

**STATE OF VERMONT
STANDARD GRANT AGREEMENT**

Part 2 – Grant Agreement

1. Parties: This is a Grant Amendment (hereinafter called “Amendment”) between the State of Vermont, Agency of Transportation (hereinafter called “State”), and the **Vermont Energy Investment Corporation d/b/a VEIC**, (hereinafter called “Subrecipient”). The Agreement dated **January 2, 2020**, shall be modified as follows:
2. Award Details: Part 1 – Grant Award Detail is hereby deleted and replaced in its entirety with the revised Part 1 – Grant Award Detail attached and made a part hereof.
3. Attachments: Attachment A, Scope of Work is hereby amended by the addition of the attached Attachment A, Scope of Work requirements which is attached and made a part hereof.
4. Attachments: Attachment B, Payment Provisions, is hereby amended by the addition of the attached Attachment B, Payment Provisions requirements which is attached and made a part hereof.
5. Attachments: Attachment D, Other Provisions is attached hereto and made a part hereof.

Except as modified by this or any existing Amendments, all other provisions of the original Agreement dated **January 2, 2020**, shall remain unchanged and in full force and effect.

WE, THE UNDERSIGNED PARTIES, AGREE TO BE BOUND BY THIS GRANT AMENDMENT.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUBRECIPIENT:
**VERMONT ENERGY INVESTMENT
CORPORATION D/B/A VEIC**

Date: August 24, 2021

Date: 8/16/2021

Signature: E-SIGNED by Joe Flynn
on 2021-08-24 13:25:39 EST

Signature: DocuSigned by:
Matt Dooley
AE614222E98E43A

Name: Joe Flynn

Name: Matt Dooley

Title: Secretary of Transportation

Title: Director, Energy Services

APPROVED AS TO FORM:
E-SIGNED by Leslie Welts
on 2021-08-02 09:38:45 EST

ASSISTANT ATTORNEY GENERAL

STATE OF VERMONT GRANT AGREEMENT

Part 1-Grant Award Detail

SECTION I - GENERAL GRANT INFORMATION

¹ Grant #: GR1438		² Original <input type="checkbox"/> Amendment # 2	
³ Grant Title: Statewide Electric Vehicle Incentive Program			
⁴ Amount Previously Awarded: \$ 100,000.00		⁵ Amount Awarded This Action: \$ 290,000.00	
⁶ Total Award Amount: \$ 390,000.00			
⁷ Award Start Date: 11/01/2019		⁸ Award End Date: 06/30/2022	
⁹ Subrecipient Award: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
¹⁰ Vendor #: 0000001502		¹¹ Grantee Name: Vermont Energy Investment Corporation d/b/a VEIC	
¹² Grantee Address: 20 Winooski Falls Way, Suite 500			
¹³ City: Winooski		¹⁴ State: VT	
¹⁵ Zip Code: 05404			
¹⁶ State Granting Agency: Vermont Agency of Transportation			¹⁷ Business Unit: 08100
¹⁸ Performance Measures: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		¹⁹ Match/In-Kind: \$ Description:	
²⁰ If this action is an amendment, the following is amended: Amount: <input checked="" type="checkbox"/> Funding Allocation: <input checked="" type="checkbox"/> Performance Period: <input checked="" type="checkbox"/> Scope of Work: <input checked="" type="checkbox"/> Other: <input checked="" type="checkbox"/>			

SECTION II - SUBRECIPIENT AWARD INFORMATION

²¹ Grantee DUNS #: 606011088		²² Indirect Rate: 9.39 % <small>(Approved rate or de minimis 10%)</small>		²³ FFATA: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
²⁴ Grantee Fiscal Year End Month (MM format): 12				²⁵ R&D: <input type="checkbox"/>	
²⁶ DUNS Registered Name (if different than VISION Vendor Name in Box 11):					

SECTION III - FUNDING ALLOCATION

STATE FUNDS

Fund Type	²⁷ Awarded Previously	²⁸ Award This Action	²⁹ Cumulative Award	³⁰ Special & Other Fund Descriptions
General Fund	\$	\$	\$	
Special Fund	\$	\$	\$	
Global Commitment <small>(non-subrecipient funds)</small>	\$	\$	\$	
Other State Funds	\$ 100,000.00	\$ 250,000.00	\$ 350,000.00	Transportation Funds

FEDERAL FUNDS

(includes subrecipient Global Commitment funds)

