

Questions and Answers

Electric Vehicle Infrastructure Pilot Project

Here are answers to the questions received on the funding opportunity through the Electric Vehicle Infrastructure Pilot Program. WSDOT paraphrased, combined duplicates, and organized the questions in categories. These answers are based on the Washington State Department of Transportation's interpretation of the questions received. It is the applicant's responsibility to determine whether their particular proposed project is eligible for funding, by reviewing the eligibility requirements within the solicitation. WSDOT cannot give advice as to whether or not your particular project is eligible for funding, because not all proposal details are known.

I. Volkswagen Settlement

Q1. Is it expected that Washington's VW settlement mitigation funds be used for similar bid opportunities in the future? If so, when do you expect that funding to be available?

A1. WSDOT aims to leverage the EVIPP with other public and private investments in highway corridor electric vehicle charging. As mentioned in the Webinar and in the Grant Application Guide, grant applicants are to describe how their proposed DC fast charging site(s) integrate with Washington's network of existing and *planned* stations. The latest news on the Volkswagen settlement is as follows:

Electrify America

On April 14, Volkswagen released its [National ZEV Investment Plan](#) for the first 30-months of investment outside of California through the through [its \\$2 billion Electrify America Investment Program](#). The national plan mentions the [Pacific Northwest ZEV Investment Proposal](#) and outlines how Electrify America will make direct investments in:

- Community-based charging stations in 11 major metropolitan areas including:
 - Seattle, Washington
- High Speed charging network to facilitate highway travel between metro areas including:
 - 10+ stations along I-5
 - 5-9 stations along I-90

WSDOT highly recommends that applicants coordinate project proposals with planned Volkswagen EV charging infrastructure to avoid duplication and maximize the state's highway EV charging investment along highway corridors. See the Electrify America website for more information: <https://www.electrifyamerica.com/>

Washington State VW Mitigation Funds

Through a separate part of the federal Volkswagen settlement, Washington anticipates \$112.7 million to reduce diesel pollution. Up to 15% of the funds could be invested in light duty electric vehicle charging. See the Washington Department of Ecology website for more information: http://www.ecy.wa.gov/programs/air/cars/vw_fedsettfunds.htm

II. General Questions

Q1. Where is the state master contract list of EVSE?

A1. The Washington State Master Contract for Electric Vehicle Supply Equipment (EVSE) is published online at

<https://fortress.wa.gov/ga/apps/ContractSearch/ContractSummary.aspx?c=040166>

The Washington State Department of Enterprise Services, the agency that manages the state's master contract, is hosting a Showcase on Thursday, April 20. To register, visit:

<https://www.eventbrite.com/e/2017-electric-vehicle-and-supply-equipment-open-house-tickets-33346141206>

Please note that applicants are not required to purchase equipment or services through the state contract.

Q2. Can you provide a copy of the presentation slides for future reference please?

A2. Yes, the Pre-Application Webinar presentation slides and a recording of the Webinar are available online at <http://www.wsdot.wa.gov/funding/partners/evib>.

Q3. Will you publish a list of people on the Webinar?

A3. Yes, the list of Webinar registrants is online at <http://www.wsdot.wa.gov/funding/partners/evib>.

Q4. Can you give the link again to the grant guidebook?

A4. The EVIPP Application Guide is online at <http://www.wsdot.wa.gov/funding/partners/evib>.

Q5. How many Tribal EV charging stations are there?

A5. WSDOT doesn't track the number of tribal EV charging stations.

To find existing and planned charging locations, please refer to Plugshare

www.plugshare.com and the Department of Energy's Alternative Fuels Data Center www.afdc.energy.gov/fuels/electricity_locations.html

Q6. I agree with the private involvement, but making these partnerships and doing fundraising in just over a month is very limiting. Why is the timeline so short for such an involved grant project?

A6. The launch of the call for projects was delayed in anticipation of the investment announcement from Electrify America. The timing of the application due date is based on the state's biennial budget cycle with funding available between July 1, 2017 and June 30, 2019. WSDOT needs to have applications reviewed and projects selected by the end of May and agreements in place by the end of June to ensure projects are completed and costs reimbursed during the budget cycle.

The first round of EVIPP grant funding is for projects that are beyond the initial planning stages and are considered "shovel-ready."

