

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

The webinar will begin shortly



Connecticut Department of Energy and Environmental Protection

# VW Diesel Emissions Mitigation Program – EVSE Round 1

Thursday July 28, 2022

Presented By: CT DEEP Mobile Sources Group



Connecticut Department of Energy and Environmental Protection

# 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



# 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

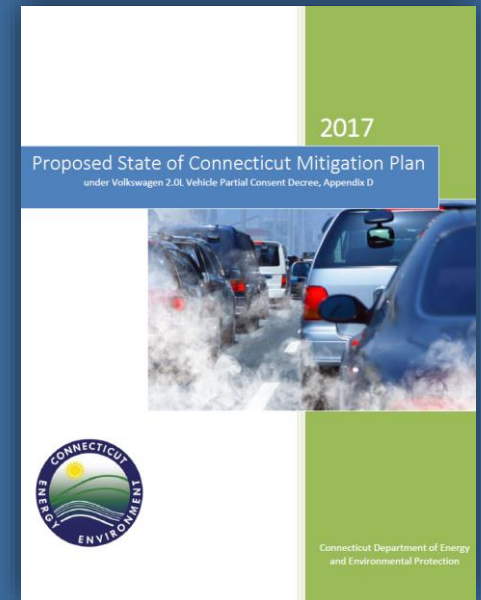
**August 1, 2019** – CT launches second round of VW funding

**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



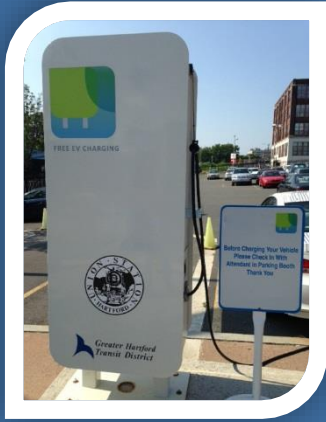
# VW EVSE Allocation

- 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 (H<sub>2</sub>)  
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*



# Zero Emission Vehicle Supply Equipment

## 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):

*Eligible Project Types:* Eligible light duty ZEV supply equipment includes:

- Light duty electric vehicle supply equipment: Level 1, Level 2 or fast charging equipment (or analogous successor technologies) that is located in a public place, workplace, or multi-unit 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

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.

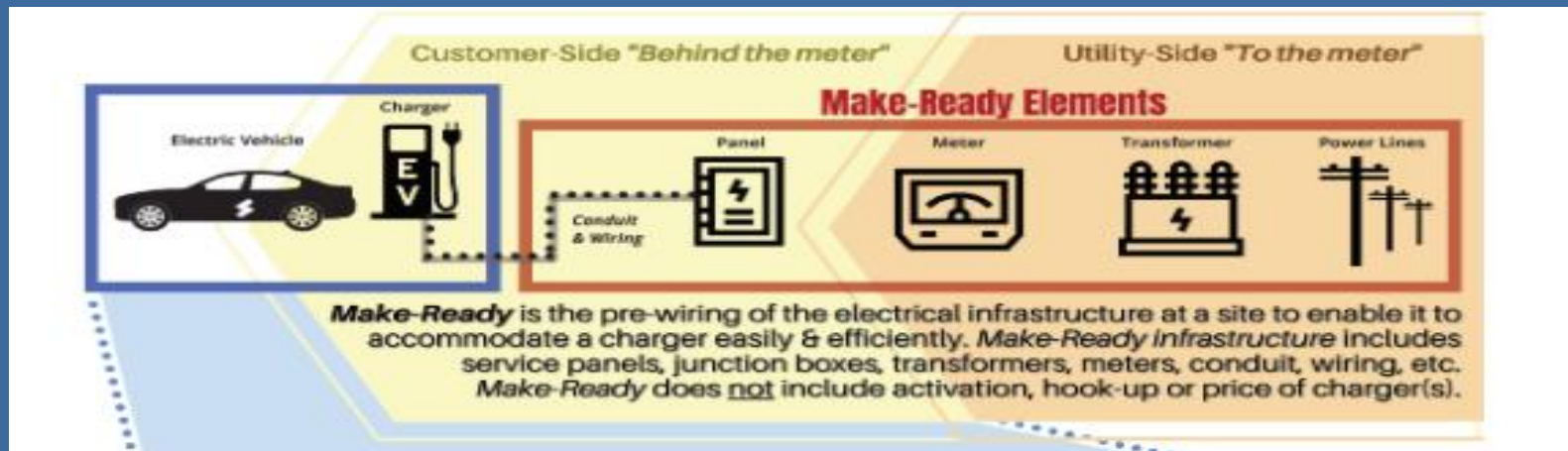
*Note: Level 1 and H2 fueling will not be eligible during this funding round*



