

Volkswagen Environmental Mitigation Trust Fund  
Solicitation for Light-Duty Electric Vehicle Infrastructure  
Issued December 23rd, 2020

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This document describes the applicant and project eligibility requirements, application process, evaluation criteria, and implementation and operational requirements for the Light-Duty Electric Vehicle Infrastructure Program.

Please read this document completely before filling out the application; incomplete applications will be rejected. The VW Administrator reserves the right to modify this solicitation at its sole discretion.

## I. Overview

### A. Introduction

The Volkswagen Environmental Mitigation Trust (Trust) was established as part of a settlement reached between the United States District Court for the Northern District of California and Volkswagen (VW) for VW's use of illegal defeat devices in certain 2.0-liter and 3.0-liter diesel vehicles. Through the Trust, funding may be awarded to Eligible Mitigation Actions as prescribed in the settlement's Consent Decree that are intended to mitigate past and future emissions of nitrous oxides (NOx) emitted by the subject diesel vehicles.

The California Air Resources Board (CARB) is the lead agency acting on the State's behalf in implementing California's share of Trust funds totaling approximately \$423 million. On May 25, 2018, CARB approved the [Beneficiary Mitigation Plan](#) (BMP) for California, which establishes five eligible program categories and describes the goals and basic requirements for each category<sup>1</sup>.

CARB authorized the allocation of approximately \$360 million in Trust funds for projects and \$63 million for reserves and administrative costs. The five program categories that have been designated for the Trust funds include:

- Zero-Emission Transit, School, and Shuttle Buses (\$130 million)
- Zero-Emission Class 8 Freight and Port Drayage Trucks (\$90 million)
- Zero-Emission Freight and Marine (\$70 million)
- Combustion Freight and Marine (\$60 million)
- Light-Duty Zero-Emission Vehicle Infrastructure (\$10 million)

Up to \$10 million in Trust Funds will be awarded through the Light-Duty Zero-Emission Vehicle Infrastructure category including up to \$5 million for electric vehicle charging station projects and \$5 million for hydrogen fueling station projects<sup>2</sup>. Under contract to CARB, the Bay Area Air Quality Management District (BAAQMD) is serving as administrator ("VW Administrator") of the Trust funds for the award of funding for the Light-Duty Zero-Emission Vehicle Infrastructure category.

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<sup>1</sup> State of California. Beneficiary Mitigation Plan.

<https://ww2.arb.ca.gov/resources/documents/californias-beneficiarymitigation-plan>

<sup>2</sup> Funding for hydrogen fueling stations was awarded on December 9, 2020 under a contact with the California Energy Commission through a competitive solicitation, (GFO-19-602), which closed on May 22, 2020. For more details on GFO-19-602, see <https://www.energy.ca.gov/solicitations/2019-12/gfo-19-602-hydrogen-refueling-infrastructure>.

Questions about the Light-Duty Electric Vehicle Infrastructure Program must be submitted via email to [californiavwtrust@baaqmd.gov](mailto:californiavwtrust@baaqmd.gov). The VW Administrator will respond to questions by updating the FAQ document and verbally at webinars for questions received prior to the webinars. The Administrator will not be able to answer questions received within 2 weeks from the closing date.

## B. Program Goals and Overview

The program is designed to support the expanding fueling needs of a growing electric vehicle fleet across the state. By providing \$5 million in Trust funds, this competitive program will help support projects to purchase and install new charging stations for battery electric vehicles, while directing a minimum of 50% of the funds to [disadvantaged and low-income communities](#)<sup>3</sup>.

Trust funds will be paid only on a reimbursement basis after electric vehicle charging stations have been placed into service, eligible costs have been incurred and paid by the Funding Recipient (i.e., applicants whose applications are selected for an award), and the VW Administrator has approved the Funding Recipient's reimbursement request.

Each application will be evaluated, scored, and ranked independently using the criteria set forth in this solicitation and the applicable Consent Decree and BMP requirements, including any subsequent updates, modifications, or advisories.

## C. Program Resources and Updates

Additional resources related to the program and this solicitation, including announcements about upcoming workshops and teleconferences are available at <https://www.californiavwtrust.org/ev-infrastructure/>. Interested parties may also sign up at this site to receive periodic e-mail notifications regarding program updates.

For more information about the VW Trust, visit the California VW Mitigation Trust website at <https://www.californiavwtrust.org/>.

