

It Pay\$ to Plug In
APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of New Jersey

Lead Agency Authorized to Act on Behalf of the Beneficiary New Jersey Department of Environmental Protection
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	It Pay\$ to Plug In
Beneficiary's Project ID:	2019VW-001
Funding Request No.	<i>(sequential)</i> 1
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>9 - Light Duty Zero Emission Vehicle Supply Equipment</u>
Action Type	<input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1): See Summary Supplement	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See Summary Supplement	
Estimate of Anticipated NOx Reductions (5.2.3): See Summary Supplement	
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1): See Summary Supplement	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See Summary Supplement	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See Summary Supplement	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See Summary Supplement	

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

See Summary Supplement

SUMMARY SUPPLEMENT TO APPENDIX D-4

Action Title: It Pay\$ to Plug In

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1)

New Jersey's Beneficiary Mitigation Plan (the Plan), states that one of the primary goals of the Plan is to reduce NOx emissions by expediting deployment and widespread adoption of zero emission vehicles. The Consent Decree allows a beneficiary to use up to 15% of its total allocation for light duty zero emission vehicle supply equipment; the Plan memorializes New Jersey's commitment to use the full 15% of the State's allocation for this purpose. The funding request is for Eligible Mitigation Action Category 9, Light Duty Zero Emission Vehicle Supply Equipment. Incentivizing electric vehicle charging stations will give more consumers and fleet managers the confidence to purchase electric vehicles.

The New Jersey Department of Environmental Protection's (NJDEP) successful electric vehicle (EV) charging grants program, *It Pay\$ to Plug In*, funds strategic deployment of EV charging stations throughout the state. Mitigation Trust funds for projects in Category 9, Light Duty Zero Emission Vehicle Supply Equipment, will be administered through *It Pay\$ to Plug In*.

It Pay\$ to Plug In has exhausted its available funding and has a waiting list of more than \$3 million in proposed projects. The Mitigation Trust funding will replenish *It Pay\$ to Plug In*, allowing NJDEP to provide grants to support the projects listed in Attachment B.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2)

Background. The New Jersey Department of Environmental Protection's (NJDEP) successful electric vehicle (EV) charging grants program, *It Pay\$ to Plug In*, funds strategic deployment of EV charging stations throughout the state. The program offsets costs for purchase and installation of charging stations. Mitigation Trust funds for projects in Category 9, Light Duty Zero Emission Vehicle Supply Equipment, will be administered through *It Pay\$ to Plug In*. The Mitigation Trust funding will replenish *It Pay\$ to Plug In*, allowing NJDEP to provide grants to support the projects listed in Attachment B.

Launched in June 2016, *It Pay\$ to Plug In* has awarded nearly \$860,00 to 63 grantees for 180 Level 2 charging stations. The grant program, which is the first of its kind in New Jersey, is oversubscribed, and has a waiting list of more than \$3 million in proposed projects. Among our applicants are municipalities, universities, hotels, school districts, restaurants, parking authorities, multi-unit dwellings, non-profit organizations, and a wide range of private companies. The success of this grant program across multiple sectors shows that there is an appetite for electric vehicle charging infrastructure in New Jersey.

Procedure: Eligibility requirements, Frequently Asked Questions, forms, and other information about *It Pay\$ to Plug In* are posted on NJDEP's Drive Green New Jersey website at www.drivegreen.nj.gov/plugin.html. Applicants request funding by submitting a grant application and related forms to NJDEP via email. If NJDEP approves the grant application, NJDEP provides and executes a grant agreement with the grantee. Grantees are required to install charging station(s) within nine months of notification of approval. Grantees may use in-house staff to purchase and install the equipment or may secure contractors to complete those tasks. Following installation, grantees submit paid invoices and a Reimbursement Request Form to NJDEP. After review and approval of paid invoices, NJDEP disburses the grant funds in an amount equivalent to the paid invoices.