III. Partners

Q1. What is considered a private partner? Does private partner mean charging station maker, retailer, or either or both?

A1. Private sector partner is defined as an entity contributing to the project who stands to gain indirect value from development of the project including, but not limited to, a motor vehicle manufacturer, retail store, nonprofit organization, or tourism stakeholder.

Examples:

- Investor-owned utilities--Avista, Puget Sound Energy (PSE), Pacificorp
- Automakers and dealers
- EV charging equipment manufacturers and service providers
- Co-location with Tesla Superchargers
- Mitigation settlement investments, power plants
- Retail chains, fueling stations, shopping centers, outlet stores, restaurants, casinos, wineries, resorts, hotels, tourist destinations.
- Commercial real estate owners
- Employment centers, worksites
- Economic development organizations
- Business with EV fleets or shuttles.
- Transportation network companies (TNC's)

Q2. Will you have a forum or meeting for the non-profit and public sector groups can meet the private sector groups? If multiple proposals are for the same corridor, will you put those people in contact with each other so they can combine their proposals?

A2. No, it's up to the applicant to determine and contact potential partners.

Q3. Will there be a list available for public agencies that are interested in finding a private partner?

A3. The list of Pre-Application Webinar attendees is published online at <http://www.wsdot.wa.gov/funding/partners/evib>

Q4. On the webinar slides, under private partners, what is meant by "mitigation settlement investment"?

A4. Private sector companies that have agreed to install charging station equipment through a state or national air quality settlement are potential private partners. See Section I of this document for information on the Volkswagen settlement.

Q5. Can an existing Tesla charge station base (local hotel) be a private partner?

A5. Yes.

Q6. What type of agreement do you need to see to prove public/private partnership? Does it need to be a formal relationship or will a memorandum of understanding/letter of commitment suffice?

A6. The grant applicant must provide a letter of commitment from each partner as outlined in the *EVIPP Grant Application Guide*, Section III 6 Letter of Commitment.

IV. Equipment, Networking, and Station Ownership

Q1. Is there a list of providers for CCS DC fast charging stations? Do they all need to have a POS?

A1. Charging equipment resources include:

Washington State Master Contract for Electric Vehicle Supply Equipment (EVSE)
<https://fortress.wa.gov/ga/apps/ContractSearch/ContractSummary.aspx?c=040166>

Plug in America: <https://pluginamerica.org/get-equipped/charging/>

The equipment must be networked with point of sale capabilities.

Q2. Do you have a preference on which EVSE technology is installed? CCS vs CHAdeMO?

A2. Both CCS and CHAdeMO DC fast charging capabilities are required.

Q3. What the cost is for a station (not including land)? (Equipment, electrical, site prep, maintenance, etc.?)

A3. Station costs vary depending on the location. Helpful resources include:

Washington State Master Contract for Electric Vehicle Supply Equipment (EVSE)
<https://fortress.wa.gov/ga/apps/ContractSearch/ContractSummary.aspx?c=040166>

U.S. Department of Energy Clean Cities "Costs Associated with Non-Residential Electric Vehicle Supply Equipment (EVSE)"

http://www.afdc.energy.gov/uploads/publication/evse_cost_report_2015.pdf

Electric Vehicle Financial Analysis Tool from JTC Study

www.c2es.org/publications/business-models-financially-sustainable-ev-charging-networks

Q4. Can we propose 100kW, 150kW or 300KW chargers as part of our plans?

A4. Yes.

Q5. Who owns the existing West Coast Electric Highway stations? Can we propose swapping those out?

A5. AeroVironment owns, operates, and maintains most of the existing Electric Highway-branded stations. Any proposal would need approval from AeroVironment, an eligible private partner.

Q6. Does the grant recipient have to source the chargers or will they need to be AeroVironment chargers?

A6. Applicants may use any brand of charging equipment as long as it meets the requirements.

Q7. Why not use the J1772 standard? The vast majority of EVs use that standard. DC Fast Charging limits availability to pretty much Tesla and no one else. There are companies that support it, but it is a very expensive add-on option. The Chevy Volt for example is the most popular EV in the nation and it doesn't support DC Fast charging and it isn't even an upgrade option.

