

# DC Fast Charging and Hydrogen Fueling Grant Program

*A Driving PA Forward Funding Program*



**pennsylvania**

DEPARTMENT OF ENVIRONMENTAL  
PROTECTION

**Tom Wolf**  
Governor

**Patrick McDonnell**  
Secretary

Calendar Year (CY) 2021

## **Important Information**

**Project Funding** – There is up to \$2,200,000 available for reimbursement grants from the Pennsylvania Department of Environmental Protection (DEP) under the 2021 DC Fast Charging and Hydrogen Fueling Grant Program.

**Project Period** – The project period will begin upon execution of a grant agreement and end 24 months later. Projects without an executed site host agreement within 12 months of the date of the execution of the grant agreement will be subject to termination by DEP.

**Submission Format** – The application is available online through the Department of Community and Economic Development’s (DCED) Electronic Single Application website, eGrants, at: <https://www.esa.dced.state.pa.us/Login.aspx>. Paper and faxed copies will not be accepted.

**Application Submission Period** – The DC Fast Charging and Hydrogen Fueling Grant Program application submission period will begin on October 29, 2021 and will remain open continuously until 4:00pm on January 31, 2022. Of the \$2,200,000 funding available, DEP will strive to award at least \$1,000,000 to Corridor Expansion projects, which are defined in the Eligibility Information section. A single applicant may receive no more than \$750,000 of the available funding. DEP will review and score applications after the submission period end date.

**Webinar/Application Assistance** – DEP staff will post a recorded presentation for potential applicants on the Drive PA Forward website at <http://www.depgis.state.pa.us/DrivingPAForward/> under the ‘DC Fast Charging And Hydrogen Fueling Grant Program’ heading. See Section VIII for more information.

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## I. Funding Opportunity Description

### A. Background

Reducing emissions from diesel engines is one of the most significant air quality challenges facing the Commonwealth of Pennsylvania (PA). To help Pennsylvania meet its diesel emissions reduction goals, the Wolf Administration has developed new grant and rebate programs under the Driving PA Forward initiative to improve air quality in Pennsylvania and drive transformation from older, polluting diesel engines to clean technologies. New engine technologies like electric, compressed natural gas, propane, and clean diesel can significantly reduce pollutants from freight and delivery trucks, transit and school buses, cargo handling equipment, ocean going vessels in port, forklifts, tugs, and freight switchers that rely on older diesel technology.

The goal of the Governor's initiative is to permanently reduce NOx emissions by as much as 27,700 tons. Of the mobile source NOx emissions, diesel sources, including aviation, marine, and rail sources, account for approximately 61 percent of the emissions.

The DC Fast Charging and Hydrogen Fueling Grant Program is one of the Driving PA Forward financial incentive programs that the PA Department of Environmental Protection (DEP) has developed to fund Eligible Mitigation Actions (EMAs) from Pennsylvania's \$118.5 million allocation from the State Mitigation Trust, resulting from the emissions cheating lawsuit settlement.<sup>1</sup> Pennsylvania will have at least 10 years to use its allocation of the Trust to fund EMAs. All expenditures from the State Mitigation Trust will require the approval of the Trustee.<sup>2</sup>

According to the Alternative Fuels Data Center, there are 785 Level 2 Electric Vehicle charging stations with J1772 plugs, 66 DC Fast Charging stations with CCS and/or CHAdeMO charging plugs, and zero hydrogen fueling stations available to the public in Pennsylvania as of March 2021. Significant expansion of the existing infrastructure will need to occur to meet a future charging demand that assumes 20 percent market share of electric vehicles by 2030. The U.S. Department of Energy's National Renewable Energy Laboratory (NREL) estimates that Pennsylvania will need 13,600 level 2 workplace chargers, 9,200 level 2 public chargers, and 810 DC fast chargers to meet this potential demand. Pennsylvania has published the *Pennsylvania Electric Vehicle Roadmap* (PA EV Roadmap), which includes details on opportunities and strategies designed to increase the adoption of EVs and the expansion of charging infrastructure in PA.

A maximum of 15 percent of Pennsylvania's State Mitigation Trust allocation, approximately \$17.7 million, will be used to fund light-duty zero emission vehicle supply equipment (ZEVSE). DEP will implement two incentive programs using this funding: a competitive grant program for both DC fast charging (DCFC) and hydrogen fuel cell

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<sup>1</sup> A \$2.866 billion environmental mitigation trust (State Mitigation Trust) was established by the Environmental Mitigation Trust Agreement for State Beneficiaries filed by the United States (U.S.) Department of Justice, with the U.S. District Court for the Northern District of California on October 2, 2017, in the case, *In Re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation* (No. 3:15-md-02672-CRB (N.D. Cal.), MDL No. 2672). Additional information about the case and the settlement are available on DEP's website.

