

Washington State Department of Transportation Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) Grant Guidelines

Questions - Answers - Corrections - Clarifications

This document contains the questions WSDOT received on the ZEVIP grant guidelines through the formal question submittal period; questions were submitted by e-mail and during the ZEVIP webinar from prospective applicants. WSDOT staff combined duplicates, paraphrased, and added responses which include answers, corrections, and clarifications.

1. Will the ZEVIP webinar, attendees, and slides become available?

Yes, these are all posted to [Zero-emission Vehicle Infrastructure Partnerships grant | WSDOT \(wa.gov\)](#).

2. What are the eligible roadways for this grant?

Interstates, U.S. routes, and state routes within Washington.

3. What constitutes a completed project? There is a severe back log on ordering transformers, charging stations, hydrogen fueling equipment, etc., in addition to lengthened permitting timelines. Does the project need to be operational by June 30, 2023?

Yes, projects need to be operational by June 30, 2023. All state funds expire June 30 of odd-numbered years. Awarded projects that are unable to achieve operational status by the end of the biennium will be dealt with on a case-by-case basis. Awardees may request an extension if unforeseen circumstances cause a delay to the project. The request must be in writing and include a description of the unforeseen circumstances. In most cases, changes to either the scope of work, budget, or schedule will require a formal amendment to the grant agreement.

4. We're 2 to 3 miles from the highway, will that automatically disqualify any application we make, or will there be any flexibility in that criteria?

Applicants within 1 travel mile of the corridor will be prioritized with rare exceptions allowed. The 1 mile should be measured as the shortest driving distance from the highway corridor exit or highway intersection to the proposed station. Exceptions from this

requirement may be made where there is no electrical service or business activity within 1 mile of the highway. Examples that may support an exception include charging in disadvantaged communities, rural areas, or where grid capabilities are limited. Please include the justification for the deviation of the minimum requirement in the application.

- 5. The grant requires a large station for new EV charging, 4 ports of 150KW simultaneous charging. Along many State route corridors, this size of station may not be feasible. Will WSDOT be flexible to consider smaller station sizes on less travelled, but key State routes? Also, can a modular plan be submitted, with a smaller capacity initially but a plan to increase scope if usage justifies this?**

It is important that the power per port is not below 150 kW. This will ensure WSDOT is moving toward fully built out alternative fuel corridors as defined by the Federal Highway Administration. If seeking an exception, such as less than four plugs, please include the justification for the deviation from the minimum requirements in the application. Examples that may support an exception include charging in disadvantaged communities, rural areas, or where grid capabilities are limited.

- 6. Who owns and maintains the EV chargers? Do the chargers that would be deployed under the grant projects need to be owned by either the applicant, the site host or project developer, or could another 3rd party entity own and operate the chargers on behalf of the site host? Can ownership be transferred during or after the grant agreement?**

Ultimately the grant agreement signatory is responsible to ensure the station is operational for the first five years. The applicant does not need to own and operate the equipment and may partner with an EVSE service provider during and/or after the required five-year operational period. The owner-operator is defined in the program rules as any entity involved in installing, operating, and maintaining charging and/or refueling equipment including, but not limited to, dedicated clean alternative fuel vehicle charging and refueling service companies, equipment manufacturers, property owners serving as site hosts, automakers, electric utilities, electricity generators, and state and local governments. Yes, ownership can be transferred but the grant agreement signatory will ultimately remain the responsible party

for ensuring the station is operational. Applicants are responsible for ensuring they meet their agency's policies and procedures related to equipment management.

7. Are Ports eligible to apply?

Yes, Ports are eligible to apply.

8. Are fleet projects eligible?

Yes, if they meet all project requirements.

9. Are heavy-duty hydrogen refueling stations considered eligible projects?

No, this grant is for passenger cars and light duty trucks.

10. Are utilities eligible to apply?

Public utilities are eligible to apply. Investor-owned utilities are not eligible to apply directly; this is an error in the grant application guide. Investor-owned utilities may serve as the private partner on a project team, however.

