

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Washington State

Lead Agency Authorized to Act on Behalf of the Beneficiary Washington Department of Ecology
(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:	Grant to Purchase and Install Electric Vehicles Charging Infrastructure along High-Traffic Transportation Corridors in Washington
Beneficiary's Project ID:	EMA9-Corridor-C1
Funding Request No.	<i>(sequential)</i> 5
Request Type: (select one or more)	<input checked="" type="checkbox"/> Reimbursement <input 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 type="checkbox"/> Attached to this Certification <input checked="" type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>EMA9: Light Duty Zero Emission Vehicle Supply Equipment</u> <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal):
Action Type	
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1): See summary attached.	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See summary attached.	
Estimate of Anticipated NOx Reductions (5.2.3): See summary attached.	
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 attached.	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See summary attached.	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See summary attached.	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See summary attached.	

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 attached.

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 Washington, 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: 12/12/19

Polly Zehn
Polly Zehn, Deputy Director

Department of Ecology
[LEAD AGENCY]

for
Washington State
[BENEFICIARY]

[SAMPLE ATTACHMENT B - USE OF THIS FORMAT IS NOT MANDATORY]

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES

Milestone	Date
Ecology develops grant application forms for Ecology's Administration of Grants and Loans (EAGL) database	5/2019 – 11/2019
Ecology announces soft-launch of upcoming funding opportunity, ahead of application opening, via EAGL, Ecology's VW webpage, and Ecology's VW listserv	10/2019
Ecology Submits D-4 to Trustee for approval	12/2019
Ecology opens funding opportunity and notifies potential applicants via EAGL, Ecology's VW webpage, and Ecology's VW listserv	12/2019
Final date for grant applicants to submit grant applications via EAGL	2/2020
Ecology notifies grant recipients of award	4/2020
Ecology and grant awardees finalize contract	5/2020
Ecology reviews reimbursement requests from grant awardee and provides payment for projects as completed	6/2020-7/2022
Ecology submits funding direction (Appendix D-4 Attachment A) to the Trustee for project funding reimbursement	6/2020-8/2022
Trustee reimburses Ecology for project funds	6/2020-9/2022
Ecology submits funding direction (Appendix D-4 Attachment A) to the Trustee for administrative cost reimbursement	8/2020
Trustee reimburses Ecology for administrative costs	9/2020
Ecology reports on project progress to the Trustee	1/31 & 7/30 annually
Grant awardee reports on installation/construction progress to Ecology	Quarterly
Ecology completes mitigation action and submits final project report to the Trustee	9/2022

PROJECT BUDGET

Period of Performance: February 2020 - June 2022

Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Cost-Share, if applicable (Entity #1)	Cost-Share, if applicable (Entity #2)
1. Equipment Expenditure	\$ 5,062,500	\$ 4,050,000	\$ 1,012,500	\$ 0
2. Contractor Support <i>(Provide List of Approved Contractors as Attachment with approved funding ceilings)</i>	\$ 0	\$ 0	\$ 0	\$ 0
3. Subrecipient Support <i>(Provide List of Approved Subrecipients or Grant Awardees as Attachment with approved funding ceilings)</i>	\$ 0	\$ 0	\$ 0	\$ 0
4. Administrative ¹	\$ 450,000	\$ 450,000	\$ 0	\$ 0
Project Totals	\$ 5,512,500	\$ 4,500,000	\$ 1,012,500	\$ 0
Percentage	100 %	<80 %	<20 %	0 %

¹ Subject to Appendix D-2 15% administrative cap.

PROJECTED TRUST ALLOCATIONS:

	2019	2020	2021	2022	2023
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$ 0	\$ 1,800,000	\$ 1,800,000	\$ 900,000	\$
2. Anticipated Annual Cost Share	\$ 0	\$ 405,000	\$ 405,000	\$ 202,500	\$
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$ 0	\$ 2,205,000	\$ 2,205,000	\$ 1,102,500	\$
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$ 600,000	\$ 18,547,000	\$ 27,407,000	\$ 18,721,000	\$
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$ 0	\$ 1,800,000	\$ 1,800,000	\$ 900,000	\$
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$ 600,000	\$ 20,347,000	\$ 29,207,000	\$ 19,621,000	\$
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$ 112,100,000	\$ 112,100,000	\$ 91,753,000	\$ 62,546,000	\$
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$ 112,100,000	\$ 91,753,000	\$ 62,546,000	\$ 42,925,000	\$

ATTACHMENT C -- DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION (5.2.11).