Required Federal Award Information

³¹ CFDA #	³² Program Title	³³ Awarded Previously	³⁴ Award This Action	³⁵ Cumulative Award	³⁶ FAIN	³⁷ Federal Award Date	³⁸ Total Federal Award
20.205	Highway Planning and Construction	0.00	\$40,000.00	\$40,000.00	AFFF		\$
³⁹ Federal Awarding Agency: Federal Highway Administration (FHWA)		⁴⁰ Federal Award Project Descr: Statewide Electric Vehicle Incentive Program					
		\$	\$	\$			\$
Federal Awarding Agency:		Federal Award Project Descr:					
		\$	\$	\$			\$
Federal Awarding Agency:		Federal Award Project Descr:					
		\$	\$	\$			\$
Federal Awarding Agency:		Federal Award Project Descr:					
		\$	\$	\$			\$
Federal Awarding Agency:		Federal Award Project Descr:					
Total Awarded - All Funds		\$ 100,000.00	\$ 290,000.00	\$ 390,000.00			

SECTION IV - CONTACT INFORMATION

STATE GRANTING AGENCY	GRANTEE
NAME: Daniel Dutcher	NAME: David Roberts / Jennifer Wallace-Brodeur
TITLE: Senior Environmental Policy Manager	TITLE: Sr. Consultant - DEV / Director Transportation Efficiency
PHONE: 802-498-4540	PHONE: 802-540-7835 / 802-541-7693
EMAIL: daniel.dutcher@vermont.gov	EMAIL: droberts@veic.org / jwallace-brodeur@veic.org

ATTACHMENT A SCOPE OF WORK

Multipronged Vehicle Electrification Strategy (MUVES)

Background and Objectives

Replacing fossil fuels in the transportation sector with renewably produced electricity is an essential means of meeting the State's renewable energy and greenhouse gas (GHG) reduction requirements. Drive Electric Vermont (DEV), coordinated by VEIC, is dedicated to promoting the spread of electric transportation by tracking the market penetration of plug-in electric vehicles (PEVs) and the construction of charging infrastructure; organizing stakeholder coalitions; engaging in and supporting research, policy development, and education and outreach; and providing technical and programmatic support to state agencies.

The 2021 Transportation Bill (Act 55, § 17) authorizes VTrans to spend up to \$250,000.00 of Transportation Fund monies to continue and expand its public-private partnership with DEV to support the expansion of the PEV market in Vermont. VTrans has added \$40,000.00 of federal SPR (State Planning and Research) monies to this sum, making the not-to-exceed amount of this cost-recovery Grant \$290,000.00. In exchange for cost-recovery reimbursement up to this amount, VEIC shall run a multi-pronged vehicle electrification strategy (MUVES) through DEV to facilitate and accelerate vehicle electrification in Vermont as set forth in this Grant.

DEV Tasks and Budget Estimates

While the not-to-exceed total budget for this Grant is \$290,000.00, the budgets associated with the following tasks are approximate. With VTrans' prior written approval (by email), VEIC may redistribute funds across tasks as reasonably necessary to respond to changing market conditions, agency priorities, program needs, the timing and complexity of the State's retention of a third-party to administer three of Vermont's statewide vehicle incentive programs, and other relevant factors.

MUVES shall consist of the following tasks:

I. Drive Electric Vermont ZEV Action / Statewide Incentive Program Support / EVSE Grant Program Support (\$173,000)

- A. Overview. DEV's activities significantly contribute to Vermont's Zero Emission Vehicle (ZEV) commitments. These commitments extend to the State's efforts to implement the 2018 Multi-State ZEV Action Plan, which builds on and supplements the 2014 Plan, and Vermont's participation in a multi-state Memorandum of Understanding (MOU) in 2020 to accelerate the electrification of the medium- and heavy-duty bus and truck market. Vermont's ZEV commitments also include operation of an Electric Vehicle Supply Equipment (EVSE) Grant Program, which the Department of Housing and Community Development (DHCD) administers on behalf of the Department of Environmental Conservation (DEC) and VTrans, with the assistance of an Interagency Workgroup.

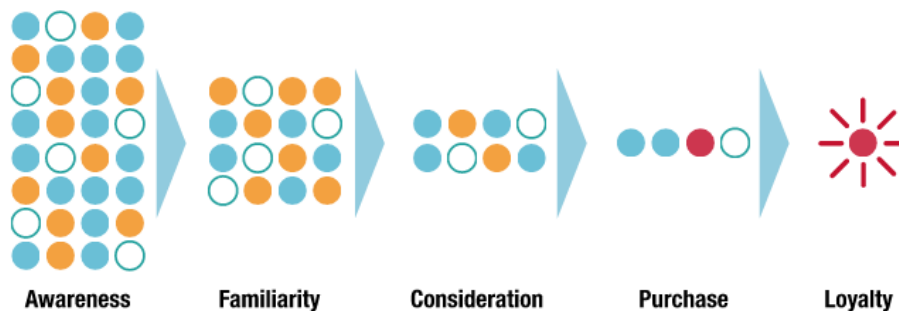
Further, Vermont runs an Incentive Program for New Plug-In Electric Vehicles (PEVs). The activities described in this Part I of this Grant are intended to maintain the DEV program as a relevant and transformative resource in supporting PEV market growth in the State.