<sup>2</sup> A Trustee, Wilmington Trust, N.A., was approved by the Court on March 15, 2017, to administer the State Trust Agreement and disburse the funds from the State Mitigation Trust.

fueling (HFCE) projects, and a rebate/voucher program for level 2 electric vehicle supply equipment (EVSE) projects. These guidelines are specific to the DCFC and HFCE grant program.

**B. Scope of Work**

The primary goal of the DC Fast Charging and Hydrogen Fueling Grant Program is to improve Pennsylvania's air quality by spurring investment into DCFC infrastructure and HFCE infrastructure. Expanding the availability of EV charging and HFCE opportunities and networks is expected to accelerate consumer and fleet adoption of battery electric, plug-in hybrid electric, and hydrogen fuel cell light-duty vehicles, thereby resulting in air quality improvement.

DEP will award grants on a competitive basis for the purchase, installation, and operation of publicly accessible DCFC or HFCE at locations proposed by program applicants. Each grant award will be for a single charging or fueling site under one of three site categories: Community Hub, Corridor, or Destination.

**II. Award Information**

**A. Available Funding**

The funding available for Calendar Year (CY) 2021 under the DC Fast Charging and Hydrogen Fueling Grant Program is up to \$2,200,000. The maximum amount for individual grant awards will be \$500,000 for hydrogen fueling projects, and \$250,000 for DC fast charging projects. DEP will award a minimum of \$1,000,000 to Corridor Expansion projects, which are defined in the Eligibility Information section, so long as enough eligible and satisfactory projects apply. Applicants may submit more than one application, and DEP may award multiple grants to an individual applicant for multiple projects within the same or different areas or corridors. DEP may also award grants to more than one applicant within an area or corridor. A single applicant may receive no more than \$750,000 in CY 2021 awards.

**B. Project Period**

The project period for the DC Fast Charging and Hydrogen Fueling Grant Program will begin upon notification of project selection and end 24 months later. Extension requests will be evaluated on a case-by-case basis by DEP.

Following grant award, successful applicants will enter into a Grant Agreement with DEP. Full execution of a Grant Agreement typically takes about two to four months. Terms of the agreement will provide each grant recipient 12 months from the date of project selection to secure the specific host site for the project, including execution of a site host agreement or other equivalent documentation necessary to ensure the project is ready to move forward on that site. Projects without a secured host site within 12 months of project selection may be subject to termination by DEP.

***Any applicant who begins a project and incurs costs before receiving a fully executed grant agreement does so with the understanding that the costs can only be reimbursed***

*after successful execution of a grant agreement. Any costs incurred before receiving notification of grant award may not be reimbursed.*

C. Funding Type

The DC Fast Charging and Hydrogen Fueling Grant is offering funding as a reimbursement grant program. Under a reimbursement grant, the grantee will pay all project costs and submit proof that project invoices have been paid and project work has been completed along with a reimbursement request to DEP. If DEP approves the reimbursement request, DEP will submit the reimbursement request to the Trustee for direct payment to the grantee. This payment process may take at least five to seven months. Detailed invoice requirements and submission instructions will be provided to successful applicants.

**III. Eligibility Information**

A. Eligible Applicants

See the glossary for definitions.

1. Businesses
2. Incorporated Nonprofits
3. State, Local, or Tribal Government Agencies
4. Air Quality or Transportation Organizations
5. Metropolitan or Rural/Regional Transportation Planning Organizations
6. Federal Government Agencies

B. Ineligible Applicants

1. Businesses not incorporated in or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.
2. Individuals applying as individuals, not on behalf of an eligible applicant. Please note sole proprietors are eligible to apply as a business.

C. Eligible Project Types

1. Publicly accessible DC Fast Charging projects for light-duty EVs.
2. Publicly accessible DC Fast Charging projects for light-duty EVs combined with Level 2 charging at the same location.
3. Publicly accessible hydrogen fuel cell supply equipment projects for light-duty hydrogen fuel cell vehicles.

D. Ineligible Project Types

1. Projects that are Level 2 EV Charging only. Level 2 only projects may be eligible for a rebate under the Level 2 EV Charging Rebate program. See the Driving PA Forward website here: <http://www.depgis.state.pa.us/DrivingPAForward/>.
2. Projects already completed or started prior to applying to DEP.
3. Projects proposed for a location outside of Pennsylvania.
4. Projects that are not publicly accessible 24/7.

5. Projects that have been awarded an Alternative Fuels Incentive Grant from DEP (does not apply to HFCE projects).
6. Projects in locations where the installation of the proposed equipment is prohibited by local, state, or federal laws or regulations.