The Washington Department of Ecology, as the lead agency for the state of Washington implementing the Environmental Mitigation plan, will provide detailed reporting on this funding request in two ways: (1) timely updates to the Department of Ecology's Volkswagen Federal Enforcement Action website; and (2) semi-annual reports to the Trustee as required by subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries.

The Department has established a public VW website that will host detailed implementation reporting information. The public website, <https://ecology.wa.gov/Air-Climate/Air-quality/Vehicle-emissions/VW-federal-enforcement-action>, was created to provide information related to the Trust, the VW partial Consent Trust Decrees, Washington's plans, and implementation information. In order to provide transparency and accountability, the Department of Ecology will make publically available all the required documentation under Paragraph 7 of the Appendix D-3 Certification for Beneficiary Status form.

The Department will comply with the reporting obligations listed in the Environmental Mitigation Trust Agreement for State Beneficiaries in subparagraph 5.3, reporting to Trustee on the status of and expenditures associated with the Mitigation Actions completed and underway within six months of the first disbursement and then January 30th and July 30th thereafter.

The Department of Ecology will periodically evaluate implementation of the Beneficiary Mitigation Plan and implementation of the Eligible Mitigation Actions after the initial round of funding and will determine whether any revisions to the Beneficiary Mitigation Plan and funding levels are appropriate or necessary.

ATTACHMENT D – DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH PROPOSED EXPENDITURE EXCEEDING \$25,000 (5.2.6).

The Washington State Master Contract includes electric vehicle charging infrastructure costs from two vendors: Greenlots and ChargePoint (attachments 1 and 2 below). This grant opportunity will provide the lesser of up to

- \$105,000 per project location or up to 80% of eligible costs to upgrade existing DC Fast Charging stations. Upgrades must include adding CCS or CHAdeMO capability to all stations at a location that currently have only one of the two capabilities, and may include increasing the station output to a minimum 50kW on a minimum two stations at an existing charging location.
- \$95,000 per dual-head DC Fast Charger or up to 80% of eligible costs to install new dual-head DC fast chargers. A minimum of at least 2 dual-head chargers are required per project. New installations include adding redundancy at locations with existing EVSE, or establishing EVSE at a new project location.

Attachment 1. Greenlots EVSE cost estimate



Greenlots is a leading global provider of open standards based technology solutions for electric vehicle charging, local load control, and grid management. We provide TurnKey Solutions by offering a full suite of EV-related services from site assessment through installation, hardware sales and charge management, to maintenance to our customers. Greenlots is committed to future-proofing EV charging investments by employing the leading open standard for communications between charging stations and network management. Our OCPP-based network supports a robust set of payment, pricing, reporting, and access authorization methods while offering the largest number of equipment brands and models for maximum flexibility.

EVSE Charging Rates and Times

Type	Output Factors	Power	Charge Rate ¹		Charge Time ²	
			LEAF ³	Bolt ⁴	LEAF ³	Bolt ⁴
LV II	208/240VAC @ 16A	3.84kW	14.67 mc/h	13.31 mc/h	7.29 hrs	15.63 hrs
LV II	208/240VAC @ 30A	7.2kW	25.22 mc/h	24.96 mc/h	4.24 hrs	8.33 hrs
DCFC	400VDC @ 62.5A	25kW	95.54 mc/h	86.67 mc/h	1.12 hrs	2.4 hrs
DCFC	400VDC @ 120A	50kW	191.07 mc/h	173.33 mc/h	0.56 hrs	1.2 hrs

¹ Charge Rate is measured in miles of charge per hour (mc/h) and based on EPA estimated ranges.