11. Where is the legislative proviso allocating or dedicating 20% of the electric vehicle surcharge account to hydrogen fueling station grants, rather than a pooled merit-based priority-based competitive process?

Funding for this program comes in part from the electric vehicle surcharge account. Most of the electric vehicle account funding goes towards road maintenance. WSDOT anticipates allocating in those percentages, but it will depend on number, type, and score of applications. Only applications receiving a minimum score will be considered for the final ranking. This is an open competitive grant solicitation.

12. Is a charging station located behind a gate that is only open during normal business hours eligible to apply?

No, sites must be publicly accessible 24/7.

13. Is there a match making site for landowners who would like to host a charging site and EV charging service providers?

No, not currently. Prospective applicants are encouraged to research EV charging in their regional corridors to better understand what groups are active in the development of projects.

Examples include a tourism bureau, non-profit organization, or regional transportation planning office.

14. What is meant by bundle of related projects? For example, would several McDonalds restaurants be considered a bundle of related projects? Or, several fast-food locations?

Applicants may submit one application per travel corridor or per bundle of related projects. An example of a bundle of related projects would include a hospital district with many suitable properties to propose for charging stations, an applicant that proposes to upgrade all west coast electric highway sites, or an applicant that proposes charging for all Washington State Ferry terminals. These project sites will still need to meet all other minimum requirements. Yes, the given example of several fast-food locations would be considered a bundle of related projects.

15. Why is there a five-year operational requirement? What happens after the five years?

WSDOT requires 5 years of operation at each station to avoid stranded assets and to protect the initial investment of public funds in EV infrastructure. Projects that outline a strategy for a longer-term operational period (greater than the mandatory five years) will rank higher in evaluations.

16. In remote locations where there are no retail shops, can a state-owned rest area be considered for a location?

No, not at this time.

17. Is there a minimum match requirement?

There is no minimum match requirement. However, project proponents are encouraged to provide matching funds and the higher the match, the higher the project will rank during evaluation.

18. Can a project proponent propose more than the minimum amount of DCFC plugs?

Yes, and projects that propose more than the minimum amount of DCFC plugs will rank higher in evaluations.

19. Would the addition of a new transformer be considered a reimbursable expense?

Yes, if necessary to power the station.

20. Is this a grant or reimbursement? Are costs reimbursed as they are accrued, or only at the completion of the project?

The award funding is reimbursement-based. Approved project costs are reimbursed throughout the project as expenditures are incurred and billed.

21. Who pays the cost of electricity while the station is in use?

The grant recipient will be responsible for ensuring payment of all operating costs, including but not limited to payment of leases, rents, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply for the charging equipment and supporting elements, such as area lighting. The charging station provider may collect fees from drivers and reinvest the funds into the project.

22. As a local government, so far our charging stations have all been put in public places for people to charge free of cost. With the change to fast charging, it appears we need to begin a fee for these charging sites. This is a big change for us, is there help and direction for local agencies about how we begin collecting fees and managing these sites?

The Municipal Research and Services Center (MRSC) publishes articles that give guidance to local governments on implementation of EV charging stations, including charging practices, e.g.: [MRSC - Local Governments Take Innovative Approaches To Prepare For Electric Vehicles](#). EV supply equipment (EVSE) service providers may collect fees from EV drivers and complete back-end billing.

23. When looking at the maintenance and customer service requirements of the grant, it would appear a municipality would need to create a utility to support these requirements. Would we be able to contract with the supplier for these maintenance and customer service requirements? 24 hour service, etc.

Yes, applicants can work directly with an EVSE service provider to ensure the maintenance and customer service requirements are met for the first five years of operation. The Department of Enterprise Services maintains a state master contract for EVSE which includes options for chargers, network services, maintenance, and installation.

24. Would it be possible for a public agency to work with, for example, a privately owned gas station to place one of these stations on their property. The grant would then pay for installation, with the agreement of the 5 year lease, the private owner proving the maintenance and customer service, collecting payment, etc. After that 5 year period, would the equipment be turned over to the private owner? Would this meet the requirements of the grant?