# 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 \(eversource.com\)](https://www.eversource.com)
  - UI: [Find the Best Electric Vehicle Charging Options for Your Business \(uinet.com\)](https://www.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



# VW EVSE Round 1 Overview – Cont.

- 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)**



# VW EVSE Round 1 Overview – Cont.

## 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>

The screenshot displays the website for the Connecticut Department of Energy & Environmental Protection (DEEP). The header includes the DEEP logo and the text "Department of ENERGY & ENVIRONMENTAL PROTECTION". Below the header is a navigation bar with links for "Home", "About Us", "Programs & Services", "Publications", "Forms", and "Contact Us". A secondary navigation bar lists "ENERGY", "ENVIRONMENTAL QUALITY", "NATURAL RESOURCES", "OUTDOOR RECREATION", and "PURA". The main content area is titled "VW Settlement Information" and features a sub-header with a sun and clouds icon. The text describes the settlement, mentioning that Volkswagen (VW) admitted to installing defeat devices on 500,000 VW and Audi vehicles. It states that through three partial settlements, EPA resolved a civil enforcement case against VW, and Connecticut is expected to receive over \$55 million for use towards offsetting excess NOx emissions. A photograph of a VW TDI engine is shown. Below the text are three call-to-action boxes: "Grant Information" with a leaf icon, "Join our E-mail List" with an envelope icon, and "FAQ" with a question mark icon. A sidebar on the left contains links for "Air", "Air Monitoring", "Air Permitting", "Air Quality and Health Effects", "Air Quality Planning", "Air Regulations", "Compliance Assurance", "Emissions Inventory", "Mobile Sources", "Working Together for Clean Air", "Environmental Protection Begins With You", "Air Main Page", and "Main Menu". At the bottom of the sidebar are buttons for "Report an ENVIRONMENTAL Concern/Problem", "Calendar of Events", "Laws and Regulations", "Maps and GIS Data", and "Whats IN? Whats OUT?".



# 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



**Connecticut Department of Energy & Environmental Protection**  
Bureau of Air Management  
Planning & Standards Division


CPPU USE ONLY

App #: \_\_\_\_\_

Program: VW Grant – EVSE

No fee required

## ZEV Infrastructure Program (ZIP): EVSE Proposal Form



**Proposals for Use of VW NO<sub>x</sub> Mitigation Funds for Light Duty Electric Vehicle Supply Equipment (EVSE) Projects**

Complete all sections of this form. 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. Proposals must be submitted to the address indicated in Part V of this form. All applicants must submit their proposal **no later than 5:00 p.m., September 30, 2022.**

**Part I: Applicant Information**

Applicant/Organization Name:		
Address:		
City:	State:	Zip Code:
Authorized Representative Name:		
Authorized Representative Title:		
E-Mail:	Telephone:	
Additional Contact Name: <i>(Optional)</i>		
E-Mail:	Telephone:	
Additional Contact Name: <i>(Optional)</i>		
E-Mail:	Telephone:	
Have you previously submitted a proposal to DEEP for clean diesel, EVSE, or Hydrogen Fuel Cell Electric Vehicle (FCEV) Supply Equipment funding?		<input type="checkbox"/> Yes <input type="checkbox"/> No
Which type of EVSE project are you applying for under this Incentive Program?		<input type="checkbox"/> DC Fast Charging <input type="checkbox"/> Level 2
Which project funding level is requested?		<input type="checkbox"/> State Agency <input type="checkbox"/> Municipal <input type="checkbox"/> Privately-owned

Final 7/13/22



# 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: Project Information**

This funding must be used for eligible EVSE projects as listed in [VW’s Environmental Mitigation Trust Agreement for State Beneficiaries](#). Projects initiated prior to filing an application for the program are not eligible for funding; project initiation activities that can disqualify an application include approving the project in a budget, initiating an RFP, selecting a Vendor, ordering equipment, or hiring a contractor. Applying for additional funding does not qualify as having initiated the project. Submission of an application is not a guarantee that a proposed project will be funded.