- B. Summary of Activities. VEIC shall continue coordinating quarterly stakeholder meetings and providing stakeholder support and engagement, including the following:
1. Maintaining and enhancing a Vermont PEV on-line presence through the DEV website,
 2. Preparing easy-to-understand data analyses and information to help support state agency reports and outreach to stakeholders,
 3. Conducting DEV outreach events,
 4. Coordinating DEV stakeholder and working group meetings,
 5. Providing technical assistance regarding PEVs and EVSE to Vermont municipalities,
 6. Conducting activities that help the State fulfill its ZEV plans and programs,
 7. Providing technical assistance to entities seeking or awarded funding from the Vermont EVSE Grant Program that inquire about best practices and costs related to EVSE, including siting, product selection, installation, operation, and maintenance, and
 8. Supporting VTrans' administration of incentives for the Incentive Program for New PEVs (New PEV) and supporting the State procurement process for the Replace Your Ride and Electric Bicycle Incentive Programs (RYR and E-Bike, respectively) authorized by the 2021 Transportation Bill (Act 55).

II. Drive Electric Vermont ZEV Action (\$88,000)

Task 1 – Drive Electric Vermont Education and Outreach

Awareness and knowledge of PEVs remains a fundamental barrier to adoption. VEIC has completed statistically valid surveys of Vermonters' awareness and attitudes toward EVs and found many Vermonters still lack awareness and familiarity with PEVs, a critical step in the consumer decision funnel illustrated below. This task will support DEV's continued education and outreach to address this issue. Key activities include maintenance of the DEV website and social media channels, completion of outreach activities, and customer support for PEV-related inquiries directed to DEV.



McKinsey, 2009

Within the budget available, DEV will focus on key market actors, as established through surveys or existing studies or literature, for outreach under this grant, including Vermont consumers more likely to purchase PEVs, businesses, and municipalities. PEV demonstration events, such as ride and drives, provide hands-on experience with the vehicles, but in a rural state like Vermont these events must be balanced with other engagement. Current data on car shopper behavior indicates they will spend an average of 15-20 hours researching new vehicle purchases online before buying, so the DEV website and social media channels will continue to provide an important resource for EV shoppers and others interested in learning more about the benefits of switching to electric transportation.

For outreach activities related to business fleets and workplace charging, VEIC will coordinate with the Vermont Clean Cities Coalition, and utilize U.S. Department of Energy (DOE) resources when possible. In addition, VEIC will work along with other DEV stakeholders to conduct outreach to commercial facility operators and retailers to highlight the business case for convenient access to PEV parking and EVSE. DOE data on workplace charging indicate employees are 40 times more likely to drive an EV with access to charging at work. This work will include supporting entities inquiring about building energy stretch code requirements for PEV charging.

VEIC shall coordinate its work under this Grant with Efficiency Vermont's PEV marketing campaign development pursuant to Act 151 of 2020 to ensure there is no duplication of initiatives.

VT Zero Emission Vehicle (ZEV) Action Plan Related Activities (VT ZEV Action Plan activities: <https://www.nescaum.org/documents/2018-zev-action-plan.pdf>) to promote and market EVs:

- Collaborate with OEMs, dealers, Clean Cities, fleet managers, and others on ZEV outreach and education.
- Conduct ZEV outreach events.
- Maintain and enhance online presence for ZEV stakeholders in Vermont.
- Post EV and EVSE information on the DEV website. Report the number of ZEVs registered in Vermont.
- Track the number, type, and location of public charging stations in Vermont.
- Report communities where ZEVs are registered.

Deliverables:

- DEV website, Facebook, and Twitter maintained and updated regularly as new PEV models arrive in the Vermont market.
- DEV website quarterly tracking updates on PEV market conditions and associated factors, including:
 - PEV registrations, in concert with ANR-DEC/Department of Motor Vehicles (DMV) developed data. This will include charts of registration activity accompanied by zip code and county level maps of EV registrations.
 - Electric transit buses in service in Vermont.
 - Electric school buses in service in Vermont.
 - Medium- and heavy-duty electric vehicles other than buses in service in Vermont.

- Vermont gasoline and diesel sales and associated estimates of CO2 emissions.
- Vermont L2 charging stations and DCFC stations, along with the number of charging ports with each type of charger at each station, the power of each DCFC unit, and which stations are Tesla stations (which are not compatible with other EV makes), and any other relevant and available information.
- DEV outreach events:
 - Vermont Energy & Climate Action Network (VECAN) conference.
 - National Drive Electric Week.
 - Other conferences and community events as appropriate (potentially funded by other sources).
- DEV customer support – responses to email, web and social media inquiries.
- Updates to VT building energy code guidance on EVSE as needed.

Task 2 – Drive Electric Vermont Stakeholder Engagement

VEIC will convene the statewide coalition of PEV Stakeholders, and coordinate and participate in DEV working group meetings on an ad-hoc basis.

