



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 light duty electric vehicle (EV) driver are able to travel throughout the state without fear of running out of charge; hereafter referred to as the highway network goal. The lack of publicly-accessible fast charging stations along Missouri highways limits where existing EV drivers travel and the purchase of EVs by drivers. Fast charging stations include those 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. Some EVs that do not accept fast charge can be supported by the cost effective placement of Level 2 chargers in addition to fast chargers.

Missouri's Beneficiary Mitigation Plan dedicates \$6 million to this award category. Any unspent funding 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 establish separate area-specific pools of funding and award points in the selection process based on the area of the applicant's proposed station location.

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 nitrogen oxide (NO_x) emission reductions.

In addition, if the first contingency occurs, the preferential treatment for targeted urban areas of the state will help drive air quality improvements in areas that bear a disproportionate share of the air pollution burden. These areas struggle to comply with national ambient air quality standards and have the highest registration numbers of affected Volkswagen vehicles. The affected Volkswagen vehicles were those that emitted NO_x in excess of EPA engine standards, and the purpose of projects funded by the Volkswagen Trust is to mitigate, or offset, those excess emissions.

Establishment of Team:

The air program will oversee a team of stakeholders comprised of numerous types of organizations to develop a highway charging network plan. Organizations that will serve on the team may include, but are not limited to, the air program and other Missouri government agencies, Missouri-based electric utilities, automakers, environmental advocacy organizations, interested citizens, and EV charging station experts.

The team will develop a plan for publicly available fast charging stations along interstate, state, and local highway corridors throughout Missouri. Once the team determines the amount and general locations for the stations, the team will develop requests for proposals or competitive application processes to determine the exact locations of the stations.

Selection Process:

The hybrid approach for project selection uses a team-driven process with competitively scored applications or requests for project proposals as needed. 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, speed and functionality of the charging station, charging needs for the corridor, distance and visibility from a highway exit, proposed consumer charging rates, 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 begin work developing the plan and the request for proposals or application processes in the fall of 2018. However, the air program does not plan to fund any charging station projects under this award category during the 2019 fiscal year, which ends June 30, 2019. 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 any contingency measures under this award category to occur until 2023 or later.

Eligible Costs:

As discussed in Missouri's Implementation Guidelines Overview, administrative costs are limited by the consent decree to a maximum of 15 percent of the cost of eligible mitigation actions, and the air program intends to use no more than ten percent of the trust proceeds for administrative costs over the lifetime of the program. The air program intends to spend administrative cost funds only for expenses the air program incurs for selecting projects, awarding funds, overseeing projects, submitting fund requests, and reporting to the trustee and

public on project implementation. 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 under the project category cost 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:

The air program will use any funds remaining after achieving the highway network goal 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 establish three separate funding pools within this award category, including the St. Louis area pool, the Kansas City area pool, and the statewide pool. The air program will dedicate 25 percent of the total amount of remaining funding in this award category to the St. Louis area pool; 10 percent to the Kansas City area pool; and 65 percent to the statewide pool. Applications will be awarded in the St. Louis and Kansas City area pools until no funds remain or no applications remain, whichever comes first. Any unfunded St. Louis or Kansas City pool applications or remaining funds roll into the statewide pool. Applications will be awarded from the statewide pool until no funds remain or no applications remain, whichever comes first.

If the air program implements this first contingency measure, the scoring process in all three pools will assign 75 percent of the score based on the ratio of VW Trust dollars per plug installed to incentivize additional cost share and low cost proposals. The air program will base the remaining twenty (25) percent of the score on the access to infrastructure for areas with large numbers of sensitive individuals and those disproportionately burdened by air pollution (see “Beneficial Impact” section of the Beneficiary Mitigation Plan).

If any funds remain unspent in the statewide pool, the air program will divide funds evenly among the school bus, government trucks, and transit/shuttle bus award categories.

Conclusion:

The air program will follow the implementation guidelines in this document to distribute the VW Trust proceeds to eligible projects throughout Missouri. All guideline documents are available on the air program’s VW Trust webpage: <https://dnr.mo.gov/env/apcp/vw/index.html>. The webpage also includes tables that summarize the implementation guidelines for all of the award categories. The air program may amend these implementation guidelines in the future, if necessary. Any amendments to this document will undergo a public review and comment process.

The air program will publicly announce when an application round opens under this award category by sending an email to those signed up with the air program VW Trust email distribution list. The air program will also post a request for application document and an application form on Missouri’s VW Trust website.