E. Eligible Project Locations

DEP is accepting applications for DCFC and HFCE projects in transportation corridors, destination locations, and locations that serve as community charging/fueling hubs. Each application must identify a proposed project site, which can be located anywhere in PA. Additional points will be given during the scoring process for:

1. Projects located within any of the six major metropolitan statistical areas (MSAs) identified below in section G,
2. Project locations with no/limited nearby existing or planning stations of the same fuel type,
3. Projects located within 3 roadway miles of an interchange along any of PA's interstate highways,
4. Projects that decrease the distance between existing DCFC and HFCE locations along an interstate. (i.e. A station located halfway in the middle of a 100-mile fueling/charging gap would reduce the gap by 50 miles and receive more points than a location that reduces a fueling/charging gap by 20 miles.), and
5. Projects that decrease existing DCFC station gaps of greater than 50 miles along an interstate highway to less than 50 miles. (i.e. A station that reduces a 60-mile gap into a 20 and a 40-mile gap would receive additional points for reducing a greater than 50-mile gap to less than 50 miles.)

F. Corridor Expansion Projects

DCFC and HFCE project locations that increase charging/fueling access along interstate highways will be termed Corridor Expansion projects. To be considered a Corridor Expansion project, the proposed location must be within 3 roadway miles of an interchange along any of PA's interstate highways and be located within a charging/fueling station gap of greater than 50 miles along the interstate highway. Both existing and planned stations will be considered when determining if there is a station gap of greater than 50 miles. (Note that DCFC stations must have a CCS plug to be considered an existing station.) In other words, the new charging/fueling station must increase the number of interstate roadway miles that are within 50 miles of a charging/fueling station.

For a map of all current DCFC and HFCE stations in Pennsylvania, please visit the Alternative Fuels Data Center at

[https://afdc.energy.gov/fuels/electricity\\_locations.html#/find/nearest?fuel=ELEC&ev\\_connectors=J1772COMBO](https://afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC&ev_connectors=J1772COMBO). When searching for existing DCFC stations, set the plug type to "CCS". Please see the supplemental document on Driving PA Forward under the 'DC Fast Charging and Hydrogen Fueling Grant Program' for a list of planned stations. If you have any questions about determining whether a project location qualifies as corridor expansion, please use the contact information in Section X.

As detailed later in the guidelines, DC fast charging Corridor Expansion projects are eligible for a higher funding share and have lower minimum charging power requirements. The table below summarizes the funding and project requirement differences between DC fast charging Corridor Expansion projects and all other eligible projects.

	<b>DC Fast Charging Corridor Expansion Projects</b>	<b>All Other Eligible DC Fast Charging Projects</b>
<b>Minimum Charging Power</b>	120 kW for one vehicle, 60 kW simultaneous for multiple vehicles	150 kW for one vehicle, 60 kW simultaneous for multiple vehicles
<b>Maximum Funding</b>	65% of project costs or \$250,000, whichever is less	60% of project costs or \$250,000, whichever is less
<b>Funding Priority</b>	At least \$1,000,000 will be awarded to these projects if sufficient satisfactory projects apply	None

**G. Metropolitan Statistical Areas**

The following six major MSAs constitute target areas for ZEVSE deployment under this grant program.

1. Philadelphia (Bucks, Chester, Delaware, Montgomery, Philadelphia Counties)
2. Pittsburgh (Allegheny, Armstrong, Beaver, Butler, Washington, Westmoreland, Green, Fayette Counties)
3. Allentown (Carbon, Lehigh, Northampton Counties)
4. Harrisburg (Cumberland, Dauphin, Perry Counties)
5. Lancaster (Lancaster County)
6. Scranton/Wilkes-Barre (Lackawanna, Luzerne, Wyoming Counties)

**IV. Cost Share Requirements and Eligible Project Costs**

**A. Project Funding Levels**

1. DEP will fund up to 60 percent of eligible project costs for DCFC projects, up to a maximum of \$250,000 per award. For Corridor Expansion projects, DEP will fund up to 65 percent of eligible project costs for DCFC projects, up to a maximum of \$250,000 per award.
2. DEP will fund up to 33 percent of eligible project costs for HFCF projects capable of dispensing at least 250 kg/day, and up to 25 percent of eligible project costs for HFCF projects capable of dispensing at least 100 kg/day, up to a maximum of \$500,000 per award.
3. All matching funds claimed in a project proposal must be supported with documentation that demonstrates the funds are available. Examples of acceptable documentation include, but are not limited to, letter or statement from a financial institution verifying availability of cash or approval of financing/credit and letter of commitment from the match donor.



