max_demand Peak demand (kW) of session

session_sale_amount Amount charged to customer in USD ($), if applicable

Interval Data

(Ensuring Data Quality & Consistency)

Field Name Description

interval_id* Primary Key – Unique identifier for each 15-minute interval

session_id* Foreign key to session table

interval_start_date_time* Interval start date and time at the :00, :15, :30, or :45 minute mark in UTC (except for the first interval of the session which will start at the exact time when user plugs in)

interval_end_date_time* Interval end date and time at the :14.99, :29.99, :44.99, or :59.99 minute mark in UTC (except for the last interval of the session which will end at the exact time when the user plugs out)

interval* Energy (kWh) delivered in the individual interval

interval_max_demand Peak demand (kW) of the individual interval

Fleet Data

(Ensuring Accurate Fleet Program Utilization & Compliance)

Field Name Description

vehicle_make Vehicle make associated with the user's account

vehicle_model Vehicle model associated with the user's account

fleet_vehicle_id Vehicle fleet identifier associated with the user's account, can be VIN

User Data

(Customer Assurance & Transition Preparedness)

Field Name Description

user_id Unique identifier for the user that initiated the session

user_zip ZIP code associated with the user account, if available

nsp_ account_user_type Identifies the entity (customer/site host/CPO) associated with the NSP account
contract_duration Specifies the length of the NSP agreement (1 / 3 / 5 years / Other)
cancellation_terms Defines how an NSP contract can be terminated and whether penalties apply

Application Account Name and Service Address

Account Name

Effective 1/30/2024

Paid for by Eversource and UI customers

EVERSOURCE UI An AVANGRID Company

~~Connecticut Electric Vehicle Charging Program~~

~~Address Line 1~~

~~Address Line 2~~
~~City State Zip Code~~
~~Payee Information~~

~~Payee Name (Business name to receive payment)~~
~~Payee Contact Name~~

~~Address Line 1~~

~~Address Line 2~~
~~City State Zip Code~~

~~Payee Contact Phone Payee Contact Email~~
~~(Completed by) Name~~

~~(Completed by) Phone~~
~~Customer Signature (Required)~~

~~I acknowledge the Payee information provided.~~

~~Customer Certification Agreement and Signature (Please Read Carefully)~~

~~I certify that I intend to purchase and install the indicated electric vehicle charging equipment for use at the service address on this Application and not for resale. I agree to verification by a Utility representative of both the sales transaction and product installation and allow Utility access to pre-monitor and post-monitor the installation. Falsifying any of the above information will void this Application and any future Applications. By signing this form, I certify that all the information described on this Application and all documents provided with this Application are accurate and true and that I have read, understand, and agree to the TERMS AND CONDITIONS listed above. By signing this Application, I further certify that the qualifying Equipment will be installed for use at the Connecticut service address listed above and acknowledge that falsifying any information will void this Application and any future Applications~~

~~Customer Printed Name~~
~~Customer Phone~~
~~Customer Email~~

~~Customer Signature (Required)~~
~~Date~~

~~Expected Install Date~~

~~Effective 1/30/2024~~

~~Paid for by Eversource and UI customers~~

Qualified Products List

Commercial Project Electric Vehicle Charger Qualified Product List

This qualified product list (QPL) includes all electric vehicle charging network software and hardware providers that have been qualified to be eligible for rebates under the program, as of the effective date shown at the bottom of the document. Customers may select from any approved network software provider and any approved hardware provider. Customers should note that not all network software and hardware is compatible. Please confirm software and hardware compatibility with the vendor.

Qualified Charging Network Software Providers

Provider	Level 2 or DCFC Support
AmpedUp!	Both
AmpUp	Both
Autel Cloud	Both
Blink	Both
Blue Planet (ChargePanel)	Both
ChargeLab (and white-labeled versions)	Both
ChargePoint	Both
ChargeUP	Level 2
Driivz	Both
Electric Avenue	Both
Electric Era PowerNode OS	DCFC
Electrify America	DCFC
Enel X	Both

~~Energy5 Network~~	~~Level 2~~
~~EV Connect~~	~~Both~~
~~EV Gateway~~	~~Both~~
~~EverCharge~~	~~Level 2~~
~~EVgo~~	~~DCFC~~
~~Evoke~~	~~Both~~
~~EVPassport~~	~~Both~~
~~Flash~~	~~Level 2~~
~~FLO~~	~~Both~~
~~Ford Pro Depot Charging Software~~	~~Both~~
~~Free2Move eSoutions (Ampeco)~~	~~Both~~
~~GreenJoulez~~	~~Level 2~~
~~Integra Energy (SaasCharge)~~	~~Both~~
~~In-Control Network~~	~~Both~~
~~KWEV~~	~~Both~~
~~Leviton~~	~~Both~~
~~Livingston Energy Group~~	~~Both~~
~~Loop~~	~~Both~~

~~NovaCHARGE~~	~~Both~~
~~Nuvve~~	~~Both~~
~~PowerFlex X~~	~~Both~~
~~PowerPump~~	~~Level 2~~
~~Red E Charge~~	~~Both~~
~~Shell Recharge Solutions~~	~~Both~~
~~SWTCH~~	~~Both~~
~~Synop~~	~~Both~~

~~Connecticut Electric Vehicle Charging Program~~

~~Effective 1/30/2024~~

~~Paid for by Eversource and UI customers~~

Qualified Charging Hardware Providers

Level 2 Electric Vehicle Supply Equipment	
Hardware Manufacturer	**Hardware Model**
ABB	Terra AC Wallbox 40A, 80A
Aispex	PLTM-48; GOLD-48; SLVR-48
Atom Power	AP3P400; AS2P-60-EVSE; AS2P-100-EVSE
Autel	MaxiCharger AC Business Elite; MaxiCharger AC Ultra
Blink (Lite-On)	HQ 200 Smart (HQW2-50C*)
Blink (Lite-On)	IQ200 Advanced (IQW2)
Blink (Lite-On)	MQ 200 (MQW2-50C*)
BreezeEV (Light Efficient Design)	EVC-L2-48A-L1-1*
BTCPower	EVP-2001-30*; EVP-2002-30*
BTCPower	L2W/P 30A; 40A; 70A
Blink	Series 6; 7; 8
ChargePoint	CPF50; CT4000; CT6000 (fleet only)
ChargeSmart EV (PowerCharge)	EV 32; EV 40; EV 80
Clipper Creek	HCS-40R
Charge Fast (Autel)	AC 19.2 kW (MaxiCharger AC Ultra)
Cyber Switching	CSE1
Eaton	Green Motion Fleet; Fleet Pro; Green Motion Building
Eaton	Smart Breaker GMEV32(BAB/BR) (DC/JB)

Electric Avenue	EAWPLT48-18WI1HWBL; EAWPLT48-18WI1HWWH; EAWPLT48-25WI1HWBL; EAWPLT48-25WI1HWWH
Electric Avenue (Zerova)	Watti Pro Series (AX Series)
Enel X	JuiceBox Pro 32; 40; 48; JuicePedestal 32; 40; 48
Espen Technology (Joint)	EVC/A48S/J18/(EW or EG)/5D; EVC/A80S/J18/(EW or EG)/5D
EVBox	Iqon
EverCharge	EV002
EvoCharge	iEVSE; iEVSE Plus
EVPassport (Zerova)	Ezra (AW Series); Rosa (AX Series)
EVSE LLC	3703; 3704; 3722
FLO (AddEnergies Technologies Inc.)	CoRe+ ; CoRE+ MAX; SmartTWO
Ford (Siemens)	Pro Charging 48A; 80A fleet (NL38-10C823-AA)
Free2Move (Zerova)	48A Charger; 80A Charger (AX Series)
Future EV (Lite-On)	FE-C2-L#40#-#(IC3-40); FE-C2-L#48#-#(IC-48;)

	FE-C2-L#80#-#(IC3-80)
InCharge Energy (Lite-On)	ICE-40AC; ICE-80AC (IC3-40; IC3-80)
Integra Energy (Lite-On)	IE-IC3-40A-H; IE-EX-1193-1(ICE-40AC; ICE-80AC)
Integra Energy (PowerCharge)	IE-IC3-32A-H (E20XXE/XXP)
Ledvance	EVC48ALVL2C1; EVC48LVL2C1WH; EVC48ALVL2GY
Legrand	LNA-EVC1-48-SV1
Leviton (ChargePoint)	EVR Green 4000 (CT4000)
Lite-On	L2-LPWF
Livingston Energy Group	CP-203; CP-208
Livingston Energy Group (EVSE LLC)	3703-103+ IHD (3703); 3704-10 IHD (3704)
Loop	EVS-32A-L2*; EVS-80A-L2*
Matcha Electric (Zerova)	Z32; Z48 (AW Series; AX Series)
Noodoe (Zerova)	AC11P (AX Series)
NovaCHARGE	NC7000; NC8000
Nuvve	Power Port
RAB (Zerova)	EVC48; EVC80 (AW Series; AX Series)
Red E-Charge (Autel)	Red E-Pro 50; Red E-Pro 80
PowerCharge	E20-XXE/XXP
PowerFlex (Webasto; Joint)	TurboDX 32A (Webasto DX); JT-48; JT-80 (Joint)
PowerPump (CCM International)	AC5500-G

DC Fast Chargers	
Hardware Manufacturer	Hardware Model
ABB	HVC 100; 150
ABB	T54 HV
ABB	Terra 184; 124; 94; 54
ABB	Terra HP 175; 350

~~Paid for by Eversource and UI customers~~

DC Fast Chargers	
Hardware Manufacturer	Hardware Model
Blink (Zerova)	Blink 60; 90; 150; 180; 360 kW
Borg Warner	RES-DCVC- 60; 125
Borg Warner	Res-HD125-V2G; Res-HD60-V2G
BTCPower	HPC 100; 150; 200
BTCPower	HPCD1-350
BTCPower	L3R-100-480; L3R-50-208; L3S-50-208; L3S-50-480
BTCPower	100 kW AIO; 180 kW AIO; 180/240/360 kW Split System
ChargePoint	Express 250; Express Plus[1]
Charge Fast (Autel)	DC Fast Charger 60-240kW (MaxiCharger DC Fast 60-240kW)
Delta	100kW; 350kW
Electric Avenue (Zerova)	Watti Direct 60;120; 180; 360 (DS Series)
Electric Era (Signet)	PowerNode 150; 200 (FC150K-AB-PS ; G2 FC200K-B2-PS)
Electrify America (BTCPower)	HPCD6-500-05-005
Enel X	JuicePump 50; 75
Espen Technology (Zerova)	EVC/(D060/D120/180)/SS (DS Series)
EVPassport (Zerova)	Larry; Ruth; Zeus (DS Series)
FLO (AddEnergie)	SmartDC 50kW; SmartDC 100kW
Free2Move (Zerova)	60kW Standalone Fast Charger; 180kW Charger (DS Series)
FreeWire	Boost Charger 150
InCharge	ICE-60; ICE-80; ICE-120; ICE-180
Integra Energy (Zerova)	IE-EVC/D60; IE-EVC/D120; IE-EVC/D180 (DS series)
Leviton (ChargePoint)	EVR Green DCFC (Express 250)
Noodoe (Zerova)	DC60P -DC360P (DS Series)

~~Nuvve (Borg Warner)~~	~~RES-HD60-V2G; RES-HD125-V2G~~
~~RAB (Zerova)~~	~~EVC180 (DS180)~~
~~Red E Charge (Autel)~~	~~Red E Stellar 60-240kW (MaxiCharger DC Fast 60-240kW)~~
~~Positive Energy US~~	~~PES-DCVC60KW-480; PES-DCVC-125KW-480 (RES-DCVC60-480; RES-DCVC125-480-FR)~~
~~Positive Energy US~~	~~PES-DCVC60KW-480-V2G; PES-DCVC-125KW-480-V2G (RES-DCVC60-480-V2G; RES-DCVC125-480-V2G)~~
~~Siemens~~	~~Ultra50~~
~~Signet~~	~~350kW~~
~~Tellus Power Green~~	~~TP-EVPD 60kW; 120kW; 160kW; 180kW; 200kW;~~

~~Paid for by Eversource and UI Customers~~

DC Fast Chargers	
Hardware Manufacturer	Hardware Model
	240kW; 300kW; 360kW
Tritium	PKM 100; PKM 150; PKM 360-PU
Tritium	RT 50; 75; 150; 175; 175-S; RTM 50; RTM 75
XCharge	C6AM 90##; CA6AM 150##
Zerova	DSWU60; DSWU90; DSWU120; DSWU150; DSWU180; DO360

[1]ChargePoint's Express Plus must be installed with a minimum of two power modules per site

The equipment will differ on charger models, software, costs and manufacturer details. Eversource does not offer preferences or recommendations for any of the approved equipment. Program participants are responsible for determining the suitability of these products and services.

~~Paid for by Eversource and UI Customers~~

~~Fleet Managed Charging~~

~~Paid for by Eversource and UI Customers~~

~~Connecticut Electric Vehicle (EV) Charging Program~~

UI
An Avangrid company

Connecticut Electric Vehicle Charging Rebate Commercial Participant Agreement

Commercial EV Infrastructure Terms & Conditions

The Participant agrees to enroll in the Connecticut ("CT") Electric Vehicle ("EV") Charging Program for Commercial EV Infrastructure ("Program") managed by The United Illuminating Company ("UI") pursuant to these terms and conditions ("Terms and Conditions" or the "Agreement"), set forth herein.

1. Definitions on Application and Participant Agreement

1.1 "Affiliate" means any Person controlling, controlled by, or under common control with, any other Person; "control" shall mean the ownership of, with right to vote, 50% or more of the outstanding voting securities, equity, membership interests, or equivalent, of such Person.

1.2 "Agreement" means the Application, these Terms and Conditions and any exhibits and attachments which are incorporated and made a part of this Agreement.

1.3 "Application" means the Connecticut Electric Vehicle Charging Rebate-Commercial Application, including any attachments, exhibits, and these Terms and Conditions.

1.4 "Data Validation Test" means a test of the Equipment's ability to communicate EVSE Utilization Data to UI or its contractor.

1.5 "Equipment" means the EVSE and Participant's Electric Distribution System Upgrades.

1.6 "EVSE" means the Electric Vehicle Supply Equipment.

1.7 "EVSE Incentive" means UI's financial contributions toward the cost of purchasing Qualified EVSE.

1.8 "EVSE Utilization Data" means charging station utilization information defined by the Program Decision provided by the Participant to UI or its contractor, which includes, but is not limited to, the data points listed in Appendix A to this Agreement.

1.9 "EVSE Vendor" means any Qualified vendor of EVSE and/or EVSE data systems including but, not limited to manufacturers, network providers and other third-party operators other than the Participant.

1.10 "Initial Term" has the meaning set forth in Section 2 below.

1.11 "Make-Ready Electric Upgrades" means (i) UI Electric Distribution System Upgrades and (ii) Participant's Electric Distribution System Upgrades.

1.12 "Make-Ready Incentive" means UI's financial contributions toward the Make-Ready Electric Upgrades as defined above.

1.13 "EVSE Incentive" means UI's financial contributions toward the cost of purchasing Qualified EVSE.

1.14 "Participant" means the nonresidential electric customer of UI who satisfies the Participant eligibility requirements below.

1.15 "Participant's Electric Distribution System Upgrades" means electric infrastructure that is required to install new EVSE, owned and operated by an entity other than UI, including, but not limited to, installation of wire and conduit, transformers, or mounting hardware from the Participant's electrical panel to the EVSE stub.

1.16 "Person" means any natural person, individual, firm, corporation, company, partnership (general or limited), limited liability company, business trust, joint venture, consortium, government or political subdivision, or any agency, instrumentality, or authority of any government or political subdivision, or other entity or association.

1.17 "Program Materials" means the documents and information provided by UI, and other Program requirements, which may include, without limitation, Program guidelines and requirements, Application forms, terms and conditions, and other correspondence or literature regarding the Program.