# II. Eligibility Requirements

## A. Eligible Applicants:

1. Eligible applicants must be Electric Vehicle Supply Equipment (EVSE) vendors or contractors that have existing relationships or can build relationships with site hosts. Site hosts, such as businesses and public agencies with multiple sites throughout California, must partner with a contractor or vendor to install stations.

Electrify America, and the Defendants of the Consent Decree (Volkswagen AG and its subsidiaries) are not eligible to apply.

2. Applicants must be in good standing with their local air district, i.e., in compliance with their local air district, State, and Federal air quality regulations.

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<sup>3</sup> CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. You can visit the website at:

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>; Priority Populations with a map of both disadvantaged and low-income communities is also available at:

<https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

3. Since Program funds are paid only on a reimbursement basis, applicants must have the financial ability to pay upfront for all costs necessary to complete their projects.
4. Applicants must own and operate the charging stations and must propose to install charging stations at multiple locations throughout California.
5. Applicants must apply with at least 10% of their sites selected in advance with commitment letters from each site and a concrete plan of how they will get the remaining 90% within 9 months.
6. Applicants must have installed EV charging stations in California within the last 3 years.

## B. Eligible Facilities and Projects:

Trust funding must be used to install equipment located at eligible “facilities” in California. For this solicitation, a “Facility” is any designated area or public parking lot/structure that has a distinct location (e.g., parcel number or physical address) where electric vehicle charging stations will be installed. Curbside parking spots and private residential garages, except for those that are used by residents of multi-dwelling units, are not eligible.

Facilities may fall into one or more of the following categories:

- **Destination Facility:** Activity center, such as a library, park, or shopping center. Proposed charging station(s) will be located at or within proximity to the activity center and are accessible to customers and visitors.
- **Multi-Dwelling Units (MDUs) Facility:** A dwelling consisting of 10 or more residential units. Proposed charging station(s) will be located at or within proximity to the MDU and are accessible to MDU residents and their guests. Projects located within non-publicly accessible facilities are eligible and subject to case-by-case project requirements. Single-family (household) residences and MDUs with less than five residential units are NOT eligible.
- **Transit Parking Facility:** Parking facility available at a transit station, airport long-term parking, or a park-and-ride location. Proposed charging station(s) will provide access to users of these forms of transit.
- **Transportation Corridors Facility:** Proposed charging station(s) will provide fast charging for making long trips, and are located in proximity to freeways and highways, e.g., a rest area. Transportation Corridors Facilities must include at least one DC Fast Charging Station.
- **Workplace Facility:** Proposed charging station(s) will provide access to charging for fleets, employees, and visitors and is located at, or within proximity, to an employment center.

Potential sites can include businesses, non-profits, and public agencies who either own the property where the proposed charging stations will be installed, or who provide evidence (e.g., lease agreement) from the property owner allowing the applicant to install and operate charging stations for the duration of the Project Term. Hosts are not able to apply directly and are required to work through a vendor.

Project applicants must apply for and qualify for at least \$1 million in funding. Funding recipients who modify the scope of their project post-award in any way that reduces their award to below the \$1 million threshold will have their entire project and award cancelled. For more details on maximum funding amounts, see section III.A Funding Limits.

### C. Requirements for Light-Duty Electric Vehicle Infrastructure Program

1. California prevailing wage requirements apply to any work performed, including but not limited to all of the provisions of State Labor Code Section 1771 regarding prevailing wages.
2. Funds must be used for the acquisition and installation of new light-duty electric vehicle supply equipment (Level 2 or fast charging) located in a public place, workplace, or multi-unit dwelling. Level 1 equipment is not permitted in this solicitation.
3. Charging stations must be new and installed within California.
4. Equipment must be ordered, purchased, and installed after a Notice to Proceed is issued AND the Funding Agreement has been executed. Retroactive payments are not permitted.
5. Charging stations must operate for a minimum of 3 years.
6. All funded charging stations must be available for use by the public at least 250 days per year, for at least 8 hours per day during normal business hours.
7. Safety Certification: Charging stations must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent safety standard.
8. Charging stations must be installed at a stationary location (e.g., not on a mobile platform), and must be connected to the electric grid.
  - a. Level 2: Level 2 charging stations must be able to deliver electricity to EVs at a minimum rate of 3.3 KW and must have the SAE standard J1772 connector.
  - b. DC Fast: DC Fast charging stations must be able to deliver electricity to EVs at a minimum rate of 40 KW and must have both the CHAdeMO and SAE Combo connectors. In addition, each DC Fast charging station installed must be paired with either a new or existing Level 2 charging station within 1 mile of the proposed project location.
9. Projects must demonstrate that they are filling gaps not met by SB350, Electrify America and Energy Commission Programs. Projects funded by those programs are not eligible.
10. Be operated and in service during the Project Life, which is estimated to be a minimum of 3 years, unless the applicant requests and receives approval from the VW Administrator for a shorter period.
11. Applicants must apply with at least 10% of their sites selected in advance with commitment letters from each site and a concrete plan of how they will get the remaining 90% within 9 months.
12. Applicants must have installed EV charging stations in multiple counties in California within the last 3 years.

