

**Volkswagen Environmental Mitigation Trust**

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

**State of Alaska Project 007 – EV Charging Infrastructure Network**

**Prepared by**



ALASKA ENERGY AUTHORITY



## BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Alaska

Lead Agency Authorized to Act on Behalf of the Beneficiary Alaska Energy Authority  
*(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)*

<b>Action Title:</b>	<b>EV Charging Infrastructure Network</b>
<b>Beneficiary's Project ID:</b>	<b>34035-34036</b>
<b>Funding Request No. (sequential)</b>	<b>007</b>
<b>Request Type:</b>	· <b>Advance</b>
<b>Payment to be made to:</b>	· <b>Beneficiary</b>
<b>Funding Request &amp; Direction:</b>	· <b>Attached to this Certification (Attachment A)</b>

### SUMMARY

<b>Eligible Mitigation Action Action Type</b>	<ul style="list-style-type: none"> <li>· <b>Appendix D-2 item (specify):</b> <u>EMA 9 EV Charging Infrastructure</u></li> <li>· <b>Item 10 - DERA Option (5.2.12):</b> _____</li> </ul>
<b>Explanation of how funding request fits into Beneficiaries Mitigation Plan (5.2.1):</b>	
<p>As described in the Alaska Beneficiary Mitigation Plan, Alaska intends to allocate approximately 15% of the State Trust for EV charging infrastructure to be distributed through two competitive RFA processes, one to develop a DC fast charging corridor between the Kenai Peninsula and Fairbanks and another for community-based Level 2 chargers.</p>	
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>	
<p>Fifteen percent of the Trust was allocated to EV infrastructure. About \$1 million will be used to develop a DC fast charging corridor within five miles of the highway system connecting the Kenai Peninsula to Fairbanks. The goal is to locate one fast charge site every 50-100 miles, where communities and electrical infrastructure exist. This 600-mile highway corridor serves about 75% of the state's population and more than a million tourists that visit Alaska annually. The highways run through the urban areas and small rural communities are clustered around the highway. Within this area, there is currently one 25kW and 16 J1772 Level 2 stations and seven Tesla Level 2 stations publically available. The DCFC communities are not known at this time as the sites will be competitively selected from parties willing to host fast charging sites. About \$250,000 will be used for community-based level 2 chargers throughout the state. The Level 2 communities are unknown at this time. Sites will be selected through a competitive process from parties willing to host the Level 2 charging sites.</p> <p>There are too many factors to reasonably estimate the NOx reductions from this EMA. The anticipated reduction in NOx emissions would also depend on the amount of NOx produced by the source of electricity. The greatest emission reduction would occur in areas with hydropower or other renewable energy resources. Lack of charging infrastructure is a significant impediment to EV adoption. This EMA will benefit air quality in the short term by allowing the approximately 1,000 EV owners to travel long distances within the state and in the long term by providing infrastructure to promote EV adoption and use.</p>	

**Estimate of Anticipated NOx Reductions (5.2.3):**

There are too many factors to reasonably estimate the NOx reductions from this EMA. The anticipated reduction in NOx emissions would also depend on the amount of NOx produced by the source of electricity. The greatest emission reduction would occur in areas with hydropower or other renewable energy resources. Lack of charging infrastructure is a significant impediment to EV adoption. This EMA will benefit air quality in the short term by allowing the approximately 1,000 EV owners to travel long distances within the state and in the long term by providing infrastructure to promote EV adoption and use.

**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):**

Alaska Energy Authority

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

AEA will follow the guidance set forth in Appendix D-3. AEA will make records related to the VW Trust publicly available on AEA's website (<http://www.akenergyauthority.org/programs/vwsettlement>). Any VW Trust records not posted on AEA's website will be made available to the public under the Alaska Public Records Act (AS 40.25) and the Act's implementing regulations (2 AAC 96), unless one of the following applies: (1) the records are not "public records," as defined in AS 40.25.220(3); (2) the records are protected under state or federal law or otherwise exempt from disclosure under AS 40.25.120(a); (3) the records are excluded from the Act under another state statute; or (4) the records are readily available for public inspection—e.g., available on the Internet or "during state business hours in an agency's office or in a public library," 2 AAC 96.100(b). (The Alaska Public Records Act does not require AEA "to compile or summarize" records or "to manipulate its data to create new records." 2 AAC 96.210.)