² Times based on an empty battery.

³ Nissan LEAF with 30kWh battery and EPA estimated 107 miles of range.

⁴ Chevrolet Bolt with 60kWh battery and EPA estimated 208 miles of range.

Hardware Catalog

Description	Make	RFID	Cell 3G	Credit Card	Gateway	Price	Installation ⁵
LV II, 30A, Wall-Mount, Single-Port	Siemens	●	●	●	●	\$535	\$1,414
LV II, 30A, Pedestal-Mount, Single-Port	Siemens	●	●	●	●	\$1,015	\$1,525
LV II, 30A, Wall-Mount, Single-Port, Networked ⁶	Siemens	●	●	●	●	\$1,075	\$1,414
LV II, 30A, Pedestal-Mount, Single-Port, Networked ⁶	Siemens	●	●	●	●	\$1,555	\$1,525
LV II, 30A, Wall-Mount, Single-Port	EV Box	●	●	●	●	\$1,655	\$1,414
LV II, 30A, Pedestal-Mount, Single-Port	EV Box	●	●	●	●	\$1,825	\$1,525
LV II, 30A, Pedestal-Mount, Dual-Port	EV Box	●	●	●	●	\$3,354	\$1,879
LV II, 30A, Wall-Mount, Single-Port	EVSE, Inc	●	●	●	● ⁷	\$2,275	\$1,414
LV II, 30A, Pedestal-Mount, Single-Port	EVSE, Inc	●	●	●	● ⁷	\$2,685	\$1,525
LV II, 30A, Wall-Mount, Single-Port, Auto-Retract. Cable	EVSE, Inc	●	●	●	● ⁷	\$3,095	\$1,414
LV II, 30A, Pedestal-Mount, Single-Port, Auto-Retract. Cable	EVSE, Inc	●	●	●	● ⁷	\$3,505	\$1,525
LV II, 30A, Ceiling-Mount, Single-Port, Auto-Retract. Cable	EVSE, Inc	● ⁸	●	● ⁸	● ⁷	\$3,746	\$1,525
LV II, 30A, Wall-Mount, Dual-Port	Efacec	●	●	●	●	\$5,502	\$1,414
LV II, 30A, Wall-Mount, Dual-Port	Efacec	●	●	●	●	\$6,020	\$1,414
LV II, 30A, Pedestal-Mount, Dual-Port	Efacec	●	●	●	●	\$5,771	\$1,879
LV II, 30A, Pedestal-Mount, Dual-Port	Efacec	●	●	●	● ⁹	\$6,289	\$1,879
DCFC, 25kW, Ground-Mount, Dual Port	Efacec	●	●	●	● ⁹	\$26,473	\$2,247
DCFC, 50kW, Ground-Mount, Dual Port	Efacec	●	●	●	● ⁹	\$29,232	\$2,247
DCFC, 50kW, Ground-Mount, Dual Port	Schneider	●	●	●	●	\$30,361	\$2,247
DCFC, 50kW, Ground-Mount, Dual Port	Signet	●	●	●	●	\$31,304	\$2,247
Network Communication Box ⁶	Siemens	●	●	●	●	\$3,200	
Access Gateway and Payment Kiosk ^{7,8}	EVSE, Inc	●	●	●	●	\$2,258	\$1,414

⁵ Estimated installation cost for landing, mounting, connecting, and commissioning. Site development costs not included.

⁶ EVSE requires purchase of communication box (\$3,200) for networking. One communication box can support up to 25 EVSE ports.

⁷ If credit card terminal or gateway is desired, EVSE requires Gateway and Payment Kiosk (\$2,258). One kiosk can support up to 15 EVSE ports.

⁸ Access gateway and Payment Kiosk required.

⁹ EVSE uses an Ethernet router for gateway that can support up to three hardwired EVSE followers.