1.18 "Program Decision" means the Final Decision(s) in Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies-Zero Emission Vehicles, July 14,2021, Docket No. 21-08-06, Annual Review of the Electric Vehicle Charging Program-Year 1, December 15, 2021, Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program-Year 2, December 14, 2022 and any subsequent Final Decisions issued by PURA in any future proceedings related to the CT EV Charging Program.

1.19 "Qualified" Only new EV chargers listed in the EV Charger Qualified Product List are eligible for incentives. For a complete list of qualifying EV chargers, check our website.

1.20 "Site" Prewiring of electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of electric vehicle supply equipment (EVSE), either Level 2 or DCFC, on a property within UI's service territory owned or controlled by the site host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.

1.21 "Site Host" The fee owner of Site or has a long-term (10 years or longer remaining term) lease or ground lease of the Site. The Site Host may or may not be the Equipment Owner.

1.22 "Term" means the Term as set forth in Section 2 below.

1.23 "UI Electrical Distribution System Upgrades" means electrical infrastructure that is required to install new EVSE, owned and operated by UI, including, but not limited to, transformers, and new or upgraded electric services.

2. Term.

The term of this Agreement will commence on the Effective Date and conclude five (5) years from the Equipment Activation Date ("Initial Term").

3. Participant Eligibility Requirements and Representations and Warranties.

3.1 The Participant represents and warrants that it is (i) a non-residential electric customer of UI, and (ii) the owner of the Site or has the right and/or express written authority to install the Equipment on the Site. As evidence of (ii), to UI's reasonable satisfaction, Participant shall provide to UI: an affidavit attesting that Participant owns the land on which the EVSE will be installed; a fully-executed, valid lease for the Site for a term of 10 years or longer; or express written consent from the landowner allowing the EVSE installation at the Site.

3.2 The Participant agrees to install program approved EVSE consistent with the Program Decision, perform the required Participant Make-Ready Upgrades and establish any necessary electric service orders with UI.

3.3 Participant agrees to install Equipment in compliance with all federal, state and local laws and/or codes, and to follow all applicable electric codes and standards.

3.4 The Participant represents and warrants that the information it submitted on its Application for Program participation is true, complete and accurate.

4. Participant Obligations.

The Participant shall:

4. 1 Install program approved equipment listed on the EV Charger Qualified Product List.

4. 2 Complete construction of EVSE and Participant's Electric Distribution System Upgrades within one year of approved Application or else describe in detail, to UI's reasonable satisfaction, the conditions that have delayed construction. In the event of such a delayed construction schedule, Participant agrees to diligently pursue completion of construction.

4. 3 Provide estimates of the cost of Participant's EVSE and Electric Distribution Upgrades to UI so that UI may calculate the Program Incentive for which the Participant is eligible.

4. 4. Inform UI of any material changes in Participant's Electric Distribution Upgrades that result in a change of approved costs and/or construction schedule.

4. 5 Obtain all necessary approvals, permits and licenses for the installation and operation of Equipment.

4. 6 Notify UI of any vandalism, malfunction or suspected malfunction of the Equipment.

4. 7 Rectify issues identified during a post inspection review conducted by UI or its contractor pursuant to Section 10.2 below.

4. 8 Be accessible to UI and, as requested from time to time by UI, to answer UI's or its contractor's questions regarding the performance of the EVSE.

4. 9 Not cause or permit the Equipment to become subject to any mortgage, lien, security interest or other encumbrance.

4. 10 Perform Participant's Electric Distribution System Upgrades required to support the activation and operation of the EVSE on the Site.

4. 11 Ensure Equipment meets UI's or its contractor's Data Validation Test prior to Equipment Activation Date.

4. 12 Maintain all Equipment in a safe manner pursuant to Section 7 below.

4. 13 Ensure EVSE on the Site is visible and accessible for use pursuant to Section 9.

4. 14 Provide the required documentation and invoices to UI pursuant to Section 8.

4. 15 Pay the electricity costs for EVSE on Site.

4.16 Participate in Light Duty Fleet Managed Charging program where rebated chargers are not available to the public. Participants shall participate in one or both of the two managed charging options: the Demand Response Plan or Customized Plan. For more information please see the Light-Duty Fleet Managed Charging Participation Guide found on UI's website.

5. UI Obligations.

UI or its contractor will:

5. 1 Install and maintain any necessary UI Electric Distribution Upgrades at the Site.

5. 2 Pay the applicable portion of the Program Incentive to the Participant after the Equipment has reached the Equipment Activation Date and following receipt of invoices and required documentation from the Participant.

6. EVSE Utilization and Reporting.

UI is required by the Public Utilities Regulatory Authority (PURA) Program Order 17-12-03RE04 to collect and report EVSE utilization data and EVSE financial data. For the duration of this Agreement, the Participant shall authorize the EVSE manufacturer and/or network integrator to provide UI, and its contractor, the EVSE Utilization Data and EVSE Financial Data on a quarterly basis. Participants are required to ensure that formal agreements with Network Service Providers are in place with all relevant parties, including contractors, where applicable, to ensure EVSE Utilization Data is conveyed to UI. Participants are responsible for verifying that these agreements align with the Program guidelines. See Appendix A for EVSE utilization data and EVSE financial data sharing requirements.

7. EVSE, Installation and Maintenance.

The Participant shall purchase Qualified EVSE and shall install the EVSE on the Site. Except as otherwise provided hereunder, neither UI nor its contractors or agents shall be responsible for performing any work in connection with the installation of EVSE. The Participant understands and agrees that after the EVSE is installed, the Participant shall operate and maintain the EVSE, or cause the EVSE to be operated and maintained, in a safe manner and in accordance with the manufacturer's recommendations and these Terms and Conditions herein. The Participant shall, at the Participant's sole expense, be responsible for any necessary repair and replacement of the EVSE and/or replacement any necessary parts of the EVSE.

8a. Incentive Processing.

UI must preapprove the cost of the EVSE and Participant's Electric Distribution Upgrades prior to the Participant or its contractor commencing any work on such upgrades. The Participant shall provide UI with reasonable, estimated, and properly documented costs for the Participant's Make-Ready Electric Upgrades and installed EVSE. UI will assess the costs associated with the purchase of the EVSE, Participant's Make-Ready Electric Distribution Upgrades and the UI Electric Distribution Upgrades to determine the Program Incentive for which the Participant is eligible. UI will then pay the applicable portion of the Program Incentive to the Participant following the receipt of invoices and required documentation from the Participant.

8b. Underserved Communities.

The State of Connecticut updates the Distressed Municipality list every year in late August or early September. Respectively the Environmental Justice Communities Map is updated to reflect these changes. Applications received within 60 days of changes to this map will be considered for review and approval under the previous map version. Applicant is required to submit a copy of contractor proposal dated prior to this 60 day grace period. If an approved Baseline Application becomes listed as an Environmental Justice Community during an annual map update, it will not be eligible for the Underserved Community incentive amounts.

9. Access.

Participant shall allow UI or its contractor access to the Site to: (i) perform verification of the installation and activation of EVSE during the Term; and (ii) to prepare the Site for work required in connection with the Program including, without limitation, for certain assessments required for an Application, the installation of Electric Distribution Upgrades and or new service, inspection (post and periodic) of the EVSE, emergency or maintenance issues relating to the UI Electric Distribution Upgrades. The Participant shall cooperate in good faith with UI to obtain easement(s), as necessary, including promptly signing any required applications. UI may record a "Standard Form Notice of Contract" in lieu of an easement to evidence its right to access the Site.

10. Monitoring and Inspection.

10. 1 UI or its contractor may access the Site to perform an initial site assessment, as well as verification of installed Equipment.

10. 2 The Participant shall address and resolve any and all issues discovered by Participant or identified during an inspection by UI and communicated to the Participant by UI. Participant shall resolve issues in order to be eligible for any of the Program Incentive from UI.

10. 3 UI may monitor the use of the EVSE and periodically inspect the same in order to verify Participant's compliance with the Agreement and Program requirements and to obtain certain information, including, without limitation, usage information, and Participant's participation in its obligations and duties under this Agreement.

10. 4 Participant shall cooperate in good faith with UI and/or its contractor and provide any requested information in connection with UI's monitoring and inspections of the EVSE or the Electric Distribution Upgrades. Participant understands and agrees that neither UI nor its contractor shall perform any kind of safety, code or other compliance review of the EVSE or the Site.

11. Program Participation and Modification.

Once the Participant submits the Application and required documentation to UI, UI shall inform the Participant in writing regarding the Participant's eligibility and participation in the Program. UI retains the right, in its sole discretion, to modify the Program. Such approval shall be incorporated into this Agreement when signed by UI and added to this agreement as an appendix. For L2 installations, applications will be reviewed and approved on a first come basis. For DCFC installations, the Application period will be open from March 15 to June 1. Applications will be reviewed and approved subject to review criteria establish by PURA in Docket # 22-08-06. In addition, PURA requires that all light-duty fleet owner/operators receiving an incentive through the Program who install non-public Level 2 EVSE or DCFCs are required to participate in one of the managed charging options (to be defined) for a minimum of two years. If Participant fails to provide UI the EVSE Utilization Data in accordance with Section 6 of these Terms and Conditions and with the Program requirements, it may no longer be eligible for new or future Program Incentive payments and, at UI's discretion, shall be subject to claw back of the Program Incentive payments received or revocation of service. Participant may assign its entitlement to receive UI's Program Incentive payment to a third-party – such as an Equipment installer – provided it has obtained UI's express written authorization; however, such an assignment does not relieve Participant of its obligations under this provision or these Terms and Conditions in general.

12. Termination.

12. 1 UI may, in its sole discretion, at any time and without notice, terminate this Agreement for convenience or cause.

12. 2 The Participant may terminate this Agreement before the expiration of the Initial Term.

12. 3 If UI terminates this Agreement for cause or the Participant terminates the Agreement before the end of the Initial Term, the Participant shall be solely responsible for reimbursing UI for the straight-line depreciated (over 5 years) installation costs for the Make-Ready Upgrades.

13. Name and Logo Use.

The Participant shall not use UI's name or logo without express written authorization from UI. Any authorized use of UI's name and logo must be reviewed and approved by UI and such use must strictly adhere to such UI's specific name and logo use/branding requirements.

14. Confidentiality.

The Participant grants to UI the right to use and reference for promotional and regulatory purposes the Participant's participation in the Program. UI shall keep in strict confidence any Participant confidential information and any confidential EVSE Utilization Data. UI shall exercise reasonable care to maintain the confidentiality and shall not disclose confidential information to any third parties, except to the extent expressly permitted by these Terms and Conditions.

15. Liability.

The Participant shall be liable for any claims, liability, losses, damages and costs to the extent arising from any act of omission on the part of the Participant or its contractors, employees or any other person for whom the Participant is legally responsible who causes injury to persons (including death) or damage to electric systems or property except to the extent liability results from the gross negligence or willful misconduct of UI. With the exception of the Participant's indemnity obligations hereunder, neither the Participant nor UI shall be liable under this Agreement for any special, indirect, incidental, penal, punitive or consequential damages of any nature. With the exception of third-party claims for personal injury or property damage, UI's liability to the Participant under this Agreement, regardless of the number of claims, shall not exceed to the total amount of the Program Incentive associated with the Participant's Electric Distribution System Upgrades paid by UI to the Participant under this Agreement. The provisions of this Section shall survive the termination or expiration of the Agreement.

16. Indemnification.

The Participant shall indemnify, defend and hold harmless UI, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses (including reasonable attorneys' fees and costs incurred to enforce this indemnity) brought by or on behalf of third parties (collectively, "Loss") to the extent arising out of or resulting from the Participant's participation in Program or the Participant's acts or omission with respect to the Program or this Agreement(as well as those acts and omissions by Participant's contractors, representatives or agents), except to the extent that such Loss results from the gross negligence or willful misconduct of UI. This Section shall survive the termination or expiration of the Agreement.

17. Disclaimer of Warranties.

Except as expressly stated herein, UI makes no representations, warranties or guarantees in connection with the Agreement. UI does not make any representations of any kind regarding the benefits, adequacy or safety of the EVSE. The Participant understands and agrees that UI is not a manufacturer of, or regularly engaged in the sale or distribution of, or an expert with regard to the EVSE or any related work. The Participant further understands and agrees that neither UI nor its contractor shall perform any kind of safety, code or other compliance review of the EVSE or Site. This Section shall survive the termination or expiration of the Agreement.

18. Removal of Equipment.

The Participant understands and agrees that as a condition of participation in the Program it must properly remove and dispose of or recycle the EVSE in accordance with all applicable laws and regulations. The Participant further understands and agrees to pay the cost to remove the Participant's Make- Ready Electric Upgrades should the Participant desire removal of such upgrades.

19. Compliance with Laws.

The Participant shall, and shall require its subcontractors, agents and employees to, comply with all applicable Federal, state and local directives, requirements, rules, regulations, laws and ordinances, whether the same are in force upon the execution of the Agreement or may in the future be passed, enacted or directed, including without limitation, compliance with the safety rules and regulations and standards adopted under the Occupational Safety and Health Act of 1970 (OSHA), as amended from time to time.

20. Notice.

All notices, requests, approvals and other communications which may or are required to be given by either party to the other under this Agreement shall be deemed to have been sufficiently given for all purposes hereunder when delivered personally or mailed by registered or certified mail (i) if to UI at 60 Marsh Hill Road, Orange, CT 06477, Attention: Program Manager Electric Vehicles; and (ii) if to the Participant, at the address of the Site as set forth in the Application.

21. Governing Law.

The Agreement shall be interpreted and enforced according to the laws of the State of Connecticut without regard to its conflicts of law principles. Any controversies arising out of the Agreement shall be submitted only to the courts of State of Connecticut. The Participant hereby submits to the courts of State of Connecticut for the purposes of interpretation and enforcement of this Application and its Terms and Conditions.

22. Assignment.

This Agreement may not be assigned by the Participant without the express written consent of UI. In the event that the Participant transfers ownership of the Equipment to a new owner, the new owner must assume responsibility for all of the Participant's obligations under the Agreement. The Participant shall remain responsible for their obligations under this Agreement until assigned to a new owner or this Agreement is otherwise terminated.

23. Amendment.

There shall be no amendment to this Agreement or any Program guidelines as related to Participant's participation unless such is made by UI and mutually agreed upon by Participant and UI.

24. No Third-Party Beneficiaries.

This Agreement does not grant any rights to any third parties.

25. Entire Agreement.

This Agreement constitutes the entire agreement between UI and the Participant with respect to the subject matter hereof, and any and all previous representations or agreements with respect to such subject matter, either oral or written, are hereby annulled and superseded. In the event of any conflict or inconsistency between the Agreement and any other Program Materials, the Agreement shall be controlling.

Participant has read, understands and agrees to these Terms and Conditions.

Application Account Name and Service Address

Account Name

Address Line 1

Address Line 2

City | State | Zip Code

Payee Information

Payee Name (Business name to receive payment)

Payee Contact Name

Address Line 1

Address Line 2

City | State | Zip Code

Payee Contact Phone | Payee Contact Email

(Completed by) Name | (Completed by) Phone

Customer Signature (Required) I acknowledge the Payee information provided.

Customer Certification Agreement and Signature (Please Read Carefully)

I certify that I intend to purchase and install the indicated electric vehicle charging equipment for use at the service address on this Application and not for resale. I agree to verification by a Utility representative of both the sales transaction and product installation and allow Utility access to pre-monitor and post-monitor the installation. Falsifying any of the above information will void this Application and any future Applications.

