You have joined the VW Diesel Emissions Mitigation Program EVSE Round 1

The webinar will begin shortly
VW Diesel Emissions Mitigation Program – EVSE Round 1

Thursday July 28, 2022
Presented By: CT DEEP Mobile Sources Group
Who We Are

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Agenda

• Background on VW Settlement
• Connecticut Diesel Emissions Mitigation Program
  – EVSE Round 1 Eligible Projects and Funding Levels
  – EVSE Round 1 Application Information
• Answers to Common Questions
• Contacting Us
• Q & A Period
VW Settlement Background
Timeline

**2008** EPA Introduces Stronger Diesel Standards

**2009** VW Begins Installing Defeat Devices on Diesel Vehicles
- Recognizes federal and California test procedures and alters performance to meet standards

**2014** Independent Researchers Publish Results
- “significantly higher in-use emissions” than certified levels for 2012 Jetta TDI

**2015** VW Publicly Admits to Altering Vehicles to Meet Federal and California Standards
- 11 Million vehicles globally, 590k in US, over 12k in CT
Volkswagen Settlement

- Multiple consent decrees issued to address VW’s illegal use of emission control “defeat devices” on nearly 590,000 VW, Audi, and Porsche 2.0L and 3.0L diesel vehicles for model years 2009-2016
- Intent of settlement funds is to achieve NOx reductions to offset the excess NOx created by the subject VW vehicles

The NOx Impacts from VW Diesel Vehicles

- 40x 2.0L Vehicles
- 9x 3.0L Vehicles

46,000 TONS of excess emissions from 2.0L Vehicles

greater than federal standard
Environmental Mitigation Trust – Appendix D

- Settlement put **$2.925 billion** into environmental mitigation trust
  - Support environmental programs over 10 years to offset excess NOx emitted by VWs cars

- Allocation for CT is about **$55.7 Million**
  - This allocation could increase if beneficiaries do not spend the money in time specified

- Disbursement over **10 year** schedule

- Trust account is administered by Wilmington Trust (“the Trustee”)
  - Trustee will approve project funding based on applications for eligible projects meeting specific criteria

- To access funds, CT had to become a “trust beneficiary”
Connecticut’s Path to Funding

October 2, 2017 – Trust Effective Date

October 3, 2017 – Connecticut submits its beneficiary form to Trustee naming DEEP as lead agency for CT’s settlement funds

January 29, 2018 – Trustee officially certifies CT as a Designated Beneficiary under the VW trust.

April 26, 2018 – CT submits its final mitigation plan to the Trustee

May 30, 2018 – CT launches its first round of funding under the VW settlement

August 1, 2019 – CT launches second round of VW funding

August 20, 2021 – CT launches VW third round of funding
CT Mitigation Plan

• CT was required to prepare Mitigation Plan which provided the public with a high level vision on how CT will use its funds

• Initial draft released in Feb 2017
  – Held informal public comment period and also held public informational session

• Proposed Final draft released in Feb 2018
  – Held formal comment period

• Submitted Final Mitigation Plan to Trustee on April 26, 2018

• CT’s Mitigation Plan is available at https://portal.ct.gov/-/media/DEEP/air/mobile/VW/CTVWFinalMitigationPlanpdf.pdf
CT Mitigation Plan

- Flexible plan to cover all eligible project areas
- Immediate NOx reductions to offset illegal VW pollution
- Ability to grow with advancements of transformative mobile source technologies (i.e. electric HD trucks)
- Cost effective projects that result in significant emissions reductions
Eligible VW EVSE Projects & Funding Amounts
Mitigation Plan Funding Allocations

At least...

70%

- On-Road Heavy Duty Vehicles
- Non-Road Equipment
- Commercial Marine Vessels
  - Locomotives
  - Diesel Emission Reduction Act (DERA) Option

15%

Zero Emission Vehicle Supply Equipment

Up to...

15%

Administrative Expenditures
VW EVSE Allocation

- VW Settlement allows for 15% of the total Trust to be allocated towards light duty electric vehicle supply equipment (EVSE).

- DEEP has committed the maximum amount, $8.4 million, to fund EVSE projects. **NOTE:** The $8.4 million committed for the EVSE Program is separate and apart from funds available for EVSE included with an electric replacement or repower project under the Vehicle Program.

