

NEBRASKA

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DEPT. OF ENVIRONMENT AND ENERGY

2019 Electric Vehicle Charging Rebate Program

Program Description

19-011

Updated October 22, 2019



Important Information

Program Purpose

The Nebraska 2019 Electric Vehicle Charging Rebate Program provides financial incentives to encourage installation of electric vehicle charging stations to serve light-duty electric vehicles in Nebraska. The program provides rebates for the installation and maintenance of Level 2 and Direct Current (DC) Fast Charging equipment at public and workplace locations.

Program Funding

Funds for this program (approximately \$1.2 million) have been allocated to Nebraska under the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries, as outlined in Nebraska's Beneficiary Mitigation Plan. The Nebraska Department of Environment and Energy is the lead agency that administers these funds for the state. A small portion of these funds may be reserved for state agencies.

Applications

Applications for charging equipment rebates will be available on the Nebraska Department of Environment and Energy website by August 5, 2019. The applications will be accessed from the Nebraska Diesel Emission Mitigation Program web page:

<http://dee.ne.gov/NDEQProg.nsf/OnWeb/AirVW>

The deadline for submission of applications is 5:00 pm on November 15, 2019.

Application Submission

Completed applications may be submitted to the Nebraska Department of Environment and Energy as follows:

Mail:

Nebraska Diesel Emission Mitigation Program
Nebraska Department of Environment and Energy
P.O. Box 98922
Lincoln, NE 68509-8992

E-mail:

NDEQ.VWSettlement@nebraska.gov

Project Period

Successful applicants will sign a Project Agreement. The project will begin when the Department issues a Commence Work notice. Recipients will have 2 years to complete work on the project.

Questions?

Web: <http://dee.ne.gov/NDEQProg.nsf/OnWeb/AirVW>

Phone: 402-471-4272

E-mail: NDEQ.VWSettlement@nebraska.gov

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2019 Electric Vehicle Charging Equipment Rebate Program Description

Overview

The Nebraska Department of Environment and Energy (NDEE) requests applications from eligible parties to install light-duty electric vehicle (EV) charging equipment that will be available to the public in Nebraska. The Electric Vehicle Charging Equipment Rebate Program is a financial incentive program created pursuant to Nebraska's \$12.25 million allocation from the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries (VW State Trust).

Nebraska developed a Beneficiary Mitigation Plan¹ to outline how the state will use funds from the VW State Trust to reduce emissions of nitrogen oxides (NOx) from mobile sources. Nebraska's plan allocates approximately \$1.2 million of the available funds to Eligible Mitigation Action 9: Light Duty Zero Emission Vehicle Supply Equipment, specifically to the deployment of electric vehicle charging equipment.

Available Funding

Up to \$1.2 million in rebates are available to install charging equipment at qualified locations within Nebraska. The rebate recipient will pay all project costs and submit a reimbursement request to the Department including proof that project invoices have been paid and project work has been completed. Rebate payments will be paid as reimbursements after the work is completed, verified, and approved. Verification may occur through a site visit by NDEE staff to test the equipment and photograph the completed installation.

Eligible Applicants

Eligible applicants include the following:

- Businesses
- Federal, State, Local, or Tribal Government Agencies
- Metropolitan Transportation Planning Organizations
- Nonprofit Organizations

Eligible EV Charging Equipment

Eligible EV Charging Equipment is limited to:

- Level 2 Chargers: equipment that provides alternating current (AC) at 208/240V up to 19.2 kilowatts (kW) for charging an EV battery. Level 2 chargers must have a SAE J1772 charging connector.
- Direct-Current (DC) Fast Chargers: higher power (50 to 350 kW) charging equipment that provides a fast charge to an EV battery using direct current

¹ Nebraska's Beneficiary Mitigation Plan is available at <http://dee.ne.gov/NDEQProg.nsf/OnWeb/AirVW>.

electricity. These chargers require 208V or 480V AC 3-phase electrical service. DC Fast Chargers must have dual connectors: one SAE Combined Charging System (CCS) connector and one CHAdeMO connector.