**A. EVSE Projects**

Applicants applying for EVSE at a single location, complete section A. Applicants applying for EVSE at multiple locations, in lieu of using this form, should attach spreadsheet “Multiple Location Supplement Form” answering these questions for each location.

How many Electric Vehicle (EV) charging stations do you plan to install?				
Type	Brand	Model <sup>1</sup>	Number of Chargers	Number of Ports
Level 2				
DC Fast Charger				
Where Will the Charging Station(s) be located?		<input type="checkbox"/> Government-owned property: publicly accessible. <sup>2</sup> <input type="checkbox"/> Government-owned property: reserved for government vehicles. <input type="checkbox"/> Government Workplace Charging: Access restricted to government employees and their vehicles. <input type="checkbox"/> Privately-owned property: publicly accessible <sup>2</sup>		
Address of Proposed Installation <i>Provide name of facility, street address, street intersection and/or latitude/longitude and city. If the location is proposed for public use please describe how it will be accessible. If the applicant has more than one location, provide a spreadsheet with addresses for all proposed EVSE installations.</i>				
Operation & Maintenance (O&M) Plan If awarded, applicant will be required to provide an O&M plan including fee structure.				
Are EV charging stations currently installed at the proposed installation location? If yes, how many ports?		<input type="checkbox"/> No <input type="checkbox"/> Yes, # of ports Types of existing chargers		

<sup>1</sup> Charging heads should be accessible to all EV models.  
<sup>2</sup> A publicly accessible charging station shall meet the definitions of “Public Electric Vehicle Charging Station” and “Publicly Available Parking Space” in [CSS 16-19f](#).



# 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.

Line Item	Cost
EV Charging Station(s)	<input type="text"/>
Site preparation for EV Charger(s): labor & materials	<input type="text"/>
Installation of EV Charger(s): labor & materials	<input type="text"/>
Maintenance or service contract for at least five years	<input type="text"/>
Other <i>please specify</i> <input type="text"/>	<input type="text"/>
<b>Total Project Cost</b>	<input type="text"/>
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.

**C. Balance of Funds**

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.

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?	<input type="text"/>
What is the timeline for securing these funds? <i>(For government projects: Budget approval process date)</i>	<input type="text"/>
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? <sup>4</sup>	Yes No
Grant Applicant Title	<input type="text"/>
Name of grant program and administering entity	<input type="text"/>
Award amount and date of award	<input type="text"/>
If an award has not yet been received, when is the decision expected	<input type="text"/>





# 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.



Project Timeline for EVSE	
Project Start Date:	<input type="text"/>
Anticipated Milestones (e.g. Delivery of Units, Obtaining Permits if required, Electrical Hookup and/or Inspections)	<input type="text"/>
Anticipated Project End Date EVSE:	<input type="text"/>



# Part III – Preferential Criteria

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**  
 Proposed projects should be cost effective (including consideration of the applicant’s ability to provide matching funds), and have potential for completion in a timely manner, eighteen months after the award date. Proposed projects will be ranked based on a set of criteria reflecting funding priorities for the program. The criteria include but are not limited to the list below. It is important to note that the list below is of preferential funding criteria, not eligibility criteria.

