

SMUD Multifamily and Workplace Electric Vehicle (EV) Charger Rebates

Rebate

A \$1,500 incentive per J1772 compatible Level 1 or Level 2 EV charger (EVSE) installation, limited to the lesser of either \$9,000 rebate per customer (6 EVSE) or 75% of the total installation cost. Selection and procurement of hardware and selection, procurement, and project management of installation contractors are the responsibility of the customer receiving the rebate.

Value to Businesses & Property Managers

A rebate for EV charging helps reduce the cost to provide infrastructure that will support employees or residents that already have EVs or plan to purchase EVs. This is also an attractive amenity considering that over 2,000 EVs are in the Sacramento region.

Goal for SMUD

Uncertainty in charging infrastructure ownership, operation and maintenance is one of the challenges that multifamily residents, as well as business/property owners (workplace), face for EV adoption. This rebate offering aims to collect usage data and build experience from multiple case studies to explore best practices and business/technology solution sets for the future multifamily and workplace markets.

Schedule

CY 2015-2016: Installations and rebates for 24 workplace EVSE and 24 multifamily EVSE

Rebate Qualification

Rebate offering will be conditional after application review, ranking by SMUD and rebate availability. Rebates will be allocated in the order applications are received. The rebate offering will be structured through a Customer Advanced Technologies Program-style agreement with each partner in advance of the installation.

The candidate sites must be employee workplace charging or multifamily resident charging. Each EVSE installation site must be metered with SMUD smart meter(s) to allow for data collection by SMUD. The metering could be either sub-metered with no billing (statistical or “stat” meter) or as a separate service and account that is billed independently of the master meter or commercial service. The customer will be responsible to install the meter socket, which is typically about \$200 for hardware and installation. SMUD will provide the meter and configuration of the meter, initiated through a standard new commercial service request to SMUD. Proof of installation expenses must be provided for the rebate. Continued operation and maintenance will be required by the recipient for 3 years after the date of installation.

Factors considered as part of the ranking process include:

- demonstrated need/demand for charging (existing or expected EV drivers)
- regional availability of chargers (suburbs have a lower density of chargers than Sacramento downtown)
- institution size (smaller businesses favored)
- variety of installation configuration and billing

Application & Installation Process

Interested applicants must fill out and submit the application form on the last page of this document. If the application is approved to receive a rebate (subject to ranking and availability) a Customer Advanced Technologies Program-style agreement will be signed with the applicant. The attached Plug-In Electric Vehicle Collaborative document gives a high level overview of the installation process.

Questions

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Charger Types

Type of Charger	Input Voltage (AC)	Breaker size	Typical power output	Compatibility
Level 1	120 single phase	15 – 20 A	1.4 – 2.0 kW	All vehicles
Level 2	208-240 single phase	20 – 100 A	2.4 – 19.2 kW	All vehicles

Portable Level 1 charger



Wall mounted Level 1 charger



Pedestal mounted Level 2 charger with bollards

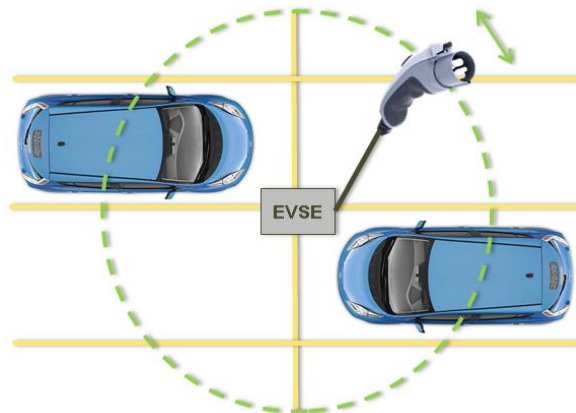


Wall mounted Level 2 charger with wheel stops



Charger Layout

EVSE installation placements should allow for the cord to reach to as many spots as possible in the event that vehicle parking spots are occupied by conventional vehicles or to allow sharing by multiple electric vehicles. EVSE therefore should not be placed in consecutive parking spots because of limited flexibility in charging access. EVSE placement at the center aisle of nose-to-nose parking is ideal. ADA guidelines also need to be considered depending on location and use cases.