## B. Eligible Costs

All project costs must be necessary for and directly connected to the acquisition, installation, operation, and maintenance of the EV charging system or HFCE system. Project costs may include, but are not limited to, the following:

1. Project/site design
2. DCFC & HFCE equipment costs
3. Level 2 EVSE costs (only when combined with new DCFC at the same location)
4. ZEVSE installation costs directly associated with and required for the installation and safe operation of ZEVSE
5. Electric service upgrades
6. Connecting ZEVSE to electrical service
7. Charging Network costs - maximum of 3 years (note: only costs paid during the project period will be considered eligible.)
8. Maintenance costs - maximum of 3 years (note: only costs associated with a maintenance agreement and paid during the project period will be considered eligible.)
9. Signage (includes directional signs in the vicinity of the station guiding potential users to the site, and onsite signs designating parking spaces)
10. Onsite lighting of the ZEVSE and affiliated parking spaces
11. Battery storage

## C. Ineligible Costs

The following costs will not be eligible for reimbursement:

1. Purchase or rental of real estate
2. Construction or general maintenance of buildings and parking facilities
3. Paving and landscaping
4. Administrative costs
5. Electric supply costs
6. Equipment or facility maintenance costs, except costs associated with a ZEVSE maintenance agreement and paid within the project period

## V. **Project Requirements**

All applications should address how the project proposal will comply with the following requirements. Failure to address these requirements may result in disqualification of the application during the DEP review process. Failure of a grantee to maintain compliance with these requirements through project implementation and operation may result in withholding of grant reimbursement and/or rejection of future grant applications submitted by the grantee.

### A. All Projects

All projects must meet the following requirements:

1. Charging/fueling stations shall be
  - a. located within Pennsylvania,
  - b. publicly accessible,
  - c. capable of operating 24 hours per day, every day, and

- d. at locations that offer unrestricted access.
2. Site development and project installation shall be done in compliance with all applicable laws, ordinances, regulations and standards, including compliance with the Americans with Disabilities Act (ADA).
3. Payment options shall include multiple point-of-sale methods, such as pay-per-use and subscription methods, including the ability to accept credit and debit cards.
4. Accessibility and payment options shall be offered without restriction based on network membership or subscription.
5. Real-time pricing and fee information shall be displayed on device or payment screen.
6. Projects shall include paved parking spaces enabling the maximum number of vehicles capable of being charged/fueled simultaneously and shall include adequate space for future expansion.
7. Parking spaces shall be adequately lit from dusk to dawn and located safe from flow of traffic.
8. Projects shall include directional signage at each entrance to the property that identifies the availability and location of charging/fueling, and that clearly identifies associated parking spaces.
9. All projects shall include a customer service support telephone number available 24/7 and clearly posted to assist customers with difficulties accessing or operating the charging/fueling station.
10. All ZEVSE shall come with a minimum of three-year manufacturer's warranty.
11. All projects shall include a project maintenance plan that must be submitted to DEP prior to project completion as a condition of final payment approval.
12. Upon completion of the project, project owners shall register the location with the Alternative Fuel Data Center station locator tool at [www.afdc.energy.gov/](http://www.afdc.energy.gov/).

#### B. EV Charging Projects

In addition to the requirements for All Projects, all EV charging projects shall also meet the following requirements:

1. DCFC projects shall include a minimum of two dual-cord protocol charging units with one CCS Type 1 and one CHAdeMO on each unit. Other configurations may be considered if both plug standards are installed and operate independently to provide redundancy. Projects that propose to install more than two charging units are only required to include a total of two CHAdeMO plugs. Stations that already have DC fast charging equipment but do not currently have CCS and CHAdeMO plug types are eligible to apply.
2. DCFC projects shall provide a minimum of 150 kW for a single vehicle, and at least 60 kW simultaneous charging when multiple vehicles are connected. Corridor Expansion projects are required to provide charging output of at least 120 kW for a single vehicle, and at least 60 kW simultaneous charging when multiple vehicles are connected.
3. Projects shall maintain appropriate EV charging network hardware and software that include the capabilities for: remote diagnostics, "remote start" of the equipment, and collecting and reporting usage data.
4. If Level 2 EVSE is included, it must use SAE J1772 compliant plugs.

5. If Level 2 EVSE is included, it must be capable of providing electric power at each plug at a minimum of 7.2 kW (240V @ 30A), concurrently.
6. Charging equipment must be certified through the Nationally Recognized Testing Laboratory (NRTL) program to demonstrate compliance with appropriate product safety test standards. Underwriter's Laboratory (UL) is part of the NRTL program. The complete list of accredited NRTLs can be found online at: <https://www.osha.gov/dts/otpca/nrtl/nrtllist.html>.
7. All project owners shall submit basic station utilization data to DEP for 3 years after project completion. See Section VI.C.3 for more detail on reporting requirements.

