Pre-Application Webinar
Electric Vehicle Infrastructure Pilot Program (EVIPP)

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WSDOT INNOVATIVE PARTNERSHIPS
April 5, 2017
Webinar Information

This webinar is being recorded.

Copies of presentation will be posted to the Program Website.

Type in questions using the questions box here.

Questions will be answered at the end of the presentation.
Pre-Application Webinar Agenda

• Welcome and Introductions
• EV Infrastructure Pilot Program Overview
• Applying for Grant Funding
  – Requirements
  – Application Organization
  – Evaluation and Project Selection
  – Schedule
• Contact and Questions
Overview of EVIPP Grants

**Who:** Public agencies (government and non-profit) that partner with the private sector.

**What:** Grants to offset a portion of the cost of purchasing, installing and operating publicly-available DC fast charging stations along Washington highway corridors.


**Why:** To encourage private sector investment in EV charging
To enable interregional electric vehicle travel
To build range confidence for increased EV purchases and use

**When:** July 1, 2017 through June 30, 2019

**How:** $1 million total for grant awards payable on a reimbursement basis.
Funding source = $50 EV Registration Fee, Every $50 counts!)
Background

West Coast Electric Highway

• Equipment Specifications
• Highway Signs
• Branding and Marketing
• Unique Driving Experience

Fast-Charge Site Criteria:

• Within ½ mile of highway interchange
• Safe and convenient access
• Parking spaces
• Restrooms and drinking water
• Shelter and lighting
• 480V 3-phase electric power supply
• Customer amenities (food, traveler info)
EV Charging Locations
Fast charging stations at retail sites every 35-50 miles along I-5.

Charging Equipment:
AeroVironment
50kw DC fast charger (CHAdeMO)
Level 2 EVSE (J1772)

Federal Funding: 3 Grants
Washington: $1.6M USDOE ARRA
Oregon: $1M+ USDOE
$3M+ FHWA TIGER II

Partners:
• WSDOT/ODOT
• AeroVironment
• 22 Electric Utilities
• 57 Host sites
• EV Drivers
I-5 Corridor

Bellingham, Exit 252
Sehome Village

Tumwater, Exit 102
Shell Station and Deli Mart

Centralia, Exit 82
Wendy’s

Burlington, Exit 229
Outlet Shoppes at Burlington

Castle Rock, Exit 49
Cascade Select Market

Ridgefield, Exit 14
Country Café
US 2 and I-90 Corridors

Sultan Visitor Information Center  Skykomish Sky Deli  Snoqualmie Pass Chevron

Leavenworth City Hall  Wenatchee Convention Center  Cle Elum Suncadia Resort
JTC Study on EV Charging

Business Models

Findings: Need to strengthen and expand the state highway DC fast charging network, fill infrastructure gaps, and encourage private investment through government intervention in the short-term.

Interregional EV Travel on Interstate 90

EV Travel to and within Ocean Shores

EV Travel to and within Tri-Cities and Walla Walla
Stakeholder Feedback

Identifying Key Corridors and Program Rules

- Car dealers and manufacturers
- Elected officials
- EV drivers & Associations
- EV Charging equipment providers
- Cities, counties, transit, tribes
- Utilities
- Universities

![Image of a map showing EV charging stations in Washington State]

![Image of a group of people at a conference table, discussing a map]

![Image of two men examining a map on a screen]

![Image of a person presenting to a group, with a screen showing a map]
DC Fast Charger Network

Existing DC Fast Charging Sites in Washington

Source: www.plugshare.com, as of 04/03/17
Applying for an EVIPP Grant

Projects shall provide safe, convenient, cost-competitive, reliable, visible and accessible charging infrastructure for drivers to recharge mass-produced plug-in electric vehicles. Applicants may submit multiple proposals under this solicitation if each application proposes a project for different corridors.

