**Clean Energy Fund #3 (CEF #3) – Electrification of Transportation Systems  
Question & Answer - Updated 3-31-2020**

*Answers in dark blue text were previously available. Answers in black text are new or newly updated.*

**Bidder’s Conference Attendees:**

(Partial list/information based on public and voluntarily provided information. Please email [CEF@commerce.wa.gov](mailto:CEF@commerce.wa.gov) with name and organization represented if you are interested in being included.)

|  |  |  |
| --- | --- | --- |
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| Russ Pittis | City of Anacortes | [russ@cityofanacortes.org](mailto:russ@cityofanacortes.org) |
| Jackie Orenberg |  |  |
| Shital Saini |  |  |
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1. I am the Real Estate Manager for Fred Meyer, QFC and other divisions of Kroger.  Question, would our stores qualify for potential receipt of vehicle charging grants?  If so, is there a particular group we should contact (i.e., Electrify America, Blink, EVgo, etc.)?

Please see RFA SECTION 1.3 MINIMUM QUALIFICATIONS – businesses are not among the types of primary eligible applicants described. Businesses and other entities that are not primary eligible applicants may partner with eligible applicants to apply for an award. COMMERCE cannot recommend any particular group for partnership purposes.

1. What is the procurement type the city must use apparent low for the award?

Successful applicants must follow all applicable state and/or local laws governing procurements for publicly-funded projects. Successful applicants that receive federal funding must additionally follow all applicable procurement requirements for federally-funded projects. Applicants may also find it helpful to review the Service Contract Format including General Terms and Conditions found in EXHIBIT B of the RFA.

1. We had planned to charge an hourly fee for vehicles charging at these 6 stations. If we charge a fee for these services, are we still eligible to apply for the ETS grant?

Please see RFA SECTION 1.3 MINIMUM QUALIFICATIONS – projects may charge a fee for charging services. If there is a fee to charge, then credit, debit, and prepaid cards must be accepted via an onsite card reader. Any other form of payment is permitted in addition to this minimum. Multiple EVSE at one location can share a card reader.

1. Are public transit agencies eligible to submit a project to the CEF?

Please see RFA SECTION 1.3 MINIMUM QUALIFICATIONS – transportation authorities are among the types of primary eligible applicants described for the ETS program.

1. Does this program include fuel cell electric vehicles and infrastructure?

Please see RFA SECTION 1.1 PURPOSE AND BACKGROUND - This Program provides grants to Washington local governments and retail electric utilities for electric vehicle supply infrastructure (EVSE, as defined in RFA SECTION 1.7 DEFINITIONS) and related development costs. A list of eligible costs for grant funds and match can be found in SECTION 1.2 OBJECTIVES AND SCOPE OF WORK. ETS monies are not intended for rolling stock nor for hydrogen fueling infrastructure.

1. I've read through the RFA and it appears this only covers EVSE charging applications (which seems to be limited to passenger cars). Would you consider transit bus charging infrastructure to be eligible under this program?

EVSE, as defined in RFA SECTION 1.7 DEFINITIONS, is not limited to infrastructure serving passenger vehicles. Transit bus charging infrastructure would be eligible, provided it aligns with minimum project and equipment qualifications (or demonstrates no EVSE is available that can serve the purpose of the project while meeting certain requirements, as applicable), as described in SECTION 1.3 MINIMUM QUALIFICATIONS.

1. We are reaching out to determine if Washington State Ferries is an eligible applicant for the ETS program that was just announced. We are not sure if we meet the criteria of a "local government", as we are a division of WSDOT, or if we need to partner on this one.

Washington State Ferries, being a division of a state agency, are not considered to be a local government for the purposes of this award. State agencies and divisions of state agencies would need to partner with a primary eligible applicants as described in RFA SECTION 1.3 MINIMUM QUALIFICATIONS to submit an application under this award.

1. Does it allow for the purchase of used chargers?

EVSE purchased using ETS monies must be new and not previously put into service. Used equipment purchase is not allowed.