## III. Funding Limits, Match Funding, Eligible Costs, and Reimbursement Process

### A. Funding Limits

Funding is paid on a reimbursement basis, so funding recipients must be able to pay for all equipment and installation costs up-front.

Minimum contract award shall be \$1 million. Funding recipients who modify their project’s scope of work post-award to below this \$1 million threshold will have the entire project and award cancelled.

Maximum funding:

Accessible to the general public	Property and ownership types	Maximum funding of eligible costs
No	Workplace and multi-unit dwelling	Up to 60%
Yes	Government-owned properties	Up to 100%
Yes	Private owned properties	Up to 80%

### B. Match Funding Requirements

Funding recipients will be responsible for covering all costs (“Match”) that are not covered by the award. Also, if any match funding falls out or the project becomes ineligible for match, the funding recipient is solely responsible for securing additional match funding to meet the requirements herein. Applicants are encouraged to pursue co-funding opportunities; however:

- a. All match and co-funding sources must be disclosed in the application and the reimbursement request. VW funding and other co-funding grant sources may not exceed the total eligible costs.
- b. Unallowed Sources: Match/co-funding may NOT include funding from sources where any portion of the resulting NOx emission reductions could be double counted, including but not limited to the Clean Off Road Equipment Voucher Incentive Program, Carl Moyer Program, AB 923 (Firebaugh, Chapter 707, Statutes of 2004), and AB 617 (C. Garcia, Chapter 136, Statutes of 2017).
- c. Allowable Sources: Subject to any limitations from the co-funding source, applicants may use CEC, Low Carbon Fuel Standard, Utility programs, and Congestion Mitigation Air Quality as match. Applicants may also use funding from other State, local, federal, non-profit, or private revenue sources that do not claim or require NOx reductions. Applicants may claim Low Carbon Fuel Standard credits earned by the charging stations funded through this Program.

### C. Eligible Costs

Program funds awarded may only be used to reimburse for eligible costs incurred. The following is a list of eligible costs:

- Charging station hardware, including tax and shipping fees.
- Labor for installation.
- Materials for installation e.g., trenching, wiring, signage, and conduit.
- Costs associated with necessary electrical upgrades to meet the demands of the charging station (i.e., electrical panels, and transformers).
- Permit fees.
- Hardware equipment separate from the charging station used to record the kWh dispensed from the equipment to EVs (e.g., separate meter, data logger).

- Signage.

#### D. Ineligible Costs

The following are examples of costs that may be incurred by Funding Recipients in the implementation of their projects but are not eligible for use towards match requirements or for reimbursement with Light-Duty Electric Vehicle Infrastructure Program funds:

- Any costs not directly related to the purchasing and installation of new electric vehicle charging stations.
- Consultant fees.
- Maintenance, repairs, and operations, such as cost of electricity (utility) and network fees.
- Administrative costs, including accounting for Light-Duty Electric Vehicle Infrastructure Program funds and fulfilling contractual obligations, including, but not limited to audits, reporting and record-keeping requirements specified in the Funding Agreement.
- Costs to improve parking area that are not directly related to the project.
- Labor costs related to grant agreement administration and project management.
- Contractor labor, fees, or other costs that are not directly related to installation of infrastructure.
- Planning or feasibility studies.
- Existing station upgrade.
- Fuel and energy costs.
- Non-essential equipment hardware.
- Operations costs (i.e., operational fees, maintenance, repairs, improvements, spare parts).
- Insurance.
- Data collection and reporting.
- Travel/lodging.
- Employee training and salaries.
- Legal fees.
- Real estate property purchases/leases.
- Performance bond costs.
- Storm water plan costs.
- Security costs.
- Testing and soil sampling.
- Hazardous materials, including permitting, handling, and disposal.