Obligations: Turnkey Service

- Station siting
- Station installation
- Station operations for 5 years
- Operations
- Maintenance
- Insurance
- Reporting

EVIPP Projects Must:

- Have private sector partners
- Be valuable to EV drivers
- Address a gap in the highway network
- Be profitable and sustainable over time
- Be operational for 5 years
- Meet the EVIPP requirements
## Public Private Partnerships

Attract regional collaborative input and investment from potential partners such as:

### Applicants & Public Partners

- Public Utility Districts
- Regional planning organizations
- Counties, Cities, Ports
- Transit systems
- Tribes
- Plug In America, EV Associations
- Clean Air Districts
- Clean Technology and Energy Orgs
- Western Washington Clean Cities
- Environmental Advocacy Groups
- State and federal agencies—Ecology, Commerce, Enterprise Services
- National Parks
- Convention and Visitors’ centers
- Economic Development Associations
- Tourism boards
- Universities

### Private Partners

- Businesses that stand to gain indirect value from development of the project
- 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
- Business with EV fleets or shuttles.
- Transportation network companies (TNC’s)
Charging Station Requirements

Projects shall provide safe, convenient, cost-competitive, reliable, and easy access for drivers to recharge mass-produced plug in electric vehicles.

Locations
- Located every 40 miles along the corridor within a half mile (max 3 miles) from a highway interchange

Sites and Equipment
- Each site must include CHAdeMO and SAE Combo System Charging (CCS) DC fast charging capabilities (50kW) and Level 2 Electric Vehicle Supply Equipment (EVSE)
- All stations must be certified, stationary, connected to the grid, and networked
- Multiple charging/parking stalls, stubbed out with conduit and power access sufficient to accommodate future 150kW DC fast charging
Signage Requirements

Roadway Directional Signs
State Highways, Local Roads, City Streets

Regulatory Signs & Striping
“No Parking Except Electric Vehicle Charging”

D9-11b (alternate) EV Charging Station Symbol

Washington state law “de-ICEing bill” (SB 5849)

www.westcoastgreenhighway.com/evsigns.htm
Application Organization

- Application Form
- Project Narrative
  - Corridor Description
  - Host sites
  - Equipment
  - Implementation Plans
  - Maps/Photos/Site Drawings
- Scope of Work
- Schedule and Milestones
- Budget Form
- Letters of Commitment/Support
Application Forms
## Attachment 3: Schedule of Projects and Due Dates

<table>
<thead>
<tr>
<th>Construction Milestones/Activities</th>
<th>Completion Date (MM/YY)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering / Preliminary Design</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Executive Order 05-05 review</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental documentation (NEPA/SEPA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property acquisition / lease</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utility upgrades</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Advertisement, if applicable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Award, if applicable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Begins</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Complete</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operationally Complete</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Equipment Milestones/Activities</th>
<th>Completion Date (MM/YY)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for Proposal (RFP) or Invitation to Bid (ITB) publish date</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Award</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment Delivered</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract Complete</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operating Milestone/Activities</th>
<th>Completion Date (MM/YY)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commissioning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Start Date</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Completion Date</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Service Completion Date 5 years after service start date
## Application Forms

### Attachment 4: Budget Form

<table>
<thead>
<tr>
<th>Project Activity</th>
<th>Total Project Funds</th>
<th>EV Infrastructure Pilot Funds</th>
<th>Private Partnership Funds</th>
<th>Federal Funds</th>
<th>Other State Funds</th>
<th>Minimum Useful Life</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Development (Preliminary Engineering)</td>
<td>$100</td>
<td>$100</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Land Acquisition / Right of Way (ROW)</td>
<td>$200</td>
<td>$</td>
<td>$200</td>
<td>$</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>$300</td>
<td>$</td>
<td>$200</td>
<td>$300</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Permits</td>
<td>$500</td>
<td>$</td>
<td>$100</td>
<td>$100</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>Number of Proposed Sites</td>
<td>400</td>
<td>200</td>
<td>300</td>
<td>100</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Equipment: List # of EV charging stations &amp; Total Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Majority of Projects</td>
</tr>
</tbody>
</table>

- **Level 2 Charger: Qty**
  - J1772 compliant: $600
- **DC Fast Charger: Qty**
  - CHAdeMO: $5,874
  - SAE CCS: $21,547
  - Dual CHAdeMO/SAE CCS: $10,214
- Battery Storage/solar electrical upgrades: $100
- Construction/installation: $16,587
- Electrical conduit for 150KW expansion: $100
- Operations: $5,879

**Total project Cost**: $62,001

**Percentage of Funding**: 100%
Application Evaluation

Applications passing all screening criteria will be submitted to the Evaluation Committee to review and score based on the Evaluation Criteria in the solicitation.