1. I am looking into obtaining electric fleet vehicles for the University as well as our police department.  Would we qualify under this grant for the fleet vehicles as well as providing charging spaces around campus for visitors?  If not, is there another grant for this purpose?

ETS monies are intended for electric vehicle supply equipment (EVSE, as defined in RFA SECTION 1.7 DEFINITIONS) projects, and may not be used to purchase rolling stock (electric vehicles). COMMERCE does not currently have open solicitations for grants to fund rolling stock.

1. Are public universities qualified to apply, or would we have to partner?

Public universities are typically classified as state agencies by the IRS. In such a case, they are therefore considered neither local governments nor retail electric utilities, and would need to partner with a primary eligible applicant as described in RFA SECTION 1.3 MINIMUM QUALIFICATIONS to submit an application under this award.

1. Are there limitations on other funding that can be applied to the program (ie. ARRA funding)?

Information concerning limitations on applicable match funding for eligible project costs may be found in RFA SECTION 1.4 FUNDING. With respect to American Recovery and Reinvestment Act (ARRA) funding, projects that receive ARRA funding via the ETS program cannot use other federal funding as Match. In addition to other limitations described in SECTION 1.4, Applicants should consider limitations imposed by other funding sources that they are considering to meet the match requirements.

1. Can applicants submit more than one application?

There is no limitation placed on the number of applications an eligible Applicant can submit, however applicants should be aware of RFA SECTION 2.11 MOST FAVORABLE TERMS, which states that the application should be submitted initially on the most favorable terms which the Applicant can propose. Please see our response to Q&A Question #22 below for additional information.

1. For the question, “Identify any state employees or former state employees employed or on the Applicant’s governing board as of the date of the application. Include their position and responsibilities within the Applicants organization. If following a review of this information, it is determined by COMMERCE that a conflict of interest exists, the Applicant may be disqualified from further consideration for the award of a contract.” Can you confirm if we need to review every employee or just those directly related to the application?

Any previously or current employed state employees (within the last 24 months) that are on staff in the organization or working on the project, that would have a decision making ability for the project, must be reported. This applies to two tiers of contractors also. If contractors are not know at the time of application, it must be reported during the procurement process.

1. Do you anticipate extending the bid due date?

We do not currently anticipate extending the due date. Applicants must submit a Letter of Intent, Pre-Application, and Full Application by the deadlines listed in RFA SECTION 2.2 ESTIMATED SCHEDULE OF PROCUREMENT ACTIVITIES, unless COMMERCE revises the procurement schedule.

1. What additional details are you willing to provide, if any, beyond what is stated in bid documents concerning how you will identify the winning bid?

Applicants should refer to RFA SECTION 4.1-4.2 for all publicly disclosed information regarding application evaluation for the ETS program.

1. Was this bid posted to the nationwide free bid notification website at www.mygovwatch.com? Other than your own website, where was this bid posted?

All Washington state competitive solicitations are posted to the Washington Electronic Business Solution (WEBS) platform. COMMERCE has posted the RFA and other application materials to the program website identified in the RFA and to WEBS. COMMERCE takes no responsibility for ETS program materials posted to other webpages.

1. We’ve been approached by a few people who have asked us about having an electric charging station for our hotel guests. Would we qualify for such a grant under this program? We have a 50-unit hotel in Colfax.

Please see RFA SECTION 1.3 MINIMUM QUALIFICATIONS – businesses are not among the types of primary eligible applicants described, and ETS-funded project must serve at least one of the following end uses: Public Transportation, Local Government Fleet Vehicles, Workplace Charging, Multi-Unit Dwelling (MUD) Resident Charging (Note: EVSE that exclusively or primarily serves residential buildings that are not Multi-Unit dwellings will not be considered), Public Charging, or Port – Marine or Aircraft. Businesses and other entities that are not primary eligible applicants may partner with eligible applicants to apply for an award.

1. Are the grants dispersed such that would cover the entire cost, or simply a percentage? Are there other requirements we’d need to meet?

Please see RFA SECTION 1.4 FUNDING. Applicants are required to provide 1:1 match funding for projects, unless they are eligible for reduced match options (which may allow 1:5 or 1:10 match funding for projects meeting certain equity metrics). Please read the RFA in its entirety for all other project requirements.