Community and Air Quality Benefits. Transportation is the largest source of NOx in New Jersey, accounting for 71% of NJ’s statewide NOx emissions in 2017. Thus, promoting the use of zero emission vehicles is a key component of NJ’s efforts to mitigate NOx emissions. Incentivizing electric vehicle charging stations throughout the state will give more consumers and fleet managers the confidence to purchase electric vehicles, thus decreasing emissions and improving air quality.

Estimate of Anticipated NOx Reductions (5.2.3)

The project is anticipated to result in approximately 40 Level 1 charging stations, 193 single-port Level 2 charging stations and 294 dual-port Level 2 charging stations, for a total of 487 Level 2 charging stations with 781 Level 2 charging ports; and 6 DC fast chargers (DCFC). The resulting emission reductions over a 15-year operational lifespan are:

Table 1: Project Emission Reductions

Emissions	Tons
NOx	23.8

METHODOLOGY

Assumptions. Some of the underlying defaults, as well as emissions and fuel usage were derived from the AFLEET 2016 tool released by Argonne National Laboratory, dated May 2016.

Given default vehicle fleet usage and expected operational life of charging stations, we used a lifetime of 15 years. This is consistent with AFLEET.

Charging station usage was derived from the recent NREL report, *Regional Charging Infrastructure for Plug-In Electric Vehicles: A Case Study of Massachusetts, January 2017*. Pages 28-29 of that report show simulated charging sessions per day for Level 1, Level 2 and DCFC stations. We performed a weighted average of the sessions per day and arrived at 1 session per day per charging port for Level 1, 1.2 sessions per day per charging port for Level 2, and 4.4 sessions per day for DCFC.

We assumed that each charging session would offset the emissions from a light duty gasoline vehicle’s daily mileage. The AFLEET annual mileage is 12,400 miles, giving us an average daily mileage of 34 miles.

All calculations assume that a gasoline vehicle’s emissions would be completely offset by zero emissions from an electric vehicle.

Emissions. The emissions factors in AFLEET were obtained from MOVES2014a. However, for light duty vehicles, AFLEET blends the emission factors of light duty passenger vehicles, light duty passenger trucks and medium duty trucks. In our opinion, the inclusion of medium duty trucks inflates the emission factors significantly and does not represent the fleet of light duty vehicles that would be most likely replaced by electric vehicles in the near-term future. We extracted the emission factors for only light duty passenger vehicles and trucks from AFLEET and averaged them together at a 50% ratio of each to develop new composite emission factors better representing gasoline vehicles mirrored by electric vehicles. The emission factors we used are as follows:

Table 2: Emission Factors

Emissions	Grams/Mile
NOx	0.1155

Calculations. Over a 15-year operational lifespan, we calculated the total gasoline-vehicle miles offset by each charging port based on the charging sessions per day and average daily mileage. Multiplying the total miles by each emission factor gives us the emission reduction per charging port. These are converted to pounds of pollutant to give us more manageable numbers.

Table 3: Emission Reductions Per Level 1 Charging Port

Emissions	Pounds
NOx	52.83

Table 4: Emission Reductions Per Level 2 Charging Port

Emissions	Pounds
NOx	56.68

Table 5: Emission Reductions Per DCFC Station

Emissions	Pounds
NOx	206.64

Based on the anticipated number of each type of charging station the project can fund, the values from Tables 2, 3 and 4 were proportionally multiplied, summed and converted to tons for an overall project benefit in Table 1, above.

Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1)

New Jersey Department of Environmental Protection Federal Funds Unit.