C. Hydrogen Fuel Cell Fueling Projects

In addition to the requirements for All Projects, all HCFC projects shall also meet the following requirements:

1. HFCF projects shall be designed, constructed and operated in accordance with the latest standards for hydrogen fueling systems, including NFPA 2 Hydrogen Technologies Code, and SAE J2601 Fueling Protocols for Light-Duty Gaseous Hydrogen Vehicles.
2. The proposed station must be able to dispense hydrogen at the mandatory H70-T40 (700 bar).
3. The proposed station must provide hydrogen at a quality consistent with SAE J2719: Hydrogen Fuel Quality for Fuel Cell Vehicles.
4. Prior to project construction, a successful applicant shall develop a Safety Plan in accordance with the Pacific Northwest National Laboratory's (PNNL) Hydrogen Safety Panel's (HSP) Safety Planning for Hydrogen Fuel Cell Projects latest guidance, ([https://h2tools.org/sites/default/files/Safety\\_Planning\\_for\\_Hydrogen\\_and\\_Fuel\\_Cell\\_Projects-March\\_2016.pdf](https://h2tools.org/sites/default/files/Safety_Planning_for_Hydrogen_and_Fuel_Cell_Projects-March_2016.pdf)).
5. Following station startup, successful applicants shall provide station performance data to the National Fuel Cell Technology Evaluation Center (NFCTEC) through the NREL. This data is collected as part of national efforts to compile hydrogen station data, such as hydrogen dispensed, maintenance, component reliability, etc., through standard data templates. Data shall be provided annually for a minimum of 3 years, in addition to reporting to DEP.

**VI. General Conditions, Reporting, and Project Monitoring**

A. Public Disclosure of Application Documents

DC Fast Charging and Hydrogen Fueling Grant Program applications and supporting documentation are public documents and subject to disclosure to the public upon request. Please note that all documentation and records used to support a funding request submitted to the Trustee of the State Mitigation Trust, and all documentation and records in support of all expenditures of State Mitigation Trust funds, are required to be made publicly available, subject to applicable laws governing the publication of confidential business information and personally identifiable information. This may include information from the application and attachments, or reimbursement request documentation submitted by successful applicants during the grant period. Directions are

provided in the Application Instructions for this program on how to format and submit any information that the applicant wishes the Commonwealth to consider as proprietary or confidential.

**B. Additional Conditions**

The awarding of grant funding is subject to the following conditions:

1. DEP may consider past performance of applicants who have received state-funded grants when determining grant eligibility. DEP reserves the right to not award or withhold funds to applicants that have not completed projects or have failed to adhere to grant agreement requirements, including interim and final reporting requirements, for projects funded by the DC Fast Charging and Hydrogen Fueling Grant Program or other state grant programs. This determination will be made by DEP on a case-by-case basis.
2. All projects must be in compliance with all applicable local, state, and federal laws and must adhere to DEP guidance and policies.
3. Applicants must not have any outstanding obligations (financial or otherwise) to the Commonwealth and must not have any unresolved environmental violations.
4. Grantees must secure all permits or approvals otherwise required for the project to proceed, including permits required by DEP.
5. Grantees must receive DEP approval in writing of the final project location prior to proceeding with project installation. If within 12 months of the start of the project period of performance the Grantee has not succeeded in securing the final project location with a Site Host Agreement or other equivalent documentation necessary to ensure the project is ready to move forward on that site, DEP may terminate the grant agreement.

**C. Reporting Requirements**

1. Quarterly Reports: Quarterly reports will be submitted to DEP within 14 days after the end of each quarter during the project period. Reporting quarters end March 31, June 30, September 30, and December 31. Quarterly reports can be submitted through electronic mail sent to the DEP Program Administrator. Grantees will, in quarterly reports, provide DEP with the status of the project work, as compared to the Work Plan included in the grant agreement. Detailed reporting requirements will be established in the grant agreement.
2. Final Report: A final report will be submitted to DEP upon completion of the project, no later than 30 days after the Project Completion Date established by the grant agreement or future amendments. Detailed requirements for the final report will be established in the grant agreement.
3. Annual Follow-Up Reports for DC Fast Charging Projects: All project owners shall submit annual station utilization data to DEP for 3 years after project completion. Annual report submission instructions will be included in executed grant agreements. The following information shall be submitted for each charger installed:
  - a. Number of charging events
  - b. Total kWh dispensed
  - c. Charging time