**Please check all that apply.** You may include any relevant information below each item. (250-word limit)

**For all EVSE Projects:**

Project is located in an environmental justice (EJ) <sup>5</sup> or other community that has 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. Towns on the DECD List of “Distressed Municipalities” and “Defined Census Blocks within Other Affected Towns” will be accepted as EJ communities. <b>If checked, identify the EJ community where the EVSE will be installed.</b>	<input type="checkbox"/>
Is the project located in one of the following counties?	<input type="checkbox"/> Fairfield <input type="checkbox"/> New Haven <input type="checkbox"/> Middlesex
Applicant can demonstrate experience and existing administrative and programmatic structure in place for implementing EVSE.	<input type="checkbox"/>
Project has verified funding (i.e., for projects that require a cost-share) or leveraged funding that exceeds the <b>minimum cost-share</b> . <sup>6</sup> If leveraging other funding sources, please explain sources of leveraged funding, amount of leveraged funding, and if funding is already secured.	<input type="checkbox"/>
Applicant will not operate the EV charging station(s) for profit for the first three years of operation. Applicant must describe their proposed business plan describing the fee structure and detailing how the proposed fees will not result	<input type="checkbox"/>

<sup>5</sup> CT environmental justice communities can be found at: <https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities>

<sup>6</sup> Exceeding the minimum cost share is qualified as asking for less than the maximum grant amount available.

7/13/22



# 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](https://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 throughfare 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 be 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!

## Part IV: Terms & Conditions

Applicant is aware of the eligible options within the Environmental Mitigation Trust Agreement for State Beneficiaries (see Appendix D and Part 10 of Appendix D-2), available at <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/20200519--Final-Modified-State-Trust-Agreement-effective-June-18-2020.pdf>

### Applicant must be in Good Standing.

- Connecticut corporations and limited liability entities must submit a **certificate of good standing** from the State of Connecticut Department of Revenue Services:  

Department of Revenue Services  
Collection and Enforcement Division-Lien Unit  
Request for a Status Letter  
25 Sigourney Street  
Hartford, CT 06106  
[Revenue Services](#)
- Those corporations not chartered in Connecticut must hold equivalent certificate of good standing from Proposer's principal place of business.
- Tax Certification. All Proposers, in order for their proposals to be considered, must not be delinquent on any property tax or fees issued by the State and State of Proposer's principal place of business. Proposers shall certify that neither they nor any business or corporation fully or partially owned by the Proposer is not delinquent on their State property taxes or fees.

Applicants must provide a statement that they can secure the balance of funds and will ensure that the balance of funds comes from a source eligible to supplement this grant.

Grantees are encouraged 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<sup>11</sup>, 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.

Equipment Owners are required to certify that all vendors were or will be selected in accordance with state public contracting laws and, for each proposed expenditure exceeding \$25,000, to provide detailed cost estimates from selected or potential vendors. For Connecticut, this means conducting an open and competitive procurement process for contractual services and/or technologies used on the project and securing estimates from at least three vendors or purchasing from an existing state contract.

Applicants must have site control<sup>12</sup> over the location of the proposed fueling infrastructure and, if not the owner, permission from the owner to install the unit on the premises. Documentation of ownership may be requested.

Applicant will commit to maintain and operate the EV charging station(s) and provide them as publicly accessible units for a minimum of five years unless they are serving multi-unit dwellings or as workplace chargers.

Applicants will comply with [Public Act 16-135](#), as required.

<sup>11</sup> <https://portal.ct.gov/pura/electric/office-of-utility-programs-and-initiatives/clean-energy-programs/electric-vehicle-charging-program>

<sup>12</sup> Site Control means (1) ownership of, a leasehold interest in, or a right to develop a site for the purpose of constructing the EV Charging Station; (2) an option to purchase or acquire a leasehold site for such purpose; or (3) an exclusivity or other business relationship between the Applicant and the entity having the right to sell, lease or grant the Applicant the right to possess or occupy a site for such purpose. Documentation for verification may be requested.











# Attachment A – Multiple Location Supplement Form

**Supplemental Questions – Enter *Name of Facility* for each unique location. Add additional rows as necessary.**

Name of Facility	Question	Response			Comments
		Y/N	# of Ports	Type of Existing Chargers	
	Are EV charging stations currently installed at the proposed installation location? If yes, how many ports?				
	Will the proposed installation improve Connecticut's existing network of charging infrastructure or promote EV adoption within the state?				
	Is there electrical infrastructure sufficient to meet the proposed installation?				
	Will any of the parking spaces with access to the charging station be ADA compliant?				
	Station is networked 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 award date.				