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

For the DC fast charging program, VW Trust funds will pay for 80 percent of the equipment, installation, and maintenance and network services for a period of 5 years following activation of each site, not to exceed \$100,000 per site; program participants will be required to fund the remaining 20 percent and any costs in excess of the \$100,000 per site limit. As an additional incentive to promote the program, AEA will award up to \$10,000 for each of the first ten sites selected during the first open solicitation period that invoice AEA by June 30, 2021.

For the community-based Level 2 charging program, VW Trust funds will pay for 80 percent of the equipment, installation, and maintenance and network services for a period of 5 years following activation of each site, not to exceed \$10,000 per site; program participants will be required to fund the remaining 20 percent and any costs in excess of the \$10,000 per site limit.

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

Pursuant to subparagraph 4.2.8, within 30 days of the filed Notice of Beneficiary Designation listing Alaska as a Beneficiary of the State Trust, the Alaska Energy Authority provided a copy of the State Trust agreement to all federal agencies that have custody, control, or management of land within or adjacent to Alaska (National Park Service, US Forest Service, US Fish and Wildlife Service, Bureau of Land Management) via certified mail. AEA was not notified by the NPS, USFWS or BLM of their interest. During Alaska's public comment period regarding the draft Beneficiary Mitigation Plan, USFS staff from Tongass National Forest expressed interest in EV charging stations and electrification of the tour bus fleet in Juneau.

**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).**

The locations of the EV DCFC and community-based Level 2 chargers have not been selected. They will be competitively selected from parties willing to host the sites. The DCFC corridor lies within communities that fall in the 80<sup>th</sup> to 100<sup>th</sup> percentile for NOx emissions statewide.

**ATTACHMENTS  
(CHECK BOX IF ATTACHED)**

·	<b>Attachment A</b>	Funding Request and Direction
·	<b>Attachment B</b>	Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
·	<b>Attachment C</b>	Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
·	<b>Attachment D</b>	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.]

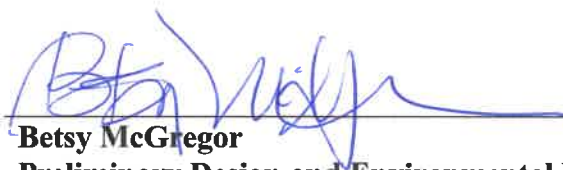
**CERTIFICATIONS**

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

1. This application is submitted on behalf of Beneficiary Alaska, 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:**

3/1/2021

  
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**Betsy McGregor**  
**Preliminary Design and Environmental Manager**

Alaska Energy Authority  
[LEAD AGENCY]

**for**

Alaska  
[BENEFICIARY]

# **ATTACHMENT B**

## **Project Management Plan**

### **Scope**

#### 1. Introduction

As described in the Beneficiary Mitigation Plan, AEA has allocated 15 percent of the State's Trust to electric vehicle infrastructure. This allocation will be used to fund two programs: the Direct Current Fast Charge (DCFC) Network Program and the Community-based Level 2 Charging Program. The Schedule and Milestones for each program can be found below.

#### 2. DCFC Network Program Overview

AEA intends to create the core of an EV fast-charging corridor from Homer and Seward north to Fairbanks through public-private partnerships, beginning in 2021 (Figure 1).

AEA will release a series of solicitations to 1) qualify electric vehicle supply equipment (EVSE) Suppliers; 2) identify potential Site Hosts; and 3) subsequently, select fast charging site projects through a competitive process. A Request for Qualifications (RFQ) was released February 22, 2021 to develop a list of qualified suppliers of EVSE Packages that meet AEA's requirements for equipment, software and network services to operate and manage the EVSE. The list of qualified EVSE Suppliers will be made public March 10, 2021. A Request for Information (RFI) was released February 24, 2021 to identify parties interested in hosting DCFC charging sites. Responses to the RFI will be provided to the list of qualified EVSE Suppliers so both parties can work together to determine site feasibility and develop project proposals including ownership model, fee structure, and cost estimates for the installation, equipment and services.

AEA will release a Request for Applications (RFA) March 12, 2021 to competitively select fast charging site projects as part of the DCFC Network Program. It will be the responsibility of the qualified EVSE Supplier to submit the program application in response to the RFA on behalf of the Site Host and site. Interested Site Hosts can contact AEA-approved vendors directly to determine the suitability of their site for a fast charging station. Qualified EVSE Suppliers may also approach prospective Site Hosts and utilities to assess fit with the technology and program.