1. I am in the process of educating and trying to expand EV charging infrastructure with our community, with larger commercial customers and schools. Coincidentally, there are EV charging opportunities where either none currently exist (i.e. Sound Transit Sounder Lakewood parking structure, I-5/WA HWY 512 Park & Ride)or where there is desire to expand existing infrastructure (i.e. Pierce Transit headquarters and bus station). Do these types of opportunities qualify for the ETS and if so, which ratio of funding is applicable (i.e. is 1:1 only available)? Is transit eligible for this grant funding or is there a different grant program for them?

Please see RFA SECTION 1.3 MINIMUM QUALIFICATIONS for all minimum applicant, project, and equipment qualifications. COMMERCE is not able to provide Applicants advice on specific projects’ applicability to the ETS program. Please see RFA SECTION 1.4 FUNDING for information on reduced 1:5 and 1:10 match options and criteria. As stated in RFA SECTION 1.3 MINIMUM QUALIFICATIONS, retail electric utilities and local governments (including transportation authorities) are primary eligible applicants for the award.

1. Is the grant funding specifically restricted to EV charging station procurement and installation, or does it cover resource adequacy construction costs for utilities providing line and load extension? In the case of Pierce Transit, they are going to be installing at least 40 Level 3 bus charging stations where we will need to dedicate an entire feeder at a substation to carry that load of energy usage.

As long as they are not listed as ineligible costs under RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK, ancillary project costs may be included in the application narrative questions and project cost proposal. Ancillary costs are meant to enable EVSE to be installed and to be a minority of a project’s costs. Applicants should note that all project costs are subject to contract negotiation and COMMERCE is under no obligation to fund all requested project costs when determining an award.

1. Second question is around EV infrastructure for multi-unit dwellings (MUDs). A little over 23% of the area we serve lives at or below the federal poverty level. As newer MUDs are constructed to support the growth of affordable housing, is there a particular ratio of funding which is applicable?

Reduced match eligibility requirements may be found in RFA SECTION 1.4 FUNDING (“Option 1” and “Option 2”). Applicants are responsible for selecting which match option they pursue, and for providing the requested project site information which will allow COMMERCE to determine the project’s eligibility for reduced match options.

1. Hence, since we have opportunities to serve both examples listed above, and funding ratios may vary for application, how do I need to complete my application accordingly? Will it require two different applications for each type of project?

Applicants may submit multiple applications if needed, though they should be aware of RFA SECTION 2.11 MOST FAVORABLE TERMS, which states in part that “…the application should be submitted initially on the most favorable terms which the Applicant can propose.” It is the Applicant’s responsibility to determine which application represents their most favorable terms for a given project, and should note that geographic differences may not be considered sufficient to distinguish an Applicant’s applications if they cover substantially the same subject matter (ie, an applicant should not break a single application into multiple applications to receive more favorable match and/or funding requirements). Applicants should not submit multiple applications for the same project, and COMMERCE reserves the right to deem an application ineligible if it is found to cover substantially the same project as another submitted application.

1. Finally, after reading the timeline, it appears that the successful funding recipients would receive their grants sometime between Q3 of 2020 and Q1 of 2021. Is this correct?

COMMERCE estimates that contracts will be signed by no later than 04/01/2021, as described in RFA SECTION 2.2 ESTIMATED SCHEDULE OF PROCUREMENT ACTIVITIES. Actual contract execution will happen after awards are announced and are subject to contract negotiations and no successful protests. Note that COMMERCE expects to use performance-based contracting methodology for this award, meaning that grantees should expect to receive funding upon the completion of pre-defined milestones (to be negotiated during contracting).

1. Are tribes eligible?

The Electrification of Transportation Systems Grant and Energy Efficiency and Solar Grants Programs have recently included Tribal Governments as eligible applicants under the Local Government or Local Agency definition. Commerce made a determination after legal consultation that Tribal Governments do not fall under the definition of Local Governments, and we do not have the statutory authority to extend grant eligibility to Tribal Governments as applicants under the current proviso language (which lists Local Governments and Retail Electric Utilities as primary eligible applicants).

