

Multiunit Dwelling Electric Vehicle Supply Equipment Pilot Program

Interim Report
April 1 – April 28, 2022

PUBLISHED
April 28, 2022

ISSUED
April 28, 2022

FROM
Josh Hanford, Commissioner
Department of Housing and
Community Development
Josh.hanford@vermont.gov
802-828-3080

**Bronwyn Cooke, Community
Planning & Policy Manager**
Department of Housing and
Community Development
Bronwyn.cooke@vermont.gov
802-636-7126

**Gary Holloway, Downtown
Program Manager**
Department of Housing and
Community Development
Gary.holloway@vermont.gov
802-522-2444

About the Multiunit Dwelling Electric Vehicle Supply Equipment Pilot Program

A new initiative, the Multiunit Dwelling Electric Vehicles Supply Equipment (EVSE) Grant Program launched in January 2022, provides \$1,000,000 in funding to pilot convenient, reliable, and affordable home charging solutions for residents living in multi-unit housing, helping to overcome barriers to electric vehicle (EV) adoption.

Program website - https://accd.vermont.gov/multiunit_dwelling

CONTENTS

Applications Summary.....	3
Planned Awards Summary.....	4
Award Announcement and Program Implementation.....	4
Summary Statistics.....	5
Key Project Details.....	6

APPLICATIONS SUMMARY

DHCD received 16 applications for the multiunit dwelling EVSE grant program, totaling \$1.2 million in grant funding requests. The funds requested in these 16 applications support over \$1.4 million in total project costs.

The applications included proposed projects across 8 counties, at 44 locations total.

Of the 16 applicants, half were from housing providers that operate predominantly in Chittenden County. The other half of the applicants represented the counties of Bennington, Caledonia, Franklin, Grand Isle, Orleans, Washington, and Windsor.

Of the 44 proposed locations, 28 are in Chittenden County. The amount requested for these locations was \$773,000.

The total amount of grant funds for the other 16 proposed locations is \$435,000.

Applicants included a broad range of property owners, from large affordable housing providers proposing projects at up to 10 of their residential properties, to smaller housing providers proposing a project for a single property, to residential members of condominium associations, to utilities proposing locations in residential curbside parking.

All proposed EVSE equipment was Level 2. Most project proposals include costs associated with installation of 2 Level 2 ports that are networked, and the “make ready” electrical and site work to support 2 additional Level 2 ports in the future.

PLANNED AWARDS SUMMARY

We are planning to award and contract for \$993,181 of the \$1,000,000 grant funds available. All proposed locations that are not located in Chittenden County will be awarded. The remaining funds will be awarded to the highest scoring applications in Chittenden County.

Roughly \$415,000 will be awarded to proposed project locations in the counties of Bennington, Caledonia, Franklin, Grand Isle, Orleans, Washington and Windsor.

The program design included a self-imposed geographic cap, to ensure equitable geographic distribution of award funds. Because no other county's funding requests exceeded the \$500,000 per county cap, and because we anticipate the program to continue with funds appropriated for FY23, the Interagency Working Group has decided to make awards in excess of the self-imposed county cap for projects in Chittenden County.

Roughly \$578,000 will be awarded to proposed project locations in Chittenden County.

If all awarded projects are successfully contracted, the projects will result in 84 new Level 2 charging ports at 37 locations. The projects will reduce the home charging access barrier to EV ownership for 6,230 homes in affordable multifamily buildings.

AWARD ANNOUNCEMENT AND IMPLEMENTATION

The grants administrator for Community Planning and Revitalization has notified all applicants of their award status.

Grant contracting can take 2-3 weeks. An official announcement and press release is expected by mid-May, after all contracting is completed.

Projects can commence as soon as contracting is complete, and all projects will be completed within 2 years of grant contracting. All but two locations have indicated that installation will be completed and EV charging equipment online by the end of this calendar year. Supply chain and workforce issues will be monitored for impact to these anticipated timelines.

SUMMARY STATISTICS

Total Applicants	16	Total Applicants Awarded	13
Total Proposed Locations	40	Total Locations Awarded	37
Total Proposed Ports	93	Total Ports Awarded	84
Total Funding Ask	\$ 1,209,270	Total \$ Amount Awarded	\$ 993,181
		Private Funding Leveraged	\$ 120,000
		Number of Units Gaining Access to Home Charging	6,230

KEY PROJECT DETAILS

# Level 2 ports to be installed*	# housing units served by project location	# parking spaces at project location	% of parking spaces served by charging port	estimated project completion date
2	15	8	25%	November 2022
2	11	17	12%	December 2022
2	18	20	10%	December 2022
2	108	20	10%	November 2022
2	18	21	10%	December 2022
2	24	24	8%	November 2022
2	21	28	7%	December 2022
2	25	31	6%	July 2022
2	30	34	6%	August 2022
2	22	35	6%	December 2022
2	28	37	5%	December 2022
2	34	43	5%	December 2022
2	18	44	5%	November 2022
2	33	44	5%	August 2022
2	27	44	5%	August 2022
4	24	44	9%	December 2022
2	21	45	4%	November 2022
2	24	46	4%	December 2022
2	48	48	4%	August 2023
2	74	50	4%	November 2022
2	36	57	4%	July 2023
2	82	58	3%	November 2022
2	29	60	3%	December 2022
2	42	69	3%	July 2022
3	70	70	4%	November 2022
4	47	73	5%	December 2022
2	60	74	3%	July 2022
2	69	75	3%	November 2022
2	48	87	2%	August 2022
2	91	105	2%	November 2022
2	72	106	2%	December 2022

2	80	119	2%	September 2022
2	105	146	1%	July 2022
2	159	229	1%	August 2022
2	148	258	1%	July 2022
4	250	541	1%	December 2022
5	4,219	NA. Curbside**		November 2022

*The program required at least 2 Level 2 ports to be installed.

**These projects are located in curbside parking in the public right of way. In the evening and overnight hours, these parking spaces primarily serve local residents. The # of units served are those within a 1/5 mile radius of the location, however it's possible that residents of units more than 1/5 mile away will be willing to walk further to use the charger. Parking spaces in the right of way are not delineated, and therefore the total number of parking spaces within the 1/5 mile radius the project is not available.