A7. Charging locations must include at least one J1772 Level 2 pedestal to provide charging for all types of plug in electric vehicles. Fast chargers are also required as they are key elements in the adoption and usage of EVs and in making long distance travel accessible to EV drivers.

- Q8. Do proposals have to include all these types of chargers if the proposed site already has some (for example level 2) charging?**
- A8. Applicants may incorporate existing infrastructure in the project proposal as long as it is clearly identified in the application submittal.
- Q9. Can the private sector partner also be the owner/operator of the stations if the grant recipient/applicant is the public sector partner? Is the applicant required to own and maintain the charging station? Or who is responsible for the property after install?**
- A9. The grant recipient has the ultimate responsibility for completing the project described in the application and subsequent agreement and is accountable for the oversight of the owner-operator. The owner-operator is the entity involved in installing and operating charging equipment including, but not limited to, dedicated charging service companies, charging equipment manufacturers, property owners acting as site hosts, automakers, electric utilities, electricity generators, and state and local governments.
- Q10. If a nonprofit such as our North Olympic Peninsula Resource and Development Council is successful in getting funding to purchase DC fast chargers from the WSDOT grant, can ownership be transferred to a network operator such as ChargePoint or eVGo who would commit to operating the network for 5 years?**
- A10. Yes.
- Q11. How was the five year operation requirement established?**
- A11. The requirement is in the EVIPP rules to ensure the project is sustainable after the state's initial investment. WAC 468-602-040
- <http://apps.leg.wa.gov/WAC/default.aspx?cite=468-602&full=true#468-602-040>

V. Corridors and Site Locations

- Q1. A requirement stated was to be within 1/2 mile of a highway exit. How strict is this requirement?**
- A1. EV drivers expect to find convenient, easily accessible charging and the strongest proposals will offer charging services within a half mile from a highway exit.
- Q2. Can a site directly accessible to the highway but greater than 1/2 mile still eligible?**
- A2. Yes, if no other options are available, charging locations can be up to three miles from a highway interchange.
- Q3. How important is the goal of spacing EV charging every 40 miles along a corridor? We have two potential charging sites that are 45 miles apart. Or, we could strategically place one site that's in between two existing sites that are 54 and 48 miles apart.**
- A3. The 40-mile goal is aspirational. Applicants should make a strong business case for siting charging stations in locations that provide the most cost-effective solutions or offer the greatest economic development and partnerships opportunities.

- Q4. I'm trying to get more EVs on Whidbey Island on the Highway 525 corridor from the Clinton Ferry to Deception Pass. Although this is not one of the Highways listed, what do you think my chances are if I can get partners involved?**
- A4. It depends on the strength of the proposal and how it compares with the other applications.
- Q5. I'm an EV owner and host a Level 2 charging station in the White Pass corridor. Has there been any discussion of Highway 12 from I-5 to Mt. Rainier to Yakima missing from the list? It would seem to be the next East/West corridor for electrification.**
- A5. The priority corridors were identified during program development. Stakeholders provided feedback during the public outreach and rulemaking process. Even if a highway is not listed as a priority, applicants can still propose it as long as it would be of value to EV drivers and meets the project requirements.
- Q6. Is it possible to relocate existing charging infrastructure that has been poorly located?**
- A6. WSDOT is encouraging new installations.
- Q7. The application guide states that “only the highest ranked application in each identified corridor...” will be recommended for funding. It seems that it will be difficult for WSDOT to compare proposals since there is no consistency on origination and destination in each corridor. For I-90, as an example, is it WSDOT’s expectation that an applicant will provide corridor coverage from Seattle to Spokane in its entirety? If not, how will WSDOT compare two applications on the I-90 corridor?**
- A7. WSDOT will select projects with the greatest chance for success. If there are two proposals for the same corridor but the segments don’t overlap, both projects will be considered.
- Q8. Can we identify a general site location at this time, and narrow down more specifically after the grant award is announced? Specifically, the site criteria for the alternate site would correspond with the same applied selection criteria. In some instances it would be premature to talk to landowners prior to the award being announced.**
- A8. Identifying specific shovel-ready sites will score higher than general areas.
- Q9. In cases where a Level 3 charger already exists but does not qualify for this offering (is 5.5 miles from the freeway), would WSDOT prefer a DCFC closer to the corridor?**
- A9. Yes.
- Q10. In remote locations where there are no retail shops, can a state-owned rest area be considered for a site location?**
- A10. Not at this time.
- Q11. The application guide states that bidders are encouraged to submit proposals that “add capacity/redundancy in congested, high-volume areas for a more robust, dependable charging network (page 8)”. In the Eligibility Requirements section, however, the guide states that “proposed site locations are strongly encouraged to be at least 10 miles from an existing or planned DC fast charger site that has both CHAdeMO and SAE CCS standards.” There seems to be an inherent contradiction in these two statements, as capacity and redundancy may be better served in high-volume areas with stations located closer than 10 miles in some incidences. Please advise.**