Siemens Pedestal



EV Box Pedestal



EVSE, Inc. Auto-Retract



EVSE Inc. Standard



Efacec Level II



Efacec QC20 DCFC



Efacec QC50 DCFC



Schneider DCFC



Signet DCFC

Installation Estimates¹⁰

Item	Description	Unit	Cost
Site Assessment	Evaluate electrical/construction needs	Site	\$150
Electrical Load Study	Review Utility Bills, Amperage Load Calc., etc ...	Ea.	\$200
Locate On-Site Utilities	800 Dig Alert or Hand Dig to Expose	Ea.	\$125
Permit Package Preparation	Fill Out/File Forms and Documents	Ea.	\$150
Stamped Engineering Drawings	Single Line and Plot Plan	Ea.	\$500
Service to Property Upgrade - Trenching	Trench for U/G Service	ft.	\$33
New Panel	Install New Panel Within 5' of Existing	Ea.	\$1,000
Breaker(s)		Ea.	\$135
Transformer	100kVA Transformer	Ea.	\$10,095
Transformer	25kVA Transformer	Ea.	\$6,095
Transformer	15kVA Transformer	Ea.	\$4,095
ERT Meter and Set		Ea.	\$835
Wire - Electrical Upgrade	#250 MCM Cable	ft.	\$18
Wire - Panel to Disconnect		ft.	\$8.50
Disconnect	Up to 50A	Ea.	\$370
Wire - Disconnect to EVSE	#8 THHN Wire	ft.	\$2.50
Conduit - Directional Bore	Minimum 30'	ft.	\$55
Conduit - Trenching and Backfill		ft.	\$30.00
Conduit - Surface Mount		ft.	\$13.50
Procurement and Installation of Bollard	3" GRC (36" Above Ground/24" Below Ground)	Ea.	\$700
Procurement and Installation of Wheel Stops		Ea.	\$400
EV Parking Only Signage	Sign, Pole, and Footing	Ea.	\$200
Re-Stripe Parking Space	Minimum Charge	Ea.	\$600
EV Logo - Parking Space	Minimum Charge	Ea.	\$300

¹⁰ List is not inclusive. Prices are estimates and can change based on market cost of materials and services. Customer will be provided with a line item estimate after a site visit.

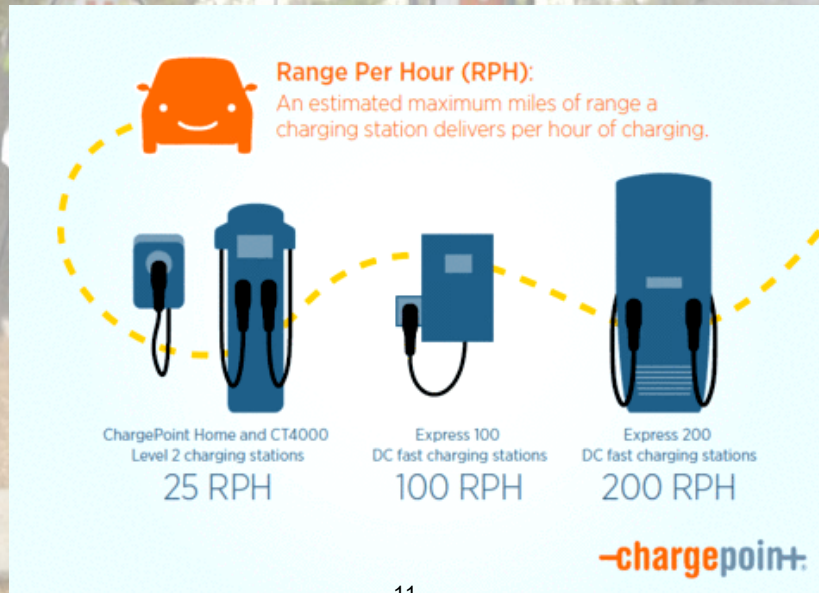


We make it easy for you to get plugged in.

Why choose Puget Sound Solar and Chargepoint?