DCFC sites must be publicly accessible 24 hours per day, seven days per week, 365 days per year. All chargers must use both CHAdeMo and CCS charging connector standards, with at least one of each connector per site to maximize usefulness to drivers and be capable of charging at power levels of 50 kilowatts (kW) or greater. Each DCFC station will consist of at least one 50kW or greater DCFC and one Level 2 (L2) charger for redundancy and safety with a minimum of two charging spaces specifically designated for EV use only.

Using Trust funds, AEA will disburse approximately \$1 million for the installation, hardware, software, network, and operations and maintenance services at 10-15 sites. The equipment is to be operated and maintained for a period of five years. This program will use Trust funds to pay for 80 percent of the project cost, not to exceed \$100,000 per site; program participants will be required to fund the remaining 20 percent and any costs in excess of the \$100,000 per site limit. As an additional incentive to

kick start the program, AEA will use federal State Energy Program funds to award up to \$10,000 for each of the first ten sites selected during the first open solicitation period that begin site development and invoice AEA prior to June 30, 2021.

## 2.1 DCFC Corridor Description

There are approximately 615 highway miles from Homer and Seward to Fairbanks. The goal is to locate one DCFC charging station every 50-100 miles, where communities and electric distribution infrastructure exist, and within five miles of the highway system. Within the DCFC project area, there is currently only one fast charger (a 25-kW charger located at the Chevrolet dealership in Wasilla) and there are 16 publically available J1772 L2 stations and seven Tesla L2 stations located from Homer to Cantwell. Five electric utilities serve this area: Homer Electric Association, City of Seward, Chugach Electric Association, Matanuska Electric Association, and Golden Valley Electric Association. Due to the various electricity rate structures and demand fees, AEA has funded the development of an easy-to-use calculator loaded with the rates of each of the electric utilities along the road system for potential Site Hosts to estimate their electricity costs based upon site and installation specific information. The calculator can be found here

[https://share.streamlit.io/mmwilber/ak\\_ev\\_calculators/main/EV\\_Emissions.py](https://share.streamlit.io/mmwilber/ak_ev_calculators/main/EV_Emissions.py)

## 2.2 Selection of Fast Charge Sites

AEA will release an RFA for fast charging sites March 12, 2021. Qualified EVSE Suppliers will have the responsibility to submit the DCFC Network Program application, with input from and on behalf of interested Site Hosts. The application will include costs for the equipment, installation, and operations and maintenance for a five-year period. Applications will be reviewed on a rolling basis until the funds have been committed. The first round of the RFA will be open from March 12, 2021 through May 5, 2021. Subsequent rounds will be open on a rolling basis for a period of 30 days thereafter. Once a fast charge project site is selected for a specific 50-100 mile highway segment, subsequent applications for that segment may not be eligible.

Proposed DCFC sites will be required to pass screening criteria and will then be objectively evaluated based on a variety of factors. The program aims to develop a network of sites located 50-100 miles apart that meet the following characteristics:

- Publically available seven days per week, 24 hours per day, 365 days per year
- High utilization – e.g., major corridors based on average daily traffic and ride-share areas, where applicable
- Located within 5 miles of the highway system
- Located within cell phone coverage area
- Availability of at least two charging spaces for EV charging

An objective process will be used to evaluate the sites that are submitted, with each application scored against both the features and costs. The prioritization process will also consider variables that affect cost, or factors that could otherwise make the site infeasible, including but not limited to:

- Scale of electrical capacity upgrade needed
- Distance from distribution facilities to charging location(s)
- Other building difficulties and site conditions



Additional information about scoring potential fast charge sites will be provided with the RFA solicitation in March.

### 2.3 Awarded Fast Charge Sites

After being selected as a DCFC site, the program recipient will be expected to agree to all terms and conditions of the program. In addition, the property owner may be required to sign a 5-year easement or lease for the location of the infrastructure and allowing access for installation and maintenance activities.

Construction for the DCFC Network Program will begin in 2021. A commitment to report site, equipment, and utilization data for 5 years from the time the EVSEs are operational is required of all Site Hosts/EVSE Suppliers.