## E. Reimbursement Process

Awarded funds will be paid only on a reimbursement basis after charging infrastructure have been placed into service, eligible costs have been incurred and paid for by the Funding Recipient, and after the VW Administrator has approved the Funding Recipient's reimbursement request.

Required documentation includes (but is not limited to) complete and valid invoices for any eligible costs incurred proof of payment made, and verification that the electric vehicle charging stations meet all requirements and is operational.

## IV. Implementation and Operation Requirements

### A. Project Implementation Requirements

After a Grant Agreement has been executed and Notice to Proceed has been issued, Funding Recipients may begin work implementing their project component(s), which includes connecting with hosts to plan installations, purchasing of EV charging stations, and contracting with service providers.

1. **Deadline to place new Equipment into service:** All funded Equipment must be placed into service and operational within 12 months of the date of award for host sites that are identified in the application. For additional sites that are identified after the date of the award, the funding recipient has 24 months total to identify these sites, get commitments and install the EV chargers.

Copies of purchase order must be submitted within 3 months of contract execution date. On a case-by-case basis, the VW Administrator may consider applicants' requests for a longer implementation period.

2. **Prevailing Wages and Labor Compliance:** The Funding Recipient must ensure that all work complies with all California prevailing wage requirements for any work performed with Trust funds, including but not limited to all of the provisions of State Labor Code Section 1771 regarding prevailing wages.

### B. Project Operation Requirements

After the new Equipment has been placed into service, the Funding Recipient will operate the Equipment in California in the manner specified in the application and Grant Agreement.

1. **Operational Period:** The Funding Recipient must maintain and operate all funded Equipment in service for at least 3 years unless the applicant requests and receives approval from the VW Administrator for a shorter period.
2. **Maintain Insurance:** Funding Recipient shall maintain insurance as required by law, including but not limited to property, liability, and workers compensation insurance. If an accident or other cause destroys or otherwise renders the funded equipment permanently inoperable, the applicant must notify the VW Administrator in writing. The written notification must provide proof that the funded equipment has become inoperable, including photographs of the inoperable equipment with equipment identification numbers (EIN) or other identifying markings, and any applicable insurance or police documentation.
3. In the event that any funded equipment become inoperable, the Funding Recipient is solely responsible for replacing the inoperable equipment at their own expense to complete their operational requirements if any of the contractual obligations have not been met.

4. Resale: Upon receiving written approval from the VW Administrator, a Funding Recipient may identify a new purchaser for the equipment. The new purchaser will be required to fulfill all the remaining requirements in the Grant Agreement made with the original Funding Recipient. The following conditions also apply:
  - a. The original Funding Recipient must inform the new purchaser in writing about the project requirements by sharing a copy of the Grant Agreement.
  - b. For the original owner to be released from the requirement to satisfy the Grant Agreement terms, the new equipment purchaser must sign an amended version of the Grant Agreement with the VW Administrator prior to official resale.
  - c. For funded equipment that is resold or moved out of the State, the Funding Recipient must promptly refund a prorated portion of Trust funds received.

## V. Tentative Program Schedule

### **Draft Key Actions Dates Time (Pacific)**

- Public release of solicitation: February 15<sup>th</sup>, 2021 1pm
- Applicant webinars Information: Information will be posted on VW website
- Application submittal deadline: April 15<sup>th</sup>, 2021 1pm
- Evaluation period: April-May 2021 (tentative)
- Applicants notified, "Notice of Proposed Award" (NOPA): June 2021
- Proposed contracts sent to awardees for signature: Within 30 days after publication of NOPA
- Deadline for awardees to return signed contract to VW Administrator: Within 60 days from date the contract has been issued by VW Administrator
- Contract executed and Notice to Proceed issued by VW Administrator: Within 14 days from date VW Administrator receives the signed contract from the Funding Recipient
- Electric vehicle charging stations is delivered and into service: All funded equipment must be placed into service and operational within 12 months of the date of award for host sites that are identified in the application. For additional sites that are identified after the date of the award, the funding recipient has 24 months total to identify these sites, get commitments and install the EV chargers.
- Funding Recipient submits annual operational reports: Due by February 1 until the project has provided at least 36 months of operational data
- Funding Recipient maintains written records of Equipment purchased with Trust funds: Duration of the contract term plus three years

## VI. Application Submittal Process and Evaluation

### A. Application Webinars

The VW Administrator will hold online pre-solicitation webinars to address questions about the application process, online application system, and the Light-Duty Electric Vehicle Infrastructure Program.