- A11. WSDOT's priority is to extend range along highway corridors. Significant investment through other funding sources is anticipated within and near metro areas.
- Q12. The application guide states that the coverage "must be sufficient to allow EV drivers with a light duty electric vehicle with a 75-mile all-electric range to successfully drive the entire length of the corridor without danger of being stranded." It then contemplates a corridor which requires only a single DCFC to travel, but requires "applicants to demonstrate the availability of existing dual-standard fast charging within 40 miles along the corridor" for this specific case. Hypothetically, if a corridor is 50-55 miles, then an EV driver with a 75-mile range would not be in danger of being stranded. Which standard will be applied to applications?**
- A12. The preferred distance between DC fast chargers is 40 miles.

VI. Match Requirements

- Q1. Is there a minimum match share requirement?**
- A1. No.
- Q2. Can a project partner match the grant to double the number of DCFC stations deployed?**
- A2. Yes.
- Q3. Does WSDOT have guidance on determining the market value of a parking space that is contributed by a site host to a publically-available fast-charging station, 24/7/365?**
- A3. It's up to the applicant to make the business case and determine the fair market value.
- Q4. Would the addition of a new transformer be considered match \$\$\$ if the local PUD and City install at their cost?**
- A4. Yes.

VII. Funding

- Q1. Is this a grant or reimbursement? Are costs reimbursed as they are accrued, or only at the completion of the project?**
- A1. The award funding is reimbursement-based. Approved project costs are reimbursed throughout the project as expenditures are incurred and billed.
- Q2. Is the plan to spend all \$1 million in this first round?**
- A2. Yes.
- Q3. How many stations do you anticipate funding with \$1 million?**
- A3. WSDOT aims to fund as many stations as possible. The total number of stations will depend on the grant proposals received and how much match partners contribute.

- Q4. Do you have an idea of when the next round of funding may be available?**
- A4. No, the state legislature would need to appropriate additional funding.
- Q5. Can the budget include project/grant administration (facilitation)? It's our interpretation that administrative costs for the Recipient to administer the grant, manage sub-contracts/sub-agreements, and fulfill reporting obligations are NOT eligible. Is this correct?**
- A5. Administrative costs are not eligible for reimbursement through the grant awards, but administrative costs may be considered for match.
- Q6. What are the limitations of what the grant will cover?**
- A6. See the *EVIPP Grant Application Guide* Section 2 on eligible costs.
- Q7. Can some of the funds be used for a Level 2 co-located with the DC Fast Charging Station?**
- A7. Yes, the grant funds can be used to cover costs for all required equipment.
- Q8. As part of project criteria, will any consideration be given to maintenance and upkeep in the years following infrastructure deployment?**
- A8. Yes, see the *EVIPP Grant Application Guide* Section 2 on eligible costs.
- Q9. Who pays the cost of electricity while the station is in use?**
- A9. 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.
- Q10. Does labor count as eligible match?**
- A10. Yes.
- Q11. Who is supposed to pay for the upfront costs? The private partner or public partner? How long does reimbursement take?**
- A11. The grant recipient is responsible for requesting reimbursement for all project costs and distributing payments to partners. WSDOT expects to reimburse grant recipients within 30 days from receipt of a properly submitted reimbursement request.
- Q12. Does reimbursement include lighting for the site?**
- A12. Yes.
- Q13. If proposing multiple locations, is there a fixed award amount per station? Can the costs/reimbursable amount vary by site?**
- A13. There is not a fixed award amount per station. As the costs and the partner contributions may vary by site, the award amount may vary by site.