## 3. Community-based Level 2 Program Overview

AEA intends to allocate approximately \$250,000 towards the procurement and installation and maintenance and network services of community-based Level 2 chargers for a period of five years following activation of each site. AEA will conduct a similar multi-step process as described above for qualifying EVSE Suppliers, identifying potential Site Hosts and competitively selecting Level 2 charging sites. All communities within the state are eligible to participate. As part of the program, AEA anticipates funding 80 percent of the cost of 25 new charging sites with State Trust funds, not to exceed \$10,000 per site. All Level 2 charging sites will be publically available 24 hours per day, seven days per week, 365 days per year. Level 2 chargers will be 1772 of 3.3 kW or greater.

## 4. Project Administration

AEA will administer the program through the issuance of grants for each charging site. All charging data will be provided to AEA. AEA will review and reimburse invoices on a monthly basis and report to the Trustee semi-annually. Administration of the project will not exceed 15 percent or \$187,500.

## Schedule and Milestones

EV Charging Infrastructure Milestone	Date
<b>EV DCFC Network Program</b>	
Lead Agency (AEA) releases RFQ to qualify DCFC EVSE Suppliers	February 22, 2021
AEA releases RFI to identify interested DCFC Site Hosts	February 24, 2021
AEA submits Project Certification (D-4) to Trustee for advance funded projects	March 1, 2021
Trustee acknowledges receipt of D-4 and funding direction	March 2021
DCFC EVSE Supplier RFQ Submission Deadline	March 8, 2021
AEA notifies qualified DCFC EVSE Suppliers	March 10, 2021
AEA releases Round 1 RFA to select DCFC Sites	March 12, 2021
AEA hosts webinar to explain application process and answer questions	April 2021
Trustee allocates share of funds to AEA for approved projects	May 2021
Project Sponsors submit RFA Round 1 proposals to AEA	May 5, 2021
AEA selects Round 1 DCFC Sites	May 12, 2021
Grant/Contract agreements between AEA and Project Sponsors signed for Round 1 approved DCFC projects	May 2021
Project Sponsors submit RFA Round 2 proposals to AEA	June 7, 2021
AEA selects Round 2 DCFC Sites	June 14, 2021
Project Sponsors procure equipment	Beginning May 2021
Installation	2021-2022
Operation, Maintenance and Reporting (5 years)	2021-2027
<b>Community-based Level 2 Charging Program</b>	
Lead Agency (AEA) releases RFQ to qualify Level 2 EVSE Suppliers	March 2021
AEA releases RFI to identify interested Level 2 Site Hosts	March/April 2021
AEA submits Project Certification (D-4) to Trustee for advance funded projects	March 1, 2021
Trustee acknowledges receipt of D-4 and funding direction	March 2021
Level 2 EVSE Supplier RFQ Submission Deadline	April 2021
AEA notifies qualified Level 2 EVSE Suppliers	April 2021
AEA releases Round 1 RFA to select Level 2 Charging Sites	April 2021
AEA hosts webinar to explain application process and answer questions	April 2021
Trustee allocates share of funds to AEA for approved projects	May 2021
Project Sponsors submit RFA Round 1 proposals for Level 2 Sites to AEA	May/June 2021
AEA selects Round 1 Level 2 Charging Sites	June 2021
Grant/Contract agreements between AEA and Project Sponsors signed for Round 1 approved Level 2 charging projects	June 2021
Project Sponsors submit RFA Round 2 proposals to AEA	July 2021
AEA selects Round 2 Level 2 Charging Sites	July 2021
Project Sponsors procure Level 2 charging equipment	Beginning June 2021
Installation	2021-2022
Operation, Maintenance and Reporting (5 years)	2021-2027
<b>Reimbursement and Reporting</b>	
Project Sponsors submit invoices and progress reports	Monthly/quarterly
AEA reviews submissions, requests corrections if necessary, and provides reimbursement.	Within 30 days of submittal
AEA reports to Trustee semi-annually on status of mitigation actions completed and expenditures and reports project completion.	January and July through 2027