The online webinars will be open to all interested parties. Pre-registration is required for participation. The registration link, information about the webinar schedule, and recordings of all webinars will be posted on the California VW Mitigation Trust website at <https://www.californiavwtrust.org/ev-infrastructure/>.

### B. Application Submittal Instructions

All applications and supporting documentation must be submitted through the web-based application portal, located at <https://www.californiavwtrust.org/ev-infrastructure/>. Hard copy applications will not be accepted.

1. Applicants may use a third party to assist in completing the application; however, no contracts will be executed with a third party.
2. Applicants are responsible for ensuring the accuracy of all information provided in the application. Submission of incomplete, incorrect, or false information may result in disqualification or penalty of perjury.
3. For questions related to the use of the online system, applicants may contact the VW Administrator via email at [californiavwtrust@baaqmd.gov](mailto:californiavwtrust@baaqmd.gov) and via phone at 1-844-9VW-FUND. Due to the competitive nature of this solicitation, questions about the Light-Duty Electric Vehicle Infrastructure program will not be answered by phone.

### C. Required Supporting Documentation

Applicants must ensure that all required supporting documentation is submitted along with the application. A non-exhaustive list of application documentation items required for each project component category is included in Appendix B: Application Checklists.

### D. Evaluation Process

This is a competitive funding opportunity; therefore, all applications will be reviewed at the close of the application deadline. If there are funds remaining after the initial application period, applications will be reviewed on a first-come, first-serve basis. The total amount available to projects is \$5 million.

1. Initial Screening: All applications will undergo an initial screening process for eligibility and completeness according to the criteria set forth in this solicitation. The VW Administrator may disqualify any applicant who has demonstrated past failure to meet contractual obligations with the VW Administrator, other air district(s), or CARB, or has failed to comply with applicable local, state, or federal laws.
2. Scoring and Ranking: Each proposal will be scored and ranked based on the criteria listed below. As part of this process, the VW Administrator will verify information provided in the application, which may cause the initial rankings, and any associated awards, to change.

Applications will be evaluated on the following criteria. Points distribution to be determined.

- **Technology type:** The applications will be evaluated based on charging station type with a focus on Level 2 (minimum rate of 3.3 KW) and DC Fast. Level 1 charging stations will not be permitted for this solicitation.
- **Project benefits:** All applications must have a minimum of 50% of stations in Disadvantaged (SB535)/Low Income (AB1550) communities to be considered. Additional points will be given to those applications with higher percentages of stations in Disadvantaged (SB535)/Low Income (AB1550) communities beyond 50%. Further points will be given to the number of counties stations will be installed in and the distance from the nearest EV charging station.
- **Project readiness:** Applications must have 10% of the locations already determined with letters of commitment from the site hosts. For the remaining locations, the applicants must demonstrate an outreach plan with specific steps and communication methods on how they will get the remaining host sites.
- **Qualifications:** Applicants should demonstrate recent installation history, installing charging stations in multiple California counties over the past 3 years.
- **Budget:** Applications will be evaluated based on the number of charging stations per amount awarded and the amount of kilowatt energy provided per amount awarded.

Applicants Selected for Award: Applicants that are selected for an award (Funding Recipient) will be issued a Notice of Proposed Award and a proposed contract for signature. A Notice to Proceed will be issued with the fully executed contract (signed by both the Funding Recipient and the VW Administrator), at which point the Funding Recipient may begin work on their approved project. Applicants who have started any work on their project (e.g., binding contract for sale) prior to receiving the Notice to Proceed will have their project disqualified and cancelled (exceptions apply to fully refundable deposits and match/co-funding). Only a fully executed contract constitutes the VW Administrator's award of Trust funds. A Notice of Proposed Award does not constitute a final obligation on the part of the VW Administrator to fund a project.

Program Waitlist: If the Program is oversubscribed, all eligible applications not initially selected for awards will be placed on a waitlist. At its sole discretion, the VW Administrator may use the waitlist to award funding to qualifying lower-ranked applicants for up to 18 months.