A directory of potential vendors for EV Charging Equipment and services is available on the following web page: <http://dee.ne.gov/Publica.nsf/Pages/AIR088>.

Cost-Share Requirements

The maximum rebate reimbursement percentage and minimum required recipient cost-share are determined by the type of charging equipment, as shown in the table below.

Charging Station	Maximum Reimbursement	Minimum Recipient Match
DC Fast Charging Station	80%	20%
Level 2 Charging Station	50%	50%

Applicants proposing a higher recipient match will earn additional points during the scoring process. A recipient's match may be met using funds from another assistance program, such as a state or federal grant, if specifically allowed under the terms of that assistance program. Applicants must state the anticipated source of the Recipient Match on their application. Applications committing local funds to the match will earn additional points during the scoring process.

Eligible Charging Sites

To be eligible for funding, EV charging equipment must be installed at one of the following types of locations and be available for use by the public 24 hours per day, 7 days per week. Applicant sites that match more than one of the site criteria will earn additional points during the scoring process.

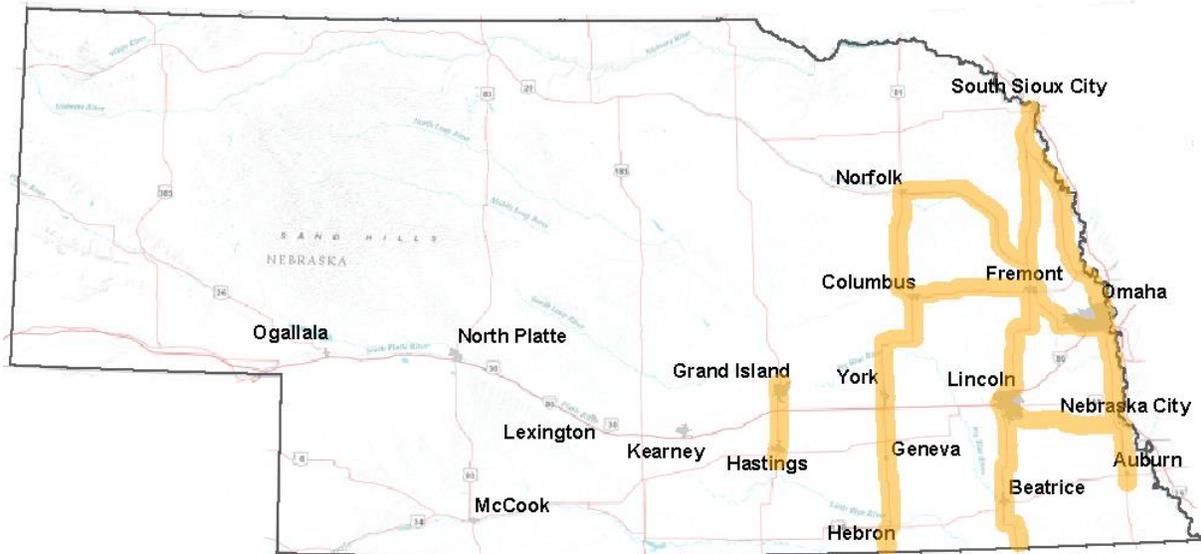
All site categories below will receive equal consideration when scoring applications. No more than 25% of the available funds will be allocated to projects in a single Nebraska county.

Highway Corridor Sites

Highway Corridor Sites must be located within 3 miles driving distance of any state, federal, or interstate highway in Nebraska. Sites located along the priority highway corridors shown in Figure 1 will earn higher scoring points. Charging sites should be within a short and safe walking distance to retail or service establishments such as restrooms, convenience stores, restaurants, shopping centers, or tourist destinations.