By signing this form, I certify that all the information described on this Application and all documents provided with this Application are accurate and true and that I have read, understand, and agree to the TERMS AND CONDITIONS listed above. By signing this Application, I further certify that the qualifying Equipment will be installed for use at the Connecticut service address listed above and acknowledge that falsifying any information will void this Application and any future Applications

Customer Printed Name | Customer Phone | Customer Email

Customer Signature (Required) | Date | Installation Date

2026 Participant Guide for Light-Duty Fleet Owners ~~&~~and Operators

Revision: March ~~1, 2023~~2, 2026

~~Paid for by Eversource and UI Customers~~

~~Section 1:~~

~~Introduction~~



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Section 1: Background

Welcome to the Connecticut Electric Vehicle (EV) Charging Program

~~New~~Modern technology like ~~electric vehicles (~~"EVs~~") raise many~~ raises questions and **Eversource and Avangrid subsidiary United Illuminating**, your ~~utilities~~"Utilities," know informed consumers drive great partnerships. In this ~~guide, United Illuminating and Eversource~~**Program Guide** (Guide), the Utilities explain ~~a unique~~the new **Connecticut Light-Duty EV Fleet Managed Charging Program** (Light-Duty Fleet Program or Program) and help you understand just how easy it can be to create or update your light-duty fleet with EVs, how you will save money through EV charging programs, pay less for your usage during designated charging times, get faster charging options to streamline your business, and understand how smart choices can protect the future of our environment. EVs produce less lifetime pollution than gas-powered vehicles, and, as sources of electricity become cleaner, these emissions will continue to decline. ~~The EV community and public charging network are quickly growing. Let's find out just how you can become part of this new technology revolution!~~

~~The Connecticut Light-Duty EV Fleet Managed Charging Program ("Light-Duty Fleet Program" or "the Program")~~The Program offers eligible commercial and industrial fleet owners the opportunity to earn rebates and incentives to install EV chargers and charge their EV fleets smarter, avoid costly peak time energy use, and help ~~your utility, either United Illuminating ("UI") or Eversource, collectively ("utilities"),~~the Utilities manage the additional electricity demand from ~~EV's~~EVs now and into the future. Charging EVs at your business can offer many benefits, from convenience to cost savings and vehicle emission reductions. ~~Whatever your motivation, we welcome your participation and look forward to supporting you.~~

So, how does it work? This ~~guide~~Guide will provide all the information you need to participate successfully and receive the Program incentives that are applicable to you. This includes eligibility criteria, the Fleet Assessment and enrollment process, project planning, and post-enrollment requirements. ~~The~~We'll revise this Guide ~~will be revised~~ as the Program and/or the application process evolves. ~~Revised~~ Fleet owners may engage with the Program at various stages of fleet electrification, from initial planning and vehicle screening to infrastructure deployment and ongoing managed charging participation. Eversource currently provides a formal Fleet Assessment Tool, and UI offers other planning support and is working toward launching a similar assessment offering by the end of 2026.

We will post revised versions of this Guide ~~will be posted~~ on ~~your relevant utility's website~~our websites, so check ~~the relevant site~~those sites frequently as you plan your fleet. Overall, ~~customers~~ interested ~~in the Program~~ customers should read this ~~guide~~Guide and direct any follow up questions to the relevant Program ~~Support staff~~team mentioned in **Section 8**.

~~United Illuminating and Eversource are ready and eager to help on your project.~~

Section 2:

Definitions ~~&~~ and Key Terms

The definitions in this section will help existing and prospective light-duty fleet owners/~~-~~operators to understand some of the terms used throughout this ~~guide.~~

~~**Direct Load Control:** The capability of the utility~~Guide. When we refer to ~~manage the electrical load of the participant's EV or EV charger in collaboration with the utility's Technology Partner. This enables utilities to reduce stress on the grid system by turning charging on and off when the system is experiencing times of high stress.~~

~~Paid for by Eversource and UI Customers~~

Demand Response: refers to actions taken by utilities during times when the electric system is strained. This system strain typically occurs on the hottest days of the summer but can also happen any time of the year such as in emergency situations or when electricity supply is limited. By initiating Demand Response "Events," utilities act with their customers and through their Technology Partners to reduce electric usage for short periods of time. When customers respond to an Event it helps maintain a stable electric system. In most cases advanced notification up to 24 hours can be provided.

Demand Response Management System ("DRMS"): the platform each utility uses to coordinate all Demand Response Activities and the system that the Fleet's technology will integrate with (if possible).

Demand Response Season: The Demand Response Season is the season in which Demand Response events may be called. This season runs from June 1st through September 30th.

Emergency Demand Response: refers to actions taken by utilities if the utility determines action is required to maintain the safety and reliability of the grid. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilities may require override of a customer's EV charger. While such conditions are rare, utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Customers will still have the ability to opt out during an Emergency Demand Response event.

Electric Vehicle Supply Equipment ("EVSE"): refers to devices used to supply EVs with electricity. These devices generally fall into two categories – Level 1 and Level 2:

Level 1 ("L1"): The lowest speed charger, these chargers plug into the average 3-prong, 120V plug. These plugs charge a vehicle very slowly, and the time required varies greatly depending on the size of a vehicle's battery. A L1 charging plug was likely included in the EV purchase. These chargers are not eligible to participate in this participating in the Program, we'll call them **participants**.

Level 2 ("L2"): These chargers are a step up in power from L1 chargers and connect to either 240V outlet or are hardwired directly. L2 chargers are most often purchased separately from the EV, although more EV's are beginning to come with an L2 charger as standard equipment as an option at purchase. An L2 charger can have "smart" features that can be accessed through a mobile app and/or web portal and are available in several power levels. L2 chargers can fully charge a vehicle from empty between 3 and 7 hours, depending on the size of an EV's battery and power rating of the charger.

Networked L2 or "Smart Charger": These chargers can connect to the internet (via Wi-Fi or cellular connection) and can be controlled, generally, through a mobile app.

Non-Networked L2: These chargers don't connect to the internet (via Wi-Fi or cellular connection) but do charge a vehicle as quickly as a Networked L2.

~~**Direct Current Fast Charger ("DCFC"): DCFC chargers,** sometimes referred to as a Level 3 DC charger, are a step up in power from L2 chargers. DCFC chargers use a 3-phase 480 volt AC electric circuit but delivers direct current (DC) to the vehicle. DCFC equipment can charge a BEV to 80 percent in just 20 minutes to 1 hour. For this program, DCFC charging stations must be dual port with both SAE J1772 Combined Connector System (CCS) and IEEE 2030.1.1 (CHAdeMO) charging ports. Support of simultaneous charging on both ports is not a requirement, however to qualify as a two-plug charging site, DCFC stations must support simultaneous charging of at least 50 kW.~~

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Fleet: Section 14-164b of the Connecticut General Statutes defines "fleet" as "a group of owned or leased motor vehicles subject to emissions inspection pursuant to subsection (c) of section 14-164c owned or leased by one person, firm, corporation, or governmental entity." These fleets include but are not limited to federal, state, and local fleets, service fleets, and last- mile delivery fleets.

Fleet Advisory Service: the entity that provides Fleet Assessments. This entity/entities partner(s) with your utility to provide this third-party service.

Fleet Assessment: an assessment that identifies fleet vehicles ready for electrification. This assessment provides site feasibility, rate analysis, estimate billing impacts and related recommendations to assist fleets with making informed decisions when transitioning their fleet to electric vehicles. This assessment will also provide the appropriate method of participation for your fleet regarding Managed Charging.

Fleet Owner/ Operator: the employer/ fleet manager that acts as the decision maker and individual or set of individuals that control the operations of a given fleet.

Light-Duty: Cars and trucks with maximum Gross Vehicle Weight Rating (GVWR) < 8,500 lbs.

Managed Charging: Managed Charging refers to coordination between EV owners/ operators and the utilities or third-party partners of the utility to stop or slow down charging during times of high stress on the utility system. This can be done by either utilizing behavioral signals to prompt EV owners to adjust their own charging behavior, or by the utility sending direct load control signals to the EV or EV charger during those times of stress. This Program uses both approaches. Managed Charging allows the utilities to adequately integrate the growing, new demand on their systems from EVs, and allows utilities to use the flexibility of EVs to reduce costs.

Non-Public: those light-duty fleet chargers intended solely for the private use of a fleet.

Public Access: unrestricted site access to the public to charge EVs at any time the EV charger is unoccupied for seven days per week, at least 12 hours per day.

Telematics: Like many of the appliances, communications, and entertainment systems we use today, vehicles have also become "connected devices". Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Program. This communication allows important vehicle and charging data to be shared with our technology partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during Demand Response Events.

Demand Response

This term refers to actions taken by the Utilities during times when there is more demand on the electric system. This system strain typically occurs on the hottest days of the summer but can also happen any time of the year, such as in emergency situations or when electricity supply is limited. By initiating **Demand Response Events** (DR Events), the Utilities act with their customers and through their technology partners to reduce electric usage for short periods of time. When customers respond to a DR Event, it helps maintain a stable electric system. In most cases advanced notification up to 24 hours can be provided.

Demand Response Management System (DRMS)

The platform each Utility uses to coordinate all demand response activities and the system that the fleet's technology will integrate with (if possible).

Demand Response Season

The Demand Response Season is the season in which DR Events may be called. This season runs from June 1st through September 30th.

Direct Load Control

The capability of the Utility to manage the electrical load of the participant's EV or EV charger in collaboration with the Utility's technology partner. This enables the Utilities to reduce demand on the grid system by turning charging on/off when the system is experiencing times of high demand.

Electric Vehicle Supply Equipment (EVSE)

This term refers to devices used to supply EVs with electricity. These devices fall into two categories – Level 1 and Level 2:

- **Level 1 (L1):** The lowest speed charger, these chargers plug into the average 3-prong, 120V plug. These plugs charge a vehicle very slowly, and the time required varies depending on the size of a vehicle's battery. A L1 charging plug was likely included in the EV purchase. These chargers are not eligible for this Program
- **Level 2 (L2):** These chargers are a step up in power from L1 chargers and connect to either a 240v outlet or are hardwired directly. L2 chargers are most often purchased separately from the EV, although more EVs are beginning to come with an L2 charger as standard equipment as an option at purchase. An L2 charger can have "smart" features that can be accessed through a mobile app and/or web portal and are available in several power levels. L2 chargers can fully charge a vehicle from empty between three and seven hours, depending on the size of an EV's battery and power rating of the EV Charger
- **Networked L2 (or "Smart Charger"):** These chargers can connect to the internet (via Wi-Fi or cellular connection) and participants can usually control them through a mobile app
- **Non-Networked L2:** These chargers don't connect to the internet (via Wi-Fi or cellular connection) but do charge a vehicle as quickly as a Networked L2
- **Direct Current Fast Charger (DCFC):** DCFC chargers, sometimes referred to as a Level 3 DC charger, are a step up in power from L2 chargers. DCFC chargers use a 3-phase 480-volt AC electric circuit but deliver direct current (DC) to the vehicle. DCFC equipment can charge a BEV to 80% in just 20 minutes to one hour. For this Program, DCFC charging stations must be dual port with both SAE J1772 Combined Connector System (CCS) and IEEE 2030.1.1 (CHAdeMO) charging ports. Support of simultaneous

charging on both ports is not a requirement; however, to qualify as a two-plug charging site, DCFC stations must support simultaneous charging of at least 50 kW

Fleet

Section 14-164b of the Connecticut General Statutes defines “fleet” as “a group of owned or leased motor vehicles owned or leased by one person, firm, corporation, or governmental entity.” These fleets include but are not limited to federal, state, and local fleets, service fleets, and last - mile delivery fleets.

Fleet Advisory Service

The entity that provides Fleet Assessments. This entity/entities partner(s) with your Utility to provide this third-party service.

Fleet Assessment

An assessment that identifies fleet vehicles ready for electrification. This assessment provides site feasibility, rate analysis, estimate billing impacts, and related recommendations to assist fleets with making informed decisions when transitioning their fleet to EVs. This assessment will also provide the appropriate method of participation for your fleet regarding Managed Charging.

Fleet Owner/ Operator

The employer/ fleet manager that acts as the decision maker and individual or group of individuals that control the operations of a given fleet.

Light-Duty

Cars and trucks with maximum **Gross Vehicle Weight Rating** (GVWR) < 8,500 lbs.

Managed Charging

Managed Charging refers to coordination between EV owners/operators and the Utilities or Utility third-party partners to shift EV charging to off-peak hours. This can be done by either using behavioral signals to prompt EV owners to adjust their own charging behavior, or by the

utility sending direct load control signals to the EV or EV charger during those times of high demand. This Program uses both approaches. Managed Charging allows the Utilities to adequately integrate the growing, new demand on their systems from EVs, and allows the Utilities to use the flexibility of EVs to reduce costs.

Non-Public

Those light-duty fleet chargers are intended solely for the private use of a fleet.

Public Access

Unrestricted site access to the public to charge EVs at any time the EV charger is unoccupied for seven days per week, at least 12 hours per day.

Telematics

Like many of the appliances, communications, and entertainment systems we use today, vehicles have also become “connected devices.” Telematics is the capability of a vehicle to wirelessly communicate with other systems like those used to administer the Program. This communication allows important vehicle and charging data to be shared with our technology partners and can be used to enable control signals that can slow the rate of charge or turn the EV charging station on or off as needed by the grid during DR Events.

Section 3:

Program ~~Description~~

Overview and Customer Eligibility

Overview

The **Light-Duty Fleet Managed Charging** ~~program (“~~**Program** (Light-Duty Fleet Program~~”~~ or ~~“the~~ Program~~”)~~) offers ongoing incentives and load shifting benefits to promote consistent participation in Managed Charging over time. These incentives are ~~broken into incentives~~given for both public chargers and ~~incentives for~~ non-public chargers. Which option ~~is selected~~you select will determine the requirements for much of this Program.

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The Light-Duty Program is designed for light-duty fleets with non-public chargers or light-duty fleets with public access chargers. Non-public chargers receiving upfront

incentives through the CT EV Charging Program *are required* to participate in one of the managed chargingManaged Charging program designs described in this section for a minimum of 24 months. Chargers with public access receiving incentives through the CT EV ChargingLight-Duty Fleet Program *are not required* to participate in managed chargingManaged Charging, but are able to join, earn incentives (if applicable), and optimize their charging to potentially save energy. Therefore, it is worth considering the business implications of this selection. You can find more information on the upfront incentives in **Section 4**.

Therefore, it is worth considering the business implications of this selection. More information on the upfront incentives can be found in **Section 4**.

The business use of light-duty fleets is broad and varied. As such, there is not a “one-size-fits-all” program design for every business. For example, a program design that requires curtailment of charging at specific times that work for one business might significantly interfere with or interrupt the business use of the fleet at a second business.

Furthermore, as hardware and software in the managed charging space is nascent and evolving, there are certain combinations of technologies that are not compatible, though they may be in the future. This means that certain types of technologies may only be able to participate in the Light-Duty Fleet Program in specific ways, just by virtue of what is technologically feasible at the time of enrollment.

Program Participation &and Application

BeginningEffective April 1, 2023, United Illuminating and Eversource will offer athe Utilities began offering the Light-Duty Managed ChargingFleet Program thatwhich provides customers with two potential methods of participation: (1) **Demand Response** or (2) a **Customized Managed Charging Option** (“(Customized Option”).). The method that the light-duty fleet owner/operator chooses will depend on their technical and business capabilities. These capabilities are determined by the participant in the case of Demand Response, or during a Fleet Assessment, through the Fleet Advisory Service in the case of the Customized Option. Interested light-duty fleet owners/ operators submit an applicationmay apply for the Light-Duty Managed Charging Program and indicate if they will participate in Demand Response or the Customized Option.

Fleet Assessments

Light-Duty Fleet Assessments are available to any light-duty fleet owner/-operator as a service available in part of the CT EV Charging Program and serve as a foundational planning resource. Assessments support informed fleet electrification decisions by evaluating vehicle suitability, charging infrastructure needs, site electrical capacity, rate impacts, and managed charging opportunities.

For participants choosing to participate in the Customized Option, the relevant ~~utility's~~Utility's **Fleet Advisory Service** will perform a complete ~~fleet assessment~~Fleet Assessment including management of EV charging load. If the participant's EV charging network is capable of load balancing and the participant has the necessary internal resources (staffing and knowledge), the ~~Companies~~Utilities will collaborate with the participant to determine the load balancing solution that delivers the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the participant and the distribution system with the least impact to business operations. If the level of sophistication in technology and resources is such that additional building load balancing may be achieved, the Utilities may engage the resources of their **conservation and load management** (C&LM) programs to develop a total site load balancing plan.