- Expert siting and installation services - over 600 since 2010
- Proven robust hardware and support - over 30,000 installed
- Largest and best network - serving 77% of networked EVSE in U.S.
- Flexible access & revenue control; future-proof software updates

Some Things Are Better Than Others





EV SUPPORT A DIV. OF PUGET SOUND SOLAR

EV Support is a division of Puget Sound Solar LLC, which was founded in 2001, and has included battery-electric vehicles in its fleet since 2006. We installed our first Level 2 EVSE then for company use, and formed the EV Support division in 2009 to specialize in electric vehicle charging installations. Since then we have installed over 600 EVSE in Western Washington, we have five EVs in our fleet, and five charging station ports at our shop. In addition to installation, we also provide repair services for residential and commercial clients. More info at <http://www.evsupport.com>

Chargepoint, the hardware provider, has the largest EVSE network nationwide. Both wall mounted and bollard models are available in single and dual port units, and are distinguished by the clean cord management system. Level 2 Charging uses the universal J1772 plug, charging most cars in 2-4 hours. Charging with a DC Fast Charger takes about 30 minutes. Stations are networked via cloud-based software that allows access control, ability to set pricing (hourly, per session, and per kWh). Billing, 24/7 customer support, utilization reporting and management are handled through one ChargePoint log-in.

Level 2 (208-240V) 32V per Port	Days to delivery	PRICE \$	Basic Installation of EVSE- add'l site prep on Table 2	PRODUCT DESCRIPTION- http://www.chargepoint.com/products/commercial/
CT4000 series- with RFID				The CT4000 family is the latest generation of ChargePoint commercial charging stations. Refined yet rugged, these stations set the industry standard for functionality and aesthetics. http://www.chargepoint.com/products/commercial/ct4000/
Model-CT4011-GW1	14	\$3,757.00	\$875.00	Gateway model, CT4011, 6' Bollard Single Port, 18' Cord
Model-CT4011	14	\$3,386.00	\$850.00	CT4011, 6' Bollard Single Port, 18' Cord
Model-CT4013-GW1	14	\$3,383.00	\$775.00	Gateway model, CT4013, 6' Bollard Single Port, 18' Cord
Model-CT4013	14	\$3,012.00	\$750.00	CT4013, 6' Wall Mount Single Port, 18' Cord
Model-CT4021-GW1	14	\$5,341.00	\$932.00	Gateway model, CT4021, 6' Bollard Dual Port, 18' Cord
Model-CT4021	14	\$4,970.00	\$903.00	CT4021, 6' Bollard Dual Port, 18' Cord
Model-CT4023-GW1	14	\$4,967.00	\$832.00	Gateway model, CT4023, 6' Wall Mount Dual Port, 18' Cord
Model-CT4023	14	\$4,596.00	\$803.00	CT4023, 6' Wall Mount Dual Port, 18' Cord
Model-CT4025-GW1	14	\$6,091.00	\$932.00	Gateway model. CT4025, 8' Bollard Dual Port, 23' Cord

Model-CT4025	14	\$5,720.00	\$903.00	CT4025, 8'Bollard Dual Port, 23' Cord
Model-CT4027-GW1	14	\$5,717.00	\$832.00	Gateway Model, CT4027, 8' Wall Mount Dual Port, 23'Cord
Model-CT4027	14	\$5,346.00	\$803.00	CT4027, 8' Wall Mount Dual Port, 23'Cord
Model- CPF25-L18 (FLEET use Only)	30	\$1,370.00	\$360.00	The CPF25 family of charging stations is designed for fleet applications. For fleets, CPF25 stations are ideally suited for depot charging, Single Port, Wall Mount, 5.4 m (18') Cord choose 18' or 23' Cord. http://www.chargepoint.com/products/commercial/cpf25
Model- CPF25-L18-PD	30	\$1,989.00	\$485.00	Single Port, Pedestal Mount
Model- CPF25-L18-PD-Dual (FLEET use Only)	30	\$3,421.00	\$560.00	Dual Port, Pedestal Mount
Model- CPF25-L18-CMK6 (FLEET use Only)	30	\$2,481.00	\$402.00	Single Port, Wall mount 5.4m Mount with Cord Management Kit
Model- CPF25-L18-CMK6-PD (FLEET use Only)	30	\$2,936.00	\$510.00	Single Port, Pedestal Mount, with Cord Management Kit
Model- CPF25-L18-CMK6-PD- Dual (FLEET use Only)	30	\$4,293.00	\$580.00	Dual Port, Pedestal Mount , with Cord Management Kit
Level 3- DC Fast Charger (400-480V) with RFID				Fast charging for short dwell time parking and freeway corridor locations. http://www.chargepoint.com/products/commercial/cpe100/ http://www.chargepoint.com/products/commercial/cpe200/
DC Fast Charger- Model- CPE100 I-CMB Wall-mount	60	\$11,913.00	\$1,024.00	Single port, single connector, 25kW, Combo 1 connector, wall mount,
DC Fast Charger Model- CPE100 I-CMB Bollard-mount	60	\$13,532.00	\$1,124.00	Single port, single connector, 25kW, Combo 1 connector, Bollard mount
DC Fast Charger Model- CPE200T-S-CHD-CMB Bollard- mount (63A)	60	\$33,340.00	\$2,345.00	Innovative features of the Express 200 include: A 50kW output, with both CHAdeMO and SAE Combo Connector to serve all EVs with fast charging capabilities with a single charging station. Form Factor: At only 13 inches deep and one-third the weight of other dual connector DC stations, you'll have flexibility in installation and the price to ship and install is significantly lower.