Tribes can still partner with primary eligible applicants, i.e. Local Governments and Retail Electric Utilities, to apply for this grant.

The Electrification of Transportation Systems Grant (ETS) Request for Applications (RFA), originally issued February 5, 2020, has been revised to remove Tribes as primary eligible applicants. The updated RFA is available here: <https://www.commerce.wa.gov/growing-the-economy/energy/clean-energy-fund/electrification-of-transportation/>

The Energy Division is committed to partnering with Tribes around the state and will be pursuing solutions that allow Tribes to directly participate in future grant programs.

3/17/2020 Update: we are monitoring potential changes to the enabling budget proviso language for ETS, which have been passed by the legislature and are currently awaiting the Governor’s signature, and which would make Federally Recognized Tribal Governments primary eligible applicants for the ETS program. We intend to respond appropriately in the case that this revision passes into law, and will make information about that response public as soon as we are able.

1. Would the University of Washington qualify under this applicant criteria?

***Applicant***

*The primary eligible Applicant, who may partner with other organizations, must be one of the following:*

***Washington State Local Government***

*For the purpose of this Program, “Local Governments” includes cities, towns, counties, special and school districts, transportation authorities, municipal corporations, port districts or authorities, tribal governments, political subdivisions of any type, or any other entities or authorities of local government in corporate form or otherwise****.***

Please see the answer to question #10 above regarding public university eligibility. Public universities are typically classified as state agencies by the IRS. In such a case, they are therefore considered neither local governments nor retail electric utilities, and would need to partner with a primary eligible applicant as described in RFA SECTION 1.3 MINIMUM QUALIFICATIONS to submit an application under this award.

1. The city of Blaine recently signed a lease with ChargePoint for a couple of EV chargers in the public right of way. Would it be possible to get reimbursement for the lease through the grant? If so, we may look at a few more locations and include those in our application as well.

ETS monies cannot be used to fund project costs incurred prior to Commerce’s issuance of the award letter.

1. Similarly, could the applicant provide for construction activities through agreements with a private party (such as a property management company, performance contractor, housing authority or homeowner’s association)?

It is typical for construction activities to be provided for under agreements with third party subcontractors. Please see RFA EXHIBIT B SERVICE CONTRACT FORMAT INCLUDING GENERAL TERMS AND CONDITIONS for typical terms and conditions regarding subcontracting and Grantee responsibility to ensure subcontractor compliance with conditions of the award.

1. I'd like to talk with you to understand whether this sort of project would be of interest to Washington DOC.

Commerce is unable to provide advice on the suitability of particular projects for specific grant opportunities, or to indicate whether they would be of interest to Commerce as an Agency. Reading the latest version of the ETS RFA and Q&A and attending the Pre-Application Conference will be a potential Applicant’s best avenues to understanding the program’s priorities and determining their project’s fit for the current solicitation.

1. One of my colleagues would like to participate in the cation Conference via Skype, for the Electrification of Transportation Systems Program. Can you send some instructions our way, on how to connect?

As stated in the RFA, Skype and call-in information for the Pre-Application Conference is located on the program website.

1. When going over the materials and schedule, the Pre-Application was not included on the schedule and I assumed it was part of the Letter of Intent that is due on March 5th. Is that correct? In your answer to question #14 you list them as separate items (and I understand they are to an extent) but the Pre-Application is not listed on the schedule with a due date on page 11.

Only the Letter of Intent is due on the Letter of Intent deadline. The Pre-Application and Full Application are both due on the date of the Application deadline (they are both components of the Application, as described in SECTION 3 APPLICATION CONTENTS).

1. What is an example of a Workplace or MUD that is served by Government or Utility?

Qualifying applicants are free to pursue partnerships with other entities to enable the installation of projects that meet the requirements of the RFA, including the end use requirement listed in RFA SECTION 1.3 MINIMUM QUALIFICATIONS. As an example, a retail electric utility could partner with a privately-owned MUD to submit an application, provided that their application fulfills all of the other minimum criteria outlined in the RFA.