The grant requires the applicant to ensure operation of the charging station for the first five years. Yes, stations can be located at a privately owned fueling station with documentation that they have access to the site for the first five years. Grantees are encouraged to develop a plan for after the initial five years. This can include transferring ownership and management responsibilities. Applicants are responsible for ensuring they meet their agency's policies and procedures related to equipment management. The applicant does not need to own and operate the equipment and may partner with an EVSE service provider during and/or after the required five-year operational period.

25. Is battery energy storage an eligible expense?

Yes.

26. Is there a requirement for CHAdeMO at the sites? Is the installation of CHAdeMO eligible for grant reimbursement? What is the power requirement for the CHAdeMO port?

There is not a requirement for CHAdeMO plugs but if an applicant elects to have a CHAdeMO plug, this is an eligible expense for reimbursement. A CHAdeMO plug option must remain at the sites in which they are currently located. There is no specified power requirement for the CHAdeMO port, however, if a station currently has a 50kW CHAdeMO port and is upgraded, the upgraded port should not be less than 50kW.

27. Can an organization submit an application with a small number of 600 kW sites for funding, with the installation of several more 100 kW sites considered as in-kind contribution?

Yes.

28. Will sites referred to the USDOT NEVI funding be funded in the same time frame or would this be a separate application? How much funding is available for this? Will the NEVI funded sites have the same capacity requirements?

National Electric Vehicle Infrastructure (NEVI) federal funding will be implemented under a separate process and under a different timeframe. NEVI funded sites will need to be consistent with NEVI formula program guidance, which is located at: [Technical Assistance · Joint Office of Energy and Transportation \(driveelectric.gov\)](#). WSDOT anticipates implementing the programmed NEVI funding under a procurement process separate from a grant agreement. NEVI formula guidance is published on the [Home Page · Joint Office of Energy and Transportation \(driveelectric.gov\)](#) website; the 90 day guidance was released on February 10, 2022 and the 180 day minimum standards and requirements will be published on May 13, 2022. These minimum standards and requirements will apply to NEVI funded projects.

29. Can a “corridor” be considered as a region? For instance, a major corridor and a number of arterials that feed the same geographic region but may include more than one highway. We have multiple sites along two corridors, should they be submitted as a corridor?

All proposed EV charging stations should be located within 1 travel mile of the highway corridor. Proposed hydrogen fueling stations should be located within 5 travel miles of the highway corridor. Yes, corridors can include regional travel corridors that combine multiple roadways that are interconnected through travel, but those roadways must all include either interstates, state routes, or U.S. routes. Examples include the travel corridors leading to a major tourist destination or scenic byways, such as the highways that make up the Cascade Loop. Please indicate the segments of travel corridors covered in the application.

30. Can costs not considered reimbursable be considered as match? Examples include:

- **Additional charging stations along the same corridor that have a smaller capacity**
- **Installation of CHAdeMO stations at 600 kW stations**
- **Parking lot upgrades**
- **Level 2 chargers**

CHAdeMO plugs and up to two Level 2 chargers can be included in the project as eligible reimbursable expenses. Smaller capacity stations and parking lot upgrades can be considered in-kind contributions and serve as match.

31. What is not considered an eligible match expense?

Expenses that are not directly related to the proposed projects are not eligible as match.

32. Would sites that co-locate EV charging and Hydrogen fuel cell refueling get preferential consideration?

Projects that are co-located with other amenities will score higher in the ranking process. EV charging stations co-located with hydrogen fueling would also score higher in the innovation and sustainability category. Other improvements that achieve higher scores for innovation and sustainability include the use of renewable energy in the project, e.g. solar power panels or utilizing renewable hydrogen, and mitigating on-peak electricity demand.

33. Would WSDOT consider smaller chargers that equate to 600kW? E.g., (6) – 100 kW chargers vs. (4) – 150 kW chargers?

It is important that each CCS plug charge at 150kW. This will ensure WSDOT is moving toward fully built out alternative fuel corridors as defined by the Federal Highway Administration. If seeking an exception, such as less than 4-150 kW CCS plugs, please include the justification for the deviation from the minimum requirements in the project summary. Examples that may support an exception include charging in disadvantaged communities, rural areas, or where grid capabilities are limited. Please include the justification for the deviation of the minimum requirement in the application.

