

APPENDIX D-4
BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary: Washington State

Lead Agency Authorized to Act on Behalf of the Beneficiary: Washington State 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:	Purchase and install LDZEVE at Private and Government Owned Property
Beneficiary's Project ID:	EMA9-Level 2-C2
Funding Request No.	<i>(sequential)</i> 12
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 Type

- ☒ Appendix D-2 item (specify): EMA 9 Light Duty Zero Emission Vehicle Supply Equipment
☐ 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):

The State of Washington Volkswagen Beneficiary Mitigation Plan guides 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 and priorities, as outlined in the state Beneficiary Mitigation Plan, 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.
- Accelerate adoption of electric vehicles, 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.
- Leverage additional matching funds.

Washington's Beneficiary Mitigation Plan states that 15% (approximately \$17 million) of Washington's federal settlement be allocated to light duty zero emission vehicle supply equipment (LDZEVE). This investment in electric vehicle (EV) charging infrastructure is of particular importance because transportation is the largest source of greenhouse gas emissions in the state, and nearly half of Washington's NOx emissions are from on-road motor vehicles.

This grant program will:

- Support EV drivers and increase access to charging by funding the purchase and installation of level 2 charging stations in locations where drivers already spend time
- Reduce harmful air pollution and greenhouse gas emissions associated with gasoline and diesel vehicles
- Accelerate the transition to zero emission vehicles by increasing employee and tenant access to EV charging in the workplace and at multi-unit buildings
- Increase the number of new and used EVs operating in Washington by increasing public exposure to the availability of EV charging infrastructure

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

Ecology is allocating \$8.625M for a competitive grant program to fund the purchase and installation of level 2 light duty electric vehicle supply equipment. Grants will be awarded across the state at locations where drivers already go and are likely to spend one to four hours. This opportunity will be open to all organizations registered to do businesses in Washington State, including businesses, incorporated non-profits, state governments, local municipalities, and tribal governments in Washington.

This project will have three openings between 2023-2025 to allow time for prospective applicants to prepare and apply for funds. Applicants proposed projects located in areas disproportionately impacted by diesel pollution and considered overburdened and highly impacted by air pollution will be prioritized.

Ecology estimates that this grant opportunity will fund the installation of 750 new level two plugs and that this will lead to the following lifetime reductions of the listed pollutants:

- 2.72 tons of NOx emission reductions
- 0.19 tons of PM2.5 emission reductions
- 23,445 tons of GHG emission reductions

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 makes documents and records submitted in support of funding requests and documents and records supporting expenditures of trust funds available to the public through an online application system on the agency's website at ecology.wa.gov/VW. The application provides easy-to-use access to all grant application and reporting materials for funded projects.

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

This grant program supports broad eligibility and use cases. In alignment with the Trust requirements, the minimum cost share requirement will be:

- 20% for publicly available LDZEVE.
- 40% for non-publicly available LDZEVE.

A reduced cost share may be available for qualifying applicants proposing LDZEVE that will be available to the public at a Government Owned Property. This is to encourage participation from organizations that may not otherwise have the resources to install Level 2 charging stations. The intent of this program is to distribute funds to install charging infrastructure in areas that currently have less access.

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 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 worked with the Washington State Department of Health to develop the Washington Tracking Network's (WTN) "Diesel and Disproportionately Impacted Communities" Index. This mapping tool combines two factors to produce a score for a selected census tract. Census tracts with a higher score experience higher diesel pollution and social factors that may contribute to inequities across the state.

The Diesel Pollution Burden and the Priority Population are each weighted one-half to calculate a score for each census tract, compared to other census tracts across the state.

The **Diesel Pollution Burden factor** is the relative score representing the approximate mass of diesel emissions within a census tract.

The **Priority Populations factor** averages a set of six socio-economic factors. Each factor has a separate score based on available census data:

1. Limited English: percent of population five years and older who speak English less than “very well”.
2. No high school diploma: percent of people who have not received a high school diploma or GED by age 25.
3. People of Color: a sum of all race/ethnicity categories EXCEPT White/Non-Hispanic.
4. Population living in poverty: percent of people earning less than or equal to 185% of the federal poverty level.
5. Unaffordable Housing: households spending greater than 30% of their income on housing costs.
6. Unemployed: population 16 years and older in the workforce and registered as unemployed.

Ecology is also incorporating location-based scoring for projects located in Overburdened Communities Highly Impacted by Air Pollution, as defined for the Environmental Justice initiative of the Climate Commitment Act, as well as location-based scoring on Tribal lands or lands co-managed by tribes.