Other Related Items				
Extended Warranty				
Options/Pricing	n/a	n/a	n/a	\$600/year prepaid or \$700/year paid annually
ChargePoint Card in Mailing				
Folders (RFID) - CT1000-CPCMF-CPI00K		\$5.00		Key Fob Size - Order in multiples of 50
EV Parking -Green		\$65		CT1000-SIGN1
No Parking except EV- Red		\$52		CT1000-SIGN2

Site Preparation prices posted in Table 2

Table 2 Site Preparation- Add'l costs	Level 2- CT4000, CPF25- Bollard, Single Port	Level 2- CT4000, CPF25- Wall Mount, Single Port	Level 2- CT4000, CPF25- Bollard, Dual Port	Level 2 CT4000, CPF25-Wall mount, Dual Port	DC Fast Charger CPE100 Wall- mount	DC Fast Charger CPE100 Bollard	DC Fast Charger CPE200 - Bollard
Basic Site Preparation with 30 L.F. EMT -wall & ceiling, each	\$664.00	\$664.00	\$854.00	\$854.00	\$1,244.00	\$1,244.00	\$2,566.00
Additional L.F. EMT - 1 Circuit per lineal foot	\$18.00	\$18.00	\$18.00	\$18.00	\$24.00	\$24.00	\$48.00
Additional L.F. EMT - 2 Circuit per lineal foot	\$28.00	\$28.00	\$28.00	\$28.00	\$32.00	\$32.00	\$64.00
Additional L.F. EMT - 3 Circuit per lineal foot	\$34.00	\$34.00	\$34.00	\$34.00	\$40.00	\$40.00	\$80.00
Additional L.F. EMT - 4 Circuit per lineal foot	\$56.30	\$56.30	\$56.30	\$56.30	\$60.00	\$60.00	\$120.00
Basic Site Prep with pad, 40 L.F. PVC -trench under landscape-e	\$965.00	n/a	\$1,055.00	\$1,055.00		\$1,534.00	\$2,151.00
Basic Site Prep with pad, 40 L.F. PVC -trench under hardscape-e	\$1,365.00	n/a	\$1,455.00	\$1,455.00		\$1,845.00	\$2,465.00
Additional L.F PVC in trench - hardscape - 1 circuit lineal foot	\$96.00	\$96.00	\$96.00	\$96.00		\$102.00	\$150.00
Additional L.F PVC in trench - hardscape - 2 circuit lineal foot	\$106.00	\$106.00	\$106.00	\$106.00			
Additional L.F PVC in trench - hardscape - 3 circuit lineal foot	\$110.00	\$110.00	\$110.00	\$110.00			
Additional L.F PVC in trench - hardscape - 4 circuit lineal foot	\$115.00	\$115.00	\$115.00	\$115.00			
Additional L.F PVC in trench - landscape - 1 circuit lineal foot	\$76.00	\$76.00	\$76.00	\$76.00	\$82.00	\$82.00	\$130.00
Additional L.F PVC in trench - landscape - 2 circuit lineal foot	\$86.00	\$86.00	\$86.00	\$86.00			
Additional L.F PVC in trench - landscape - 3 circuit lineal foot	\$90.00	\$90.00	\$90.00	\$90.00			
Additional L.F PVC in trench - landscape - 4 circuit lineal foot	\$95.00	\$95.00	\$95.00	\$95.00			
Additional pull box EMT each	n/a	\$45.00	n/a	n/a	\$45.00	n/a	n/a
Additional pull box PVC each	\$35.00	n/a	\$35.00	\$35.00	n/a	\$35.00	\$95.00
Sub panel + feeder - single phase each	\$894.00	\$894.00	\$894.00	\$894.00	\$894.00	\$894.00	\$894.00
Sub panel + feeder - three phase each	\$1,044.00	\$1,044.00	\$1,044.00	\$1,044.00	\$1,044.00	\$1,044.00	\$1,044.00
Add for high ceiling conduit run lineal foot	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
Add for concrete core drill each	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
CB: 3P 60A - 100A each	\$123.00	\$123.00	\$123.00	\$123.00	\$123.00	\$123.00	\$123.00
Disconnect switch each	\$225.00	\$225.00	\$450.00	\$450.00	\$450.00	\$450.00	\$550.00
Wheel stop each	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00
Bollard each	\$425.00	\$425.00	\$425.00	\$425.00	\$425.00	\$425.00	\$425.00
Wayfinder sign and post each	\$155.00	\$155.00	\$155.00	\$155.00	\$155.00	\$155.00	\$155.00
Wayfinder sign on wall each	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
Parking space painting each	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00