1. Would a Government building be simply considered a workplace?

Government buildings may or may not be considered workplaces. Workplace Charging is defined in RFA SECTION 1.7 DEFINITIONS. Projects determined by Commerce to be serving this end use must, at a minimum, conform to that definition.

1. What is an example of government MUD? Aren't all MUD's owned by a corporation, and not Government?

Qualifying applicants are free to pursue partnerships with other entities to enable the installation of projects that meet the requirements of the RFA, including the end use requirement listed in RFA SECTION 1.3 MINIMUM QUALIFICATIONS.

1. If a workplace or MUD wants to be the recipient of a specific brand of EVSE, and they ask that manufacturer for help, is it best determined that the manufacturer reach out to their utility for assistance? If so, who at the Utility would the EVSE manufacturer reach out to (example of titles or departments at the Utility)?

Electrical utilities may be of assistance on certain topics related to EVSE installation, such as grid interconnection. Some electrical utilities and municipalities also have programs encouraging electric vehicle adoption. Specific contacts at a given organization will vary by the required subject matter expertise and by organization.

1. I see there is a pre-application conference for the Clean Energy Fund on Feb. 20, at 12:30 p.m., in Olympia. Do you happen to know the estimated end time for the meeting?

The Pre-Application Conference is expected to last approximately 1 hour, ending around 1:30 p.m. PT.

1. I see there is a phone conference on February 20th. Is this something that would be informative if we are getting up to speed on the opportunities available through this program?

The ETS Pre-Application Conference is intended to provide potential applicants with basic information concerning the program and an opportunity to ask questions about the contents of the RFA, Application, and other program materials. More information about attending is provided on the ETS [webpage](https://commerce.wa.gov/ets).

1. What would your typical incentive be for a hotel installing a charging station on their property?

The ETS Program is a competitive grant solicitation, with primary eligible applicants being Local Governments and Retail Electric Utilities, as defined in the program RFA. As stated in RFA SECTION 1.4 FUNDING, the minimum award amount is $25,000 and the maximum award is $2,500,000.

1. Because the program allows for the installation of EVSE at workplaces and multi-unit dwellings, does the program allow for transfer of ownership from the applicant to a private sector party or must installations occur on property controlled by the applicant? If private parties are allowed, what commitments would be required and for what period of time in order to meet grant obligations?

Commerce recognizes that there may be a variety of equipment ownership arrangements that will allow applicants to best pursue ETS program objectives. A transfer of ownership may be considered acceptable, provided the plans conform with all other program requirements, fulfills contractual obligations, and that the arrangements allow for compliance with all applicable funding requirements. Please note that the primary Applicant must have full access to and control over the EVSE for the initial five year operational window described in RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK. Ownership arrangement is subject to contract negotiation and review as to compliance with contractual terms and conditions. Please note that Commerce’s standard procedure is that the primary applicant would have ownership of the assets. Other arrangements would have to be considered on a case by case basis.

1. I’m debating whether to attend tomorrow’s conference in person or to call in. Do you know how many prospective applicants plan to attend?

I'm not able to share specific numbers, however, I can say that it's my understanding that the majority of pre-application conference participants tend to participate virtually.

1. I live in Ephrata, WA and our school system is undergoing a building/renovation program as we passed a bond issuance last year. I would like to know if matching funds would be available to install charging systems for future electric school bus purchases.

School districts are primary eligible applicants under the definition of “Local Governments” in the ETS RFA. School busses would fall under the “local government fleet” EVSE end use described in RFA SECTION 1.3 MINIMUM QUALIFICATIONS. It is worth noting that applicants are required to fill out a Utilization plan as described in RFA SECTION 3.2 A.viii UTILIZATION PLAN, and that that plan will be evaluated as part of the full application evaluation process.

1. We are a public housing authority – considered an entity of government. The Tacoma Housing Authority was created pursuant to RCW 35.82.030 by the City of Tacoma and is considered an entity of government. As such, Tacoma Housing Authority does not have Articles of Incorporation and local governments do not file IRS Form 990. Tacoma Housing Authority is not required to have a City of Tacoma Business license. Tacoma Housing Authority does have a state tax registration number (UBI) 601138126. We would like to verify we are an eligible applicant.