Highway Corridor Sites (other than hotel/motel sites) must include at least one DC Fast Charger (50 kW or higher) and at least one Level 2 charger (to ensure access to EVs lacking DC charging capability). Level 2 chargers installed at a DC fast charging site will be reimbursed at the 80% rate. Charging sites at hotels or motels along highway corridors are not required to have a DC fast charger.

**Figure 1. Priority Highway Charging Corridors (orange)
Based on Relevance to NOx Emission Impacts**



- Nebraska Highway 2, Lincoln to Nebraska City
- US 30, Fremont-Columbus
- US 75, Auburn-Nebraska City-Omaha-South Sioux City
- US 77, Beatrice-Lincoln-Fremont-South Sioux City
- US 81, Hebron-Geneva-York-Columbus-Norfolk
- US 275, Omaha-Fremont-Norfolk
- US 281, Hastings-Grand Island

These corridors were developed using traffic flow data from the Nebraska Department of Transportation, population data, and EV registration data, with the intent to maximize usage of highway EV charging equipment and achieve the greatest reduction of NOx emissions from vehicles.

Public Community and Destination Sites

Publicly-accessible EV charging sites in communities or at destination locations (National Monuments, State Parks, or other tourist attractions) are eligible for funding. If a DC fast charger is to be installed, a Level 2 charger is also required to ensure access to EVs lacking DC charging capability. A Level 2 charger installed at the same location as a DC fast charger will also be reimbursed at the 80% rate.

Workplace Sites

Level 2 charging equipment installed at a workplace is eligible for funding. Charging equipment may be used for charging customer and employee vehicles and/or for charging company-owned fleet vehicles. A charger installed for fleet charging that is not accessible to the public (e.g. within a secure fenced area) is eligible for funding if the application includes at least one Level 2 charger to be installed in a publicly-accessible area.

Eligible Costs

Only costs necessary for and directly connected to the acquisition, installation, operation, and maintenance of the EV charging equipment are eligible for reimbursement. Eligible costs include the following:

- Level 2 and DC fast charging equipment costs
- Charger installation costs
- Equipment shipping costs
- Necessary electric service upgrades and connection of the charger to electric service
- Other hard costs of site preparation (concrete, conduit, cable/wiring)
- Signage and lighting
- Networking costs (up to 5 years)
- Charging equipment extended warranties and service contracts (minimum of 5 years)
- Administrative costs up to a maximum of 5% of other project costs

Ineligible Costs

Costs not directly connected to the acquisition, installation, operation, and maintenance of the EV charging equipment are not eligible for reimbursement. Such costs include but are not limited to:

- Purchase or rental of real estate
- Other capital costs (construction of buildings or parking facilities)
- General maintenance (other than that of the EV charging equipment)
- Permit costs/fees
- Battery storage serving the charging equipment
- Solar photovoltaic panels providing power to the charging equipment
- Cost of electricity to power the EV charging equipment

Project Enhancements

Level 2 Chargers: Level 2 chargers with dual ports to serve two parking spaces will earn additional points during the scoring process.

DC Fast Chargers: DC fast chargers with modular power sources to enable easy future power increases will earn additional points during the scoring process.

General Project Requirements

- Applicants must submit three dated, written cost estimates/bids for any equipment, contractual services, or purchase of supply items costing \$2,000 or more. A vendor's refusal to submit a bid may be counted toward this total.
- If the application is approved, the rebate amount will be based on the lowest-cost estimate/bid submitted.