~~Paid for by Eversource and UI Customers~~

~~achieved, the Companies may engage the resources of its energy efficiency programs to develop a total site load balancing plan.~~

The two methods of participation for a light-duty fleet owner/ operator are described in more detail in the remainder of this section. ~~**As a reminder**: any~~**Note:** Any light-duty fleet receiving incentives for non-public EVSE installations is required to participate in one or the other method of participation. Light-duty fleets receiving incentives for public EVSE installations are not required to participate in either method of participation, but may find great value in participating, as well as providing the ~~utility~~respective Utility a great resource in optimizing the ~~utility's~~Utility's system.

Demand Response Program

Integrated Demand Response~~:~~

This method of participation enables those participants with installed EVSE, which the ~~utility's~~Utility's DRMS provider has existing software integrations, to receive **Demand Response Event** (DR Event) dispatch notifications and automatic load curtailment of EV charging without manual intervention. If customers opt- out of integration, they can participate in customized managed charging. Monitoring and evaluation of automated ~~DR~~Demand Response performance will be completed through the ~~Companies'~~Utility's DRMS platform.

Non-Integrated Demand Response~~:~~

For those participants with installed EVSE, which the ~~utility's~~Utility's DRMS provider does not have software integration capability, DR ~~event~~Event dispatch notifications will be sent to designated fleet operator contacts only. In response to such notifications, fleet operators ~~will~~ manually curtail load to EV chargers. Monitoring and evaluation of manual demand response performance will be completed through EV charging data collection verification.

This method of participation includes per plug incentives on an ongoing basis for adequate participation. The incentives and definitions of participation are outlined in the ~~relevant~~ sections below.

A few details to consider:

- Must be able to integrate with the ~~utility's~~Utility's DRMS ~~Provider~~provider or be able to meet the requirements of Demand Response manually
- Must commit to ongoing participation in ~~Demand Response~~DR Events which can occur during the Demand Response ~~Season.~~season
- The Demand Response ~~Season~~season is from June ~~to~~through September, and ~~Demand Response~~DR Events can happen at any time during this season on non-holiday weekends from ~~3pm to 9pm.~~3-9 p.m.
- Must participate for a minimum of 24 months~~.~~
- Participants will earn incentives on a per-plug basis, depending on the performance of that given plug during any given month within the Demand Response ~~Season. More on this in the Incentives section.~~season (see **Section 4**)
- Participants ~~are able to~~can opt out of two events per plug per month of the Demand Response ~~Season.~~season

Customized Managed Charging Program

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Where participation in Demand Response is not feasible, either due to technological or business limitations, an alternative, Customized Option is available to all light-duty fleets. This solution will be defined during a Fleet Assessment, as the unique circumstances of each light-duty fleet will determine the exact design of a customized program. A customized managed charging program can take a few shapes, including:

- Programs designed to manage load around the off-peak and on-peak periods, and/or restrict on-peak charging hours
- Load balancing during peak~~-~~ hours to reduce charges associated with high demand
- Programs containing components of both the above~~.~~

This method of participation does not include ongoing incentives for participation. However, there are likely many savings to be had by efficient management of energy consumption through the participating EV chargers. The Fleet Assessment will help the business quantify such potential savings. Please see **Section 7** for more information on how to participate in both a Customized Managed Charging Program and a Demand Response Program.

~~Please see **Section 7** for more information on how to participate in both a Customized Managed Charging Program and a Demand Response Program.~~

Section 4:

Rebates &and Incentives

For participants in the Light-Duty ~~Managed Charging~~Fleet Program, there ~~will be~~are both upfront make-ready incentives and ongoing incentives available. The term “make-ready” refers to program or initiative that helps with preparing the infrastructure for the future installation of EV chargers, including the necessary electrical connections, circuit breakers, and other equipment.

Upfront Incentives~~:~~

Eligible light-duty fleet sites can receive incentives through the ~~CT Electric Vehicle Charging~~Light-Duty Fleet Program for Level 2 and DCFC chargers. Incentives can cover up to 100% of eligible make-ready installation costs plus up to 50% of eligible EVSE charger costs.

Incentives cap at a ~~Per Site Maximum Rebate~~per site maximum rebate (see table below). Incentives rates are subject to change at ~~Eversource’s and UI’s~~the sole discretion of Eversource and UI, except where incentive rates have been committed in an incentive reservation letter.

Customer Type	EV Charger Type	Per Site Maximum Rebate	Make-Ready Costs	EVSE Cost	Port Requirement
Baseline Community	Level 2	$20,000	Up To 100%	Up To 50%	Minimum of ~~4~~ ~~Ports~~two ports
	DCFC	$150,000			Minimum of ~~2~~ ~~Ports~~two ports
Underserved Community	Level 2	$40,000	Up To 100%	Up To 50%	Minimum of ~~4~~ ~~Ports~~two ports
	DCFC	$250,000			Minimum of ~~2~~ ~~Ports~~two ports

Note: For more information on the Make-Ready Incentives available, please see the Commercial EV Charging Program Participation Guide found on your Utility's website

~~**Note: For more information on the Make-Ready Incentives available, please see the Commercial EV Charging Program Participation Guide found on your utility's website.**~~

~~Paid for by Eversource and UI Customers~~

There are no requirements in ~~this program~~ the Light-Duty Fleet Program for making these chargers available to the public or using them exclusively for private (business) charging. The decision is up to each individual site host and determined on their specific needs. Site ~~owners~~hosts should consider issues like whether ~~or not~~ customers will be parked at your location, proximity or accessibility to public access, fleet charging schedules and whether ~~or not~~the site host would like to collect charging fees to ~~off set~~offset some of their operating and EVSE costs.

- **Ongoing Incentives~~:~~**

There are also ongoing incentives available for participation in Managed Charging. **Note: ~~all~~All light-duty ~~Fleets~~fleets using upfront incentives for non-public EV chargers will be required to participate in Managed Charging for a minimum of 24 months.**

The base maximum monthly incentives in Demand Response vary by type of charger, from $5/plug per month to $25/plug per month. The ~~Companies~~Utilities provide additional incentives for public sites ($10/plug per month) and for those sites requiring a non-integrated/manual solution ($5/plug per month). For participants in a Customized Option, there is no direct, ongoing incentive. The benefits of the Fleet Assessment, as well as any savings from more cost-effective load management and/or load balancing, could be substantial due to rate savings and/or demand charge avoidance.

Please see the table below to understand the different available incentives between the different types of Light-Duty Fleet Managed Charging ~~Programs~~programs.

Light-Duty Fleet Managed Charging Incentives

~~Program Type~~	Monthly Incentives ~~Per~~per EVSE Plug			
~~Program Type~~	Level 2 Charger (up to 10 kW)	Level 2 Charger (up to 20 kW)	DCFC (up to 50 kW)	DCFC (> 50 kW)
Demand Response: Base Incentives (non-public, integrated site)	$5	$10	$20	$25
DR Adder: Public EVSE	$10			
DR Adder: Non-integrated	$5			

Customized Solution	Cost of Fleet Services plus yearly demand savings

Section 5:

Eligibility &and Enrollment

Prior to formal enrollment or a Fleet Assessment, fleet owners are encouraged to utilize available fleet planning tools (UI's Fleet Assessment Tool launches in late 2026) to preliminarily evaluate vehicle electrification potential, charging needs, and operational fit. These tools help fleets prepare for enrollment discussions and maximize the value of subsequent Fleet Advisory Services.

The Light-Duty Fleet Program is open to all ~~UI and Eversource~~Utility commercial and industrial customers in Connecticut with an active account with a planned or existing fleet of EVs and/or ~~PHEVs.~~**Plug-In Hybrid Electric Vehicles** (PHEVs).

Site hosts who receive an EVSE infrastructure charger rebate for non-public EV chargers serving light-duty fleets through the CT EV Charging Program are required to enroll in the Light-Duty ~~Managed Charging~~Fleet Program. The minimum period of

~~Paid for by Eversource and UI Customers~~

participation is 24 months. Depending on the type of Managed Charging ~~Program~~program the site host opts for, there may be both incentives and ongoing energy savings from load balancing and/or off-peak charging.

Site hosts who receive an EVSE infrastructure charger rebate for public EV chargers serving light-duty fleets through the ~~CT EV Charging~~ Program are not required to enroll ~~in the Light-Duty Managed Charging Program,~~ but are encouraged to participate to potentially earn incentives and ~~also potentially~~ save on energy costs.

Additional Eligibility Requirements~~:~~

The following requirements apply to all participants regardless of method of participation they choose:

- Participants who leave the Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of ~~this~~the Light-Duty Fleet Program~~.~~
- Incentives are limited to the stated incentive amount listed above or the documented project cost, whichever is less
- Only new EV ~~Chargers~~chargers are eligible for incentives~~.~~
- Electrical work must be completed by a qualified professional, in full compliance with laws and regulations~~.~~
- Participants are required to share ~~the~~ EV charging data with their ~~utility.~~ Utility
- Please refer to the Terms and Conditions included with the Program application~~.~~

Data Sharing and Privacy~~:~~

The Utilities will collect information on your EV charging behavior, such as when and how often you charge and how much energy you use each time you charge. Your ~~utility~~Utility may share this information with third parties for the purposes of evaluating the Program. **All EV charging data will be aggregated, anonymized, or otherwise encrypted if/when disclosed publicly.**

~~**All EV charging data will be aggregated, anonymized, or otherwise encrypted if/when disclosed publicly.**~~

Enrollment Process~~:~~

The process of enrollment differs slightly between the two methods of participation. In both cases, the light-duty fleet owner/ operator will fill out and submit an application that can be found on their relevant ~~utility's~~Uility's website. Within this application, the light-duty fleet owner/-operator will indicate their method of participation.

If Demand Response is feasible, ~~the Participant~~a participant will work with the Program ~~Staff~~team to execute a Managed Charging Agreement with Terms and Conditions regarding their ongoing participation, particularly regarding how incentives are earned. On an ongoing basis, the ~~utilities~~Utilities will conduct quarterly check~~-~~ins with each participating fleet owner/~~-~~operator to ensure Demand Response participation is in line with the Terms and Conditions of the Demand Response Program.

If Demand Response is not a feasible option, the ~~Participant~~participant works with their ~~utility~~Utility through a Fleet Assessment to determine which type of Customized Managed Charging Plan ~~is~~ to ~~be pursued~~pursue. They can opt to participate by managing their load based on the on-/off-peak periods exclusively, by balancing their load by reducing on-peak usage as

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much as possible, or by combining both load management and load balancing. With the Fleet Assessment ~~Vendor~~vendor, they will determine how much peak load can be avoided and create a Peak Load Avoidance Plan to achieve this goal. The ~~utilities~~Utilities will conduct semi-annual check~~-~~ins with each participating fleet owner/~~-~~operator to assess performance and discuss strategies for improvement if necessary.

The specifics of participating within the Customized Option will be determined during the Fleet Assessment provided by the relevant utility's Fleet Advisory Service. Please see **Section 6** for more information.

Section 6: Fleet Planning Tools

As an initial step in the fleet electrification journey, Eversource offers a web-based Fleet Planning Tool designed to help commercial and municipal fleets evaluate electrification potential prior to a formal Fleet Assessment. UI will launch its Fleet Planning Tool in late 2026 and we'll update this Guide accordingly.

The Eversource Fleet Planning Tool allows fleet owners to:

- Screen existing vehicles for EV replacement suitability
- Estimate charging demand and infrastructure needs
- Explore phased electrification scenarios
- Identify candidates for deeper Fleet Advisory Services ~~& Fleet Assessment~~

Use of the Fleet Planning Tool is optional but strongly encouraged, particularly for fleets in the early planning stages.

Section 7: Fleet Advisory Services and Fleet Assessment

Depending on the Light-Duty Fleet Program method of participation chosen by the fleet owner/-operator, ~~a Fleet Assessment will be performed by the utilities'~~the Utilities' Fleet Advisory Service will perform a Fleet Assessment. This Fleet Assessment will help determine the site host's internal capabilities to meet various Managed Charging prompts to curtail charging, establish Peak Avoidance Potential, and set a baseline for the Managed Charging activities going forward. The Fleet Assessment will be an opportunity for the fleet owner/-operator to determine how they are able to participate in Managed Charging with a Customized Option. For light-duty fleet ~~owner/-~~owners/operators participating in the Demand Response Option, Fleet Assessments are an optional service.

> A Fleet Assessment is required for all light-duty fleets owner/-operators participating in the Customized Option. This Assessment will provide the ~~light-duty fleet owner/-operator~~participant with a deeper understanding of their fleet's electric usage and provide ways for the fleet to reduce costs and save energy.

Through this Fleet Assessment, the participant determines several factors of their participation. The first step is determining what their maximum charging load could be at their site and whether the load is manageable. The ~~Participant~~participant then determines if their technology is capable of, and their business model supports, participating in a Customized Solution.

> The ~~following is a helpful list of items that a~~ Fleet Assessment will establish~~:~~
>
> - ~~Maximum charging load of the~~ a comprehensive, decision-ready foundation for fleet
> - ~~Capabilities of the fleet (EVs~~ electrification and ~~EV chargers)~~managed charging participation, including but not limited to:
>   - ~~Fleet's Peak Avoidance Potential~~
>   - ~~A Peak Avoidance Plan~~
>   - Preliminary vehicle-by-vehicle electrification suitability analysis
>   - Fuel costs and carbon emissions saved on a vehicle-to-vehicle basis
>   - ~~An acquisition plan based on your existing vehicles' retirement schedule~~
>   - An estimate of the total cost to purchase your new electric fleet
>   - An acquisition plan based on your existing vehicles' retirement schedule
>   - Phased fleet transition roadmap aligned with vehicle replacement cycles
>   - Capabilities of the fleet (EVs and EV chargers)
>   - Preliminary charging infrastructure phasing strategy
>   - Charging station infrastructure recommendations and incentives

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- Maximum charging load of the fleet
- Fleet's peak avoidance potential
- Identification of operational risks and mitigation strategies related to charging availability
- A Peak Avoidance Plan

To find more information on how to apply for a Fleet Assessment, please visit your ~~utility's~~Utility's website~~. For UI, please visit the EV Programs for your Business page. For Eversource, please visit the EV Chargers to Power your Fleet page.~~ (Eversource or UI).

Section ~~7:~~

8: Participation in Managed Charging

Participation in Managed Charging is required for any light-duty fleets receiving incentives for non-public EVSE installations and is encouraged for light-duty fleets receiving incentives for public EVSE installations. As discussed above, a light-duty fleet owner/-operator will work with the Fleet Advisory Service to determine their method of participation. Below is a description of participation in either Demand Response or the Customized Option. **Note:** the exact dynamics of participation will be fully defined in the Terms and Conditions relevant to each business, so please consider this as a helpful guide but not a finalized list of requirements.

Demand Response Participation

~~Demand Response~~DR Events ~~("Events")~~ are managed ~~with consideration of~~by considering the operating conditions of the electric power system. Events are called to assist in controlling the system at key times. DR Events most commonly occur on hot summer afternoons or early evenings and will last a few hours or less. These periods of high energy demand are called "on-peak" periods. For ~~this~~the Light-Duty Fleet Program, DR Events will be set during the peak season which is June ~~1st~~1 to September ~~30th~~30 during the times of ~~3pm-9pm~~3-9 p.m. on non-holiday weekdays.

During DR Events, participants have the option to participate or opt-out if ~~it is~~it's necessary for them to charge during that time. This way, participants always retain control over the use of their vehicle but can earn incentives for being flexible when they charge their vehicle.

To receive DR Event incentives, participants must participate ~~in Events~~. Participants may opt-out of two events per month for the four-month Demand Response season. While it is possible for participants to opt out of events, doing so more than twice per month may impact eligibility for incentives.

~~The~~ Demand Response Cycle

Demand Response follows a regular pattern of ~~Notification, Event & Opting Out, Results~~notification, event and opting out, results, and, if applicable, ~~Distribution~~distribution of ~~Incentives:~~incentives.

Notification

Participants will, in most cases, be notified well in advance of ~~an~~a DR Event, so there is plenty of time to plan ~~ahead~~. There may be rare occasions where the ~~utility~~Utility will call an Emergency Event with less than 24 hours of advance notice. Please refer to the Events ~~&~~and Opting Out section below for more information.