Describe how the Beneficiary will make documentation publicly available (5.2.7.2)

The State of New Jersey will make all documentation submitted in support of the funding request and all records supporting all expenditures of Eligible Mitigation Action funds available to the public in the following ways, subject to applicable laws governing the publication of confidential business information and personally identifiable information:

- Members of the public will be able to access documentation and records submitted in support of each funding request and supporting all expenditures of Trust Funds by New Jersey pursuant to the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries by using an Online Request Form found at <http://www.nj.gov/dep/opra/index.html> or by contacting:

NJDEP Office of the Records Custodian
P.O. Box 442
401 East State Street
Trenton, NJ 08625-0442 Phone: 609-341-3121
E-mail: records.custodian@dep.nj.gov

- Documentation and records submitted in support of each funding request and supporting all expenditures of Trust Funds by New Jersey pursuant to the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries are subject to all applicable laws governing the publication of confidential business information and personally identifiable information. The primary law governing the release of public information is New Jersey's Open Public Records Act, N.J.S.A. 47: IA-1 to 13 (OPRA). Confidential business information and certain private personal information, as defined by statute and regulation, are exempt from disclosure under OPRA.

See, N.J.S.A. 47: IA-1. I, N.J.A.C. 7:1D-3.2. OPRA specifically obligates a public agency to protect a citizen's personal information that is in the possession of a public agency when disclosure of that information would violate the citizen's reasonable expectation of privacy. N.J.S.A. 47: IA-1. Other applicable laws include the New Jersey Court Rules, which govern disclosure of confidential business information and personally identifiable information in civil disputes, and the common law right of access to public records. Under New Jersey common law, public records containing confidential business information or personally identifiable information will remain confidential unless a requestor can demonstrate a legally recognized interest in the material, and that the individual's right of access outweighs the State's interest in preventing disclosure.

- A publicly facing webpage was established as New Jersey signed on to the Volkswagen Settlement as a Beneficiary to educate its residents about the Partial Consent Decrees and Environmental Mitigation Trust, including the steps NJ plans to take beginning with public listening sessions and the Beneficiary Mitigation Plan. All solicited proposals received for mitigation action items 1 – 9 and the DERA option are publicized. Also available is a summary of the number of proposals and total funding requested, organized by mitigation action number. The webpage contains links to additional resources, frequently asked questions about NJ and the Settlement, and how to join an e-mail list to receive notifications and information about VW. Progress reports and final costs of projects funded with VW Trust money will be posted for the public as well. The webpage address is www.state.nj.us/dep/vw/.

Describe any cost share requirement to be placed upon the owner of each NOx source proposed to be mitigated (5.2.8)

A cost-share requirement is placed upon each grantee that receives funding to install electric vehicle charging infrastructure. All applicants certify that they understand the grant program applies a maximum reimbursement amount per charging station and that any cost above the maximum, as well as ineligible costs, are their responsibility.

The percentage reimbursement is consistent with what is specified in the Consent Decree:

- 100% for chargers that will be available to the public at a government owned property;
- 80% for chargers that will be available to the public at a non-government owned property;
- 60% for chargers that are available at a workplace but not to the general public;

- 60% for chargers that are available at a multi-unit dwelling but not to the general public.

In order to support a greater number of projects for this phase, we have elected to apply a maximum reimbursement of:

- \$750 per Level 1 charger
- \$5,000 per single-port Level 2 charger
- \$6,000 per dual-port Level 2 charger
- \$75,000 per DC Fast Charger

So, depending on the nature of the project, a grant will be a specified percentage of eligible costs, up to a maximum of \$750 per Level 1, \$5,000 per single-port Level 2, \$6,000 per dual-port Level 2 charger, or \$75,000 per DC Fast Charger.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9)

NJDEP, the lead agency notified U.S. Government Agencies as prescribed in 5.2.9 via email on February 14, 2018.

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions. (5.2.10)

New Jersey's Beneficiary Mitigation Plan (the Plan), states that the primary goal of the Plan is to improve ambient air quality by using the Trust allocation to implement projects that reduce NOx, benefit disproportionately affected communities, and expedite deployment and widespread adoption of zero emission vehicles. The Plan reinforces New Jersey's commitment to reducing harmful transportation emissions in communities that suffer disproportionate impacts from air pollution. Low income communities and communities of color have been historically overburdened by harmful emissions and their attendant health impacts. Transportation is the largest source of NOx in New Jersey, accounting for 71% of NJ's statewide NOx emissions in 2017. Thus, promoting the use of zero emission vehicles is a key component of NJ's efforts to mitigate NOx emissions.