34. Is there a funding floor or ceiling (lowest and highest request amount) of which applicants should be aware?

There is no minimum or maximum award.

35. For this funding request, you will only fund projects all these federally designated corridors: I-5, I-90, I-82, I-182, US-101, US-195, and US-395? Or will you fund along other well-traveled rural roads too?

ZEVIP funding is available for all interstates, U.S. routes, and state routes located within Washington. As future NEVI funding must be used to fully build out the federally designated alternative fuel corridors, applicants are encouraged to apply on other roadways to reach the goal of charging every 50 miles across the state.

36. Should Tesla chargers and/or DCFC chargers located at dealerships be included as applicants assess chargers in 50-mile increments?

Tesla charging stations alone are currently considered a proprietary network and do not meet the designation criteria of being publicly accessible. ZEVIP's goal is a publicly accessible 150kW DC fast charging stations spaced a maximum distance of 50 miles apart. Please document other publicly available DC fast chargers on the corridor within the application and their associated charging power, including the dealership if it meets the publicly accessible criteria of being available 24/7. One source of information for the location of existing fast chargers is the U.S. Department of Energy's [Alternative Fuels Data Center: Alternative Fueling Station Locator \(energy.gov\)](https://www.energy.gov/alternative-fuels-data-center). ZEVIP chargers may be co-located with Tesla chargers.

37. Are roadways connecting midsize communities and tourist destinations eligible locations?

Yes, as long as they meet the criteria of being an interstate, U.S. route, or state route.

38. Do you have a list of vendors who are installing these EV facilities, and have experience with local municipalities?

WSDOT cannot recommend vendors or private sector partners for applicants. Applicants are encouraged to review publicly available information sources, including the DES master contract for EVSE, and research groups that are active in alternative fuels in their region.

39. Software and smartphone/pad/laptop/computer apps are changing constantly. How can we determine the best company with the broadest reach and use across the platforms? Do you have a resource we could use to ascertain this information as we narrow it down?

WSDOT cannot recommend vendors. Applicants are encouraged to use publicly available information sources to determine the best fit. There is a variety of resources available at

[Home Page · Joint Office of Energy and Transportation \(driveelectric.gov\)](#), including a rural EV toolkit.

- 40. Do you have examples of partnership models between public and private sectors? Can the city and PUD turn over the ownership and operation to a private operator after five years? Who typically pays for the power that is used? Can that be incorporated in the grant proposal? Does this conflict with “gifting” publicly funded assets to the private sector? What is the best partnership model for this type of project?**

The applicant does not need to own and operate the equipment and may partner with an EVSE service provider during and/or after the required five-year operational period. The cost of electricity to charge vehicles is not a reimbursable expense. The grant recipient will be responsible for ensuring payment of all operating costs, including but not limited to payment of leases, rents, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply for the charging equipment and supporting elements, such as area lighting. The charging station provider may collect fees from drivers and reinvest the funds into the project. The ZEVIP webpage lists examples of public private partnerships that successfully obtained funding during the pilot round of funding: [Zero-emission Vehicle Infrastructure Partnerships grant | WSDOT \(wa.gov\)](#).

- 41. Do you have solid estimates of the operating costs on an annual basis for these projects? Do you have a source we could contact? Suggestions?**

Please visit publicly available sources of information, such as [Home Page · Joint Office of Energy and Transportation \(driveelectric.gov\)](#), to research operating costs.

- 42. On page 10 of the guidelines, under “electric vehicle charging station requirements” it states “that payment options must: include the ability to accept credit, debit, and pre-paid (chip and tap readers) without incurring any additional fees or delays versus other payment or access control methods.” Can you please clarify if the ability to accept contactless credit cards meets this requirement of if you in fact need to be able to accept chip/magnetic strip?**

In order to protect the interest of unbanked and underbanked Washingtonians and visitors, one of the payment options must include the ability to physically accept a EMV chip and tap reader.