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Notifications providing a schedule for an upcoming DR Event are issued to participants through the participant's preferred means of contact, determined during the application process (e.g., email and/or via the Program's mobile app provided by utility'sthe Utility's respective Technology Partner.)technology partners.) After a DR Event ends, the participant will receive a notification alerting them that the DR Event has ended.

After an Event ends, the participant will receive a notification alerting them that the Event has ended.

Events &and Opting Out

Demand ResponseDR Events may occur in June, July, August, and/or September, on non-holiday weekdays. A typical Event may be up to 3three hours in duration and occur between the hours of 3pm – 9pm3-9 p.m. During Events, EV charging will be curtailed. The Utilities will call a maximum of 15 Events per month.

Once a notification has been received, participants have the option of:

1. Participating in the Event (Default), orevent (default)
2. Opting out of the Eventevent, meaning their charging device will be unaffected by the Event.event

During the Eventevent, the power delivered to any device that has nothasn't been opted out will be reduced or suspended. Opting out can be completed through the fleet owner/-operator's network provider, and participants may opt out of any Eventevent at any time.

At the end of the Eventevent, power delivery should resume at its normal level. In some cases, devices fail to return to their normal operating mode at the end of an Eventevent. We therefore recommend that participants check the status of their device after receiving the end of Eventevent notification.

Individual charging ports managed by a site host are considered as participating in the event if the ports are not opted out of the event (i.e., not charging during an event). For example, if no car is plugged into the EV charger at the time of the event, but the charger did not opt out, the EV charger will be considered as participating.

Emergency Demand Response Events

Emergency Demand Response Events

If required to maintain the safety and reliability of the electric grid, utilitiesthe Utilities may issue Emergency Demand ResponseDR Events without prior notice. Critical system events that impact system voltage levels, system stability and safety, or distribution system events that are considered emergencies by utilitiesthe Utilities may require override of a customer's EV charger.

While such conditions are rare, utilitiesthe Utilities will attempt to provide advance notification whenever possible, dependent on the nature of the event. Participants do retain the right to opt out of these types of Eventsevents, but the above rules on opting out of no more than two Eventsevents per month still apply. Unlike normal Demand ResponseDR Events, these can happen on weekends and holidays.

Emergency DR Events will receive no incentives for participation and no penalties for not participating.

Site hosts will be notified through the ~~EDCs'~~Utility's DRMS platform (i.e., phone application, web portal, email, and/or text message). Typically, site hosts ~~will~~ receive day-ahead

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notification except for emergency events. Site hosts may opt out of any event at any time.

Results

The Light-Duty Fleet Program tracks the status of all participant devices during each ~~Event in order~~event to evaluate benefits to the electric grid and to determine ~~Event~~event incentives. Participants can view their individual results on their dashboard in the online application portal. Participants are distributed incentives based on their performance in this Program. If you have questions about your participation results, please reach out to EversourceCTCommercialEV@resource-innovations.com for Eversource and BusinessEV@uinet.com for UI.

~~Participants are distributed incentives based on their performance in this Program. If you have questions about your participation results, please reach out to BusinessEV@uinet.com for UI and EversourceCTCommercialEV@resource-innovations.com for Eversource.~~

Distribution of Incentives (if applicable)

Participants will be paid for their relevant monthly incentive (June-September) if they opt out of no more than two events per month per plug. Incentives are paid annually at the end of the summer season, using an off-bill method. The ~~Companies~~Utilities will inform customers monthly about their accumulated credit or any lost incentives due to opt-outs.

Participants will receive the participation incentive sent within ~~4–6~~four to six weeks of the completion of the Demand Response ~~Season~~season on September 30. Participants will receive the payment in the form of a check at the end of the Demand Response ~~Season.~~season.

Please see the above **Section 4** for more information on incentives.

Customized Option Participation

If the Demand Response ~~Program~~program described above is infeasible for technological or business reasons, the light-duty fleet owner/ operator will determine a Customized Option. In this case, the light-duty fleet owner/ operator and the Fleet Advisory Service will together determine the Customized Option best suited for the unique circumstances of the fleet. Exact requirements for participation in a Customized Managed Charging ~~Program~~program will differ depending on the parameters agreed upon. ~~Generally, the~~The Customized Option will emphasize off-peak charging as a primary goal of any light-duty fleet, but if not possible, the Customized Option will emphasize reducing demand charges during on-peak periods.

The specific plan will be agreed upon during the Fleet Assessment, and relevant Terms and Conditions will be established. Below is outlined the general possibilities for such a program.

~~A~~ Load Management ~~Solution:~~Program

- Manage EV load to coincide with the off-peak period and/or restrict on-peak charging hours. ~~Generally, the~~The requirement will be to shift charging to the off-peak period to the greatest extent possible on an on-going basis. ~~The load~~The load management schedule may vary daily according to the fleet owner/operator's business operations.

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~~management schedule may vary on a daily basis according to the fleet owner/operator's business operations.~~

- Maximize savings with a time-of-use rate (if applicable)
- Avoid adding load to the distribution system during hours of peak demand

~~A~~ Load Balancing Program~~:~~

- Manage EV load to reduce demand during the on-peak period, whether through complete curtailment of EV charging or power sharing between chargers~~.~~
- Help the business avoid demand charges
- Balance load during on-peak hours to reduce stress during peak moments on the utility system

~~A~~Hybrid Program—Components of the Load Management ~~&~~and Load Balancing ~~Program:~~Programs

- Programs containing components of both ~~the~~options listed above that meet the goals of the light-duty fleet within the context of the business while also aiding the ~~utility~~Utility in reducing ~~stress at~~load on the utility system at moments of high ~~stress~~demand.

In any of the above Customized Managed Charging ~~Programs~~programs, light-duty fleet owners/~~-~~operators must participate in ongoing, quarterly check-ins. These check-ins will serve as an opportunity for the light-duty fleet owner/ operator and the Fleet Advisory Service (on behalf of the relevant utility) to establish performance against the baseline determined in the Fleet Assessment and identify areas of improvement.

Additional Notes on Participation

- **Continued Non-Participation**

Although all enrolled participants will continue to provide valuable charging data to the ~~program~~Program, the ~~Companies~~Utilities want to avoid cases where customers receive upfront incentives and do not participate in ~~managed charging~~Managed Charging. Therefore, where participants continue to demonstrate an inability to achieve their incentives during their first 12 months of ~~program~~Program participation, the ~~Companies~~Utilities will conduct outreach and education to help customers learn and understand how to effectively charge off peak. The ~~Companies~~Utilities will also consult with individual site ~~host~~hosts to understand how, or if the Light-Duty Fleet Program negatively impacts their business operations.

During each ~~Annual Review Period~~annual review period, the ~~Companies~~Utilities will report to ~~the Authority those~~PURA regarding participants with continued non-participation and any additional ~~program~~Program requirements placed upon those customers.

The ~~Companies~~Utilities reserve the right to claw back a prorated portion of make-ready incentives for continued non-participation.

Moving or Ending Participation

~~Moving or Ending Participation~~

All enrolled participants are required to remain in the Light-Duty Fleet Program for a period of not less than ~~two years~~24 months from the date the participant's application is approved. After ~~two years,~~

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24 months, participation continues until the participant submits a request to ~~disenroll~~unenroll or until the Program is discontinued.

Requests for early termination will be considered on a case-by-case basis and are

- subject to the relevant ~~utility's~~Utility's sole discretion regarding approval~~.~~
- In the event a participant moves within the ~~utility's~~Utility's territory, they are required to continue their participation at the new service address~~. Customers~~, customers can move the location of their participation or request to ~~disenroll~~unenroll by reaching out to the relevant ~~utility's~~Utility's Program ~~Support~~support phone or email outlined in **Section 8**~~.~~

A participant moving outside of the ~~utility's~~Utility's territory shall be an approved reason for

- ending participation before completing ~~two years.~~24 months

Participants ~~***that***~~***who*** leave the ~~***Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.***~~

~~Section 8:~~

~~Program Support~~

~~For application or rebate support, customers can contact Program staff for questions using the contact information below. Please allow two businesses days for a response to your email or voicemail.~~

~~**Phone:** (203) 350-3555~~

~~Hours of availability: 8:30am–5:00pm, Monday–Friday excluding holidays~~

~~**Emails:**~~

~~**Eversource:** EversourceCTCommercialEV@resource-innovations.com~~

~~**UI:** BusinessEV@uinet.com~~

~~For UI customers seeking Program support, please email UI at BusinessEV@uinet.com. An Energy Specialist will contact you within two business days.~~

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~~Terms & Conditions – Eversource~~

~~Eversource Light Duty Fleet Managed Charging Enrollment Form~~

~~1. Site Host Company ("Participant" or "You") Name: _____~~
~~2. Participant Address: _____~~
~~3. Participant Primary and Secondary Contacts (Name, Email, and Phone)~~

~~Primary Contact:~~ ~~Secondary Contact:~~

~~Name: _____~~ ~~Name: _____~~

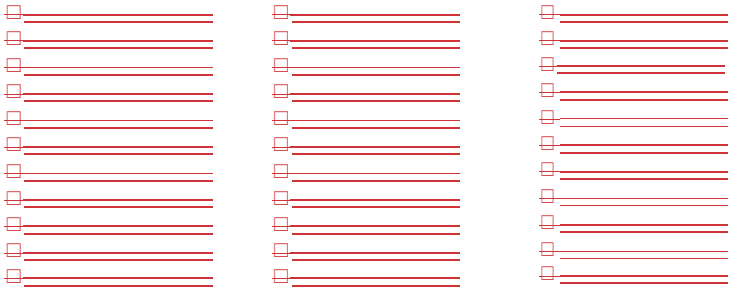
~~Email: _____~~ ~~Email: _____~~

~~Phone: _____~~ ~~Phone: _____~~

~~4. Number of Chargers/Ports enrolled: _____~~
~~5. Address/Location of Chargers/Incentive Classification:~~

~~1) _____~~
~~2) _____~~
~~3) _____~~
~~4) _____~~

~~6. Chargers participating, please select which chargers you wish to participate*:~~



~~*Site Host to please add any additional charger serial numbers which the site would want to take part in the Managed Charging program if not listed above.~~

~~7. **Consent by Participant.** By emailing the completed enrollment form to Eversource Energy, at managedcharging@eversource.com, you authorize Eversource Energy to (1) collect charging interval data ("Charging Data") and retain such Charging Data indefinitely or to the extent permitted by law; (2) review and analyze all of your Charging Data for the purposes of this~~ **Light-Duty Fleet** ~~Managed Charging Pilot Program ("Program"); and (3) send you emails and other notifications related to demand response events ("Demand Response Events").~~

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8. **Demand Response Process (steps)**:
   1) Eversource Energy will email the primary and secondary contact noted above approximately 24 hours in advance of a Demand Response Event.
   2) Eversource Energy will send a Demand Response Event reminder 1-2 hour(s) prior to such event to the primary and secondary contact.
   3) 2-to-3-hour Demand Response Event takes place.
   4) Participate elects to participate, or does not participate, by either turning off their chargers or messaging the EV user to not charge during the Demand Response Event time.
   5) Charging Data is provided by Participant (unless Eversource Energy already access to such data) to Eversource Energy no later than October 18, 2024.

9. **Demand Response Event Season**. Demand Response Events may occur during non-holiday weekdays during the period, June 1, 2024 through September 30, 2024 ("Demand Response Event Season"). There will be approximately 15 events throughout the Demand Response Event Season. If Eversource Energy does not already have access to Participant's Charging Data, Eversource Energy will request to receive such data by October 18, 2024 for the previous months' participation.

10. **Payment**. Provided that Participant timely provided all Charging Data for the Demand Response Event Season to Eversource Energy no later than October 31, 2024, Eversource Energy will pay Participant in accordance with the table below ("Reward") no later than December 31, 2024.

Program Type	Monthly Incentives Per EVSE Plug			
	Level 2 Charger (up to 10 kW)	Level 2 Charger (up to 20 kW)	DCFC (up to 50 kW)	DCFC (> 50 kW)
Demand Response: Base Incentives (non-public, integrated site)	**$5**	**$10**	**$20**	**$25**
DR Adder: Public EVSE	**$10**			
DR Adder: Non-integrated	**$5**			
Customized Solution	Cost of Fleet Services plus yearly demand savings			

11. **Information.** You represent and warrant to Eversource Energy that the information you provide to Eversource Energy in this enrollment form and during the course of the Program is accurate and complete, and you agree to promptly notify Eversource Energy if any information you provided during your application for the Program has changed.

12. **General Conditions.** This Program is governed by the laws of the State of Connecticut without regard to its applicable principles of conflicts of law. PARTICIPANT ASSUMES ALL RISK OF PARTICIPATION IN THE PROGRAM. TO THE MAXIMUM EXTENT PERMITTED BY LAW, YOU INDEMNIFY AND AGREE TO KEEP EVERSOURCE ENERGY (AND EACH OF ITS RESPECTIVE AFFILIATES, AGENTS, DIRECTORS, OFFICERS, AND EMPLOYEES) INDEMNIFIED AT ALL TIMES FROM AND AGAINST ANY LIABILITY, CLAIMS, DEMANDS, LOSSES, DAMAGES, COSTS AND

~~EXPENSES THAT ARISE FROM OR ARE RELATED TO ANY ACT, DEFAULT OR OMISSION BY YOU UNDER THESE TERMS. TO THE MAXIMUM EXTENT PERMITTED BY LAW, YOU AGREE TO HOLD EVERSOURCE ENERGY (AND EACH OF ITS RESPECTIVE AFFILIATES, AGENTS, DIRECTORS, OFFICERS, AND EMPLOYEES) HARMLESS FROM ANY INJURY OR DAMAGE CAUSED OR CLAIMED TO BE CAUSED BY PARTICIPATION IN THE PROGRAM AND/OR USE OR ACCEPTANCE OF ANY REWARD OTHER THAN FOR EVERSOURCE ENERGY'S FRAUDULENT MISREPRESENTATION OR DELIBERATE BREACH OF CONTRACT. EVERSOURCE ENERGY (AND EACH OF ITS RESPECTIVE AFFILIATES, AGENTS, DIRECTORS, OFFICERS, AND EMPLOYEES) HAVE NO LIABILITY TO THE PARTICIPANT FOR ANY LOSS, DAMAGE, COSTS OR EXPENSE INCURRED AS A RESULT OF OR IN CONNECTION WITH A PARTICIPANT'S PARTICIPATION IN~~

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~~THE PROGRAM. For the avoidance of doubt, it is specifically understood and agreed that there shall be no personal liability on the part of any affiliates, agents, directors, officers, and employees of Eversource Energy under this Program.~~

~~13. **Acceptance of Agreement.**~~
~~(primary contact printed) _____, of (Site Host Company Name)~~

~~_____agrees to participate in the Program from June 1, 2024 – September 30, 2024. Your return of the completed enrollment form to Eversource Energy in response to this email, will be considered a binding agreement to participate in the Program to the best of Participant's ability.~~

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Terms & Conditions – UI

Terms and Conditions

These Terms & Conditions govern The United Illuminating Company **("UI")** Connecticut Light Duty Fleet Electric Vehicle Managed Charging Program (the **"Program"**). By submitting the signed application, the designated Fleet Owner/Operator **("Participant")** acknowledges that they have read, understand, and agree to these UI Terms & Conditions. Participant further acknowledges that UI may retain third-party contractors to implement the Program and that the Participant may be required to accept additional terms & conditions from its contractors. The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Program is offered to UI Light Duty Fleet Owners/Operators who enroll in the Demand Response and/or Customized Managed Charging Plan on or after April 1, 2023, through December 31, 2025.

1. Defined Terms

1.1. **Connecticut EV Commercial Charging Program:** Provides business entities seeking to install Level 2 and/or DCFC EVSEs with incentives to offset a large portion of electric infrastructure and equipment costs. For more information, please view the Program Guide on UI's Commercial EV Programs Webpage.

1.2. **Demand Response ("DR"):** A strategy to adjust and control EV charging patterns in response to changes in electricity demand and supply, grid conditions, or pricing signals. It involves managing the charging process of EVs to optimize grid stability, avoid peak demand, and support efficient energy utilization.