- The application’s total score will be the average of the combined scores of all Evaluation Committee members.
- A minimum score of 70% is required for the application to be eligible for funding.
- Bonus points (if any) will be added to obtain the final overall application score.

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Possible Points</th>
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</thead>
<tbody>
<tr>
<td>Project Location</td>
<td>25</td>
</tr>
<tr>
<td>Project Equipment</td>
<td>10</td>
</tr>
<tr>
<td>Relevant Experience and Qualifications</td>
<td>10</td>
</tr>
<tr>
<td>Project Implementation</td>
<td>25</td>
</tr>
<tr>
<td>Project Readiness</td>
<td>20</td>
</tr>
<tr>
<td>Project Budget/Finance</td>
<td>20</td>
</tr>
<tr>
<td>Expected Project Benefits</td>
<td>5</td>
</tr>
<tr>
<td>Innovation and Sustainability</td>
<td>5</td>
</tr>
</tbody>
</table>

| Total Possible Points                   | 120              |
| Minimum Passing Score (70%)             | 84               |
Application Evaluation

Bonus Points for Strong Public-Private Partnerships

- To be eligible for bonus points, projects must achieve the minimum passing score of 70% prior to the application of any available bonus points.

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10 points</strong></td>
<td>Applicant’s private partners are contributing more than one hundred percent (100%) match for the project.</td>
</tr>
<tr>
<td><strong>7 points</strong></td>
<td>Applicant’s private partners are contributing more than seventy percent (70%) match for the project.</td>
</tr>
<tr>
<td><strong>5 points</strong></td>
<td>Applicant’s private partners are contributing more than fifty percent (50%) match for the project.</td>
</tr>
</tbody>
</table>
### Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Due Dates</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Call for Projects/Optional Webinar</td>
<td>04/05/17</td>
<td></td>
</tr>
<tr>
<td>Written Questions Due</td>
<td>04/12/17</td>
<td>5:00 PM</td>
</tr>
<tr>
<td>Answers to Questions</td>
<td>04/17/17</td>
<td>5:00 PM</td>
</tr>
<tr>
<td>Applications Due</td>
<td>05/12/17</td>
<td>5:00 PM</td>
</tr>
<tr>
<td>Evaluate Proposals</td>
<td>05/30/17</td>
<td></td>
</tr>
<tr>
<td>Notice of Proposed Awards (NOPA)</td>
<td>05/31/17</td>
<td>5:00 PM</td>
</tr>
<tr>
<td>Grant Agreements Finalized</td>
<td>06/30/17</td>
<td></td>
</tr>
<tr>
<td>Contract Start Date</td>
<td>07/01/17</td>
<td></td>
</tr>
</tbody>
</table>

**Application Deadline: 5 p.m. May 12, 2017**
Contact

The Procurement Coordinator is the sole point of contact in WSDOT for the Electric Vehicle Infrastructure Pilot Program Funding Opportunity. All communication between potential applicants and WSDOT during this Call for Projects shall be with the Procurement Coordinator as follows:

Anna Tran
EVIPP Procurement Coordinator
Washington State Department of Transportation
310 Maple Park Ave. SE
Olympia, WA 98501
Phone: 360-705-7912
Email: TranA@wsdot.wa.gov

Email Completed Applications by 5 p.m. May 12, 2017 to Anna Tran at TranA@wsdot.wa.gov.
Questions?

If you didn’t get your question(s) answered during the Pre-Application Webinar, please submit your question(s) about this solicitation to Anna Tran at TranA@wsdot.wa.gov by 5 p.m. Wednesday, April 12.

WSDOT will respond to all potential applicants by publishing questions and answers online by 5 p.m. Monday, April 17.

Application Guide and Materials online at www.wsdot.wa.gov/funding/partners/evib