Incentivizing electric vehicle charging stations throughout the state will give more consumers and fleet managers the confidence to purchase electric vehicles, thus decreasing emissions. Because EVs still have a higher purchase price than conventional vehicles, it is less likely that low-income residents will purchase EVs. However, overburdened communities will benefit from the air quality improvements that accrue when any driver replaces a conventional vehicle with a zero-emission vehicle and travels throughout the state.

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- Attachment A Funding Request and Direction.
- Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary State of New Jersey, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED:

5/17/19

Paul T. Baldauf
Paul Baldauf, P.E.

Assistant Commissioner

New Jersey Department of Environmental Protection

[LEAD AGENCY]

for

State of New Jersey

[BENEFICIARY]

ATTACHMENT B TO APPENDIX D-4**Action Title: It Pay\$ to Plug In****Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline. (5.2.4)**

Launched in June 2016, *It Pay\$ to Plug In* is a mature program with existing forms, materials and Standard Operating Procedures.

Implementation and Expenditures Timeline

This funding request covers the 3-year period from March 1, 2019 – March 1, 2022. Of the \$3,209,000 covered by this funding request, DEP anticipates spending \$1,604,500 in 2020, \$802,250 in 2021 and \$802,250 in 2022. Because this is a reimbursement program and grantees are given up to 9 months to install their charging stations, DEP does not anticipate spending funds in 2019.

MILESTONE	DATE
NJDEP submits funding request to the Trustee	March 1, 2019
Draft grant agreements	1 – 4 weeks after funding request
Trustee approves funding request	12 weeks after funding request
Send grant agreements to grantees	2 – 4 weeks after Trustee approval
Execute grant agreements with grantees	4 – 8 weeks after Trustee approval. Timing of the execution of the grant agreement is dependent upon the grantee.
Grantees install electric vehicle supply equipment	Up to 9 months after execution of the grant agreement.
Reimburse grantees for eligible costs	1-4 weeks after installation of electric vehicle charging stations and receipt of proof of payment.

Project Budget

Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Estimated Cost Share
Subrecipient Support. Eligible costs include purchase, installation, and maintenance agreement for new light duty zero emission vehicle supply equipment. See the project waiting list on the next page.	\$ 4,936,923	\$ 3,209,000	\$ 1,727,923

Approximately 35% (1,729,923) of the total approved budget will be supplied by the cost-share from *It Pay\$ to Plug In* grantees in the form of eligible costs over and above the program's reimbursement caps for the purchase and installation of EV supply equipment. In the first year of the program, grantees' actual cost-share averaged 35% of eligible costs.

Project Wait list

The projects below, which are on the waiting list for *It Pay\$ to Plug In - New Jersey's Electric Vehicle Charging Grant Program*, are under review to confirm the number and type of charging stations to be installed and the estimated grant amount. If any of these proposed projects withdraw or receive less than the estimated grant amount, the balance of funding will be made available on a first-come-first-served basis to other applicants on the *It Pay\$ to Plug In* waiting list (which may not be listed below). *It Pay\$ to Plug In* projects receiving funding that are not identified below will be identified in the funding reports.

