



# ZEV Infrastructure Program (ZIP) Request for Proposals

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## Background

The Connecticut Department of Energy and Environmental Protection (DEEP) is overseeing the implementation of \$55,721,170 to offset emissions of nitrogen oxides (NOx) in this state. These funds originate from the settlement of *In re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation*, MDL No. 2672 CRB (JSC) (Dkt. No. 2103-1) and are being held by Wilmington Trust, a third party trustee selected by the Court to administer the VW Environmental Mitigation Trust (Trust) as specified in Appendix D-2 to the Environmental Mitigation Trust Agreement for State Beneficiaries (Mitigation Trust Agreement).<sup>1</sup> For this first round of EVSE funding, \$X will be available for EVSE project grants to be paid as reimbursements upon successful completion of all program requirements. Both non-government and government entities are eligible to apply for funding to implement eligible mitigation projects. Project funding will be awarded through an open, competitive and transparent process that will comply with all applicable state and federal procurement requirements. DEEP is required to maintain and make publicly available all documentation submitted in support of each funding request and all records supporting all expenditures of eligible mitigation project funds. DEEP's plans for the allocation of funds are compiled in the State of Connecticut Mitigation Plan under Volkswagen 2.0L and 3.0L Vehicle Partial Consent Decrees, Appendix D (CT Mitigation Plan).<sup>2</sup>

## Eligible Projects

- **Light Duty Electric Vehicle Supply Equipment (EVSE) Level 1, Level 2 or fast charging equipment** (or analogous successor technologies) that is located in a public place, workplace, or multiunit dwelling and is not consumer light duty electric vehicle supply equipment (i.e., not located at a private residential dwelling that is not a multi-unit dwelling); and
- **Light Duty Hydrogen Fuel Cell Vehicle (FCEV) Supply Equipment:** Hydrogen dispensing equipment capable of dispensing hydrogen at a pressure of 70MPa (or analogous successor technologies) that is located in a public place.

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<sup>1</sup> See the Environmental Mitigation Trust Agreement for State Beneficiaries at [https://www.ct.gov/deep/lib/deep/air/mobile/vw/2019-03-13\\_-\\_Modified\\_State\\_Beneficiary\\_Trust\\_Agreement\\_effective\\_April\\_12\\_2019.pdf](https://www.ct.gov/deep/lib/deep/air/mobile/vw/2019-03-13_-_Modified_State_Beneficiary_Trust_Agreement_effective_April_12_2019.pdf).

<sup>2</sup> See State of Connecticut Mitigation Plan under Volkswagen 2.0L and 3.0L Vehicle Partial Consent Decrees, Appendix D at [http://www.ct.gov/deep/lib/deep/air/mobile/vw/CT\\_VW\\_Final\\_Mitigation\\_Plan.pdf](http://www.ct.gov/deep/lib/deep/air/mobile/vw/CT_VW_Final_Mitigation_Plan.pdf).

## Available Funding:

### Light Duty EVSE Projects:

- **Government<sup>3</sup>-Owned:** Municipalities, state agencies and other public entities applying for electric vehicle resupply equipment on government properties are subject to the following funding limits:
  - Up to 65% of the cost to purchase, install, and maintain eligible light duty electric vehicle supply equipment that will be available to the public at a government owned property.
- **Privately-Owned:** Eligible projects involving the installation of electric vehicle resupply equipment on non-government owned properties are subject to the following funding limits:
  - Up to 60% of the cost to purchase, install, and maintain eligible light duty electric vehicle supply equipment that will be available to the public at a non-government owned property
  - Up to 50% of the cost to purchase, install, and maintain eligible light duty electric vehicle supply equipment that will be available at a multi-unit dwelling or a workplace but not to the general public;

### Hydrogen FCEV Refueling Station Projects:

- **Publicly or Privately-Owned:** Eligible projects involving the installation of FCEV refueling equipment on non-government owned properties are subject to the following funding limits:
  - Up to 33% for the cost to purchase, install, and maintain eligible hydrogen fuel cell vehicle supply equipment capable of dispensing at least 250 kilograms per day (kg/day) that will be available to the public; and
  - Up to 25% of the cost to purchase and install and maintain eligible hydrogen fuel cell vehicle supply equipment capable of dispensing at least 100kg/day that will be available to the public.