SUMMARY

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

The State of Washington Volkswagen Beneficiary Mitigation Plan outlines principles and priorities to guide the state's selection and prioritization of projects to achieve Washington's goal to:

- reduce emissions from diesel engines in the state where the 2.0 and 3.0 liter VW vehicles were, are, or will operate; and
- fully mitigate the total, lifetime excess NOX emissions of the subject vehicles.

Washington's mitigation plan principles are to:

- Improve air quality for communities that have historically borne a disproportionate share of the air pollution burden in Washington.
- Maximize air quality co-benefits beyond nitrogen oxide reductions.
- Maximize public health benefits.

Washington's mitigation plan prioritizes projects that:

- Accelerate adoption of electric vehicles (EVs), equipment, and vessels;
- Promote electrification technologies in public transportation fleets;
- Accelerate fleet turnover to the cleanest engines;
- Achieve substantial additional emissions reductions beyond what would occur absent trust funding;
- Ensure cost-effectiveness; and
- Leverage additional matching funds.

Washington's Beneficiary Mitigation Plan highlights an unprecedented opportunity to invest VW settlement funds to make transformative improvements across Washington's transportation sector. The Plan identifies investments in light-duty zero emission vehicle supply equipment (LD ZEV SE) as a priority to help offset emissions from the largest source of vehicle emissions in Washington. This action aims to reduce emissions from on-road vehicles by funding necessary upgrades to existing and operational electric vehicle (EV) charging stations and new installations of EV charging stations. Washington's plan includes using the maximum 15% funding allowed in this category under the Settlement.

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

Ecology will offer approximately \$4,000,000 on a competitive basis to

- Install new DC fast charging equipment, which can include:
 - adding a minimum of two DCFC at locations with existing DCFC.
 - installing a minimum of two, dual-head DCFC at new locations.
- Upgrade existing and operational DC fast charging stations, which:

- must include adding CCS or CHAdeMO capability to all stations at a location that currently have only one of the two capabilities.
- can include increasing output to a minimum 50kW on at least one station at an existing charging location.