Project	# of Level 1 single port chargers	# of Level 2 single port chargers	# of Level 2 dual port chargers	# of DC fast chargers	Estimated Grant Amount
1255 Main Street Urban Renewal, LLC	0	0	1	0	\$ 6,000
Appel Farm Arts and Music Center	0	0	1	0	\$ 6,000
Apple Street Holdings, LLC	0	10	0	0	\$ 50,000
ASS - Barclay Chase Urban Renewal LLC	0	0	2	0	\$ 12,000
ASS - Easthampton Place West Urban Renewal, LLC	0	0	2	0	\$ 12,000
ASS - Towne Center at Haddon Urban Renewal LLC	0	0	2	0	\$ 12,000
Borough of Bound Brook	0	6	0	0	\$ 30,000
Borough of Fanwood	0	1	0	0	\$ 5,000
Borough of Fort Lee / Fort Lee Parking Authority	0	0	5	0	\$ 30,000
Borough of Haddon Heights	0	0	2	0	\$ 12,000
Borough of Haledon	0	0	2	0	\$ 12,000
Borough of Keyport	0	0	2	0	\$ 12,000
Borough of Lake Como	0	1	0	0	\$ 5,000
Borough of Leonia	0	0	2	0	\$ 12,000
Borough of Maywood	0	1	0	0	\$ 5,000
Borough of Milltown	0	2	0	0	\$ 10,000
Borough of Oradell	0	0	2	0	\$ 12,000
Borough of Paramus	0	0	2	0	\$ 12,000
Borough of Red Bank	0	0	1	0	\$ 6,000
Borough of Tinton Falls	0	3	0	0	\$ 15,000
Borough of Wharton	0	0	2	0	\$ 12,000
Borough of Woodcliff Lake	0	0	2	0	\$ 12,000
Bridgewater Township	0	0	2	0	\$ 12,000
Camden County	0	0	6	0	\$ 36,000
Cascades Containerboard Packaging	0	3	0	0	\$ 15,000
City of Atlantic City	0	0	2	0	\$ 12,000
City of Cape May	0	0	2	0	\$ 12,000
City of East Orange	0	0	4	0	\$ 24,000
City of Egg Harbor	0	0	2	0	\$ 12,000
City of Hoboken	0	14	0	0	\$ 70,000

Project	# of Level 1 single port chargers	# of Level 2 single port chargers	# of Level 2 dual port chargers	# of DC fast chargers	Estimated Grant Amount
City of Jersey City	0	0	12	0	\$ 72,000
City of Passaic	0	11	0	0	\$ 55,000
City of Peterson Parking Authority	0	0	10	0	\$ 60,000
City of Pleasantville	0	0	1	0	\$ 6,000
City of Somers Point	0	0	3	0	\$ 18,000
City of Summit	0	0	1	0	\$ 6,000
City of Ventnor	0	0	1	0	\$ 6,000
Clarence Dillon Public Library	0	4	0	0	\$ 20,000
Community Medical Center	0	2	4	0	\$ 34,000
County of Bergen	0	2	0	0	\$ 10,000
County of Burlington	0	6	0	0	\$ 30,000
County of Essex	0	0	1	0	\$ 6,000
County of Hudson	0	10	0	0	\$ 50,000
Daklapack US Inc.	0	1	0	0	\$ 5,000
Devonshire Condominium Assn	0	2	0	0	\$ 10,000
Dial America	0	0	2	0	\$ 12,000
General Devices LLC	0	1	0	0	\$ 5,000
Global Holdings 3, LLC	0	10	0	0	\$ 50,000
Greenspot JC LLC - City of Asbury Park	0	0	8	0	\$ 48,000
Greenspot JC LLC - City of Avenel	0	0	5	0	\$ 30,000
Greenspot JC LLC - Homdel/ Bell Works	0	0	12	0	\$ 72,000
Greenspot JC LLC - Woodbridge	0	0	10	0	\$ 60,000
Harmon Cove Towers I Condominium Association Inc.	0	2	2	0	\$ 22,000
Harrison Building 6 Urban Renewal	0	0	6	0	\$ 36,000
Holiday Inn Express	0	0	10	0	\$ 60,000
Internet Creations 2000 LLC	0	4	0	0	\$ 20,000
Keller Williams Realty Jersey Shore	0	2	0	0	\$ 10,000
Kennedy International Inc	0	3	0	0	\$ 15,000
MaGrann Associates, Inc.	0	0	3	0	\$ 18,000
Marotta Controls, Inc.	0	8	0	0	\$ 40,000
NJ Transit - Metro Park	10	0	0	0	\$ 7,500
NJ Transit - Hamilton	10	0	0	0	\$ 7,500
NJ Transit - Trenton	10	0	0	0	\$ 7,500
NJ Transit - Princeton Junction	10	0	0	0	\$ 7,500
NJ Transit - Meadowlands	0	2	0	0	\$ 10,000
NJ Transit - Wayne	0	3	0	0	\$ 15,000
NJ Transit - Greenwall	0	1	0	0	\$ 5,000
NJ Transit - MMC/ROC	0	7	0	0	\$ 35,000
Nobel Biocare Procera LLC	0	2	0	0	\$ 10,000
North Hudson Sewerage Authority	0	1	0	0	\$ 5,000
Novartis Pharmaceuticals Corporation	0	2	0	0	\$ 10,000