Installation Configurations & Billing

1) Fee for parking/unlimited access (Cost \$)

Hardware cost: ~\$1000/charger

Installation cost: Varies based on access to power on existing service

O&M cost: ~\$300/vehicle/year for electricity

Cost recovery: Fee per parking session or monthly parking placard fee

Notes: Allows recovery of electricity cost and allows sharing



2) New dedicated service and account for charging (Cost \$\$)

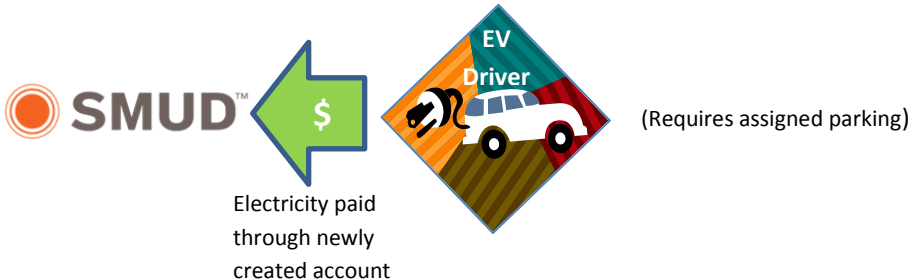
Hardware cost: ~\$1000/charger

Installation cost: Varies based on access to assigned service transformer

O&M cost: N/A

Cost recovery: N/A

Notes: Infrastructure costs for creating new service(s) could be substantial depending on accessibility to transformer. Requires assigned parking spots to ensure correct billing association.



3) Independent (non-SMUD) billing service (Cost \$\$\$)

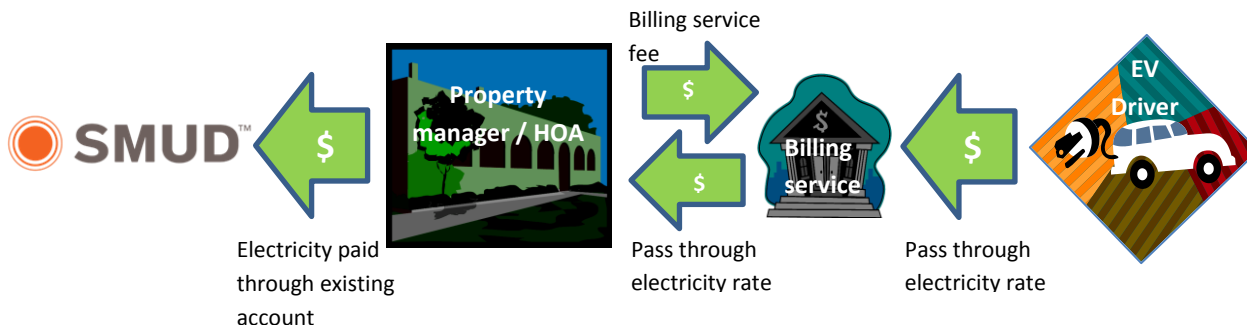
Hardware cost: ~\$4000/charger

Installation cost: Varies based on access to power

O&M cost: ~\$300/vehicle/year + ~\$250/charger/year

Cost recovery: Pass through rate

Notes: Pass through electricity rate required without markup. Typically expensive option but may be a lower cost alternative to Option 2 if access to the closest transformer is cost prohibitive and Option 1 is not possible.



Multifamily and Workplace EV Charger Rebate Application

Application Date : _____

Contact Name

Account #

Contact phone

Meter #

Address

Quantity and type of chargers

____ (Quantity) ____ (Amps) Level 1 chargers (120 V)

____ (Quantity) ____ (Amps) Level 2 chargers (240 V)

Planned Install Date: _____

Application (check one)

____ Multifamily residential charging

____ Workplace employee charging

Billing option (check one)

____ Option 1a: Fee for parking access per parking event (existing electrical service)

____ Option 1b: Periodic fee for unlimited access using a parking placard (existing electrical service)

____ Option 2: New dedicated service and account for each charger (assigned user or financial responsibility)

____ Option 3: Independent (non-SMUD) billing service (existing electrical service)

Submit form to

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