VIII. Application Forms

- Q1. Are applicants restricted to the rows identified in the budget form? As an example, there is no line item for site host agreement activities?**
- A1. Yes, applicants should use line items in the budget form. For host site agreement activities, use the “property acquisition/lease” line item.
- Q2. Will the grant agreements be available for review prior to the application due date?**
- A2. Yes, See Appendix A of the EVIPP Grant Application Guide for a sample agreement: www.wsdot.wa.gov/NR/rdonlyres/3A647F3C-221E-472C-B98C-3859CABAAC2B/0/A_AppendixEVIPP_Example_Contract.pdf
- Q3. Do properties earn more points for installing EVSE that function with the Pay With PlugShare Universal Payment System?**
- A3. All charging equipment must be capable of supporting multiple point-of-sale methods, such as pay-per-use and subscription methods, including ability to accept a credit or debit card without incurring any additional fees, inconvenience or delays versus other payment or access control methods. Recipients may offer additional payment mechanisms, such as a device which accepts RFID or Smart cards, or payment through mobile apps. The point-of-sale and supporting network must use an open protocol to allow subscribers of other EV charging system networks to access the charging station.
- Q4. Who will be the evaluators?**
- A4. There will be an evaluation committee comprised of representatives from public and private organizations that have the expertise needed to review and recommend projects objectively.
- Q5. Since we're proposing multiple locations, will we need to provide a "schedule of project and due dates" for each individual site? The attachment 3-Milestones form seems to be formatted for a single DCFC. In the case of an application with multiple locations, how would WSDOT suggest that applicants format the response on attachment 3?**
- A5. Whether an applicant is proposing one or ten charging sites, only one Milestone form is needed for the entire project. For multiple sites with different completion dates, use the latest date when the milestone will be completed for all sites. The number of charging stations and other important highlights can be listed in the notes section.
- Q6. In the case of EVITA where we plan to propose multiple sites along multiple corridors, can we check multiple corridors (i.e. I-90, US 395/I-82) on the application form or do we need to have one application form per corridor?**
- A6. WSDOT specifically combined US 395 and I-82 on the application form as one travel corridor connecting the Tri-Cities. If there are no gaps in service in the proposed network and the corridors are clearly linked, you may combine more than one identified corridor in your application at your discretion. If there is a more compelling application for charging on the same segment of one of the designated corridors, WSDOT reserves the right to exclude that portion of the project proposal, which could negatively affect the remainder of the application. WSDOT reserves the right to negotiate with applicants to modify the project scope, the level of funding, or both.

IX. Application Evaluation

Q1. Will any priority be given to projects that offer multiple EV (DC charging) stalls per location? Generally this helps avoid issues when EVSE has issues, or queuing occurs at a location.

A1. Yes.

Q2. We hoped to apply for 3-5 chargers along a long gap corridor. Is a large application going to rank as well as a small to medium size (total cost)?

A2. It depends on how the proposal compares with other applications received.

Q3. What is needed to demonstrate profitable and sustainable over time?

A3. It's up to the applicant to provide the business case for a successful investment based on anticipated station value and usage.

Q4. How do we prove EV registration?

A4. WSDOT publishes information on EV registration by county on the West Coast Electric Highway website:

[Map of WA PEV Registration by County](#)

[Table of WA PEVs by Make and County](#)

[June 2016 PEV Summary](#)

Zip code level EV registration is available upon request by emailing Karin Landsberg at landsbk@wsdot.wa.gov.

X. Other

Q1. Is there a required number of charging stations per project proposals?

A1. No.

Q2. Since the ideal location of each charging station is 40 miles apart should we look to partner across counties within the same highway corridors?

A2. Yes.

Q3. Where can I find information on signage requirements?

A3. The signage requirements are listed in the *EVIPP Grant Application Guide* in the Eligibility Section under Highway and On-Site Signage. For sign specifications, visit www.westcoastgreenhighway.com/evsigns.htm.

Q4. How does “The department may award only one grant or loan per project from the electric vehicle charging infrastructure account” correspond with “Applicants are only eligible to submit one application for each interregional corridor?”

A4. Applicants may submit multiple applications (one for each corridor). Each application would be considered a different project and applicants could get funding awards for one or more projects.