- 43. On page 19 of the guidelines, “Scoring Scale”, to achieve an “excellent score”, it states “Applicant offers one or more approaches exceeding basic expectations.” Could you please provide examples of an enhancing feature that might cause a project to be scored in the excellent category?**

That will depend on the criterion being assessed. An excellent response fully addresses the requirements being scored with a *high degree* of confidence in the applicant’s response or proposed solution and the applicant offers one or more enhancing features, methods or approaches exceeding basic expectations. A high degree of confidence in the applicant’s response could include extensive team experience and an exceptional implementation plan.

- 44. Do all locations in a proposed project need to include the private partner, or just a portion of them? For instance, if a County were to create an agreement with a private partner where the partner hosted some charging locations and County Parks hosted some of the other charging locations for use by fleet vehicles and the public, would that be allowed?**

Yes, that would qualify as a project having a private partner that stands to gain indirect value from the project.

- 45. Where do we locate the application?**

Please see notice of grant opportunity and grant application guide on the [Zero-emission Vehicle Infrastructure Partnerships grant | WSDOT \(wa.gov\)](#) website for complete instructions on the grant submittal..

- 46. Page 7 states: “Applications are only eligible to submit one application per corridor or per batch of related charging stations”. We’d like to confirm that applicants are eligible to submit applications for instance: Several applications, each in partnership with different private parties for different sections of a corridor Several applications for several batches of related charging stations, where the charging stations on each application / batch are part of the same charging network filling gaps on several**

corridors. In the above examples, each location would only be part of one application only – no duplication.

There is no limit to the amount of applications an applicant can submit.

47. Page 8 states that upgrades to existing EV charging infrastructure are eligible if a location currently only has CHAdeMO. Are we correct to assume that if one or several 50 kW chargers (some of which have CCS) would be replaced by a wholly new 4x150 kW charging location, this is an eligible project? Same question but now for an expansion with 4x150 kW where the original 50 kW chargers (some with CCS) are not replaced.

For upgraded stations, WSDOT is requiring the addition of at least one 150kW CCS port and keeping at least one CHAdeMO plug where they currently exist.

48. On Page 9: ‘must have a letter of intent from the project site property owner’. Could you confirm that applicant may fulfill this requirement by showing an executed agreement with the property owner for the express purposes of installing EV charging stations at the property location?

Yes, an agreement showing access to the site for five years is sufficient documentation from the property owner.

49. On Page 45: It mentions that priority corridors may be updated from time to time. Is there a map that WSDOT will rely upon to identify highest priority corridors for funding?

For this grant round, all interstates, U.S. routes, and state routes are the priority corridors. Please also see more about future NEVI funding in Question 28.

50. May the private sector partner organization submit the behalf of the Incorporated Nonprofit organization, or is it required that the Nonprofit organization submit the application?

The nonprofit organization needs to submit the application, reports, and invoices, and is ultimately responsible for ensuring the site is operated and maintained for five years and meets program requirements.

51. What are bonus points for existing stations? 120V outlets? 300kW/port chargers? L2 EVSE?

Bonus points for both new and existing stations include outlets for e-bikes, 350 kW made-readies, and a 350 kW CCS port.

52. Do two 300kW DCFC w/2 ports each at 150kW/port satisfy the requirement.

Yes.

53. Do four 150kW DCFC w/2 ports each at 150kW/port satisfy the requirement

The requirements are met if there are 4 ports that have the ability to simultaneously charge each port at 150 kW.

54. Do Buy America provisions pertain?

No, these are state funds so federal requirements do not apply for this round.

55. Will projects need NEPA approval?

There is no federal funding involved so SEPA will be applicable. Applicants are encouraged to review the SEPA exemption for battery charging and exchange station installation:

[Chapter 43.21C RCW: STATE ENVIRONMENTAL POLICY \(wa.gov\)](#). NEPA would be applicable to a project if any component of the project has a federal nexus (federal funding, federal permit requirements). It is the responsibility of the applicant to ensure they meet funding requirements from other sources of project funding.