1.2.1. **Demand Response Events:** Actions taken by UI to temporarily curtail or stop Light Duty Fleet EV Charging to reduce stress on the electrical grid system. Regular DR Events occur within Demand Response Season, last no longer than 3 hours and are conducted with at least 24 hour participant notice. Participants have the option of "opting out" of these events at any time.

1.2.2. **Demand Response Management System ("DRMS"):** A third-party platform UI employs to coordinate all Demand Response Activities that integrates with the Fleet's existing technology (if possible).

1.2.3. **Demand Response Season:** The time frame during which Regular DR Events occur. The DR Season runs annually June 1st to September 30th on non-holiday weekdays from 3-9pm ET.

1.2.4. **Eligibility:** Whether or not a participant is eligible for incentives is determined by both Charger Eligibility and Site Eligibility. An eligible site may operate multiple eligible chargers. Eligibility is assessed monthly and success or failure in a month does not impact the ability to be eligible in other months.

1.2.4.1. **Charger Eligibility:** A charger is eligible for incentives if the participant "opts out" of no more than two DR Events with that charger, in a given month. A Participant will receive an incentive for each plug on the charger that is eligible for an incentive if the site and charger themselves are eligible.

1.2.4.2. **Site Eligibility:** A site is eligible for incentives when at least 25% of the chargers at that site participated in that month. A site that has less than 25% participation of the chargers at that site in a given month is not eligible. Ineligible sites do not earn incentives in that month, even if some chargers are eligible for incentives.

1.2.5. **Emergency Demand Response Events:** These are very rare and only called during critical system events. Unlike Regular DR Events, Emergency DR Events can be called any day at any time and may be conducted without 24 hour notice. Participants retain the option of "opting out" of these events, though participation during these rare events is crucial to maintaining grid stability/safety.

1.2.6. **Integrated Demand Response:** DR Event dispatch notifications and automatic load curtailment of EV charging can be completed through existing software integrations between UI's DRMS provider and the Participant's EVSE, without manual intervention.

1.2.7. **Non-Integrated Demand Response:** When there is no integration between UI's DRMS provider and Participant's EVSE, DR Event dispatch notifications are sent to designated Fleet Owners/Operator contacts. The site then manually curtails load to EV chargers.

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1.3. **Electric Vehicle ("EV"):** A type of vehicle that is powered by electricity stored in a battery.

1.3.1. **Battery Electric Vehicle ("BEV"):** A fully electric vehicle that relies solely on a battery for power and does not have an internal combustion engine **("ICE").**

1.3.2. **Plug-in Hybrid Electric Vehicle ("PHEV"):** A vehicle that has both a battery and a ICE and can run on either electricity or combustible fuel.

1.4. **Electric Vehicle Supply Equipment ("EVSE"):** Chargers used to supply EVs with electricity.

1.4.1. **Level 1 ("L1"):** An L1 Charger plugs into an average 3-prong 120V outlet.

1.4.2. **Level 2 ("L2"):** L2 Chargers either plug into a 240V outlet or are hardwired directly. L2 Chargers can be Networked or Non-Networked. Networked L2 Chargers, or **"Smart Chargers"**, connect to the internet through a wi-fi or cellular connection and can be controlled remotely.

1.4.3. **Direct Current Fast Charger ("DCFC" or "Level 3" or "L3"):** DCFCs use a 3-phase 480V alternating current **("AC")** electric circuit but deliver direct current **("DC")** to the EV to charge the vehicle much faster than Level 1 or Level 2 chargers.

1.5. **Fleet Advisory Service:** Either UI Program Staff or a third-party contracted by UI to do Fleet Assessments.

1.6. **Fleet Assessment:** Provides site analysis and recommendations so the Participant can make an informed decision when transitioning their Fleet to EVs. The assessment will also inform the Participant about participation eligibility for the Demand Response and/or Customized Managed Charging Plans.

1.7. **Fleet Owner/Operator ("Participant"):** An individual, individuals, or entity responsible for owning, managing, and/or operating the Light-Duty Fleet(s). For the purposes of this Program, the Fleet Owner/Operator will be defined as the individual, individuals or entity that signs the Agreement.

1.8. **Light-Duty Fleet:** A group of cars and/or trucks with a maximum Gross Vehicle Weight Rating **("GVWR")** <8,500 lbs. per vehicle that are owned/used by an organization, government entity or public utility and are subject to emissions inspection pursuant to Section 14-164b of the Connecticut General Statutes.

1.9. **Load Balancing:** The coordinated optimization of a maximum load across which, multiple vehicles within a Light-Duty Fleet will charge their vehicles such that it does not exceed the established maximum load. The established maximum load considers factors such as fleet requirements, operational needs, grid capacity, and energy efficiency. Whether and to what extent Load Balancing can be accomplished is highly dependent on the sophistication of Participant's technology and staff capabilities.

1.10. **Load Management:** The practice of distributing and optimizing the electrical load from EV charging activities across time periods. With Load Management, Participants are encouraged to charge their fleets off-peak.

1.11. **Managed Charging:** The capability of UI to manage the electrical load of Fleet EVs or EV Chargers. Managed Charging can either be done by prompting Participants to adjust their own charging or by UI sending direct signals to the Fleet EVs or EV Chargers.

1.12. **Non-Public Chargers:** Light-Duty Fleet EVSE that are intended solely for the private use of a Participant. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Non-Public Chargers are **required to participate** in at least one of the Light-Duty Fleet EV Managed Charging Programs **for a minimum of 24 months from date of enrollment.**

1.13. **Off-Peak Period:** Any time outside of the hours of 3pm-9pm ET on non-holiday weekdays. An Off-Peak Period as defined in this document and Program is not related to the Off-Peak period used in the Time of Use ("TOU") rates that UI offers that pertain to the hours of 8pm-12pm ET.

1.14. **On-Peak Period:** 3pm-9pm ET on non-holiday weekdays. An On-Peak Period as defined in this document and Program is not related to the On-Peak period used in the TOU rates that UI offers that pertain to the hours of 12pm-8pm ET.

1.15. **Participant:** the business, individual, or entity that is listed on the signature page of this Terms & Conditions that is responsible for upholding this agreement.

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1.16. **Peak Load Avoidance Plan ("PLAP"):** Created during a Fleet Assessment by the Fleet Advisory Service and the Participant enrolled in a Customized Plan. The plan outlines specific, measurable goals that deliver the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the Participant and the distribution system with the least impact to business operations.

1.17. **Public Access Chargers:** EVSE that are available for public use 7 days a week for at least 12 hours per day. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Public Access Chargers are **not required to participate** in the Managed Charging Program but may participate to optimize their energy usage and potentially earn ongoing incentives.

2. General Eligibility

2.1. The Light-Duty Fleet Program is open to all UI commercial and industrial customers in Connecticut with an active account and a planned or existing Light-Duty Fleet of EVs.

2.1.1. Customers with Non-Public chargers are required to participate in this Program.

2.1.1.1. **Failure of a Non-Public fleet to enroll in the Light-Duty Fleet EV Managed Charging Program may result in a claw-back of funds provided to the Participant through the Make-Ready Program.**

2.1.2. Customers with Public chargers are not required to participate in this program but are encouraged to do so. Participation may optimize their energy usage and potentially earn ongoing incentives.

2.2. The Participant is the defined Light-Duty Fleet Owner/Operator or has the right and/or express written authority to participate in this Program from the Fleet Owner/Operator.

2.3. The Charging site has installed or plans to install four or more L2 and/or DCFC chargers. *L1 chargers are not eligible to participate in this Program.*

2.4. The Participant represents and warrants that the information submitted on its Application for Program participation is true, complete, and accurate.

2.5. Participants joining the Light-Duty Fleet Electric Vehicle Charging Program may enroll in the Demand Response Program, the Customized Plan, or both.

2.6. Program incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority ("PURA") and are subject to change.

3. Enrollment

3.1. To enroll in this program, the Participant must select their Type of Participation (Demand Response, Customized Plan, or both) and provide a signature, both on the last page of this document and email the document to BusinessEV@uinet.com.

3.2. These Terms & Conditions and the Participant's 24-month commitment to the Program both start from the date UI receives this signed agreement.

4. Demand Response Program

4.1. Eligibility to Participate in the Demand Response Program is dependent on the Participant's technical and business capabilities.

4.2. Fleet Assessments are optional for Participants enrolling in a Demand Response Program.

4.3. Regular DR events shall only be called during the Demand Response Season.

4.4. Participants will receive notification of a DR Event with a minimum of 24 hours' notice via the Participant's preferred means of contact.

4.5. UI reserves the right to call a maximum of 15 Regular DR Events per month. Regular DR Events shall last no longer than 3 hours.

4.6. Participants with Integrated DR will be notified and automatically enrolled in upcoming DR events and must "opt out" to not participate.

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4.6.1. In rare cases, EVSE enrolled in Integrated DR may fail to return to their normal operating mode after a DR Event. Participants should check their EVSE after a DR Event has ended. UI is not responsible for any loss of charging opportunity due to an EVSE not returning to its normal state after a DR Event.

4.7. Participants with Non-Integrated DR capabilities must manually adjust charging to "opt in" to events.

4.8. EVSE that halt delivering electricity or are not delivering electricity for the duration of a DR Event **are considered to be participating** in the DR Event.

4.9. EVSE used for 15 or more minutes during a DR Event **are not considered to have participated** in the Event.

4.10. Participants always retain the ability to continue charging during DR Events. EVSE that continue to provide charge during DR events will be considered to have "opted out" of the event.

4.11. Participants will receive a notification once a DR Event has ended.

4.12. Participants will earn incentives monthly on a per-plug basis. Monthly incentives vary based on public availability, DR capability, EVSE type and kW capacity:

Monthly Incentives per EVSE Plug					
Availability	DR Capability	EVSE Type and kW Capacity			
		Level 2 (10kW)	Level 2 (20 kW)	DCFC (50kW)	DCFC (>50kW)
Non-Public	Integrated	$ 5	$ 10	$ 20	$ 25
Non-Public	Non-Integrated	$ 10	$ 15	$ 25	$ 30
Public	Integrated	$ 15	$ 20	$ 30	$ 35
Public	Non-Integrated	$ 20	$ 25	$ 35	$ 40

4.13. Charger Eligibility is assessed on a per-charger basis. The minimum requirement to earn incentives is if the participant "opts out" of no more than two DR Events with the plugs on each charger in that month.

4.14. Chargers are assessed in totality, meaning if a charger has multiple plugs, each plug contributes towards the eligibility of the charger. If any of the charger's plugs fail to meet the requirements in a month, the charger is considered to have failed in that month.

4.15. Site Eligibility is dependent on the percentage of chargers at the site that meet Charger Eligibility. A Site **is considered to be participating** and eligible for incentives when at least 25% of the chargers at that site participated in that month.

4.16. A site that has less than 25% participation of the chargers at that site **is not considered to be participating** in that month. Sites not considered to be participating do not earn incentives in that month.

4.17. Success or failure to meet Site Eligibility in one month does not impact the ability to have success or failure in another month, unless Termination criteria are met and the site is no longer considered to be participating.

4.18. Failure to earn an incentive one month does not impact incentive opportunities in other months.

4.19. Chargers that are unoccupied but are not "opted out" of DR Events will be considered as participating.

4.20. UI reserves the right to call Emergency DR Events which may occur outside of the Demand Response Season and may be conducted without 24-hour notice.

4.21. Emergency DR Events are not eligible for monthly incentives and there is no penalty for "opting out", though participation during these rare events is crucial to maintaining grid stability/safety.

4.22. Participants will receive monthly information on incentives earned or missed.
4.23. UI will observe charging patterns at the site monthly and work with the site to develop strategies for improvement if there are any recurring issues meeting the requirements of Demand Response.
4.24. If the participating site fails to meet Site Eligibility for four consecutive months, UI will consider this a breach of agreement and reserves the right to claw back any or all of the funds distributed through the Make-Ready Program. Please see the Termination section for more detail.

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4.25. Following every month of the Demand Response Season (June through September), the Participant will send UI Program Staff that month's historic charging data for each of the participating EVSEs for analysis. This will be done within 10 business days from the end of the month.

4.26. If the Participant submits the required data in the manner described in section 3.25 proving the Participant met the eligibility requirements for incentives, the Participant's accumulated DR incentives will be distributed as a check to the Individual or Entity listed on the application in October at the end of the DR Season.

5. Customized Plan

5.1. Participants who choose not to, or are not eligible to, participate in the Demand Response Program may enroll in a Customized Plan.

5.2. The specifics of participating within the Customized Plan will be determined during the Fleet Assessment provided by UI or UI's Fleet advisory Service with input from the Participant. The unique circumstances and business requirements of each Light-Duty Fleet will determine the exact design of a Customized Plan.

5.3. The Fleet Assessment will help determine the Participant's internal capabilities to meet various Managed Charging prompts to curtail charging, quantify potential savings, and set a baseline.

5.4. The Participant, the Fleet Advisory Service and/or UI's Program Staff will work together to determine to what extent peak load can be avoided and create a PLAP with specific, measurable goals that deliver the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the Participant and the distribution system with the least impact to business operations.

5.5. The goals listed in the PLAP will be achieved using Load Management, Load Balancing, or a combination.

5.6. PLAPs must include processes to measure off-peak charging with a goal to shift charging to the off-peak period to the maximum degree possible given the operational needs and business requirements of the fleet.

5.7. The Customized Plan does not have any incentives for participation and UI does not guarantee any cost savings. However, cost savings through efficient management of energy consumption are likely.

5.8. UI will deploy their Fleet Advisory Service to conduct mandatory quarterly check-ins that will serve as an opportunity to assess progress towards goals defined in the PLAP and identify areas of improvement.

6. Termination

6.1. Participants enrolled in the Demand Response Program shall be considered non-participating if, for four consecutive months, the site has Site Participation in DR Events each month below 25% of chargers.

6.2. Participants enrolled in the Customized Plan who fail to reach the goals laid out in their PLAP for two consecutive quarters shall be considered non-participating.

6.3. Participants considered non-participating will receive a notification of pending Termination and the Participant will provide a response, in writing, including the reasons for non-participation and a plan to ensure future participation.

6.4. Participants failing to respond within 30 days of the Termination notice or Participants who, in the sole judgment of UI, have failed to provide a satisfactory response will be Terminated.

6.5. Participants who violate these Terms and Conditions shall be Terminated without an opportunity to cure the violation.

6.6. Participants with Public Chargers Terminated from the Program will no longer be eligible for Program Incentives, however, there will be no claw back of incentives distributed through the Make-Ready Program.

6.7. Participants with Non-Public Chargers Terminated from the Program, in addition to the penalties listed in Section 3.24, may be subject to additional penalties. UI will notify PURA of Participants Terminated from

~~the Program. UI may recommend or PURA may authorize additional penalties including, but not limited to, the inability to access additional CT Commercial EV Charging Program rebates, and the claw-back of any rebates previously paid to Participants under such Program.~~

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6.8. After two years, participation continues until the Participant submits a request to disenroll or until the Program is discontinued.

6.9. Requests for early termination will be considered on a case-by-case basis and are subject to UI's sole discretion regarding approval.

6.10. In the event a Participant relocates their Light-Duty Fleet within UI's territory, they are required to continue their participation at the new service address.

6.11. A Participant relocating their Light-Duty Fleet outside of UI's territory shall be an approved reason for ending participation before completing two years without penalty.

6.12. If a participant relocating their Light Duty Fleet is relocating their fleet to outside of the UI service area and leaves chargers and other infrastructure behind, the participant is not required to reimburse UI for Make-Ready incentives distributed through the Make-Ready Program.

6.13. If a participant relocating their Light Duty Fleet is relocating their fleet to outside of the UI service area and does not leave chargers and other infrastructure behind, the participant may be required to reimburse UI for Make-Ready incentives distributed through the Make-Ready Program.

6.14. It is the responsibility of the participants who leave the UI service area to transfer the responsibility to participate in this Managed Charging Program to the new owner. It is incumbent upon the participant to communicate this responsibility to the purchaser of the site.