- DEEP is proposing to offer multiple rounds of EVSE funding over time to allow for the integration of lessons learned in subsequent rounds and adjustment to improvements in technology.
  - CT initial round of funding under the EVSE Program is designated for government and non-government entities
  - Initial round will be EVSE only, no H2 funding
Zero Emission Vehicle Supply Equipment

Eligible Equipment

- Level 1, Level 2 or Fast Charging Equipment for Electric Vehicles
- Hydrogen (H₂) Fuel Cell Vehicle Supply Equipment

Eligibility Criteria

**EVSE:** Must be located publicly, or at a workplace, or at a multi-unit dwelling

**H₂ Fueling Station:** Must be publicly available and dispensing pressure of 70MPa

*Note: Level 1 and H₂ fueling will not be eligible during this funding round*
EV Projects Reimbursements

Up to...

65% Public Government Projects

60% Public Non-government Projects

50% Workplace or Multi-Unit Projects
Eligible EVSE Expenses

• DEEP is limited by the VW Consent Decree, Appendix D-2 (page 8), as to the extent of funding under the mitigation grants. The Consent Decree requires each participating state to adopt a State Mitigation Plan which lays out the scope of projects that can be funded.

• DEEP adopted the State Mitigation Plan, including requirements for EVSE installation (Page 17), in 2018. This language states (and substantially mirrors the Consent Decree):

In summary, the VW Mitigation Trust grants can cover the cost of the EVSE, installation (e.g. electrical to the meter, trenching, pad construction) and labor associated with those tasks.

Note: Level 1 and H2 fueling will not be eligible during this funding round
Non-Eligible Expenses

Items that are not covered under the grant include:

- Labor costs not associated with installation of the EVSE.
- “To the Meter” or “make ready” costs (service upgrades, new panels, etc.)
- “Make Ready” costs in Connecticut are funded through the Electric Utilities “make ready” programs.
  - Eversource: [EV Charging](eversource.com)
  - UI: [Find the Best Electric Vehicle Charging Options for Your Business](uinet.com)
EVSE State Contract #21PSX0027

• Government agencies and municipalities are eligible to use state contract #21PSX0027 Electric Vehicle Supply Equipment (EVSE Services), Infrastructure and Planning

• State contract can be used for EVSE equipment and services provided therein.

• Multiple vendors available.
Connecticut Diesel Emissions Mitigation Program

EVSE Round 1
Notice of Request for Public Comment (RFC)

• DEEP released RFC on January 22, 2021
• Public comments were due by February 16, 2021
• Requested input on certain aspects of the third round of VW funding for vehicles and on the first round of funding under EVSE
• Requested comments on four topics:
  1. Vehicle Eligibility Under Round 3 of VW
  2. Funding Levels for Round 3 of the Vehicle Program
  3. Funding Level for Round 1 of the VW EVSE Program
  4. Structure of the EVSE Program
VW EVSE Round 1 Overview

- Funding of up to **$4 Million** available for EVSE Round 1
  - $1.2 million for EVSE deployment at state government sites
  - $1.8 million municipal government sites
  - $1 million non-government (open to the public) EVSE
- Proposal Deadline: **September 30, 2022 @ 5:00 PM EST**
- Anticipated Awards: **December 15, 2022**
- Funds for EVSE at multi-unit dwellings and workplace charging will be released at a later date.
- This is a reimbursement program
• Funding will be awarded through an open competitive and transparent process

• Matching funds required for all projects

• For this funding round, all chargers must be publicly accessible including chargers proposed to be installed at workplace and MUDs

• Projects and final paperwork must be completed 18 months following award date; however, extensions will be allowed under certain circumstances (e.g., supply chain)
**Project Initiation:**

- Projects initiated prior to filing an application are not eligible for funding
  - “initiated” means having signed a contract for procurement, initiation of procurement (e.g., purchase orders), or having started construction.
  - “initiated” does not include:
    - Site selection or evaluation.
    - Applying for additional funding does not qualify as having initiated the project.