## Budget

Alaska Project 007 Period of Performance: 2/22/2021 - 10/17/2027			
Budget Category	Total Approved Budget	Share of Total Budget funded by VW Trust	Cost Share
Equipment Expenditure			
Contract			
Subrecipient	\$1,562,500	\$1,250,000	\$312,500
Administrative (15%)	\$187,500	\$187,500	\$0
<b>Project Totals</b>	<b>\$1,750,000</b>	<b>\$1,437,500</b>	<b>\$312,500</b>
<b>Percentage</b>		<b>82%</b>	<b>18%</b>

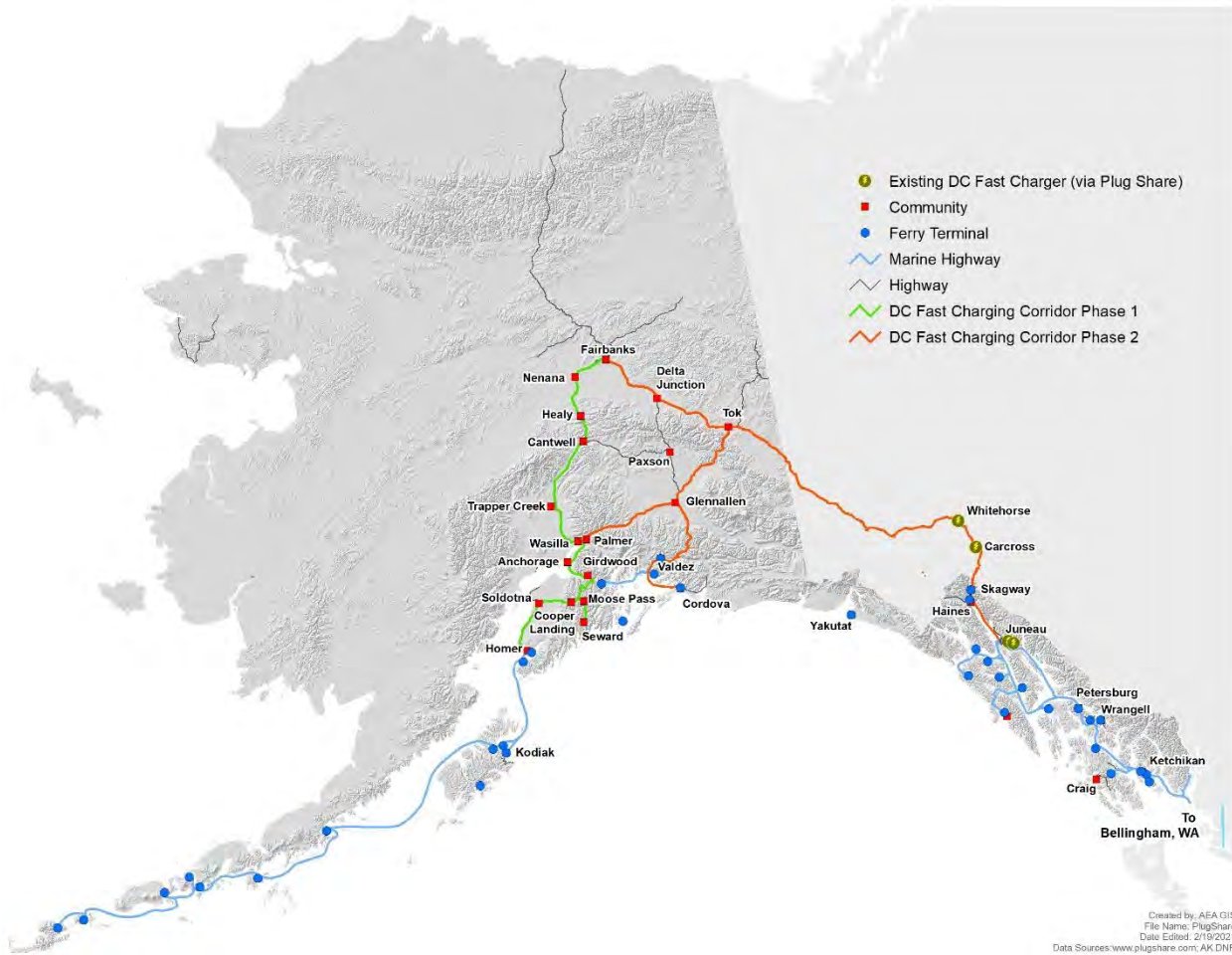


Figure 1. Location of electric vehicle direct current fast charging infrastructure in Alaska. The highway system between the Kenai Peninsula and Fairbanks is shown in green above.