56. Is purchase of chargers through the State's EVSE master purchasing agreement an option or a requirement?

An option.

57. Is L2 required or at least allowable for bonus points?

Level 2 EVSE are not required for this round of funding but applicants can include a maximum of two L2 chargers at the project site as a reimbursable expense.

58. Solicitation says permits are required before award. Permits are acquired prior to construction, which is much later in the project schedule

There is not a requirement to have the permits prior to the award. The grant application guide requests that project proponents include a comprehensive list of permits required for the project, identifying which permits have been obtained, and timeline for obtaining those that are not yet in hand. The grant guidelines also request any information pertaining to pre-application or pre-development meetings that have occurred or are planned. This information will provide the evaluators information necessary to assess the readiness of the project to proceed.

59. Can the non-profit submit an unlimited number of applications as long as they satisfy solicitation requirements?

Yes, there is no limit to the number of applications.

60. In a public-private partnership, does the PUD have to be the site owner or can the private partner be the owner?

Private partners can be the site owners.

61. Which tool will WSDOT use for identifying disadvantaged communities?

There are a variety of sources the applicant can utilize to define the communities served, one such example is the [Electric Vehicle Charging Justice40 Map \(arcgis.com\)](https://arcgis.com). Other example datasets include the [Washington Environmental Health Disparities Map | Washington State Department of Health](#) and the Department of Ecology's [Economically Disadvantaged Cities, Towns, and Counties in Washington State \(2021–23\)](#).

62. New EVs w/ 4 ports x 150kW simultaneous = 600 kW station, is that correct?

Yes.

63. Under the terms of the contract, is the public sector or nonprofit applicant obligated to maintain the equipment, if their private sector EVSE partner goes bankrupt? Is there a recommended way for nonprofits to limit their exposure to this possibility?

Ultimately the applicant is responsible for ensuring the station is operational for the required initial five years. Ensuring the vendors meet the interoperability standards is one way to protect against stranded assets. Prospective applicants should use charging network providers

with demonstrated experience or capability for at least the entire 5-year in-service requirement with plans to keep the stations in service beyond the minimum requirement.

64. Our nonprofit was approached by several EVSE companies and we agreed to partner with each of them. We've since learned that applicants can only submit a single application for a given corridor. Does this restriction apply to the EVSE company associated with an application, or also to nonprofit partner? In other words, can our nonprofit represent competing EVSE companies' proposals to install chargers that "overlap" along the same corridor?

There is no maximum number of applications. WSDOT is requiring applications by corridor in order to compare and evaluate proposals that cover the same corridor or segments of a corridor.

65. Would it be possible for a public agency to work with, for example, a privately owned gas station to place one of these stations on their property. The grant would then pay for installation, with the agreement of the 5-year lease, the private owner proving the maintenance and customer service, collecting payment, etc. After that 5-year period, would the equipment be turned over to the private owner? Would this meet the requirements of the grant?

Ultimately, the applicant is responsible for ensuring the station is operating for the first five years. Please note the requirement of 4 charging ports per site. The applicant is free to work with partners for the longer-term operation and maintenance of the station. Applicants are responsible to ensure they are meeting their own internal policies and procedures with regard to owning and operating the equipment.

66. Will there be a fast track permitting process?

Permitting timelines will vary by each agency(ies) having jurisdiction over the proposal. Applicants are encouraged to schedule pre-development and pre-applications meetings with jurisdictional agencies early in the planning process and include any meetings that have already take place in the application submittal.

67. Are there resources and/or examples of the proposals we would need to put together?

The ZEVIP website contains the projects that were funded in the pilot grant round: [Zero-emission Vehicle Infrastructure Partnerships grant | WSDOT \(wa.gov\)](#).

68. Can this funding be combined with other state, local, or federal funding?

There are no limitations in the ZEVIP guidelines on combining funds. Applicants are responsible for ensuring that compliance with funding sources received from other agencies or programs.