- d. Out of service time (time when station is unavailable due to maintenance or repair)
  - e. Total cost charged to customers
  - f. Number and duration of service interruptions
  - g. Types of fees charged to customers and methods of payment collection
  - h. Average monthly peak power in kW (if available)
4. Annual Follow-Up Reports for Hydrogen Fueling Projects: All project owners shall submit annual station utilization data to DEP for 3 years after project completion. Annual report submission instructions will be included in executed grant agreements. The following information shall be submitted for each station:
- a. Number of refueling events
  - b. Number of unique vehicles
  - c. Total volume of hydrogen fuel dispensed
  - d. Average volume of hydrogen fuel dispensed
  - e. Percent of station downtime
  - f. Identification of the source of the hydrogen fuel

**D. Financial Monitoring**

- 1. Grantees must properly manage and account for funding received under the DC Fast Charging and Hydrogen Fueling Grant Program and any matching funds provided by the applicant. Appropriate records must be maintained in order to confirm compliance with the conditions of the grant agreement.
- 2. No credit will be given for funds spent prior to the period of performance, unless otherwise approved in writing by DEP. All funding must be spent in accordance with the spending plan included in the grant agreement.
- 3. Extensions of the grant period of performance may be considered if DEP concludes it to be necessary based on its own determination or in response to an approved request from the grantee.
- 4. Projects may be subject to PA Prevailing Wage Act requirements.
  - a. Grantees shall ensure, where necessary, that construction projects with a cost in excess of \$25,000 that may be subject to PA's Prevailing Wage Act requirements are paid appropriate wages commensurate with the Act.
  - b. For information about the applicability of the Prevailing Wage Act requirements, applicants should contact the Department of Labor and Industry at 717-787-5279 or 800-932-0665 or visit the website at [www.dli.pa.gov](http://www.dli.pa.gov). It is solely the responsibility of the grantee to ensure the act is followed, if applicable.
- 5. DEP reserves the right to terminate the project and/or recover funding from grantees not properly managing the funding in accordance with the conditions of the program and the grant agreement.
- 6. DEP reserves the right to inspect projects financed with grant program funds and to audit or require a third-party audit of any project's financial transactions or compliance with agreement terms.

**E. Project Status and Monitoring**

- 1. Grantees will be required to provide a status report with each application for reimbursement, as outlined in the grant agreement.

2. DEP may, at any time during the project period, request an update on the status of the project to ensure that the project activities are being completed according to the project Work Plan included in the grant agreement.
3. Project Completion
  - a. The project must be completed in accordance with the specifics of the grant agreement. Modifications will not be considered, except for very limited scope and budget changes, including, but not limited to: replacements of equal quality and function, and reallocation of contract budget category dollar amounts to and from other budget categories, as long as the maximum contract dollar amount payable to the grantee is not exceeded. All changes must be approved by DEP.
  - b. The project will not be considered complete until an on-site inspection of the project work is performed by DEP. The project owner shall demonstrate the functionality of the equipment during the inspection.
  - c. Projects must remain operational for public fueling at the approved location for at least three years from the project completion date. Any proposal to relocate, remove, dismantle, or sell grant-funded equipment within the three years must be approved in writing by DEP. Any proceeds from the sale of grant-funded equipment prior to three years from the project completion date shall be returned to the State Mitigation Trust through the Commonwealth.

## **VII. Application Review, Scoring, and Selection**

### **A. Project Selection**

1. All complete applications will be reviewed by DEP staff, based on the set criteria, which are listed below.
2. Applications with the highest scores, that meet all other requirements, will be considered first for funding.
3. If additional funds remain, additional funding offers will be made to the next highest scoring applicant.
4. If remaining funds are not adequate to meet the funding request of the next highest scoring applicant, DEP will contact the applicant to see if they would accept funding at a lower level than requested in the application.
5. If an eligible applicant is not selected for funding, for no other reason than the available funds were exhausted by previously approved applicants, the applicant may be reconsidered for funding in the future if any funds become available again as a result of a project withdrawal, termination, or other action.

### **B. Notification of Applicants**

1. All applicants will receive notification from the DEP Secretary or designee, addressed to the contact person specified in the application, notifying the applicant whether they are being offered grant funding.
2. If an application is not selected for funding, the applicant can contact DEP if they wish to discuss the details of why the application was not selected. Applications may not be selected for funding for incomplete or ineligible applications, lower score ranking than other applications, or lack of funds to award.