**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.**



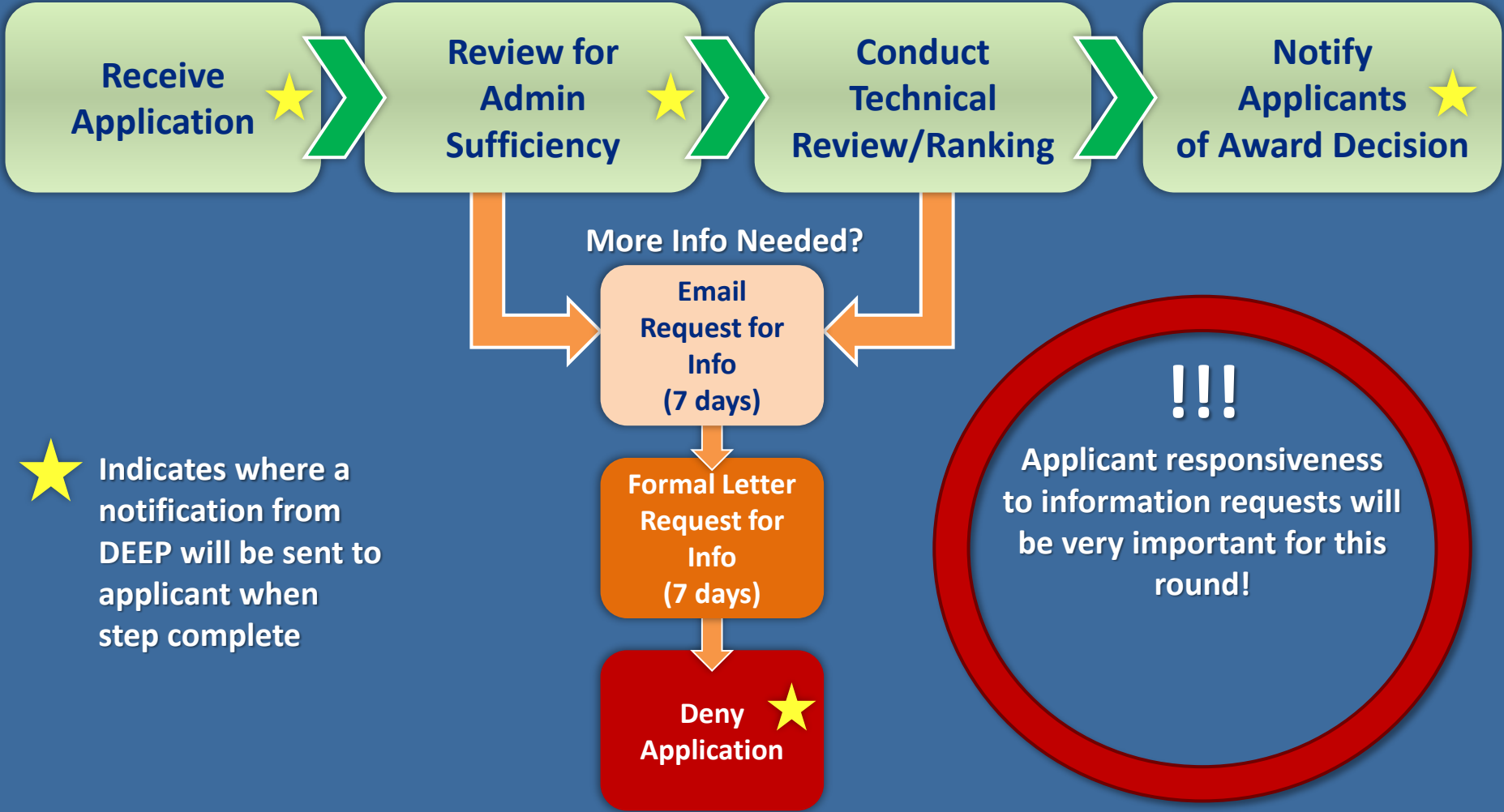
# Forms Overview

- 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

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](mailto: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>
- 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 through 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.mobilesources@ct.gov](mailto:deep.mobilesources@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



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