VEIC will also continue to engage with interested stakeholders to raise awareness among public and private leaders at the local, state, and regional level to inform these groups on:

1. The benefits of widespread adoption of PEVs in Vermont for meeting the State’s energy and climate goals, reducing air pollution, and developing a clean energy economy in the State; and
2. Policy options likely to accelerate market growth, such as purchase incentives, charging infrastructure programs, utility engagement, and fleet use of PEVs.

VEIC will work with DEV coalition members to refine and deliver informational presentations and handouts for use by state agencies and other stakeholder groups.

VT ZEV Action Plan Related Activities:

- Promote and market EVs.
- Convene and coordinate DEV stakeholder and working group meetings.
- Provide consumer incentives to enhance the ZEV ownership experience.
- Explore whether to propose state rebates, sales tax credits, or other programs such as excise tax exemptions as incentives for ZEV buyers in the near-term.
- Report progress on the number of ZEVs registered in Vermont.
- Use data about ZEV deployment to generate interest and educate the public and policymakers about ZEVs.

Deliverables:

- Develop agendas, schedule, and coordinate quarterly DEV stakeholder meetings.
- Other working groups as needed.
- DEV PowerPoint presentation on PEV market growth factors and policy issues, and other informational materials as discussed with stakeholders, such as fact sheets, and draft articles or op-eds.
- Potential informational briefings with stakeholders and others identified in strategy development.

Task 3 – Provide technical assistance to the State of Vermont and Municipalities

VEIC will provide technical assistance to the State of Vermont, regional planning commissions, and municipal representatives inquiring about best practices and costs related to PEV and EVSE programs, including siting, product selection, installation, operation, and maintenance. Demand for this assistance has grown over the past few years as VEIC has provided support for discussions on EV incentives, EV infrastructure fees, energy planning, and other activities. VEIC may develop support materials for entities requesting technical assistance.

VEIC will respond to technical assistance requests from state agency staff working on ZEV-related programs, including information on EV contributions to transportation infrastructure funding, EV charging corridor development, utility regulatory issues associated with PEVs and PEV charging, and research on availability of PEV incentives and other supportive measures in peer states/regions.

VEIC will also support regional planning commissions and municipalities developing enhanced energy plans under the Act 174 requirements as they develop vehicle inventories and recommendations related to electrified transportation.

VT ZEV Action Plan Related Activities:

- Lead by example through increasing ZEVs in state, municipal, and other public fleets.
Include EVSE installations in the state municipal park and ride programs.
- Promote ZEV infrastructure planning and investment by public and private entities.
 - Research driver charging behavior to determine the need for nonresidential charging, including the level of charging and importance of location.
 - Collaborate with auto manufacturers to provide ownership trends data to utilities, EVSE providers, local and regional planning agencies, and other interested parties through the ZEV landing page to inform effective charging network design.
- Remove barriers to plug-in electric vehicles (PEV) charging and fueling station installations.
 - Provide planning and siting assistance and resources to municipalities and other local planning entities.
 - Consider amendments to state building or electrical codes to ensure new buildings are ZEV-ready, including criteria such as pre-wiring and electrical panel capacity requirements.

- Develop model local government requirements to incorporate EVSE into new multi-family dwellings and non-residential buildings, and model ordinances requiring them to dedicate a portion of their parking spaces to PEV charging.
- Track state, national, and international trends on charging plug compatibility and uniformity and best practices for the correct mix of DCFC and L2 charging and charging locations (e.g., workplace, destinations, highway corridors, lodging, multi-unit dwellings (MUDs), etc.).

Deliverables:

- ZEV resources and technical assistance for municipalities and regional planning commissions as needed.
- Support for Public Utility Commission ZEV investigations, including topical research and assisting in workshops or other activities.
- Technical assistance on ZEV issues for the State of Vermont as needed.

Task 4 – EVSE Grant Program Services

VEIC will provide technical assistance as needed to the State of Vermont and entities seeking or awarded funding from State EVSE Grant Programs that inquire about best practices and costs related to EVSE, including siting, product selection, installation, operation, and maintenance.

Deliverable:

- EVSE technical assistance responses, including potential site visits with assessments of EVSE siting conditions.

Task 5 – Project Management

Reporting on grant activities, including a final report summarizing work completed over the term of the Grant.

Deliverable:

- Reporting as required in this Grant.

III. Statewide Vehicle Incentive Programs (\$75,000)

- a. Continuing Administration of New PEV.
- b. Third-Party Administrator Procurement Support for New PEV, RYR, and E-Bike.