## Funding Priorities

In its project selection process, DEEP will consider the overall cost effectiveness and the potential for early implementation and completion of each proposal. Proposed projects will be selected for funding based on a set of criteria reflecting funding priorities for the program. For reference purposes, the ranking methodology used for the first and second round of diesel vehicle and equipment funding is available at <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>. Ranking

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<sup>3</sup> "Government" shall mean a Connecticut or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term "State" means the State of Connecticut.

criteria for EVSE funding have not been finalized and may differ significantly from those used for the diesel vehicle and equipment program.

The preferential criteria include, but are not limited to:

- Projects in environmental justice (EJ) or other communities<sup>4</sup> that have historically borne a disproportionate share of the adverse impacts of air pollution from sources including, but not limited to transportation hubs/corridors, ports, rail yards, truck stops, airports, terminals, and bus depots;
- Projects located in a nonattainment area, or area with historical issues concerning compliance with federal air quality standards;<sup>5</sup> Non-attainment counties in CT include Fairfield, Middlesex and New Haven.
- Projects located in areas underserved by the existing charging network whose installation would further decrease range anxiety;
- Projects submitted by government and non-government entities with demonstrated experience and/or existing administrative and programmatic structures in place for implementing EVSE infrastructure and /or implementing EVSE grants projects;
- Projects with verified funding or leveraged funding that exceeds the **minimum cost-share**. Please explain sources of leveraged funding, amount of leveraged funding, and if funding is already secured; and
- Projects that can be completed in a timely fashion after the award date. For FCEV or any other project that cannot be completed in less than eighteen months, please indicate the anticipated completion date of the project, provide an anticipated project schedule, and describe the unique factors that require an extended time frame.

## **Applicant Responsibilities**

All applicants must submit their proposal no later than 4:00 p.m., XX XX, 202X. According to the terms of the consent decree, all documentation submitted in support of the funding request and all records supporting all expenditures of Eligible Mitigation Action funds shall be made publicly available. Application forms are available on <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>. **Projects initiated prior to filing this application are not eligible for funding. Submittal of an application is not a guarantee that a proposed project will be funded.**

Awarded applicants must:

- Unless otherwise stipulated, procure the new equipment and take delivery before XX XX, 202X;
- Unless otherwise stipulated, procure and install equipment no later than XX XX , 202X;

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<sup>4</sup> Find lists of Connecticut EJ communities at [http://www.ct.gov/deep/cwp/view.asp?a=2688&Q=432364&deepNav\\_GID=1511](http://www.ct.gov/deep/cwp/view.asp?a=2688&Q=432364&deepNav_GID=1511) and distressed communities at <http://www.ct.gov/ecd/cwp/view.asp?a=1105&q=251248>.

<sup>5</sup> See EPA's Priority Counties at: <https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf>.

- Agree that the EVSE or FCEV equipment will remain operational with maintenance measures in place, for a minimum of five years;
- If the EV charging infrastructure units are publicly-accessible, applicants shall comply with Public Act 16-135,<sup>6</sup> the relevant portions of which are codified in [Section 16-19f](#), [Section 16-19ggg](#), and subsection b of [Section 43-3](#) of the Connecticut General Statutes as required; and
- Provide any documentation required for reimbursement.

## Reimbursement Requirements

**This is a reimbursement program**; award recipients will be required to demonstrate payment for the project before receiving awarded funds. Before reimbursement, awardees must:

- Provide a signed payment request for the amount to be reimbursed (a template will be provided);
- Submit invoices and proofs of payment for necessary expenses<sup>7</sup> associated with the project;
- For EV Charging Infrastructure:
  - Submit a photo of the EV charging infrastructure, including the charging station and any other associated auxiliary equipment; and
  - Certify that the EV charging infrastructure is fully operational.
- For FCEV Charging Infrastructure:
  - Provide a copy of any contracts with hydrogen suppliers; and
  - Provide documentation indicating the fueling capacity of dispensers.

All documentation required for reimbursement should be completed and submitted to DEEP as soon as possible, but no later than XX XX, 202X.

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<sup>6</sup> Public Act 16-135 can be found on the Connecticut General Assembly website at <https://www.cga.ct.gov/2016/ACT/pa/pdf/2016PA-00135-R00HB-05510-PA.pdf>.

<sup>7</sup> Documented in-house labor for EV charger installation (trenching, laying conduit, and re-paving, electrical connection) may be reimbursable.