



Volkswagen Trust

Be Part of the Solution

Implementation Guidelines: Electric Vehicle Charging Stations

The goal for this award category is to develop a highway network of publicly available electric vehicle fast charging stations to ensure electric vehicle users are able to drive across state without fear of running out of charge; hereafter referred to as the highway network goal. Fast charging stations include stations with 50kW or higher charging levels. Fast charging stations will be the focus of the highway network goal, though some publicly available Level 2 charging stations may be necessary to achieve the goal.

Missouri's Beneficiary Mitigation Plan dedicates the maximum 15% allowed by the consent decree, approximately \$6 million, to this award category. Any unspent funding remaining after the first contingency measure will be divided evenly among the school bus, government trucks, and transit/shuttle bus award categories. The highway network goal will not favor any geographic areas. The air program will oversee a team-driven process where stakeholders determine the amount and location of charging stations necessary to achieve the highway network goal. The team may use requests for proposals or competitive application processes to determine the precise location and owners of the stations to achieve the highway network goal.

If the team achieves the highway network goal and funds remain in the award category, the first contingency will be to fund Level 2 charging stations at workplaces and multi-unit dwelling locations. If this contingency occurs, the air program will evaluate existing Level 2 charging to assess needs in Missouri.

The projects implemented through this award category will help achieve several goals included in Missouri's Beneficiary Mitigation Plan. The award category promotes the use of electric-powered vehicles. If successful, Missouri will see market penetration increases for electric vehicle sales, which will reduce diesel and gasoline consumption and achieve NO_x emission reductions.

Establishment of Team for the Initial Plan

The air program oversaw a team of stakeholders comprised of numerous types of organizations to develop a highway charging network plan. Organizations that served on the team included the air program and other Missouri government agencies, Missouri-based electric utilities, automakers, environmental advocacy organizations, interested citizens, and EV charging station experts. Participation was not limited, and any volunteer was accepted to the team.

The team developed a plan for publicly available fast charging stations along interstate, state, and local highway corridors throughout Missouri. Once the team determined the amount and general locations for the stations and developed the materials needed for a request for proposals to further the project.

Selection Process for the Initial Plan

The hybrid approach for project selection uses a team-driven selection process with competitively scored applications or requests for project proposals as needed. In limited situations for government-owned station locations, the air program may forgo the application or request for proposals process to reduce the administrative costs necessary to achieve the highway network goal. For station locations where the air program solicits applications or project proposals, the process will be competitive to ensure appropriate costs and fairness to the competitive marketplace. The team will develop the request for proposals or application processes including the eligibility criteria. Project criteria may include, but are not limited to the cost per plug installed, the speed and functionality of the charging station, the charging needs for the corridor, distance from a highway exit, hours of operation, amenities available to charging customers, financial stability of the location owner, and owner ability to maintain and operate the equipment.

Timing

The air program assembled the team and began work developing the plan in the fall of 2018. The timing for project funding under this award category will depend on future appropriations and will likely occur over the span of two or more years. The air program does not expect the first contingency measure under this award category to occur until 2023 or later. The air program does not expect to implement the second contingency measure until 2025.

Eligible Costs

As discussed in Missouri's Implementation Guidelines Overview, third party administrative costs are not eligible for reimbursement through the VW trust. However, for electric charging infrastructure for vehicles or equipment, the air program will not consider the costs applicants incur to pay third parties for planning, zoning, electrical engineering, etc. as administrative expenses. Instead, the air program will consider such expenses eligible for reimbursement if they are necessary to ensure the safe, legal, and reliable installation of the electric charging infrastructure. The air program will require applicants to submit documentation to explain why such services are necessary for the safe, legal, and reliable installation of the electric charging infrastructure.

Contingencies for Unused Funding

If any funding remains in the award category after achieving the highway network goal, the air program will use it to fund a competitive application process for workplace and multi-unit dwelling Level 2 stations.

If this first contingency measure is necessary, the air program will evaluate the Level 2 charging availability and determine where, if any, target geographic areas of need exist.

In the event a second contingency measure is necessary, the air program will divide unspent funds according to Missouri's Beneficiary Mitigation Plan.