**Clean Energy Fund**

**CEF 2 Re-Appropriation**

**Grant to Non-Profit Lenders**

**Frequently Asked Questions (FAQ)**

*The following are responses for non-project specific questions emailed or submitted via chat during the webinar to* [*energy\_policy@commerce.wa.gov*](mailto:energy_policy@commerce.wa.gov)*. Some edits may have been made to avoid project-specific details in the original question, but otherwise, questions are presented as submitted.*

**Q1. Would municipal entities, such as a public utility district, be considered a “nonprofit lender” and be eligible to apply for grants under the Clean Energy Fund 2 for the 2018 appropriations?**

ANSWER: Qualifying entities must be nonprofit lenders licensed to do business in the state of Washington and have experience in lending credit. Applicants must be able to show lending history in energy efficiency, renewable energy and/or transportation electrification. The loan funds must match state funds with at a minimum 1:1 private capital dollar.

Q2. **IS there a NOFO # as there was with the 2016 RFQQ?**

ANSWER: There was not a number assigned to the NOFO. Please reference 2018 Grants to Non-Profit Lenders.

Q3. **Is there a final date by which point Commerce will no longer answer questions prior to the submission date?**

ANSWER: July 27th, 5pm

Q4**. You ask for 3 years of financial audits, do you need/ desire most recently completed quarterly/ interim financial statements (e.g. 6/30/18)?**

ANSWER: Most recently finalized audited financial statements.

Q5. **For requested data points (e.g. size of loan portfolio), would you like that to align with the most recent audited financial statements, or would you like most updated information we have (e.g. 6/30/18)? Most recent audited statements.**

ANSWER: Current information

Q6. **If Commerce receives applications that exceed the amount available, will Commerce consider issuing grants at smaller amounts than requested?**

ANSWER: Yes

Q7. **When you ask for historic track record information (e.g. average loan size), would you like that data to be based on the most recent three years (in alignment with audits), most recent five years, or some other time period?**

ANSWER: 5 years is recommended. This would align with the information on defaults rate.

Q8. **Can we use these funds in connections with small business loans to truckers who are updating their equipment to meet new guidelines in terms of power equipment or retrofit? That is the transportation part they want to do. Northwest Sea Ports have been working on this for a while, but the trucker grace period is about to end for the transportation improvements. Loans for truckers who are serving the northwest sea port. Truckers need to be using ecologically mandated upgrades before the timelines run out. Funds will be to manage idles. Most are for upgrades to existing power stations and non-polluting retrofits, as well as new engines. Northwest sea ports website.**

ANSWER: The intent of this proviso is to support the widespread use of proven energy efficiency, renewable energy, and transportation electrification. Loans to support conversion to electric-powered equipment would clearly be consistent with the grant requirements. Loans to support replacement of diesel equipment would not be consistent unless it could be justified based on demonstrated energy savings. The purchase of the asset must also have a life span of 13 years +.

Q9. **Has Commerce prioritized certain uses (e.g. residential energy efficiency, commercial energy efficiency, transportation electrification) in terms of how the funding will be awarded? For example - does Commerce wish to award X% to particular uses?**

ANSWER: There is no specific priority for certain uses. As discussed in the NOFO, Commerce encourages proposals that would offer financing for assets that support transportation electrification now inhibited by lack of access to capital.