## VII. Inspections, Reporting, and Record Keeping

### A. Reporting Requirements

Funding Recipients must submit periodic reports to the VW Administrator that at a minimum include:

1. Semi-annual Progress reports that contain information about the preoperational status of the project, including project costs incurred, project activity during the reporting period, and information about progress made toward implementing the project.
2. Annual operational reports for at least a continuous 36-month operational period that document ownership status and include the new Equipment's mileage or hours operated.

### B. Maintaining Program Records

Funding Recipients must keep written records of the Equipment purchased and funded with Trust funds – including but not limited to project related expenditures and proof of purchase, final copies of reports

submitted to the VW Administrator, copy of executed Grant Agreement and amendments, if any, for the duration of the contract term plus three years.

### C. Records Requirement

The Funding Recipient must provide all requested information related to any Equipment purchased with Trust funds within ten days of the VW Administrator's written request for such information.

Requested information may include but is not limited to purchase orders or agreements, Equipment payment information, registration, insurance and purchaser fleet information.

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## Appendix A: Definitions

**Aggregator:** is an intermediate between electric vehicle (EV) and operator of power grid.

**Applicant:** means any person or organization who submits an application.

**BAAQMD:** means Bay Area Air Quality Management District, the entity selected by CARB to administer the Zero-Emission Freight and Marine funding category.

**Beneficiary Mitigation Plan:** is the document that contains the eligible mitigation actions for California that CARB will fund from the State's \$423 million allocation of the Environmental Mitigation Trust.

**Charging Station:** Also known as electric vehicle supply equipment (EVSE), consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle.

Charging stations fall into one of three types:

- **Direct Current (DC) Fast Charging Station:** Uses an external charger, and supplies electricity in the form of direct current, typically at a rate of 40 KW or higher.
- **Level 2 Charging Station:** Supplies electricity to a EV's onboard charger in the form of alternating current. Level 2 charging stations require a 208/240V AC connection.

**Disadvantaged Communities:** For the purpose of SB 535, these areas are defined by the California Environmental Protection Agency as the top 25% most impacted census tracts in CalEnviroScreen (current version is 3.0).

**Funding Recipient:** means applicants whose applications are selected for an award.

**Infrastructure:** means the equipment used to enable the use of electric powered vehicles (e.g., electric vehicle charging station).

**Match funding:** means those funds contributed by Funding Recipient, or other entity for the sole purposes of covering the Eligible Costs.

**Electric Vehicle (EV):** A vehicle that is propelled in part or solely by an electric motor, is capable of being recharged from an external source of electricity that meets the Society of Automotive Engineers and/or CHAdeMO protocol standard, and meets the California Air Resources Board fuel standard of Plug-in Gasoline Electric Hybrid or Li+.

**Low-income communities:** For the purpose of AB 1550, these areas are defined as census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by Housing and Community Development's State Income Limits.

**Project Term:** The Project Term commences on the date the Funding Agreement is executed and continues until the funding recipient has completed all contractual obligations.

**Vendor:** Either a supplier or an aggregator.

"VW Administrator" see "BAAQMD".

## Appendix B: Application Checklist

### Application and Supporting Documentation Checklist

Application Checklist		
1	Applicant Name and Contact information	
2	<p>Host site names, contact information, and facility location with the following information for each:</p> <ul style="list-style-type: none"> <li>• commitment letters from at least 10% of the hosts</li> <li>• whether each location is in to <a href="#">disadvantaged and low-income communities</a></li> <li>• whether location is accessible to the general public</li> <li>• distance from other charging stations</li> <li>• number and type of charging station(s) to be installed in each location</li> </ul> <p>Plan for reaching out to new hosts and facility location with the following information:</p> <ul style="list-style-type: none"> <li>• whether each location is in a <a href="#">disadvantaged and low-income community</a></li> <li>• whether location is accessible to general public</li> <li>• distance from other charging stations</li> </ul>	
3	<p>Budget including charging station type, cost and funds requested.</p> <ul style="list-style-type: none"> <li>• This should include a breakdown of amount of kilowatt energy provided per amount requested and number of charging stations per amount requested.</li> </ul>	
4	Information on match-funding for the projects.	
5	Proof that Applicant has installed EV charging stations in multiple counties in California within the last 3 years.	
6	Insurance Documentation (can be submitted at time of reimbursement)	
7	Applicant W-9	