6.15. Participants with Non-Public chargers that leave the **Program before the 24-month period ends will be required to pay back a prorated portion of the upfront incentives they received as part of this Program.**

7. Access & Monitoring

7.1. UI or its third-party Fleet Advisory Service may access the Site(s) to perform an initial Fleet Assessment.

7.2. UI may monitor the use of the EVSE and periodically inspect the same to verify Participant's compliance with the Agreement and Program requirements and to obtain certain information, including, without limitation, usage information, and Participant's participation in its obligations and duties under this Agreement.

7.3. Participant shall cooperate in good faith with UI and/or its contractors and provide any requested information in connection with UI's monitoring.

7.4. Participant understands and agrees that neither UI nor its contractor shall perform any kind of safety, code, or other compliance review of the EVSE or the Site(s).

8. Data Collection & Confidentiality

8.1. The Participant grants to UI the right to collect data on EV charging behavior for promotional, regulatory or evaluation purposes. Data collected may include but not limited to when and how often charging occurs and energy use per charge.

8.2. UI shall keep in strict confidence any Participant confidential information and any confidential EVSE Utilization Data. UI shall exercise reasonable care to maintain the confidentiality and shall aggregate, anonymize, and otherwise encrypt data if/when disclosed publicly.

9. Name and Logo Use

9.1. The Participant shall not use UI's name or logo without express written authorization from UI. Any authorized use of UI's name and logo must be reviewed and approved by UI and such use must strictly adhere to such UI's specific name and logo use/branding requirements.

~~**10. Tax Liability**~~

~~10.1. UI will not be responsible for any tax liability that may be imposed on the Participant because of the payment of incentives or participation in the Program.~~

~~**11. Limitation of Liability**~~

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11.1. UI and its contractors are not liable for any damages arising out of or resulting from participation in this program, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program.

11.2. Applicant understands that all funding for incentives under this Program derives from UI ratepayers in part by approval from PURA. UI does not guarantee the availability of funding for the Program and is not responsible for any costs or damages incurred by applicant if funding for this Program is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

12. Indemnification

12.1. The Participant shall indemnify, defend and hold harmless UI, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses (including reasonable attorneys' fees and costs incurred to enforce this indemnity) brought by or on behalf of third parties (collectively, **"Loss"**) to the extent arising out of or resulting from the Participant's participation in Program or the Participant's acts or omission with respect to the Program or this Agreement (as well as those acts and omissions by Participant's contractors, representatives or agents), except to the extent that such Loss results from the gross negligence or willful misconduct of UI. This Section shall survive the termination or expiration of the Agreement.

13. Compliance with Laws

13.1. The Participant shall, and shall require its subcontractors, agents and employees to, comply with all applicable Federal, state and local directives, requirements, rules, regulations, laws and ordinances, whether the same are in force upon the execution of the Agreement or may in the future be passed, enacted or directed, including without limitation, compliance with the safety rules and regulations and standards adopted under the Occupational Safety and Health Act of 1970 **("OSHA")**, as amended from time to time.

14. Notice

14.1. All notices, requests, approvals and other communications which may or are required to be given by either party to the other under this Agreement shall be deemed to have been sufficiently given for all purposes hereunder when delivered personally or mailed by registered or certified mail (i) if to UI at 180 Marsh Hill Road, Orange, CT 06477, Attention: Program Manager Electric Vehicles; and (ii) if to the Participant, at the address of the Site as set forth in the Application.

15. Governing Law

15.1. The Agreement shall be interpreted and enforced according to the laws of the State of Connecticut without regard to its conflicts of law principles. Any controversies arising out of the Agreement shall be submitted only to the courts of State of Connecticut. The Participant hereby submits to the courts of State of Connecticut for the purposes of interpretation and enforcement of this Application and its Terms and Conditions.

16. Assignment

16.1. This Agreement may not be assigned by the Participant without the express written consent of UI.

17. Amendment

17.1. There shall be no amendment to this Agreement, or any Program guidelines as related to Participant's participation unless such is made by UI and mutually agreed upon by Participant and UI.

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~~18. No Third-Party Beneficiaries~~

~~18.1. Notwithstanding UI's contractors, as described in the recitals above, this Agreement does not grant any rights to any third parties.~~

~~19. Entire Agreement~~

~~19.1. This Agreement constitutes the entire agreement between UI and the Participant with respect to the subject matter hereof, and all previous representations or agreements with respect to such subject matter, either oral or written, are hereby annulled and superseded. In the event of any conflict or inconsistency between the Agreement and any other Program Materials, the Agreement shall be controlling. Participant has read, understands, and agrees to these Terms and Conditions.~~

~~20. Program Support~~

Section 9: Program Support

20.1. For application or rebate support, customers can contact the Program staff for questionsteam using the contact information below. Please allow two businessesbusiness days for a response to your email or voicemail.

- **Eversource:**

20.1.1.○ **Phone:** (888) 978-1440203-350-3555, Hours of availability: 8:30am–30 a.m.–5:00pm,00 p.m., Monday–Friday, excluding holidays

20.1.2. Email: businessev@uinet.com

Type of Participation (*choose one*):

☐ Demand Response

☐ Customized Plan

☐ Both Demand Response & Customized Plan

By signing below, the Participant agrees to the Terms & Conditions related to the Type of Participation selected above.

Participating Entity/ Business Name: _____

Participant's Representative Name: _____

Participant Signature: _____ **Date:** _____

- ~~Paid for by~~EversourceCTCommercialEV@resource-innovations.com

- **UI:**
  - BusinessEV@uinet.com

Appendix A: Eversource Terms and ~~UI Customers~~Conditions

Eversource Light Duty Fleet Managed Charging Enrollment Form

1. Site Host Company ("Participant" or "You") Name: _____
2. Participant Address: _____
3. Participant Primary and Secondary Contacts (Name, Email, and Phone)

Primary Contact:	Secondary Contact:
Name: _____	Name: _____
Email: _____	Email: _____
Phone: _____	Phone: _____

4. Number of Chargers/Ports enrolled: _____
5. Address/Location of Chargers/Incentive Classification:
   1) _____
   2) _____
   3) _____
   4) _____
6. Chargers participating, please select which chargers you wish to participate*:

☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____
☐_____	☐_____	☐_____

*Site Host to please add any additional charger serial numbers which the site would want to take part in the Managed Charging program if not listed above.

7. **Consent by Participant.** By emailing the completed enrollment form to Eversource Energy, at managedcharging@eversource.com, you authorize Eversource Energy to (1) collect charging interval data ("Charging Data") and retain such Charging Data indefinitely or to the extent permitted by law; (2) review and analyze all of your Charging Data for the purposes of this Light Duty Fleet Managed Charging Pilot Program ("Program"); and (3) send you emails and other notifications related to demand response events ("Demand Response Events").

8. **Demand Response Process (steps):**

1) Eversource Energy will email the primary and secondary contact noted above approximately 24 hours in advance of a Demand Response Event.
2) Eversource Energy will send a Demand Response Event reminder 1-2 hour(s) prior to such event to the primary and secondary contact.
3) 2-to-3-hour Demand Response Event takes place.
4) Participate elects to participate, or does not participate, by either turning off their chargers or messaging the EV user to not charge during the Demand Response Event time.
5) Charging Data is provided by Participant (unless Eversource Energy already access to such data) to Eversource Energy no later than Nov, 2026.

9. **Demand Response Event Season**. Demand Response Events may occur during non-holiday weekdays during the period, June 1, 2026 through September 30, 2026 ("Demand Response Event Season"). There will be approximately 15 events throughout the Demand Response Event Season. If Eversource Energy does not already have access to Participant's Charging Data, Eversource Energy will request to receive such data by November, 2026 for the previous months' participation.

10. **Payment**. Provided that Participant timely provided all Charging Data for the Demand Response Event Season to Eversource Energy no later than November, 2026, Eversource Energy will pay Participant in accordance with the table below ("Reward") no later than December 31, 2026.

	Monthly Incentives Per EVSE Plug			
Program Type	Level 2 Charger (up to 10 kW)	Level 2 Charger (up to 20 kW)	DCFC (up to 50 kW)	DCFC (> 50 kW)
Demand Response: Base Incentives (non-public, integrated site)	**$5**	**$10**	**$20**	**$25**
DR Adder: Public EVSE	**$10**			
DR Adder: Non-integrated	**$5**			
Customized Solution	Cost of Fleet Services plus yearly demand savings			

11. **Information.** You represent and warrant to Eversource Energy that the information you provide to Eversource Energy in this enrollment form and during the course of the Program is accurate and complete, and you agree to promptly notify Eversource Energy if any information you provided during your application for the Program has changed.

12. **General Conditions**. This Program is governed by the laws of the State of Connecticut without regard to its applicable principles of conflicts of law. PARTICIPANT ASSUMES ALL RISK OF

PARTICIPATION IN THE PROGRAM. TO THE MAXIMUM EXTENT PERMITTED BY LAW, YOU INDEMNIFY AND AGREE TO KEEP EVERSOURCE ENERGY (AND EACH OF ITS RESPECTIVE AFFILIATES, AGENTS, DIRECTORS, OFFICERS, AND EMPLOYEES) INDEMNIFIED AT ALL TIMES FROM AND AGAINST ANY LIABILITY, CLAIMS, DEMANDS, LOSSES, DAMAGES, COSTS AND EXPENSES THAT ARISE FROM OR ARE RELATED TO ANY ACT, DEFAULT OR OMISSION BY YOU UNDER THESE TERMS. TO THE MAXIMUM EXTENT PERMITTED BY LAW, YOU AGREE TO HOLD EVERSOURCE ENERGY (AND EACH OF ITS RESPECTIVE AFFILIATES, AGENTS, DIRECTORS, OFFICERS, AND EMPLOYEES) HARMLESS FROM ANY INJURY OR DAMAGE CAUSED OR CLAIMED TO BE CAUSED BY PARTICIPATION IN THE PROGRAM AND/OR USE OR ACCEPTANCE OF ANY REWARD OTHER THAN FOR EVERSOURCE ENERGY'S FRAUDULENT MISREPRESENTATION OR DELIBERATE BREACH OF CONTRACT. EVERSOURCE ENERGY (AND EACH OF ITS RESPECTIVE AFFILIATES, AGENTS, DIRECTORS, OFFICERS, AND EMPLOYEES) HAVE NO LIABILITY TO THE PARTICIPANT FOR ANY LOSS, DAMAGE, COSTS OR EXPENSE INCURRED AS A RESULT OF OR IN CONNECTION WITH A PARTICIPANT'S PARTICIPATION IN THE PROGRAM. For the avoidance of doubt, it is specifically understood and agreed that there shall be no personal liability on the part of any affiliates, agents, directors, officers, and employees of Eversource Energy under this Program.

13. **Acceptance of Agreement.**

(primary contact printed) _____, of (Site Host Company Name) _____agrees to participate in the Program from June 1, 2026 - September 30, 2026. Your return of the completed enrollment form to Eversource Energy in response to this email, will be considered a binding agreement to participate in the Program to the best of Participant's ability.

Appendix B: UI Terms and Conditions

UI
An Avangrid company

Connecticut Light-Duty Fleet Electric Vehicle Managed Charging Program

Terms and Conditions

Terms and Conditions

These Terms & Conditions govern The United Illuminating Company **("UI")** Connecticut Light-Duty Fleet Electric Vehicle Managed Charging Program (the **"Program"**). By submitting the signed application, the designated Fleet Owner/Operator **("Participant")** acknowledges that they have read, understand, and agree to these UI Terms & Conditions. Participant further acknowledges that UI may retain third-party contractors to implement the Program and that the Participant may be required to accept additional terms & conditions from its contractors. The parties acknowledge and agree that UI's contractors are third party beneficiaries of this Agreement. This Program is offered to UI Light-Duty Fleet Owners/Operators who enroll in the Demand Response and/or Customized Managed Charging Plan on or after April 1, 2023, through December 31, 2026.

1. Defined Terms

1.1. **Connecticut EV Commercial Charging Program:** Provides business entities seeking to install Level 2 and/or DCFC EVSEs with incentives to offset a large portion of electric infrastructure and equipment costs. For more information, please view the Program Guide on UI's Commercial EV Programs Webpage.

1.2. **Demand Response ("DR"):** A strategy to adjust and control EV charging patterns in response to changes in electricity demand and supply, grid conditions, or pricing signals. It involves managing the charging process of EVs to optimize grid stability, avoid peak demand, and support efficient energy utilization.

1.2.1. **Demand Response Events:** Actions taken by UI to temporarily curtail or stop Light-Duty Fleet EV Charging to reduce stress on the electrical grid system. Regular DR Events occur within Demand Response Season, last no longer than 3 hours and are conducted with at least 24-hour participant notice. Participants have the option of "opting out" of these events at any time.

1.2.2. **Demand Response Management System ("DRMS"):** A third-party platform UI employs to coordinate all Demand Response Activities that integrates with the Fleet's existing technology (if possible).

1.2.3. **Demand Response Season:** The time frame during which Regular DR Events occur. The DR Season runs annually June 1st to September 30th on non-holiday weekdays from 3-9pm ET.

1.2.4. **Eligibility:** Whether or not a participant is eligible for incentives is determined by both Charger Eligibility and Site Eligibility. An eligible site may operate multiple eligible chargers. Eligibility is assessed monthly and success or failure in a month does not impact the ability to be eligible in other months.

1.2.4.1. **Charger Eligibility:** A charger is eligible for incentives if the participant "opts out" of no more than two DR Events with that charger, in a given month. A Participant will receive an incentive for each plug on the charger that is eligible for an incentive if the site and charger themselves are eligible.

1.2.4.2. **Site Eligibility:** A site is eligible for incentives when at least 25% of the chargers at that site participated in that month. A site that has less than 25% participation of the chargers at that site in a given month is not eligible. Ineligible sites do not earn incentives in that month, even if some chargers are eligible for incentives.

1.2.5. **Emergency Demand Response Events:** These are very rare and only called during critical system events. Unlike Regular DR Events, Emergency DR Events can be called any day at any time and may be conducted without 24-hour notice. Participants retain the option of "opting out" of these events, though participation during these rare events is crucial to maintaining grid stability/safety.

1.2.6. **Integrated Demand Response:** DR Event dispatch notifications and automatic load curtailment of EV charging can be completed through existing software integrations between UI's DRMS provider and the Participant's EVSE, without manual intervention.

1.2.7. **Non-Integrated Demand Response:** When there is no integration between UI's DRMS provider and Participant's EVSE, DR Event dispatch notifications are sent to designated Fleet Owners/Operator contacts. The site then manually curtails load to EV chargers.