**Matching Funds:**

- DEEP encourages applicants to maximize all EVSE related funding for which they may be eligible from sources including, but not limited to, other state and federal agencies including PURA’s Connecticut EV Charging Program, federal EV infrastructure grants, and utility EV infrastructure grant programs.

- If a grantee receives additional funding subsequent to an award under this program, DEEP reserves the right to adjust the VW EVSE grant amount accordingly.
Funding Priorities for EVSE Round 1

• DEEP will select projects to be funded based on the funding priorities outlined in the State of Connecticut Mitigation Plan in addition to a set of preferential criteria outlined in the application form and instructions.

• Priority will be given to applications in underserved, environmental justice and overburdened communities.

• Build out the state’s Level 2 and DCFC network to support current and future EVSE demand to meet ZEV deployment commitment and greenhouse gas (GHG) emission reduction targets.
Proposal Ranking

- For reference purposes, the ranking methodology used for the third round of funding is available at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home

- EVSE Round 1 ranking methodology has not yet been finalized.
Application Information

EVSE Round 1
Application Form

• Application form and instructions available at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Grants
Part I – Applicant Information

• Basic contact information

• **Important!!** Provide an accurate and working e-mail address.

• Type of EVSE Project
  ▪ DC Fast Charging
  ▪ Level 2

• Project Funding Requested
  ▪ State Agency
  ▪ Municipal
  ▪ Privately-owned
Part II.A – EVSE Projects

• If applying for EVSE at a single location, complete Section A.

• For multiple EVSE locations, attach spreadsheet “Multiple Location Supplement Form” with address locations. Include why the chosen network of chargers is preferred and how it benefits the existing CT infrastructure.

• Indicate charger type (Level 2 or DCFC), Brand, Model, Number of chargers, Number of ports.
Part II.B – Proposed Budget

• Indicate the cost for the following line items: EV charging station, Site preparation (labor and materials), Installation of EV charger (labor and materials), Maintenance or service contract (5 years)

*Note: It is not uncommon for installation costs to exceed the cost of chargers*

• Total project cost

• Attach all estimates and specification sheets for equipment, site preparation, and labor for the project.

B. Proposed Budget

Please provide a list of the expenses for the proposed project. Note that it is not unusual for installation costs to exceed the cost of the charging stations.

<table>
<thead>
<tr>
<th>Line Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>EV Charging Station(s)</td>
<td></td>
</tr>
<tr>
<td>Site preparation for EV Charger(s): labor &amp; materials</td>
<td></td>
</tr>
<tr>
<td>Installation of EV Charger(s): labor &amp; materials</td>
<td></td>
</tr>
<tr>
<td>Maintenance or service contract for at least five years</td>
<td></td>
</tr>
<tr>
<td>Other please specify</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td></td>
</tr>
</tbody>
</table>

Attach all estimates and specification sheets for equipment, site preparation, and labor for the project.
Part II.C – Balance of Funds

- Maximum funding is not guaranteed under this program.
- Applicant must attest that funds can be secured for EV chargers and for operation and maintenance.
- Sources of funds and timeline to obtain funds must be provided.
  - For gov’t projects, budget approval process date is important
- Matching funding applied for and/or received.

<table>
<thead>
<tr>
<th>C. Balance of Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum funding is not guaranteed. Please be aware that funding is not guaranteed before awards are made. Note that this is a reimbursement program; applicant is responsible for all project costs prior to reimbursement.</td>
</tr>
</tbody>
</table>

| Applicant attests they can secure the funds for the EV chargers and for operation and maintenance. | Yes | No |
| What is the source of these funds? | | |
| What is the timeline for securing these funds? (For government projects: Budget approval process date) | | |
| For your cost share for this grant, please indicate if you have applied for and/or received other state or federal funding for this project or another project? | Yes | No |
| Grant Applicant Title | | |
| Name of grant program and administering entity | | |
| Award amount and date of award | | |
| If an award has not yet been received, when is the decision expected | | |
Part II.D – Proposed Schedule of Tasks

Proposed Schedule of Tasks

• Project Start Date
• Anticipated Milestones
• Anticipated Project End Date for EVSE

D. Proposed Schedule of Tasks

For purposes of this estimate, assume the maximum percentage available to you as a private or public grantee for this eligible project. This does not guarantee that the maximum amount will be awarded.