- Recipients may select a higher cost estimate/bid, but reimbursement will be for the lowest cost estimate/bid submitted.
- Successful applicants must sign a Project Agreement with NDEE.
- Upon receipt of the signed Project Agreement, NDEE will issue a Commence Work Notification.
- Expenses incurred prior to issuance of the Commence Work Notification will not be eligible for reimbursement.
- Recipients will have up to 2 years from the date of the Commence Work Notification to complete the project.
- The rebate recipient will pay all project costs as they are incurred.
- Upon completion of the project, the recipient will submit a reimbursement request to the Department including proof that project invoices have been paid and project work has been completed.
- Rebate payments will be made after the work is completed, verified, and approved. Verification may occur through a site visit by NDEE staff to test the equipment and photograph the completed installation.
- NDEE will maintain an ownership interest in the charging equipment for a period of 5 years after payment of the rebate. The recipient will gain unrestricted ownership after this period expires unless the recipient was required to surrender the equipment.

Site Requirements

- Charging sites must be located within the State of Nebraska to be eligible for a rebate.
- Site development, equipment installation, and maintenance shall be done in compliance with all applicable laws, ordinances, regulations, and standards including, but not limited to, the Americans with Disabilities Act (ADA).
- All electrical work must be performed by electrical contractors licensed in the state of Nebraska.
- If the property/site is not owned by the applicant, the applicant must provide a signed letter from the landowner indicating approval of the project.
- Successful applicants must obtain a site host agreement signed by the site owner assuring that the charging station will remain at the site and have the opportunity to remain operational for a minimum of 5 years. The Department will not issue a Commence Work Notification until a site host agreement is received for each site in the application.
- Public access sites must be easily accessible 24 hours per day and 7 days per week and adequately lit from dusk to dawn.
- Public access sites must be clearly identified by signage that directs users to the site and appropriate parking spaces.
- Sites must include at least one designated parking stall for each charger (or one parking stall per charging connector for dual-connector Level 2 chargers).

- Each charger parking stall must have “Electric Vehicle Charging Only” or equivalent message signs on either side of the charger.
- Each charger parking stall must have pavement stripes and “Electric Vehicle Charging Only” stenciled on the pavement.
- The site owner must make reasonable efforts to ensure that the charger parking stalls are only utilized by EVs being charged.
- Upon completion of the project, the recipient must register each charging site location with the Alternative Fuels Data Center Station Locator tool at <https://afdc.energy.gov>.

Charging Service Requirements

- **Customer Service:** Charging sites must include a clearly posted customer service support telephone number available 24 hours per day, 7 days per week.
- **Payment Options:** If the charging station is not provided as a free service, then the charging equipment must be Payment Card Industry compliant to allow use of a credit or debit card for payment without incurring additional fees. Stations may also offer additional payment options including subscription methods, smart cards, or smart phone applications.
- **Charging Fee Structure:** Note that under Nebraska state law, only Public Utilities may charge for use of electricity by the kilowatt-hour.

General Charging Equipment Requirements

- **Networking:** Charging equipment must be connected to a network by Wi-Fi or cellular connection. Recipients must maintain appropriate charging network service that includes capabilities for remote diagnostics, remote start of the equipment, and collecting and reporting usage data.
- **Certification:** Charging equipment must be certified through one of the following options:
 - Underwriter’s Laboratories UL 2594 (Standard for Electric Vehicle Supply Equipment). DC fast charging equipment must be certified (listed and labeled) to UL 2202 (Standard for Electric Vehicle Charging System Equipment).
 - International Electrotechnical Commission (IEC) 61851 (Electric Vehicle Conductive Charging System) and IEC 62196 (Plugs, Socket-outlets, Vehicle Connectors, and Vehicle Inlets – Conductive Charging of Electric Vehicles).
- **Enclosure:** The charging equipment enclosure must be constructed for use outdoors in accordance with UL 50E Standard for Safety for Enclosures for Electrical Equipment.
- **Cord Management:** Charging equipment must include a cord management system to eliminate potential for cord entanglement, user injury, or connector damage from cords lying on the ground.