- 1) Background. With funding authorized by the 2021 Transportation Bill (Act 55), VTrans intends to retain an administrator to oversee the Incentive Program for New PEVs (New PEV), as well as Vermont’s newly authorized Replace Your Ride Incentive Program (RYR) (Act 55, § 27) and Electric Bicycle Incentive Program (E-Bike) (Act 55, § 28). Through a contract with VTrans, the administrator will assume the responsibilities for

New PEV currently being performed by Vermont's electric distribution utilities through no-cost contracts with VTrans. The administrator will also assume the responsibilities for New PEV being performed by VEIC, although the administrator may choose to retain VEIC as a subcontractor. VTrans intends to issue a Request for proposal(s) (RFP) for contractors interested in administering New PEV, RYR, and E-Bike as part of a competitive bid or simplified bid process.

- 2) Scope of Work. VEIC shall draft a Scope of Work in a format to be provided by VTrans for VTrans to review, revise, and issue for purposes of soliciting bids from potential administrators of New PEV, RYR, and E-Bike through an RFP process. The Scope shall describe the essential elements of each program, including elements proscribed by statute and elements established by VTrans, after consultation with VEIC, and detailed responsibilities, including timelines, for the administrator.

In formulating the RFP, VEIC shall consider relevant research that may inform program elements, including research described in paragraph c, below, and input from the RYR Advisory Group organized by Energy Action Network.

The Scope VEIC drafts to support the RFP for the administrator shall include opportunities for initial and ongoing engagement with Vermont stakeholders to inform the design of RYR program offerings. The Scope shall require the administrator to consider the efficacy of providing stipends to stakeholders to support their participation. The Scope shall also require the administrator to examine and consider similar programs in California and other states where community engagement has supported the implementation of equity-oriented clean transportation programs and to incorporate relevant lessons learned into stakeholder engagement supporting RYR in Vermont.

- 3) Bid Selection and Contracting. At VTrans' request, VEIC's DEV Coordinator shall serve on a bid-selection committee to review and score responses to the RFP. At VTrans' request, the DEV coordinator shall also provide VTrans with advice relating to contract negotiations and contract terms and conditions.
- 4) Cooperation with the Administrator. Once the administrator is retained, VEIC shall cooperate with the administrator on transitioning the administration of New PEV.
- 5) Timeline. VEIC shall work with VTrans on issuing the RFP as soon as practicable, preferably no later than September 15, 2021.

c. New PEV Research.

- 1) VEIC shall design and conduct demographic research into recipients of New PEV incentives and report the research design, methods, analysis, findings, and conclusions and recommendations to VTrans. The purpose of this research is to
 - (a) enable VTrans to better understand programmatic issues relating to equity and environmental justice (including race, ethnicity, gender, income, and geography, among

any other relevant factors that VEIC may identify) and the delivery Program services and

(b) identify opportunities to improve Program fairness, efficiency, and cost effectiveness.

- 2) In undertaking its demographic research into New PEV, VEIC shall be mindful of not duplicating or unreasonably complicating other projects underway in Vermont relating to PEV market research. These other projects include consumer education and outreach and PEV supply chain work being conducted by Efficiency Vermont (EVT), which is run by VEIC, pursuant to Act 151 of 2020. As part of its Act 151 work, EVT may also investigate who is not participating in state PEV incentive programs and why. Further, EVT plans to conduct consumer research that will help support the design of RYR. The University of Vermont's Transportation Research Center (UVM TRC) is engaged in broader research into barriers to changing rural travel behavior, including the efficiency, effectiveness, and equity of EV incentive programs.

IV. Charging Infrastructure Program Support (\$10,000)

- a. VEIC shall provide technical assistance to support projects implemented with Volkswagen settlement funds (administered by DEC and DHCD) through the Vermont EVSE Grant Program, or projects that are not implemented with Volkswagen settlement funds through the Vermont EVSE Grant Program.

V. EVSE Deployment Plan (\$40,000)

A. General Requirements. VEIC shall prepare a comprehensive plan for the strategic investment of public funds to support the continued buildout of EVSE in the State of Vermont. The plan shall span a ten-year time horizon with actionable direction. The plan shall include a recommendation that it be updated every three years (with each update establishing a new ten-year horizon). The plan must address both Direct Current Fast Charging (DCFC), sometimes referred to as Level 3 charging, and Level 2 (L2) charging. VTrans seeks an EVSE Deployment Plan that is ready to implement as funding becomes available with clearly articulated goals, objectives, performance measures and prioritization strategies.

B. Specific Questions. The Plan must address the following specific questions:

1. How and where should the State prioritize investments in DCFC and L2 EVSE as state and federal funding becomes available to best address geographic distribution and equity? How should location types be prioritized based on both needs of residents, as well as visitors and through travelers, with specific recommendations for state and local highway corridors, workplaces, overnight lodging, downtowns, and destinations?
2. To what extent should the State support EVSE that will not be available to the public, as at workplaces, overnight lodging, multi-unit dwellings, or detached single unit dwellings?