Project	# of Level 1 single port chargers	# of Level 2 single port chargers	# of Level 2 dual port chargers	# of DC fast chargers	Estimated Grant Amount
One Main Holdings, LLC	0	10	0	0	\$ 50,000
Phadke Associates, Inc.	0	2	0	0	\$ 10,000
Pravco, Inc.	0	0	1	0	\$ 6,000
Princeton-Blairstown Center	0	1	0	0	\$ 5,000
Prism Capital Partners - PB Nutclif Masters, LLC	0	25	50	0	\$ 425,000
Raritan Borough Environmental Commission	0	0	1	0	\$ 6,000
Raritan Headwaters Association	0	0	1	0	\$ 6,000
Roselle Board of Education	0	3	0	0	\$ 15,000
Roysons Corporation	0	2	0	0	\$ 10,000
Rutgers University - Camden	0	0	16	0	\$ 96,000
Rutgers University - Newark	0	0	17	0	\$ 102,000
Rutgers University - New Brunswick	0	0	17	0	\$ 102,000
Somerset Holding LLC	0	2	0	0	\$ 10,000
South Jersey Transportation Authority - Farley Service Plaza	0	0	0	4	\$ 300,000
South Jersey Transportation Authority - Atlantic City Welcome Center	0	0	0	2	\$ 150,000
Sykes O'Connor Salerno Hazaveh, P.A.	0	1	0	0	\$ 5,000
Teamex Corp	0	3	0	0	\$ 15,000
Timko Main Street LLC	0	1	0	0	\$ 5,000
Township of Bloomfield	0	6	0	0	\$ 30,000
Township of Cherry Hill	0	0	2	0	\$ 12,000
Township of Egg Harbor	0	0	2	0	\$ 12,000
Township of Lawrence	0	0	2	0	\$ 12,000
Township of Little Falls	0	0	1	0	\$ 6,000
Township of Long Beach	0	2	0	0	\$ 10,000
Township of Moorestown	0	2	0	0	\$ 10,000
Township of Mount Holly	0	2	1	0	\$ 16,000
Township of Parsippany	0	0	2	0	\$ 12,000
Township of Sparta	0	0	3	0	\$ 18,000
Township of Springfield	0	0	8	0	\$ 48,000
Township of Teaneck	0	0	2	0	\$ 12,000
Township of Warren	0	0	1	0	\$ 6,000
Village of Ridgewood	0	0	1	0	\$ 6,000
West New York Parking Authority - 51st Street Lot	0	0	3	0	\$ 18,000
West New York Parking Authority - 54th Street Lot	0	0	3	0	\$ 18,000
West New York Parking Authority - 55th Street Lot	0	0	2	0	\$ 12,000