69. Can this funding be requested for Design if Design is an active phase right now, in other words if the application is submitted now during Design can the funding cover some of the Design retroactively?

State funds have no pre-award authority. As such, any costs applicants incur before the beginning date of the grant agreement will not be eligible for reimbursement.

70. Will state monies be considered a match? Some state grants don't consider state monies a match.

Yes, other state funding can be considered as match. Applicants are responsible for ensuring that they comply with funding sources from other agencies or programs.

71. If you use the DES contract for purchasing equipment, would that be considered working with a private business because of their contacts?

Yes. The application will need to speak to how the private partner stands to gain indirect value from the project.

72. Will there be regulations to prevent ICE vehicles from parking in or blocking EV charging stations?

Charging stations must be clearly signed that the stations are for electric vehicle parking only. Parking enforcement rules are created and enforced by the Agency Having Jurisdiction.

73. Does the Private Partner need to be a Washington State business?

The private sector partners must be located in Washington and/or registered with the Secretary of State to do business in Washington, such as:

- Corporations
- Partnerships

- Sole proprietorships
- Limited liability companies
- Business trusts
- Other legal business entities

74. Can individual cities along I-5 submit an application? Confused about one application per corridor.

Yes, however, proposals with multiple sites or that complete the build out of corridors will be ranked higher in the evaluation process. Please indicate the segment of the corridor you are addressing with your application.

75. Is a private sector partner required on all proposals? Private Contribution is mentioned, is there a threshold % of private contribution?

Yes, every applicant needs a private sector partner that stands to gain indirect value from the project. Examples include the site host, EV supply equipment manufacturers, EV service providers, tourism destination, economic developers, and retail chains. The only requirement is that the applicant have a private partner that stands to gain indirect value from the project. There is no defined percentage contribution. Indirect value is defined in the program rules as “benefits of the project that may accrue to project participants other than for the use of the equipment.”

76. If two EV stations have been installed already by other parties, in the same city, can the application for two more be submitted? The two sets of chargers are separated, but meet the criteria on site distance from travel corridor, in this case, I5.

Yes. The application requests a list of chargers in the area and their charging power capability in order for the evaluation team to assess the merits of the project.

77. Can cities and unincorporated communities work on a regional submittal? I-5 corridor cities with easy access and several tourist corridor working together?

Yes, and it is encouraged.

78. Is EV charging networking software an eligible expense?

Yes.

79. Will applicants along SR 14 be considered?

Yes.

80. How are matching funds factored into the point scoring?

Applicants will rank higher in the project budget assessment if they bring a high percentage of committed match funds and the source, type, and amount of match funds are appropriate, reasonable, and committed.

81. Please provide clarity regarding site control and access. Does this mean proof of ownership or lease or concession agreement, license or easement?

An applicant needs to prove that they either own the site or have access to the site for the next five years. This includes agreements, licenses, and easements.

82. The presentation slide references EV Equipment Manufacturers and service providers. Does this include EV charging networks?

Yes.

83. What funding opportunities are there for L2 chargers?

The Department of Commerce will be releasing two solicitations this year – one to address L2 and DC fast chargers, especially for gaps in rural communities. Please subscribe to Commerce’s Agency Updates GovDelivery distribution list to receive their notifications of their open grants, loans, and Requests for Proposals: [Washington State Department of Commerce \(govdelivery.com\)](https://www.wa.gov/department-of-commerce/govdelivery).

84. Can utilities partner with private companies? Can utilities install the equipment and hand over ownership to private entities? Non-profit entities? Will grant cover utility power installation? Utility upgrades to feed load?

Municipal owned utilities can apply directly, investor-owned utilities can serve as a private partner. Infrastructure upgrades necessary to power the stations is a reimbursable expense. Please see Question 6 regarding ownership.

85. The document states that charger cord length needs to be 18 to 25 ft. Normally any charger with higher power will only have connecting cords between 10 and 14 ft.

Connecting cords less than 18 feet are allowed for DC fast charging stations.