UI
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Connecticut Light-Duty Fleet Electric Vehicle Managed Charging Program

Terms and Conditions

1.3. **Electric Vehicle ("EV"):** A type of vehicle that is powered by electricity stored in a battery.
  1.3.1. **Battery Electric Vehicle ("BEV"):** A fully electric vehicle that relies solely on a battery for power and does not have an internal combustion engine **("ICE")**.
  1.3.2. **Plug-in Hybrid Electric Vehicle ("PHEV"):** A vehicle that has both a battery and a ICE and can run on either electricity or combustible fuel.
1.4. **Electric Vehicle Supply Equipment ("EVSE"):** Chargers used to supply EVs with electricity.
  1.4.1. **Level 1 ("L1"):** An L1 Charger plugs into an average 3-prong 120V outlet.
  1.4.2. **Level 2 ("L2"):** L2 Chargers either plug into a 240V outlet or are hardwired directly. L2 Chargers can be Networked or Non-Networked. Networked L2 Chargers, or **"Smart Chargers"**, connect to the internet through a wi-fi or cellular connection and can be controlled remotely.
  1.4.3. **Direct Current Fast Charger ("DCFC" or "Level 3" or "L3"):** DCFCs use a 3-phase 480V alternating current **("AC")** electric circuit but deliver direct current **("DC")** to the EV to charge the vehicle much faster than Level 1 or Level 2 chargers.
1.5. **Fleet Advisory Service:** Either UI Program Staff or a third-party contracted by UI to do Fleet Assessments.
1.6. **Fleet Assessment:** Provides site analysis and recommendations so the Participant can make an informed decision when transitioning their Fleet to EVs. The assessment will also inform the Participant about participation eligibility for the Demand Response and/or Customized Managed Charging Plans.
1.7. **Fleet Owner/Operator ("Participant"):** An individual, individuals, or entity responsible for owning, managing, and/or operating the Light-Duty Fleet(s). For the purposes of this Program, the Fleet Owner/Operator will be defined as the individual, individuals or entity that signs the Agreement.
1.8. **Light-Duty Fleet:** A group of cars and/or trucks with a maximum Gross Vehicle Weight Rating **("GVWR")** <8,500 lbs. per vehicle that are owned/used by an organization, government entity or public utility and are subject to emissions inspection pursuant to Section 14-164b of the Connecticut General Statutes.
1.9. **Load Balancing:** The coordinated optimization of a maximum load across which, multiple vehicles within a Light-Duty Fleet will charge their vehicles such that it does not exceed the established maximum load. The established maximum load considers factors such as fleet requirements, operational needs, grid capacity, and energy efficiency. Whether and to what extent Load Balancing can be accomplished is highly dependent on the sophistication of Participant's technology and staff capabilities.
1.10. **Load Management:** The practice of distributing and optimizing the electrical load from EV charging activities across time periods. With Load Management, Participants are encouraged to charge their fleets off-peak.
1.11. **Managed Charging:** The capability of UI to manage the electrical load of Fleet EVs or EV Chargers. Managed Charging can either be done by prompting Participants to adjust their own charging or by UI sending direct signals to the Fleet EVs or EV Chargers.
1.12. **Non-Public Chargers:** Light-Duty Fleet EVSE that are intended solely for the private use of a Participant. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Non-Public Chargers are **required to participate** in at least one of the Light-Duty Fleet EV Managed Charging Programs **for a minimum of 24 months from date of enrollment.**
1.13. **Off-Peak Period:** Any time outside of the hours of 3pm-9pm ET on non-holiday weekdays. An Off-Peak Period as defined in this document and Program is not related to the Off-Peak period used in the Time of Use ("TOU") rates that UI offers that pertain to the hours of 8pm-12pm ET.
1.14. **On-Peak Period:** 3pm-9pm ET on non-holiday weekdays. An On-Peak Period as defined in this document and Program is not related to the On-Peak period used in the TOU rates that UI offers that pertain to the hours of 12pm-8pm ET.
1.15. **Participant:** the business, individual, or entity that is listed on the signature page of this Terms & Conditions that is responsible for upholding this agreement.

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1.16. **Peak Load Avoidance Plan ("PLAP"):** Created during a Fleet Assessment by the Fleet Advisory Service and the Participant enrolled in a Customized Plan. The plan outlines specific, measurable goals that deliver the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the Participant and the distribution system with the least impact to business operations.

1.17. **Public Access Chargers:** EVSE that are available for public use 7-days a week for at least 12 hours per day. Light-Duty Fleet Owners/Operators receiving upfront incentives through the Connecticut EV Commercial Charging Program to install Public Access Chargers are **not required to participate** in the Managed Charging Program but may participate to optimize their energy usage and potentially earn ongoing incentives.

2. General Eligibility

2.1. The Light-Duty Fleet Program is open to all UI commercial and industrial customers in Connecticut with an active account and a planned or existing Light-Duty Fleet of EVs.

2.1.1. Customers with Non-Public chargers are required to participate in this Program.

2.1.2. Customers with Public chargers are not required to participate in this program but are encouraged to do so. Participation may optimize their energy usage and potentially earn ongoing incentives.

2.2. The Participant is the defined Light-Duty Fleet Owner/Operator or has the right and/or express written authority to participate in this Program from the Fleet Owner/Operator.

2.3. The Charging site has installed or plans to install four or more L2 and/or DCFC chargers. *L1 chargers are not eligible to participate in this Program.*

2.4. The Participant represents and warrants that the information submitted on its Application for Program participation is true, complete, and accurate.

2.5. Participants joining the Light-Duty Fleet Electric Vehicle Charging Program may enroll in the Demand Response Program, the Customized Plan, or both.

2.6. Program incentives and eligibility criteria are authorized by the Public Utilities Regulatory Authority ("PURA") and are subject to change.

3. Enrollment

3.1. To enroll in this program, the Participant must select their Type of Participation (Demand Response, Customized Plan, or both) and provide a signature, both on the last page of this document and email the document to BusinessEV@uinet.com.

3.2. These Terms & Conditions and the Participant's 24-month commitment to the Program both start from the date UI receives this signed agreement.

4. Demand Response Program

4.1. Eligibility to Participate in the Demand Response Program is dependent on the Participant's technical and business capabilities.

4.2. Fleet Assessments are optional for Participants enrolling in a Demand Response Program.

4.3. Regular DR events shall only be called during the Demand Response Season.

4.4. Participants will receive notification of a DR Event with a minimum of 24 hours' notice via the Participant's preferred means of contact.

4.5. UI reserves the right to call a maximum of 15 Regular DR Events per month. Regular DR Events shall last no longer than 3 hours.

4.6. Participants with Integrated DR will be notified and automatically enrolled in upcoming DR events and must "opt out" to not participate.

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4.6.1. In rare cases, EVSE enrolled in Integrated DR may fail to return to their normal operating mode after a DR Event. Participants should check their EVSE after a DR Event has ended. UI is not responsible for any loss of charging opportunity due to an EVSE not returning to its normal state after a DR Event.

4.7. Participants with Non-Integrated DR capabilities must manually adjust charging to "opt in" to events.

4.8. EVSE that halt delivering electricity or are not delivering electricity for the duration of a DR Event **are considered to be participating** in the DR Event.

4.9. EVSE used for 15 or more minutes during a DR Event **are not considered to have participated** in the Event.

4.10. Participants always retain the ability to continue charging during DR Events. EVSE that continue to provide charge during DR events will be considered to have "opted out" of the event.

4.11. Participants will receive a notification once a DR Event has ended.

4.12. Participants will earn incentives monthly on a per-plug basis. Monthly incentives vary based on public availability, DR capability, EVSE type and kW capacity:

Monthly Incentives per EVSE Plug					
Availability	DR Capability	EVSE Type and kW Capacity			
		Level 2 (10kW)	Level 2 (20 kW)	DCFC (50kW)	DCFC (>50kW)
Non-Public	Integrated	$ 5	$ 10	$ 20	$ 25
Non-Public	Non-Integrated	$ 10	$ 15	$ 25	$ 30
Public	Integrated	$ 15	$ 20	$ 30	$ 35
Public	Non-Integrated	$ 20	$ 25	$ 35	$ 40

4.13. Charger Eligibility is assessed on a per-charger basis. The minimum requirement to earn incentives is if the participant "opts out" of no more than two DR Events with the plugs on each charger in that month.

4.14. Chargers are assessed in totality, meaning if a charger has multiple plugs, each plug contributes towards the eligibility of the charger. If any of the charger's plugs fail to meet the requirements in a month, the charger is considered to have failed in that month.

4.15. Site Eligibility is dependent on the percentage of chargers at the site that meet Charger Eligibility. A Site **is considered to be participating** and eligible for incentives when at least 25% of the chargers at that site participated in that month.

4.16. A site that has less than 25% participation of the chargers at that site **is not considered to be participating** in that month. Sites not considered to be participating do not earn incentives in that month.

4.17. Success or failure to meet Site Eligibility in one month does not impact the ability to have success or failure in another month.

4.18. Failure to earn an incentive one month does not impact incentive opportunities in other months.

4.19. Chargers that are unoccupied but are not "opted out" of DR Events will be considered as participating.

4.20. UI reserves the right to call Emergency DR Events which may occur outside of the Demand Response Season and may be conducted without 24-hour notice.

4.21. Emergency DR Events are not eligible for monthly incentives and there is no penalty for "opting out", though participation during these rare events is crucial to maintaining grid stability/safety.

4.22. Participants will receive monthly information on incentives earned or missed.

4.23. UI will observe charging patterns at the site monthly and work with the site to develop strategies for improvement if there are any recurring issues meeting the requirements of Demand Response.

4.24. Following every month of the Demand Response Season (June through September), the Participant will send UI Program Staff that month's historic charging data for each of the participating EVSEs for analysis. This will be done within 10 business days from the end of the month.

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4.25. If the Participant submits the required data in the manner described in section 3.25 proving the Participant met the eligibility requirements for incentives, the Participant's accumulated DR incentives will be distributed as a check to the Individual or Entity listed on the application in October at the end of the DR Season.

5. Customized Plan

5.1. Participants who choose not to, or are not eligible to, participate in the Demand Response Program may enroll in a Customized Plan.

5.2. The specifics of participating within the Customized Plan will be determined during the Fleet Assessment provided by UI or UI's Fleet advisory Service with input from the Participant. The unique circumstances and business requirements of each Light-Duty Fleet will determine the exact design of a Customized Plan.

5.3. The Fleet Assessment will help determine the Participant's internal capabilities to meet various Managed Charging prompts to curtail charging, quantify potential savings, and set a baseline.

5.4. The Participant, the Fleet Advisory Service and/or UI's Program Staff will work together to determine to what extent peak load can be avoided and create a PLAP with specific, measurable goals that deliver the optimal, year-round benefit (e.g., minimize peak demand while encouraging off-peak charging) to the Participant and the distribution system with the least impact to business operations.

5.5. The goals listed in the PLAP will be achieved using Load Management, Load Balancing, or a combination.

5.6. PLAPs must include processes to measure off-peak charging with a goal to shift charging to the off-peak period to the maximum degree possible given the operational needs and business requirements of the fleet.

5.7. The Customized Plan does not have any incentives for participation and UI does not guarantee any cost savings. However, cost savings through efficient management of energy consumption are likely.

5.8. UI will deploy their Fleet Advisory Service to conduct mandatory quarterly check-ins that will serve as an opportunity to assess progress towards goals defined in the PLAP and identify areas of improvement.

6. Termination

6.1. Participants enrolled in the Customized Plan who fail to reach the goals laid out in their PLAP for two consecutive quarters shall be considered non-participating.

6.2. Participants considered non-participating will receive a notification and the Participant will provide a response, in writing, including the reasons for non-participation and a plan to ensure future good-faith participation.

6.3. Participants with Public Chargers Terminated from the Program will no longer be eligible for Program Incentives.

6.4. After two years, participation continues until the Participant submits a request to disenroll or until the Program is discontinued.

6.5. Requests for early termination will be considered on a case-by-case basis and are subject to UI's sole discretion regarding approval.

6.6. In the event a Participant relocates their Light-Duty Fleet within UI's territory, they are required to continue their participation at the new service address.

6.7. A Participant relocating their Light-Duty Fleet outside of UI's territory shall be an approved reason for ending participation before completing two years without penalty.

6.8. If a participant relocating their Light Duty Fleet is relocating their fleet to outside of the UI service area and leaves chargers and other infrastructure behind, the participant is not required to reimburse UI for Make-Ready incentives distributed through the Make-Ready Program.

6.9. It is the responsibility of the participants who leave the UI service area to transfer the responsibility to participate in this Managed Charging Program to the new owner. It is incumbent upon the participant to communicate this responsibility to the purchaser of the site.

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7. Access & Monitoring

7.1. UI or its third-party Fleet Advisory Service may access the Site(s) to perform an initial Fleet Assessment.

7.2. UI may monitor the use of the EVSE and periodically inspect the same to verify Participant's compliance with the Agreement and Program requirements and to obtain certain information, including, without limitation, usage information, and Participant's participation in its obligations and duties under this Agreement.

7.3. Participant shall cooperate in good faith with UI and/or its contractors and provide any requested information in connection with UI's monitoring.

7.4. Participant understands and agrees that neither UI nor its contractor shall perform any kind of safety, code, or other compliance review of the EVSE or the Site(s).

8. Data Collection & Confidentiality

8.1. The Participant grants to UI the right to collect data on EV charging behavior for promotional, regulatory or evaluation purposes. Data collected may include but not limited to when and how often charging occurs and energy use per charge.

8.2. UI shall keep in strict confidence any Participant confidential information and any confidential EVSE Utilization Data. UI shall exercise reasonable care to maintain the confidentiality and shall aggregate, anonymize, and otherwise encrypt data if/when disclosed publicly.

9. Name and Logo Use

9.1. The Participant shall not use UI's name or logo without express written authorization from UI. Any authorized use of UI's name and logo must be reviewed and approved by UI and such use must strictly adhere to such UI's specific name and logo use/branding requirements.

10. Tax Liability

10.1. UI will not be responsible for any tax liability that may be imposed on the Participant because of the payment of incentives or participation in the Program.

11. Limitation of Liability

11.1. UI and its contractors are not liable for any damages arising out of or resulting from participation in this program, including but not limited to loss of profits, loss of revenues, failure to realize expected savings, loss of data, loss of business opportunity, or similar losses of any kind, as well as any indirect, incidental, punitive, special, or consequential damages, or for any damages in tort connected with or resulting from participation in this Program.

11.2. Applicant understands that all funding for incentives under this Program derives from UI ratepayers in part by approval from PURA. UI does not guarantee the availability of funding for the Program and is not responsible for any costs or damages incurred by applicant if funding for this Program is reduced or eliminated by the State of Connecticut or PURA action. Funding is subject to change at any time without notice.

12. Indemnification

12.1. The Participant shall indemnify, defend and hold harmless UI, its affiliates and their respective contractors, officers, directors, employees, agents, representatives from and against any and all claims, damages, losses and expenses (including reasonable attorneys' fees and costs incurred to enforce this indemnity) brought by or on behalf of third parties (collectively, **"Loss"**) to the extent arising out of or resulting from the Participant's participation in Program or the Participant's acts or omission with respect to the Program or this Agreement (as well as those acts and omissions by Participant's contractors, representatives or agents),

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except to the extent that such Loss results from the gross negligence or willful misconduct of UI. This Section shall survive the termination or expiration of the Agreement.

13. Compliance with Laws

13.1. The Participant shall, and shall require its subcontractors, agents and employees to, comply with all applicable Federal, state and local directives, requirements, rules, regulations, laws and ordinances, whether the same are in force upon the execution of the Agreement or may in the future be passed, enacted or directed, including without limitation, compliance with the safety rules and regulations and standards adopted under the Occupational Safety and Health Act of 1970 **("OSHA")**, as amended from time to time.

14. Notice

14.1. All notices, requests, approvals and other communications which may or are required to be given by either party to the other under this Agreement shall be deemed to have been sufficiently given for all purposes hereunder when delivered personally or mailed by registered or certified mail (i) if to UI at 180 Marsh Hill Road, Orange, CT 06477, Attention: Program Manager Electric Vehicles; and (ii) if to the Participant, at the address of the Site as set forth in the Application.

15. Governing Law

15.1. The Agreement shall be interpreted and enforced according to the laws of the State of Connecticut without regard to its conflicts of law principles. Any controversies arising out of the Agreement shall be submitted only to the courts of State of Connecticut. The Participant hereby submits to the courts of State of Connecticut for the purposes of interpretation and enforcement of this Application and its Terms and Conditions.

16. Assignment

16.1. This Agreement may not be assigned by the Participant without the express written consent of UI.

17. Amendment

17.1. There shall be no amendment to this Agreement, or any Program guidelines as related to Participant's participation unless such is made by UI and mutually agreed upon by Participant and UI.

18. No Third-Party Beneficiaries

18.1. Notwithstanding UI's contractors, as described in the recitals above, this Agreement does not grant any rights to any third parties.

19. Entire Agreement

19.1. This Agreement constitutes the entire agreement between UI and the Participant with respect to the subject matter hereof, and all previous representations or agreements with respect to such subject matter, either oral or written, are hereby annulled and superseded. In the event of any conflict or inconsistency between the Agreement and any other Program Materials, the Agreement shall be controlling. Participant has read, understands, and agrees to these Terms and Conditions.

20. Program Support

20.1. For application or rebate support, customers can contact Program staff for questions using the contact information below. Please allow two businesses days for a response to your email or voicemail.

20.1.1. Phone: (888) 978-1440 Hours of availability: 8:30am–5:00pm, Monday–Friday excluding holidays

20.1.2. Email: businessev@uinet.com