As stated in RFA SECTION 1.3 MINIMUM QUALIFICATIONS, primary eligible applicants include Local Governments. Among other types of local government, this includes: “…any other entities or authorities of local government in corporate form or otherwise.” RCW 35.82.030 states that public housing authorities are “a public body corporate and politic to be known as the "Housing Authority" of the city or county”, and are therefore primary eligible applicants for this award.

1. Is the exclusion of the tribes due to an omission from our state statute or is this because of federal funds (requirements) are passed to the state?

The enabling budget proviso for the ETS program states that “Projects must be implemented by local governments, or by public and private electrical utilities that serve retail customers in the state. Eligible parties may partner with other public and private sector research organizations and businesses in applying for funding.”

Tribes are not primary eligible applicants for this award because they are neither local governments nor retail electric utilities. Tribes can still partner with primary eligible applicants to apply for this grant.

1. Are there plans to address the disparity?

Commerce is currently pursuing options within the capital budget that would allow Tribes to participate in ETS and/or the other affected grant program, the Energy Efficiency & Solar Program, as primary eligible applicants.

1. Will outreach be completed prior to the letter of Intent date?

It is not our intent to complete all outreach prior to the Letter of Intent Deadline. It is worth noting that Applicants will not be held to the content of the letter of intent, and the project may change prior to submitting the Application.

1. Will some of the outreach generate awareness and increase questions? Will the deadline be extended?

Possibly. The impact to the application timeline will need to be evaluated.

1. Do we need to have a project site to be eligible?

A general sense of the specific site(s)/address(es) where the project is to be located is needed to complete our evaluation of project site information, and reviewers will also evaluate risk and readiness related to site selection when they score the relevant evaluation criteria. We recognize that it may be necessary in the case of certain projects to change sites as a project develops, but project site characteristics scored during the evaluation process must remain substantially similar to the sites described in the application.

1. Can site feasibility studies be included in the project?

Given that ETS monies are from the capital budget, the funding is primarily intended to pay for the actual infrastructure and having the equipment installed. Inclusion of a feasibility study would seem to indicate that the Applicant is not certain that a project will be viable or that infrastructure funding would be deployed; projects at this early stage of development are not a fit for ETS funding.

1. Is Reduced Match 1 Eligibility utilizing median income confined at the smallest level to City Limits? What about subareas like Census Tract for larger cities like Seattle?

For Match Option 1, we cannot permit sub-area data at this time. This is due to the median income dataset utilized being at the municipal level.

It is worth noting that Match Option 2 Environmental Health Disparity data does operate at the census tract level. Additionally, reduced match options should be viewed as an extraordinary opportunity for an exceptional circumstance, and they have been calibrated to align with geographic differences experienced by communities across the state.

1. Is there a Word of PDF document available with all of the pre-application and full application questions shown

Not at this time. All questions can be viewed via ZoomGrants.

1. What restrictions are there on match source?

Federal funds cannot be matched with other federal funds. Additionally, Eligible Applicants must provide a minimum of 51% of the required match. Eligible Applicant partners who do not have undue influence over the project and are giving funds in the form of a grant or loan may contribute to the minimum of 51% of the required match. Eligible Applicant partners who may have limited influence and limited ownership interest in the project may provide the remaining 49%. More information on match requirements can be found in RFA SECTION 1.4 FUNDING.

1. Is it a requirement for these charging stations to be public-facing? We’re interested in putting them into our fleet maintenance center.

A charging station accessible to a government fleet would meet the Program’s project end-use requirement (listed as item #5 under the heading “Project” in RFA SECTION 1.3 MINIMUM QUALIFICATIONS), as it would fall under “b) Local Government Fleet Vehicles”. “Public Charging” is the only end use that has a requirement to provide 24/7 unrestricted public access.