3. What are the characteristics of possible locations for PEV charging station infrastructure along the State Highway System that will increase the supply of PEV charging stations to support both short-range and long-range PEV travel, encourage the expansion of PEV use in the State, and adequately serve tourism routes in the State?
4. Which areas could support DCFC within five miles of each Interstate Interchange and every twenty-five miles along the State Highway Network to be able to implement and go further than the EVSE planning goals set forth in the 2021 Transportation Bill (Act 55, § 30)?
5. Over what time horizon will public investments in EVSE be necessary before market forces can take over? How many DCFC and L2 stations and ports will the State need to support over that time horizon and at what cost?
6. How can the State organize its investments in EVSE to assist the private EVSE market and to ensure that market forces begin to drive EVSE buildout without public support as soon as possible?
7. Utilizing data to develop a PEV market growth analysis for three forecast scenarios (Conservative, Moderate, Aggressive) for light-duty and medium-duty PEV sales, registrations, and vehicle miles traveled (VMT) over the next 20 years, what is the pathway forward from public funding of EVSE to private, market-based, funding?
8. What are the charging needs for heavy-duty vehicles, and what can the State do to support these needs in view of the uncertainties around this technology?

C. Specific Considerations. The Plan must address the following specific considerations:

1. As was undertaken for the [Florida EV Infrastructure Master Plan](#), published in December of 2020, VEIC shall establish informed projections on the increase in the use of PEVs in the State over the next twenty years and guidance on determining how an adequate supply of reliable PEV charging stations can support and encourage this growth in a manner that advances a competitive charging market with ample consumer choice.
2. VEIC shall develop an electrical grid evaluation by transportation corridor outlining the availability of 3-phase power to support DCFC charging stations and determine density constraints based on transmission availability. Where 3-phase power is not available, VEIC shall identify alternative technologies (e.g., battery storage) that could be practicably be deployed to support DCFC.
3. VEIC shall identify gaps and opportunities for education, outreach, and other consumer assistance, considering work Vermont's energy efficiency utilities (EVT and Burlington Electric Department) are currently undertaking through the Energy Efficiency Modernization Act ([Act 151](#) of 2020).

D. Additional Considerations. The Plan shall also address these additional considerations:

- Power level of DCFC stations at different locations.
- Future proofing of equipment and technology.
- Number of DCFC and L2 ports at different locations.
- Specific need for EVSE in different categories of locations (such as highway corridors, workplaces, public parks or recreational areas, state and municipal park and ride facilities, downtown areas, overnight lodging, tourist destinations, etc.).
- Availability of highway rights of way for EVSE by different highway classes (including interstates, other limited access highways, the national highway system, other state routes, and municipal highways).
- Time horizon for public investment in EVSE for different vehicle classes or uses (including passenger vehicles, trucks, and buses).
- Appropriate fee structures associated with public EVSE funding (including pricing by the kilowatt hour, holdover charges, membership charges, and connection charges).
- Payment requirements (including swipe, chip, and tap credit card options).
- Interoperability and price transparency requirements for EVSE.
- Packaging public funding opportunities to combine anticipated higher and lower utilization sites to ensure geographic equity of EVSE availability.
- Equity and environmental justice.
- Connectivity with highway corridors of adjoining states and Quebec.
- Whether the State should establish an EVSE registry or support other polices to facilitate locating EVSE.
- The need for and means of collecting, analyzing, and applying data on the usage of publicly available EVSE.
- The need for redundancy in the existing and proposed fast charging network and proposed locations.

E. Current and Prior Programs.

1. This analysis and plan development shall build on the report on [Electric Vehicle DC Fast Charging On Vermont Highway Corridors](https://vtrans.vermont.gov/sites/aot/files/planning/documents/DC%20Highway%20Corridor%20Report_112217_Final_FULLVERSION-web.pdf), completed November 22, 2017, which provided an analysis of the feasibility and costs for expansion of Vermont's DCFC EVSE network along Vermont highways: https://vtrans.vermont.gov/sites/aot/files/planning/documents/DC%20Highway%20Corridor%20Report_112217_Final_FULLVERSION-web.pdf.
2. Additionally, this analysis and plan development shall build upon and inform State of Vermont investments funded by the EVSE Grant Program: <https://accd.vermont.gov/community-development/funding-incentives/electric-vehicle-supply-equipment-evse-grant-program>.

VI. Business EV Support—Charging and Fleets (\$17,000)

VEIC shall develop informational resources and provide direct support for business fleet electrification activities. This work shall include consultation and partnership with the Vermont Clean Cities Coalition on resource development and technical assistance.

VII. Multifamily Housing EVSE Support (\$25,000)

VEIC shall develop resources for multifamily EVSE installations, including case studies and DEV website materials. VEIC shall provide policy and technical support to state agencies engaged in implementing a multiunit dwelling EVSE pilot program pursuant to the 2021 Transportation Bill (Act 55, § 29).