Ecology’s scoring and evaluation process will prioritize projects that improve air quality for areas of the state disproportionately impacted by air pollution.

Estimate of Anticipated NOx Reductions (5.2.3):

This action will reduce approximately 2.72 tons of NOx emissions over the lifetime of an estimated 750 new charging plugs.

ATTACHMENTS

(CHECK BOX IF ATTACHED)

- | | |
|--|--|
| <input type="checkbox"/> Attachment A | Funding Request and Direction. |
| <input checked="" type="checkbox"/> Attachment B | Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4). |
| <input checked="" type="checkbox"/> Attachment C | Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11). |
| <input checked="" type="checkbox"/> 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.] |
| <input type="checkbox"/> Attachment E | DERA Option (5.2.12). [Attach only if using DERA option.] |
| <input type="checkbox"/> 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: 10/30/2025

Heather R. Bartlett, Deputy Director

Department of Ecology

[LEAD AGENCY]

for

Washington State

[BENEFICIARY]

ATTACHMENT B

PROJECT MANAGEMENT PLAN, PROJECT SCHEDULE, AND MILESTONES

Milestone	Date
Ecology develops grant application forms for Ecology's Administration of Grants and Loans (EAGL) database.	May-September 2023
Ecology Submits D-4 to Trustee for approval.	July 2023
Ecology Submits Updated D-4 to Trustee for approval.	August 2025
Ecology opens funding opportunity and notifies potential applicants via EAGL, Ecology's VW webpage, and Ecology's VW email list.	3 openings from 2023-2025 Round 1: September 2023 Round 2: July 2024 Round 3: July 2025
Grant applications due via EAGL.	3 openings over two years Round 1: November 2023 Round 2: August 2024 Round 3: August 2025
Application review complete and awards offered.	3 openings over two years Round 1: February 2024 Round 2: November 2024 Round 3: November 2025
Ecology and grant awardees finalize contracts.	3 openings over two years Round 1: March 2024 Round 2: January 2025 Round 3: January 2026
Ecology reviews reimbursement requests from grantee and provides reimbursements for projects as completed.	April 2024- December 2027
Ecology requests semiannual reimbursement for project pass-through and administrative costs.	April and October annually
Grantee reports on project implementation progress to Ecology.	Quarterly through December 2027
Ecology reports on project progress to Trustee.	1/31 & 7/30 annually
Ecology completes mitigation actions and submits revised D-4 to the Trustee.	January 2028

PROJECT BUDGET

PERIOD OF PERFORMANCE: September 2023 - December 2027

Budget Category	Total Estimated Costs	Share of Total Costs to be Funded by Trust	Mandatory Cost Share
1. Equipment Expenditure	\$10,690,068	\$7,500,000	\$3,190,068
2. Contractor Support	\$0	\$0	\$0
3. Sub-recipient Support	\$0	\$0	\$0
4. Administrative (15%)	\$1,125,000	\$1,125,000	\$0
Project Totals	\$11,815,068	\$8,625,000	\$3,190,068
Percentages	100%	73%	27%

PROJECTED TRUST ALLOCATIONS

	Project Period September 2023 – December 2027
1. Total Beneficiary Funds	\$112,700,000.00
2. Anticipated Total Project Funding Requested to be paid through Trust	\$8,625,000
3. Anticipated Total Cost Share	\$3,190,068
4. Anticipated Total Project Funding (line 2 plus line 3)	\$11,815,068
5. Total Funding Allocated to Beneficiary (total of pending/approved D-4s)	\$97,500,000
6. Total Funding Allocated to Beneficiary, inclusive of Current Action (line 2 plus line 5)	\$106,125,000
7. Beneficiary Funds Remaining	\$15,200,000
8. Net Beneficiary Funds Remaining, including current funding action (line 7 minus line 2)	\$6,575,000

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/Reducing-Greenhouse-Gas-Emissions/Investing-in-cleaner-transportation/Washington-s-investment-plan>, was created to provide information related to the Trust, the VW partial Consent Trust Decrees, Washington's plans, and implementation information. To provide transparency and accountability, the Department of Ecology will make publicly 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 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).

Ecology reviewed similar projects completed as part of VW settlement grants, as well as EVSE prices on the state contract. The actual cost of any piece of equipment varies based on several factors, including capacity, functionality, distributor, and location. For this grant, no one piece of equipment is expected to exceed \$25,000.