3. Successful applicants will be assigned a DEP project advisor; grantees may be required to meet with DEP staff to review contract requirements.
4. After the announcement of a grant award, DEP will forward a grant agreement to the successful applicant. Successful applicants will be required to execute the grant agreement, including a detailed scope of work, project schedule, detailed budget and other information.
5. Successful applicants will need both a Data Universal Numbering System (DUNS) Number and a Systems Applications and Products (SAP) Vendor Number. If applicants selected for funding do not have a DUNS Number or SAP Vendor Number at the time of award announcement, project work cannot begin until registration for both is complete. See the Application Instructions for additional information.

C. Application Review and Scoring

1. DEP will conduct a comprehensive review of the grant application and supporting documentation.
2. Please see below for the scoring criteria. Note that projects must be located within 3 miles of an interchange to receive any highway-related location points.
  - a. Project location –
    - i. Located within a Metropolitan Statistical Area
    - ii. Project reduces an existing charging/fueling station gap along an interstate highway
    - iii. Limited-access highway interchange proximity
    - iv. Project closes an existing interstate highway charging/fueling gap of greater than 50 miles to less than 50 miles
    - v. Project is in an Environmental Justice Area
    - vi. Project is in an Act 47 municipality
    - vii. Project is in a high traffic density location
  - b. Status of the site host agreement between the property owner and contractor or proposed operator of the charging/fueling facility
  - c. Obtaining permits/preparing for permit applications
  - d. Meeting or exceeding match funding requirements
  - e. The project location has no nearby existing or planned charging/fueling stations
  - f. Accessibility, proximity, and times of availability of amenities, such as restrooms, food, indoor seating, retail shopping, wi-fi, cellular service, or other amenities
  - g. Project elements that enable future expansion and increase charging/fueling capabilities
  - h. Exceeding minimum plug count and/or power output for DC fast charging projects, or exceeding minimum nozzle count and/or kg/day output for hydrogen projects
  - i. Experience and qualifications of project developer and project partners
  - j. Cost effectiveness of NOx emission reductions
  - k. Project uses innovative technology
  - l. Applicant has not previously received funding through this program
  - m. Applicant is a registered small business

## **VIII. Webinar/Application Assistance Information**

A recorded presentation providing an overview of the program and application process will be available on the Department's Driving PA Forward website at <http://www.depgis.state.pa.us/DrivingPAForward/> under the 'DC Fast Charging And Hydrogen Fueling Grant Program' heading. Applicants should use the contact information in Section X to submit questions or request clarification about any program documents.

DEP may also post additional tutorials or videos on the Driving PA Forward website to assist applicants in completing and submitting applications.

## **IX. How to Apply**

- A. DEP is accepting applications for the DC Fast Charging and Hydrogen Fueling Grant Program. Applicants will not be able to submit their application unless all required information is completed.
- B. See the DC Fast Charging and Hydrogen Fueling Grant Program Application Instructions for step-by-step directions. Applications must be submitted through the Department of Community and Economic Development's (DCED) Electronic Single Application website, eGrants, at <https://www.esa.dced.state.pa.us/Login.aspx>.
- C. Application Submission Period – The DC Fast Charging and Hydrogen Fueling Grant Program application period will begin upon public notice of availability and will remain open continuously until 4:00pm on January 31, 2022. DEP will review and score applications after the submission period end date.
- D. Late submittals will not be accepted.

## **X. DEP Assistance and Contacts**

- A. Questions regarding the application process, including signing up for access and any issues with completing the online application, should be directed to the DCED Customer Service Center at 1-800-379-7448. The Customer Service Center is open 8:30 A.M.-5:00 P.M. EST Monday thru Friday.
- B. Any questions about this grant program, responding to the application questions, or application deadlines should be directed to Colton Brown at 717-705-4156 or [coltbrown@pa.gov](mailto:coltbrown@pa.gov), or the Bureau of Air Quality, Pennsylvania Department of Environmental Protection at 717-787-9495, or [ra-epvwmitigation@pa.gov](mailto:ra-epvwmitigation@pa.gov).



## **XI. Glossary**

All definitions are for the purposes of this funding program and may vary from other commonly used definitions.

‘Air Quality or Transportation Organizations’ – local, regional or multi-state air quality or transportation organizations that include a Pennsylvania state government agency, a municipal government, or a municipal authority as a member, and

1. own or operate a diesel fleet located or operating predominately in Pennsylvania, or
2. have partnered with or are acting as a project manager for another eligible entity listed in this section.

‘Business’ – corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business entities incorporated in or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.

‘CCS (Combined Charger System) Type 1’ – a type of special electrical connector used in DC charging by certain battery electric vehicles and using the Type 1 connector adopted for use in North American charging systems.

‘CHAdEMO’ – a type of special electrical connector and standard used in DC charging by certain battery electric vehicles.