- **Environmental:** The charging equipment must be capable of operating without any decrease in performance over an ambient temperature range of -22 to +122 degrees Fahrenheit with a relative humidity of up to 95%.
- **Warranty:** All charging equipment must have a minimum 5-year warranty and maintenance plan and be kept in full working order at least 95% of each year. Should repair be necessary, charging units must be fully operational within 72 hours of equipment issue/breakdown.
- **Insurance:** After installation, the recipient must provide the Department with proof that the charging equipment is covered by an insurance policy for damage, vandalism, and theft.

Level 2 Charging Equipment Requirements

- Level 2 charging equipment must have a charging amperage from 16 to 80 amps and must be capable of providing electric power at each plug at a minimum 7.2 kW (240V @ 30 amps).
- Equipment must meet the Society of Automotive Engineers (SAE) J-1772 standard for EV charging plug connector and operational requirements.
- Optional: Level 2 chargers with dual ports to serve two parking spaces will earn additional points during the scoring process.
- Optional: Installation of conduit and an electrical service box of adequate size and disconnect capacity to allow electrical cable to be run for the future installation of an additional Level 2 charger will earn additional points during scoring.

DC Fast Charging Equipment Requirements

- DC fast chargers must have dual connectors: one SAE Combined Charging System (CCS) Type 1 connector and one CHAdeMO connector.
- DC charging equipment must be capable of providing a minimum 50 kW charge.
- Recipients must install conduit and an electrical service box of adequate size and disconnect capacity to allow electrical cable to be run for the future installation of at least one additional DC fast charger at the site and/or for upgrade of the power of the charger.
- Optional: DC fast chargers with modular power sources to enable easy future power increases will earn additional points during the scoring process.

Reporting Requirements

All recipients must submit annual station utilization data to NDEE for 5 years after project completion. The following information shall be submitted for each charger installed:

- Number of charging events
- Number of unique vehicles connected
- Total kWh dispensed

- Average kWh per charging event
- Average peak power (kW) per event
- Peak power demand by month
- Average duration of charging events
- Percent charger downtime

Application Review and Scoring

All applications will be reviewed and scored by a Scoring Committee. The Scoring Committee will only review applications submitted by the Application Deadline. Late proposals, ineligible applicants and projects, and incomplete applications will not be considered for scoring.

A 100-point scale will be used to evaluate complete and eligible applications. The following criteria will be used in scoring:

Criterion	Possible Points
Site location: access to amenities; proximity to highway (DC); local need (absence of nearby charging stations)	20
Budget complete, well-documented, realistic; project cost-effective	15
Site meets multiple purposes (e.g. community & highway)	15
Recipient matching funds higher than required; local funds included in match.	15
Partnerships with community and/or businesses identified	10
Innovative energy solutions (e.g. battery storage, renewable energy source such as dedicated solar-voltaic system)	10
DC Charger with modular power design enabling easy future power increase	5
Level 2: dual port charger to serve 2 adjacent parking spaces	5
Level 2: electrical infrastructure allowing future installation of additional charger	5
TOTAL POSSIBLE POINTS	100

Notification of Applicants

All applicants will receive a funding decision notification from NDEE on or before January 3, 2020.

Signage Examples

The following are examples of EV charging site and parking stall signs and pavement markings that fulfil the requirements of this program. Other equivalent signs and markings will also be acceptable.

Signs directing users to public access charging sites.		
Signs for each charger parking stall.		
Pavement marking for EV charger parking stall.		

Document Version Change Log

Document Update 4 October 2019

Pages 2-3: Highway Corridor Sites:

Map and list on page 3 updated to include US 75 from Omaha to South Sioux City as a priority highway corridor.

Page 6: Site Requirements:

Each charger parking stall must have “Electric Vehicle Charging Only” [or equivalent message signs](#) on either side of the charger.

Page 9: New section “Signage Examples” added.

Document Update 22 October 2019

Pg 10: Change Log added.

Pg 11 and Following: Frequently Asked Questions section added.

Frequently Asked Questions

Q1. We have an existing Level 2 charging station in a public parking lot. We would like to locate a DC Fast Charging Station in the same parking lot. Does the existing Level 2 charger meet the requirement for having a Level 2 charger at a DC Fast Charging site?