## Projected Trust Allocations

	2019			2020			2021
	Project 001	Project 002	Project 003	Project 004	Project 005	Project 006	Project 007
1. Anticipated annual project funding request to be paid through the Trust	\$497,449	\$321,711	\$2,169,317	\$2,066,925	\$1,009,498	\$315,508	\$1,437,500
2. Anticipated annual cost share	\$1,076,051	\$936,063	\$57,600	\$112,992	\$15,000	\$631,016	\$312,500
3. Anticipated total project funding by year (line 1 plus line 2)	\$1,573,500	\$1,257,774	\$2,226,917	\$2,179,917	\$1,024,498	\$946,524	\$1,750,000
4. Cumulative Trustee payments made to date against cumulative approved beneficiary allocation	\$0	\$497,449	\$819,160	\$2,988,477	\$5,055,402	\$6,064,900	\$6,380,408
5. Current beneficiary project funding to be paid through the Trust (line 1)	\$497,449	\$321,711	\$2,169,317	\$2,066,925	\$1,009,498	\$315,508	\$1,437,500
6. Total funding allocated to beneficiary, inclusive of current action by year (line 4 plus line 5)	\$497,449	\$819,160	\$2,988,477	\$5,055,402	\$6,064,900	\$6,380,408	\$7,817,908
7. Beneficiary share of estimated funds remaining in Trust	\$8,125,000	\$8,125,000	\$8,125,000	\$8,125,000	\$8,125,000	\$8,125,000	\$8,125,000
8. Net beneficiary funds remaining in Trust, net cumulative beneficiary funding actions (line 7 minus line 6)	\$7,627,551	\$7,305,840	\$5,136,523	\$3,069,598	\$2,060,100	\$1,744,592	\$307,092

## ATTACHMENT C

### Detailed Plan for Reporting on EMA Implementation

The Alaska Energy Authority (AEA) will provide detailed reporting on the EV Charging Network project (Project 007) on its public VW website and will fulfill its reporting obligations to Wilmington Trust.

AEA's VW website (<http://www.akenergyauthority.org/What-We-Do/Grants-Loans/Volkswagen-Diesel-Settlement-Grants>) was created specifically to provide information related to the Trust, settlement documents, and Alaska's plans for disbursement, funding opportunities and implementation information. In order to provide transparency and accountability, AEA will post timely updates on information, including but not limited to:

- General information on the Partial Consent Decrees and State Trust Agreement
- Alaska Beneficiary Mitigation Plan
- Request for Applications (RFAs) as funding opportunities arise
- All public records supporting funding requests AEA submits to the Trustee and all public records supporting all expenditures of the Trust fund, subject to confidentiality laws and until the Termination Dates of the State Environmental Mitigation Trust Agreement.
- Contact information

AEA will periodically evaluate the implementation of the Beneficiary Mitigation Plan and EMAs to determine if revisions to the plan are necessary to achieve the goals outlined in the plan. Any changes to the plan will be posted on AEA's VW website for at least 15 days prior to implementation.

In addition, the State will also comply with the reporting requirements listed in the Environmental Mitigation Trust Agreement for State Beneficiaries in subparagraph 5.3:

*For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to 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. ... 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 Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt.*

**ATTACHMENT D**  
**Detailed cost estimate**

<b>Budget Category</b>	<b>Total Approved Budget</b>	<b>Share of Total Budget funded by VW Trust</b>	<b>Cost Share</b>
Equipment Expenditure			
Contract			
Subrecipient (DCFC Program - 34035) <sup>1</sup>	\$1,250,000	\$1,000,000	\$250,000
Subrecipient (L2 Charging Program - 34036) <sup>2</sup>	\$312,500	\$250,000	\$62,500
Administrative (15%)	\$187,500	\$187,500	\$0
<b>Project Totals</b>	<b>\$1,750,000</b>	<b>\$1,437,500</b>	<b>\$312,500</b>
<b>Percentage</b>		<b>82%</b>	<b>18%</b>

1 - DCFC Network Program anticipates 10-15 sites; 80% funded by VW Trust not to exceed \$100,000 per site.

2 - Level 2 Charging Program anticipates 25 sites; 80% funded by VW Trust not to exceed \$10,000 per site.