<table>
<thead>
<tr>
<th>Project Timeline for EVSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Start Date:</td>
</tr>
<tr>
<td>Anticipated Milestones (e.g. Delivery of Units, Obtaining Permits if required, Electrical Hookup and/or Inspections)</td>
</tr>
<tr>
<td>Anticipated Project End Date EVSE:</td>
</tr>
</tbody>
</table>
Projects will be ranked based on a set of criteria reflecting funding priorities for the program.

Preferential Criteria for:

1. All EVSE projects
2. Publicly Accessible EV charging stations
3. Government Workplace EV charging stations
Part III - Preferential Criteria

• Projects located in environmental justice areas or other communities that have borne a disproportionate share of the adverse impacts of air pollution
  • Important!! Towns on the DECD List of “Distressed Municipalities” and “Defined Census Blocks within Other Affected Towns” will be accepted as EJ communities.
    – Applicants are required to verify that the EVSE will be installed in the defined census block group which can be accomplished by checking the specific address using the 2020 Environmental Justice Communities (arcgis.com) tool.
Part III - Additional Preferential Criteria

For All Projects

• Counties for non-attainment
• Existing administrative experience for implementing EVSE
• Exceed Minimum Cost Share
• EVSE will not operate for profit during the first 3 years of operation
• DCFC Projects will have one CHADemo and one CCS connector
• Communication and Data Usage with Reporting to DEEP
• Alternate Fuel Corridor Installation
Part III – Additional Preferential Criteria

- Use of local charging OEM or labor
- If clean, renewable energy will be used for power
- Energy Star Certification
- Major thoroughfare or high traffic area placement

Publicly Accessible

- Located along transportation corridors (within 5 miles)
- DCFC project in underutilized energy infrastructure
- Operational at least 99% of the week
Part III – Additional Preferential Criteria

• Underserved areas by existing EVSE
• Located at a major traffic generator (e.g. downtown, attractions)
• Within walking distance of dining, retail or entertainment opportunities
• Located at a high-profile location (e.g. airport)
• A location that offers curbside charging
• Provides lighting and/or shelter from the weather
Part III – Additional Preferential Criteria

Government

• Availability to employees during business hours
• Provides lighting for users
• Business plan to cover the operating costs of EVSE. Payment options.
• Operation and Maintenance (O+M) Plan
Part VI– Terms & Conditions, Submission

- **New!** Applicant must be in good standing.
- **New!** Disclosure requirement for applicants.
- Applicant attests that information is true and correct.
- If determined that funds were awarded based on false statements, funds would have to reimbursed.
- Reiterates understanding of the key points of the reimbursement program.
- Submit application to e-mail address specified. Do not send directly to Air Bureau.
- **Important!!** Sign & date form!
Connecticut Department of Energy and Environmental Protection

Attachment A – Multiple Location Supplement Form

- Excel based spreadsheet collects all required information about the address of each proposed installation and the characteristics of the proposed EVSE.
- Include this attachment if your application is for EVSE designated as Government-Owned parking, Government Workplace parking, or Privately-Owned parking.
**Getting Started** - Enter information for each proposed installation on a separate line. Complete separate entries if multiple EVSE types exist at the same location.

<table>
<thead>
<tr>
<th>Type of Property</th>
<th>Address of Proposed Installation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Name of Facility</td>
</tr>
<tr>
<td></td>
<td>Street Address</td>
</tr>
<tr>
<td></td>
<td>Street Intersection</td>
</tr>
<tr>
<td></td>
<td>Latitude/Longitude</td>
</tr>
<tr>
<td></td>
<td>City</td>
</tr>
</tbody>
</table>

*Type of Project* choices will be presented in a dropdown list.

*Address of Proposed Installation* includes details regarding the physical location of the EVSE.
**EVSE Characteristics** - Enter information for the EVSE at the proposed installation. Complete separate entries if multiple EVSE types exist at the same location.

- **Type** will offer a dropdown list for the charging level of the EVSE.
- **Brand** is the manufacturer of the EVSE.
- **Model** is the product name of the EVSE.
- **Number of Chargers** refers to the number of EV charging stations at the location for the selected charger type.
- **Number of Ports** refers to the number of ports at this location.
- **Price of Charger** (For Price of Charger, enter the cost of a single EVSE.)
Supplemental Questions – Enter *Name of Facility* for each unique location. Add additional rows as necessary.