‘Charging Network’ – refers to a data management system utilized by EVSE and connected via cellular, WIFI, or other form of connection. The charging network enables remote management and diagnostics of the EVSE, as well as interaction by customers to identify station locations and assess charger status/availability. The charging network also enables collection and download of detailed charger and vehicle utilization data.

‘Commonwealth’ – Commonwealth of Pennsylvania.

‘Community hub charging/fueling’ – a filling station for electric or hydrogen vehicles that is strategically located to serve a growing community of ZEV drivers. The station is located near amenities frequently used by the community, and located for ease of access to high (or projected high) concentrations of ZEV drivers.

‘Corridor charging/fueling’ – a filling station for electric or hydrogen vehicles that is located off interstate highways for meeting the needs of ZEV drivers who regularly travel these highways. The stations are co-located with a combination of restrooms, restaurants, or other convenience amenities that a traveler or commuter expects from a filling station or rest stop.

‘Corridor expansion project’ – A DCFC or HFCE project that meets the following requirements.

- Located within 3 roadway miles of an interchange along any of PA’s interstate highways and;

- Located within a charging/fueling station gap of greater than 50 miles along the interstate highway. Both existing and planned stations will be considered when determining if there is a station gap of greater than 50 miles. (Note that DCFC stations must have a CCS plug to be considered an existing station.)

For a map of current DCFC and HFCF stations please visit the Alternative Fuel Data Center's website. For a list of all known planned stations please review the supplemental document on Driving PA Forward under the 'DC Fast Charging and Hydrogen Fueling Grant Program' heading.

'DC Fast Charging (DCFC)' – a high power (50KW - 350KW), fast charging method used to resupply an EV battery using Direct Current electricity, typically 208/480V 3 phase.

'DEP' – Pennsylvania Department of Environmental Protection.

'Destination charging/fueling' – a filling station for electric or hydrogen vehicles that is located at or near a popular destination for tourism or around significant retail or commerce areas. These areas are not necessarily along highways or within communities but have high (or projected high) concentrations of ZEV drivers.

'Electric vehicle or equipment' – a vehicle or engine that uses electric motors and motor controllers for propulsion or operation of mechanical equipment in place of more common power sources such as the internal combustion engine (ICE).

'Federal Government Agency' – Federal agencies that have custody, control, or management of land (including, but not limited to, Clean Air Act Class I and II areas) within or contiguous to the territorial boundaries of the Commonwealth.

'Government' – a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term 'State' means the several States, the District of Columbia, and the Commonwealth of Puerto Rico.

'Grantee' – an applicant that has an executed grant agreement with DEP.

'Hydrogen Fuel Cell Fueling (HFCF)' – a permanently installed vehicle filling station that is set-up to dispense hydrogen for refilling hydrogen fuel cell vehicles.

'Hydrogen fuel cell vehicles' – vehicles that use an external supply of hydrogen gas as the fuel to power the vehicle. The vehicle's onboard fuel cells combine hydrogen and oxygen to make electricity to power an electric motor.

'Infrastructure' – the equipment used to enable the use of electric powered vehicles (e.g., EV charging station).

‘Level 2 EV Charging’ - EV Supply Equipment that provides alternating current at 208/240V up to 19.2 kW for charging an EV battery.

‘Light-duty vehicles’ – Class 1 and 2 vehicles that have a Gross Vehicle Weight Rating of less than 10,000 lbs.

‘Metropolitan or Rural/Regional Transportation Planning Organizations’ – organizations as defined by the U.S. Department of Transportation at 49 U.S.C. § 5303(b), that are located in Pennsylvania.

‘Non-Profit’ – an organization incorporated as a non-profit under Pennsylvania law or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.

‘Publicly Accessible’ – filling station that is available for public use, without restrictions, 24 hours per day, 7 days per week. Examples of restrictions include club or membership card access restrictions, or site limitations, such as, a station being located behind a gated fence or within a parking lot requiring a fee to enter.

‘SAE J1772’ – a type of special electrical connector and North American standard for alternating current (AC) Level 2 charging of an electric vehicle.

‘Site host agreement’ – a legal agreement between landowner and the filling station installer/equipment operator for the establishment of a new filling station. The agreement includes the rules and responsibilities for the party(s) to manage, operate, and maintain the station in the future.

‘Trustee’ – Wilmington Trust, N.A., the firm approved by the Court to administer the State Trust Agreement and disburse the funds from the State Mitigation Trust.

‘Zero Emission Vehicle (ZEV)’ – a vehicle that produces no emissions from the onboard source of power (e.g., all-electric or hydrogen fuel cell vehicles).

‘Zero Emission Vehicle Supply Equipment’ – equipment permanently installed at a site for recharging or refueling an electric or hydrogen fuel cell vehicle.