A1. Yes, an existing Level 2 charger at the proposed DC Fast Charging site meets the requirement.

Q2. Can charger network connectivity be through either WiFi or cellular?

A2. Yes.

Q3. Do we need a documented refusal of bid to qualify as one of the required bids, or is X number of attempts to obtain a bid enough if documented?

A3. If a vendor does not even respond to a request for a bid, we can accept documentation of your attempts to solicit a bid.

Q4. What Administrative Costs are being referred to in the documentation?

A4. Administrative costs would mainly include staff time for preparation of the application, calculation of billing charges for chargers, and preparation of usage reports. General site maintenance activities (e.g. snow removal, site cleaning) are not considered as administrative costs.

Q5. Do we need to provide three bids for electric service construction or upgrade costs?

A5. Extension of electric service to a new site or upgrade of service to an existing site to service a charger would be performed by your electric utility. This cost is therefore not subject to the three quote requirement.

Q6. Our organization has master electricians capable of performing installation of an EV charger, and we would like them to do the work. Do you require quotes from outside vendors as well?

A6. If you are seeking reimbursement for the electrical, we would like to have quotes from outside vendors to assure that your organization's quoted costs are in line with market costs. However, we could waive that requirement if you include the electrical work costs as part of your organization's cost share rather than as a reimbursable item.

Q7. In order to minimize project costs and avoid the time, expense, and complexity of three separate requests for quotes (charging equipment, installation, signage and painting), our organization identified four companies that could provide all of the equipment and site work. Is this acceptable, and if so how should the information be entered into the application?

A7. If the quote information can be broken up into the component sections easily, you can enter that information in the respective sections in the application. If not, in each application section you can simply reference the attached complete quotes. We will try to be flexible given that this is a first-time program.

Q8. Does the rebate percentage apply to the charging station, shipping, and installation? I would assume that it doesn't apply to the data plan and extended warranty.

A8. The reimbursement applies to all eligible site expenses, including charging equipment, shipping, installation, data plan, and warranty. See the Eligible Costs section on page 4 of the Program Description.

Q9. Will you accept three bids from different vendors for charging equipment from the same manufacturer?

A9. Yes.

Q10. I am assisting our electric utility customers with their applications by getting quotes from many charger manufacturers for their application. The quotes are good for all of Nebraska. Is it OK if the written quotes are made out to [utility name] instead of the applicant?

A10. Charging equipment quotes provided to an electric utility and supplied to applicants will be accepted.

Q11. The program description states that if charging is not provided as a free service, then users should be able to use a credit or debit card to pay for charging without incurring additional fees. But we have found that most chargers are not equipped with credit card readers. How can we fulfill the requirement?

A11. As long as there are other means, such as a smart-phone app or phone call to the charging network company, to enable payment via credit/debit card, that will have to be acceptable.

Q12. We see that the project has 2 years to be completed. If we are not completely ready to begin work at the time of the award, is there a deadline to begin the project or to accept the rebate after it is awarded?

A12. NDEE will need to set a deadline for acceptance of awards but have not yet established the date. Nebraska's portion of the VW Trust funds are held by the Trust and must be requested separately for each type of program we fund. So after we have the list of accepted awards, we will submit a funding request to the Trust based on the total of those awards. It takes in excess of 2 months for the Trustee to process these requests. So we will likely set an acceptance deadline no later than a month or two after announcement of the awards. Prior to that date we will prepare an agreement to be signed by both the Department and the rebate recipient that incorporates all of the requirements that were spelled out in the application and program guide.

Q13. Our nonprofit organization would need a fundraising effort to obtain the recipient matching funds. Would there be a penalty if we do not secure the funds required to undertake the project?

A13. No, there would be no penalty. Your organization would simply refuse the award and not sign the agreement with NDEE.