Project	# of Level 1 single port chargers	# of Level 2 single port chargers	# of Level 2 dual port chargers	# of DC fast chargers	Estimated Grant Amount
West New York Parking Authority - 58th Street Lot	0	0	3	0	\$ 18,000
West New York Parking Authority - 63rd Street Lot	0	0	2	0	\$ 12,000
West New York Parking Authority - 67th Street Lot	0	0	2	0	\$ 12,000
West New York Parking Authority - 59th Street Lot	0	0	4	0	\$ 24,000
West New York Parking Authority - 62nd Street Lot	0	0	4	0	\$ 24,000
West New York Parking Authority - 66th Street Lot	0	0	4	0	\$ 24,000
West Windsor Parking Authority	0	4	0	0	\$ 20,000
TOTAL	40	193	294	6	\$ 3,209,000

ATTACHMENT C TO APPENDIX D-4

Action Title: It Pay\$ to Plug In

Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11)

The New Jersey Department of Environmental Protection will meet the requirements of Appendix D to the Partial Consent Decree, section 5.3:

5.3 Beneficiary Reporting Obligations: For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 1 and July 1 of each year, each Beneficiary shall serve upon the Trustee, a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this subparagraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the Trust's public-facing website upon receipt.

The Department will post all of its semiannual reports to the Trustee on the public-facing website for New Jersey's Volkswagen Settlement at www.state.nj.us/dep/vw.

ATTACHMENT D TO APPENDIX D-4**Action Title: It Pay\$ to Plug In****Detailed Cost Estimates from Selected or Potential Vendors for Each Proposed Expenditure Exceeding \$25,000 (5.2.6)****Summary Table: Cost Estimates for Eligible Mitigation Action 9 – Light Duty Zero Emission Vehicle Supply Equipment**

Charging Station Type	Ballpark Charging Station Unit and Installation Cost Range (per unit)	Maximum grant per charging station	# of charging stations	Estimated grant amount
Level 1 Charger	\$300 - \$4,500*	\$750	40	\$30,000
Level 2 Charger (single port)	\$1,000 - \$19,200*	\$5,000	193	\$965,000
Level 2 Charger (dual port)	\$1,400 - \$23,100	\$6,000	294	\$1,764,000
DC Fast Charger	\$14,000 - \$91,000*	\$75,000	6	\$450,000
Grand total			533	\$3,209,000

* U.S. Department of Energy (2015) *Costs Associated With Non-Residential Electric Vehicle Supply Equipment*
<https://energy.gov/eere/vehicles/workplace-charging-equipment-costs>

The following entities have applied for grants exceeding \$25,000 from *It Pay\$ to Plug In – New Jersey’s Electric Vehicle Charging Grant Program*. Any entity that receives a grant exceeding \$25,000 will be subject to the requirement for detailed cost estimates from selected or potential vendors.

The entities below, which are on the waiting list for *It Pay\$ to Plug In*, are under review by NJDEP to confirm the number and type of charging stations to be installed and the estimated grant amount. If any of these entities withdraw, or if any receive less than the estimated grant amount stated in Attachment B, the balance of funding will be made available on a first-come-first-served basis to other applicants on the *It Pay\$ to Plug In* waiting list (which may not be listed below). *It Pay\$ to Plug In* projects receiving funding that are not identified below will be identified in the funding reports.

Apple Street Holdings, LLC
 Borough of Bound Brook
 Borough of Fort Lee / Fort Lee Parking Authority
 Camden County

City of Jersey City
City of Peterson Parking Authority
Community Medical Center
Global Holdings 3, LLC
Greenspot JC LLC
Harmon Cove Towers / Condominium Association Inc.
Harrison Building 6 Urban Renewal
Holiday Inn Express
Marotta Controls, Inc.
NJ TRANSIT
One Main Holdings, LLC
Prism Capital Partners – PB Nutclif Masters, LLC
Raritan Headwaters Association
Rutgers University
South Jersey Transportation Authority
Township of Bloomfield
West New York Parking Authority

The Department of Environmental Protection will require these entities to provide detailed cost estimates from selected or potential vendors when they enter into a Grant Agreement with the Department. The Department will keep the cost estimates on file and will make these and all other records supporting all expenditures of Eligible Mitigation Action funds available to the public on request, subject to applicable laws governing the publication of confidential business information and personally identifiable information.