VIII. Electric School Bus Technical Assistance (\$15,000)

VEIC shall develop a Vermont school bus electrification strategy, including recommendations for which State agency should be the primary entity advancing this work and recommendations for interagency coordination, and shall engage in ongoing refinement of guidance materials for bus operators (including schools, school bus contractors, and staff).

IX. Vermont Climate Action Plan and Comprehensive Energy Plan PEV Support (\$10,000)

VEIC shall support Vermont Climate Council deliberations around vehicle electrification, including subcommittees and workgroups. VEIC shall provide technical and policy assistance to state agencies relating to the development and implementation of the Climate Action Plan and the Comprehensive Energy Plan.

X. EVSE Program Support (\$10,000)

VEIC shall support state agency work around federal infrastructure funding for EVSE and additional state funding that may advance through the Vermont Climate Council or other means; VTrans and VEIC shall determine the exact work after any federal and state funding plans for EVSE buildout are solidified. VEIC shall also provide policy and technical support to VTrans as it works to buildout EVSE at its facilities across the State.

**ATTACHMENT B
PAYMENT PROVISIONS**

Payment of Invoices by the STATE. By the 15th of day of the calendar month VEIC shall issue VTrans an invoice for its reimbursable costs in the previous month.

VEIC Rates by Staff Classification

VEIC Rates by Staff Classification	
Classification	Rate
Director	\$150.00
Senior Consultant	\$141.75
Consultant	\$131.25
Senior Analyst	\$120.75
Analyst	\$105.00
Administration	\$99.75

Direct costs may include data sets for the EVSE deployment plan, web assets for the DEV website, PEV event engagement materials, travel costs, or other similar items. Direct costs may not exceed \$15,000.00 without VTrans' prior written approval.

See Table 2 below for an estimated budget for MUVES. Table 2 provides estimates of hours by VEIC staff classification rates.

VEIC may shift hours among staff classifications, provided VEIC does exceed task totals. However, with the prior written approval of VTrans, VEIC may move funds across tasks. The not-to-exceed administrative allocation for all costs associated with administering MUVES in state fiscal year 2022 is \$290,000.00.

The proposed period for paying incentives is state fiscal year 2022 while funding authorized under this agreement and the 2021 Transportation Bill remains. The Grant is to June 30, 2022, and labor for operations is budgeted only through that date. VEIC shall remit to the State any unobligated funds with the final grant invoice no later than July 15, 2022.

Table 2: Estimated Budget for MUVES.

Staff	Director	Senior Consultant	Consultant	Senior Analyst	Analyst	Administrative / Customer Service				
Rate	\$150.00	\$141.75	\$131.25	\$120.75	\$105.00	\$99.75				
Task	Hours by Staff Classification						Total Hours	Total Labor	Expenses†	Task Total
1 DEV ZEV Action	40	650	150	130	85	250	1,305	\$ 167,385.00	\$ 5,615.00	\$ 173,000.00
EVSE Deployment										
2 Plan Business EV	5	125	40	40	100	-	310	\$ 39,048.75	\$ 951.25	\$ 40,000.00
3 Support	1	50	42	-	40	-	133	\$ 16,950.00	\$ 50.00	\$ 17,000.00
4 Multifamily EVSE	1	80	50	22	40	-	193	\$ 24,909.00	\$ 91.00	\$ 25,000.00
Electric School Bus										
5 Assistance	22	30	40	-	20	-	112	\$ 14,902.50	\$ 97.50	\$ 15,000.00
Vermont Climate										
6 Planning	30	30	-	-	11	-	71	\$ 9,907.50	\$ 92.50	\$ 10,000.00
EVSE Program										
7 Support	2	40	-	15	20	-	77	\$ 9,881.25	\$ 118.75	\$ 10,000.00
Total	101	1,005	322	207	316	250	2,201	\$ 282,984.00	\$ 7,016.00	\$ 290,000.00