### Table

<table>
<thead>
<tr>
<th>Name of Facility</th>
<th>Question</th>
<th>Response</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Are EV charging stations currently installed at the proposed installation location? If yes, how many ports?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Is there electrical infrastructure sufficient to support the installation?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Will any of the parking spaces with access to the charging station be ADA compliant?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>For DCFC projects, any charging station installed will be equipped with at least one CHAdeMO and one CCS connector.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Station is retrofitted with communication capabilities and has the ability to record detailed station usage. Such usage data will be sent to DEEP semi-annually, for five years from the date of installation.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Name of Facility* should match those listed under *Address of Proposed Installation*.

*Under Response*, the type of response necessary for the question will be presented.

*Comments* is an optional section to further explain any responses.

For *Question*, a response is necessary for each facility.

Follow the instructions given and select an appropriate answer.
Forms Overview

• Critical that forms are complete and all supporting information is submitted with application.

• If you receive a question from DEEP please respond promptly. Applications of unresponsive applicants will be denied.

• Applicant can submit a projection of how many vehicles will use the chargers and how many hours a day the chargers will be available.
Application Processing Summary

1. Receive Application
2. Review for Admin Sufficiency
3. Conduct Technical Review/Ranking
4. Notify Applicants of Award Decision

More Info Needed?
- Email Request for Info (7 days)
- Formal Letter Request for Info (7 days)
- Deny Application

7 days
End of Solicitation Period + 45 days

Indicates where a notification from DEEP will be sent to applicant when step complete

!!!
Applicant responsiveness to information requests will be very important for this round!
Process

- Proposals due **September 30, 2022**
- Now accepting electronic applications, submit to: **DEEP.CentralPermits@ct.gov**
- Award letters to be issued in **December 2022**
- Project completion = 18 months after award date
- Payment directly from Wilmington Trust upon project completion
Post-Award Information

- Award amounts may be less than originally requested based on number of applications received and funds available.

- Applicant can accept or deny the award if awarded amount does not satisfy proposed project.

- Projects and final documentation must be completed by **stated deadline** to be eligible for reimbursement.

- Semi-Annual progress reports are required to be submitted. Report template is posted on website.

- Awardee required to demonstrate payment for the project and submit required documentation before receiving awarded funds.
“The Lightning Round”
Answers to Common Questions
Answers to Common Questions

• Our goal is to announce award decisions within 75 days after the application deadline.

• This is a competitive grant program. Please see application form for list of preferential criteria.

• Partial awards may be issued and maximum funding is not guaranteed.

• Projects initiated prior to filing an application for the program are not eligible for funding. This includes projects in an already approved municipal budget. Applying for additional funding does not qualify as project initiation.
Answers to Common Questions

• If an awardee decides to cancel a project, notification in writing must be sent to DEEP as soon as possible so that the funds can be made available to other applicants within a timeframe sufficient to allow completion of the substitute project(s).

• There are no limits on the amount of funding any one project or individual entity can receive.

• Level 1 and H2 projects are not covered under this round of funding.
Questions?

- Does anyone have any general questions about the grant program and how to apply?
- The online FAQ may already address some of your questions. Additional questions may be added from time to time. [https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---FAQ](https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---FAQ)
- If you have other questions after this presentation, please email the question to: [deep.mobilesources@ct.gov](mailto:deep.mobilesources@ct.gov)
Contact Information
Contact Us

• General questions about grant programs, Connecticut’s mitigation plan, or the VW trust settlement can be submitted though the Contact Us link on the website or sent directly to email below.

Website: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home

E-Mail: deep.mobilources@ct.gov

• After you submit a grant application, a DEEP contact person will be assigned to you on the notice of administrative sufficiency email. Contact this person with specific questions regarding your application.
Follow Us

- Visit https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home
- Sign up for our VW Email Distro List (online form)
- Notification of new VW grant programs, including EVSE programs, will be sent to all those on the VW distro list
- VW Website will be updated when future grant opportunities become available

Follow Drive Clean CT on FACEBOOK