This opportunity will be open to organizations registered with the Secretary of State to do business in the state of Washington (examples include corporations, partnerships, sole proprietorships, limited liability corporations, business trusts); incorporated nonprofits; state, local, and tribal government agencies owning fleets purchased with government funds (examples include cities, towns, counties, special districts, port authorities, investor owned utilities, municipal utilities, public utility districts, Air Pollution Control Authorities).

Investing in EV charging infrastructure promotes greater use of ZEVs which reduces NOx emissions from mobile sources and improves air quality. Promoting EV use accelerates adoption of EVs and fleet turnover to the cleanest engines by increasing exposure, familiarity, and confidence in light duty zero emission transportation. In addition to NOx reductions, prioritizing projects that promote electrification reduces criteria pollutants and toxics, and maximizes reduction of greenhouse gases.

Passenger vehicles generate nearly half of Washington’s air pollution and greenhouse gas emissions. Because Washington’s electricity comes predominantly from hydro-power, one of the cleanest sources of electricity, EVs reduce overall NOx emissions and criteria pollutants from light duty transportation. Electric drive systems also use fewer lubricants and fluids that can drip onto roadways and end up polluting water bodies, such as rivers and Puget Sound. Ecology anticipates this action will provide funding to upgrade about 42 existing and operational units and install about 47 new highway corridor chargers in priority areas. Eligible costs include the purchase, installation, and maintenance costs of electric vehicle supply equipment.

Estimate of Anticipated NOx Reductions (5.2.3):

This action will reduce 2.7¹ tons of lifetime NOx emissions.

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):

Washington Department of Ecology

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

As stated in response to paragraph #7 in Attachment A of Washington’s Appendix D-3 filing, Ecology will make documents and records submitted in support of funding requests and documents and records supporting expenditures of trust funds available to the public through an application, system, or library on the agency’s website at ecology.wa.gov. Easy-to-use functionality will be incorporated as much as possible to ensure unburdened, public access to project documentation and other pertinent mitigation fund information.

¹ The Federal Highway Administration’s CMAQ program reports a median cost-effectiveness estimate for NOx emissions reductions at electric charging stations of \$1.5 million per short ton of NOx reduced.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).

All applicants must provide a minimum 20% share of eligible project costs. Ecology will provide the lesser of:

- up to \$95,000 or 80% of eligible costs *per dual-head DCFC* for newly installed DCFC. and/or
- up to \$105,000 or 80% of eligible costs *per project location* for upgrades.

Funds will be awarded on a competitive basis and points will be awarded during the evaluation process for applicants that propose more than the required 20% match.

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

On February 27, 2018, Washington Department of Ecology contacted the U.S. Department of Interior, U.S. Department of Agriculture, U.S. Forest Service, U.S. Fish and Wildlife Service, and National Park Service, via email to notify them of the availability of Washington State's Volkswagen Mitigation Action Funds. The notice included a link to the State Trust agreement and attachments; a link to Ecology's procedures for review, consideration, and written determination for each request of funds; and instructions to subscribe to the Washington Department of Ecology's listserv to receive up-to-date information, if desired.

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).

Ecology used the Washington Tracking Network's (WTN) "Diesel and Disproportionately Impacted Communities" Index to identify and locate communities that have historically borne a disproportionate share of the air pollution burden in Washington. Ecology identified 14 priority counties: Benton, Clallam, Clark, Cowlitz, Franklin, King, Lewis, Pierce, Skagit, Snohomish, Spokane, Thurston, Whatcom and Yakima. These counties contain about 85% of the state's population, 84% of the violating vehicles, and 100% of Washington's disproportionately impacted population. The "Disproportionately Impacted Communities" include those census tracts in the top 20th percentile for exposure to diesel emissions and the following five socioeconomic factors: limited English, unaffordable housing, no high school diploma, population living in poverty, and unemployment.

Ecology will prioritize investing settlement funds in areas that improve air quality for disproportionately impacted communities. High-traffic transportation corridors and urban population centers, especially those with and near ports and industrial facilities will provide the greatest opportunity for Washington to achieve its mitigation plan goal, principles and priorities. Strategic deployment of electric vehicle charging stations could improve air quality and public health in communities that have historically borne an undue share of the air pollution burden.