† - Expenses include direct costs plus 9.3% indirect rate

**ATTACHMENT D
OTHER PROVISIONS**

1. **Cost of Materials:** Subrecipient will not buy materials and resell to the State at a profit.
2. **Availability of Federal Funds:** This agreement is funded in whole or in part by federal funds. In the event the federal funds supporting this agreement become unavailable or are reduced, the State may cancel this contract immediately, and the State shall have no obligation to pay Subrecipient from State revenues.
3. **Work Product Ownership:** Upon full payment by the State, all products of the Subrecipient's work, including outlines, reports, charts, sketches, drawings, artwork, plans, photographs, specifications, estimates, computer programs, or similar documents, becomes the sole property of the State of Vermont and may not be copyrighted or resold by Subrecipient.
4. **Prior Approval/Review of Releases:** Any notices, information pamphlets, press releases, research reports, or similar other publications prepared and released in written or oral form by the Subrecipient under this grant agreement shall be approved/reviewed by the State prior to release.
5. **Ownership of Equipment:** Any equipment purchased by or furnished to the Subrecipient by the State under this grant agreement is provided on a loan basis only and remains the property of the State.
6. **Subrecipient's Liens:** Subrecipient will discharge all contractors' or mechanics' liens imposed on property of the State through the actions of subcontractors.
7. **Grant Term:** The Grant term is the period during which grant funds may be expended. Expiration of the Grant Term does not relieve the subrecipient from the duty to fulfill long term grant requirements, some of which may extend indefinitely. Such long-term requirements may include but are not limited to, maintenance of the completed project, applicable reporting requirements, and obtaining the State's approval before selling or transferring equipment or property acquired with grant proceeds.
17. **Responsibility for Project Costs determined Ineligible for Reimbursement by FHWA:** In the event that Project costs incurred are not reimbursed by the Federal Highway Administration due to the Subrecipient's failure to follow proper federal guidelines and/or the expenditures are found by the State or FHWA to be federally non-participating items, the Subrecipient shall be responsible for 100% of such Project costs.
18. **Limits on Reimbursement:** The State will not reimburse the Subrecipient for premium rate overtime unless the State has given its prior written approval for such overtime. The State will reimburse the Subrecipient for reasonable and necessary expenses actually incurred in the performance of this Grant subject, however, to the reimbursement limitations for state employees. The State will not reimburse the Subrecipient for meals taken during travel not

requiring an overnight stay away from home.

- 19. Compliance with Cost Principles:** Subrecipient shall comply with the requirements set forth in 2 CFR Part 200 at [eCFR :: 2 CFR Part 200 -- Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards \(federalregister.gov\)](#)
- 20. Cargo preference act compliance (if applicable).** The contractor/recipient/subrecipient is hereby notified that the Contractor and Subcontractor(s)/recipients and subrecipients are required to follow the requirements of 46 CFR 381.7 (a)-(b), if applicable. For guidance on requirements of Part 381 – Cargo Preference – U.S. Flag Vessels please go to the following web link: <https://www.fhwa.dot.gov/construction/cqit/cargo.cfm>.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

08/06/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER The Richards Group 48 Harris Place PO Box 820 Brattleboro VT 05302	CONTACT NAME: Nathan Gray PHONE (A/C, No, Ext): (802) 254-6016 E-MAIL ADDRESS: ngray@therichardsgroup.com	FAX (A/C, No): (802) 254-7110
	INSURER(S) AFFORDING COVERAGE	
INSURED Vermont Energy Investment Corporation 20 Winooski Falls Way 5th Floor Winooski VT 05404	INSURER A: Charter Oak Fire Insurance Co	25615
	INSURER B: Travelers Property Casualty Co of America	25674
	INSURER C: The Standard Fire Insurance Co	19070
	INSURER D: National Union Fire Ins Co of Pittsburgh	19445
	INSURER E:	
	INSURER F:	

COVERAGES

CERTIFICATE NUMBER: 20/21 GL BA WC UM PL

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC OTHER:	Y		630-8J523810-COF-20	09/01/2020	09/01/2021	EACH OCCURRENCE	\$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 300,000
							MED EXP (Any one person)	\$ 10,000
							PERSONAL & ADV INJURY	\$ 1,000,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
							Employee Benefits	\$ 50,000
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY	Y		810-5N819497-TIA-20	09/01/2020	09/01/2021	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
							Underinsured Motorist	\$ 1,000,000
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000	Y		CUP-8J561328-TIL-20	09/01/2020	09/01/2021	EACH OCCURRENCE	\$ 15,000,000
							AGGREGATE	\$ 15,000,000
								\$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	UB-8J510076-ASF-20	09/01/2020	09/01/2021	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
D	Professional Liability Retroactive Date: Full Prior Acts			01-701-28-35	09/01/2020	09/01/2021	Each Claim	\$5,000,000
							Aggregate	\$5,000,000
							Retention Each Claim	\$25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The State of Vermont and its agencies, departments, officers and employees are included as Additional Insured as respects General Liability, Auto Liability, and Umbrella Liability, when required by written contract or agreement, and subject to the terms, conditions and limits as specified in the policy. Coverage is Primary as respects General Liability and Umbrella Liability and Non-Contributory with any other insurance and self-insurance as subject to the terms, conditions, and exclusions of policy.

CERTIFICATE HOLDER**CANCELLATION**

VT Agency of Transportation Finance & Administration 219 North Main Street Barre VT 05641	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <i>Catherine M. Cronan</i>
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Additional Named Insureds

Other Named Insureds

DC SEU; D/B/A Commons Energy L3C	Doing Business As
Efficiency Smart	Doing Business As
Efficiency Vermont	Doing Business As
Lakeside Solar LLC & Sun Shares LLC	Limited Liability Company, Additional Named Insured
Sustainability Benefits Corporation	