



ZEV Infrastructure Program (ZIP) Request for Proposals

Background

The Connecticut Department of Energy and Environmental Protection (DEEP) is overseeing the implementation of \$55.7 million 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).¹ The Settlement allows for 15% of the total Trust to be allocated towards light duty electric vehicle supply equipment (EVSE). For this first round of EVSE funding DEEP is making available up to \$4 million in funding:

- \$3 million will be available for EVSE project grants to fund municipal and state government EVSE infrastructure.
 - \$1.2 million is set-aside for EVSE deployment at state government sites to advance the sustainability goals of Executive Order 1.
 - \$1.8 million is set aside for additional state or municipal government sites.
- \$1 million dollars will be dedicated to support non-government public EVSE.

Awards are to be paid as reimbursements upon successful completion of all program requirements. 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](#)).²

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 or workplace, 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

¹ See the Environmental Mitigation Trust Agreement for State Beneficiaries at <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/20200519--Final-Modified-State-Trust-Agreement-effective-June-18-2020.pdf>

² See State of Connecticut Mitigation Plan under Volkswagen 2.0L and 3.0L Vehicle Partial Consent Decrees, Appendix D at <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/CTVWFinalMitigationPlanpdf.pdf>

- **Not Eligible:** Projects initiated prior to filing an application for the program are not eligible for funding. Project initiation activities that can disqualify an application include initiating an RFP, selecting a Vendor, ordering vehicles or equipment, approving the project in a budget or hiring an installation contractor. Site assessment and suitability studies do not constitute project initiation, however, any costs associated with these activities are not recoverable if incurred prior to the award.

Available Funding:

Light Duty EVSE Projects:

- **Government³-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, or that will be used as workplace chargers for government fleets and/or government employees.
- **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

Matching Funds and Other Available Funding Opportunities

DEEP encourages applicants to take advantage of all available funding opportunities for EVSE installation. The applicant should demonstrate efforts to maximize funding provided by utilities under Connecticut’s EV Charging Program⁴. The applicant must identify other funding sources for which that the applicant has applied including grant programs administered by DEEP (e.g., DERA, VW), utility companies, and the National Electric Vehicle Infrastructure program. Applying for additional funding does not qualify as having initiated the project.

Eligibility Criteria

³ “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.

⁴In July 2021, PURA established a nine-year program, effective January 1, 2022, to support the installation of electric vehicle charging infrastructure across the state: <https://portal.ct.gov/pura/electric/office-of-utility-programs-and-initiatives/clean-energy-programs/electric-vehicle-charging-program>

- Projects that can be completed in a timely fashion after the award date.
- Projects installing charging stations with interoperability.
- 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 in operation for profit for the first three years of operation.

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, second, and third round of diesel vehicle and equipment funding is available at <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>. Ranking 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) communities⁵ that are listed on the DEEP website. Towns on the DECD List of "Distressed Municipalities" and "Defined Census Blocks within Other Affected Towns" will be accepted as EJ communities. Check the box if the vehicles covered by your project operate primarily in a geographical area that is considered an EJ community. This is not necessarily the same as the applicant's address. Applicants must verify that operation of the vehicles are in the defined census block group which can be accomplished by checking the specific address using [the 2020 Environmental Justice Communities](#) (arcgis.com) tool⁶.
- Projects located in a priority nonattainment area, or area with historical issues concerning compliance with federal air quality standards;⁷ Priority non-attainment counties in Connecticut include Fairfield, Middlesex and New Haven.
- Projects submitted by government entities or private owners with demonstrated experience and existing administrative and programmatic structures in place for implementing EVSE infrastructure and/or implementing EVSE grant 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.
- Projects that use local charging manufacturer or labor contractors (labor, installation, etc.)

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

⁶ [2020 Environmental Justice Communities \(arcgis.com\)](#)

⁷ See EPA's Priority Counties at: <https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf>.

- Projects that power EVSE by clean renewable energy (e.g. solar). Applications that identify sources of renewable energy that will be used to provide electricity to the stations through a utility wind or solar, community solar, or onsite solar array will receive additional points during the proposal scoring criteria.
- Projects that install energy star certified EV charging stations.
- Projects installing charging station(s) along Alternative Fuel Corridors designated by the Federal Highway Administration (FHWA).
- Projects located in areas underserved by the existing charging network whose installation would further decrease range anxiety.
- Projects that will install DCFC EVSE along areas with underutilized electric infrastructure.
- Projects installing EVSE as destination charging at government-owned tourism locations.
- Projects offering curbside charging.

Proposal Due Date and Applicant Responsibilities

All applicants must submit their proposal no later than 5:00 p.m., September 30, 2022. 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. Applying for additional funding does not qualify as project initiation. Submittal of an application is not a guarantee that a proposed project will be funded.**

Awarded applicants must:

- Offer Interoperability: For DCFC projects, proposed applications must be equipped with at least one CHAdeMO and one CCS connector.⁸
- Prepare an Operation & Maintenance (O&M) Plan: If awarded, applicant will be required to provide an O & M Plan including a fee structure.
- Unless otherwise stipulated, procure and install equipment no later than July 30, 2024;
- Agree that the EVSE equipment will remain operational with maintenance measures in place, for a minimum of five years;
- The owner or operator of a public EV charging station that requires payment of a fee shall accept multiple accessible payment options including credit/debit card payment.

⁸ As recommended in the 2020 Electric Vehicle Roadmap for Connecticut: "All publicly-accessible Level and DCFC station sites, installed or operated with the use of public funding, should be required to have both CHAdeMo and CCS connections available on site." [EV Roadmap for CT](#)

- If the EV charging infrastructure units are publicly-accessible, applicants shall comply with Public Act 16-135,⁹ 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 expenses¹⁰ associated with the project;
- For EV Charging Infrastructure:
 - Submit a photo of the EV charging infrastructure (photo may be used on DEEP website and social media), including the charging station and any other associated auxiliary equipment. DEEP reserves the right to inspect final installations prior to processing the rebate; and
 - Certify that the EV charging infrastructure is fully operational.

All documentation required for reimbursement should be completed and submitted to DEEP as soon as possible, but no later than eighteen months after the project is awarded.

⁹ 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>.

¹⁰ Documented in-house labor for EV charger installation (trenching, laying conduit, and re-paving, electrical connection) may be reimbursable.