1. If providing a plugin for an electric ferry, we don’t have to provide access to the public?

For the project end-use requirement (listed as item #5 under the heading “Project” in RFA SECTION 1.3 MINIMUM QUALIFICATIONS), “Port – Marine or Aircraft” is one of six of the eligible end uses. “Public Charging” is the only end use that has a requirement to provide 24/7 unrestricted public access.

1. Regarding innovation in implementation or deployment strategies, if an eligible primary applicant uses a leasing model, but the service provider (not the primary applicant) holds the title to the charging station, is this situation eligible?

Lease agreements as described may be permissible under the ETS program, provided they meet all other minimum qualifications outlined in the RFA, and provided all subcontracts under the award align with Commerce standard terms and conditions (including flow-down). Particular attention should be paid to match requirements described in RFA SECTION 1.4 FUNDING and to the requirement stated in the response to question 38, above, that the primary Applicant must have full access to and control over the EVSE for the initial five year operational window described in RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK.

1. Can the host property apply lease amount as match?

“Purchase or rental of real estate” is listed as a non-eligible cost in SECTION 1.2 OBJECTIVES AND SCOPE OF WORK. Match provided by the applicant must be for eligible cost items.

1. Regarding state funding versus federal, can I specify whether I want state or federal funding?

Yes. There is a section to designate desired funding source, but there is no guarantee of which funding will be awarded.

1. Are state agencies eligible?

A state agency cannot be the primary applicant, but can partner with primary eligible applicants to apply.

1. Where can I find the total funding available and state and funding availability split?

The federal and state funding split is described in RFA SECTION 1.4.

1. If for a local government fleet, is there flexibility on the requirement that DCFC be compatible with both ChAdeMO and CCS?

The RFA has been revised. Equipment minimum qualification #5 in RFA SECTION 1.3 MINIMUM QUALIFICATIONS has been adjusted so it only applies to projects serving the “Public Charging” end use. All projects claiming that end use on the corresponding application question(s) must include dual-protocol charging, compatible with both CHAdeMO and CCS charging ports, for level 3 charging (or DCFC) EVSE. Projects that will not provide “Public Charging” as defined in RFA SECTION 1.7 DEFINITIONS are not required to provide dual-protocol charging for level 3 charging (or DCFC) EVSE.

1. For dual port requirement, do fast chargers have to be able to charge two vehicles simultaneously or just have dual port?

The charger must have dual port, but does not have to be able to charge two vehicles simultaneously.

1. Can lead applicants submit multiple letters of interest? March 5 is not much time for partnerships development.

Please see our response to Q&A Question #22, above. Applicants that intend to submit multiple Applications should submit one LOI corresponding to each application to be submitted.

1. Will the applicant be responsible for meeting governors executive order 05-05 requirements or will DOC be doing this?

Applicants/Grantees will be responsible for meeting executive order 05-05 requirements, as well as federal Section 106 requirements if the Applicant receives federal funds.

1. For project minimum qualifications, does this exclude rail operations and support equipment?

As currently written, yes, rail operations and support equipment are excluded.

1. Does in-kind labor count as match? We have the crew and electricians on staff for installation purposes and would like to know whether their standard time charged would count as match dollars.

Potentially, but such costs would have to relate directly to the installation of what Commerce is paying for. Beyond that, no.

1. Will Commerce pursue this award amount per project for this RFA? “$100,000 or less to 20 awards, and $2,500,000 to two awards”

As stated, Commerce reserves the right to limit awards of $100,000 or less to 20 awards, and $2,500,000 to two awards. We are not committing to doing so at this time.

1. For a battery electric marine vessel as mentioned earlier, would funding only be able to be applied to shoreside charging infrastructure, as opposed to systems on board a vessel?

The funding cannot go toward rolling stock, so funding could only be applied to shoreside charging infrastructure in this case.

1. What is the project completion timeline?

As stated on page one of the RFA, the estimated time period for contract is 4/1/2021– 3/31/2024.

1. From the time the applications are due, when are the applications evaluated?

We expect all applications to be evaluated by 8/27/2020.

1. Is there an expectation for multi-users? What is being sought here?

The ETS RFA describes a priority of aligning with the policy objective of serving multiple end-users or users. For example, the chargers outside of Commerce, those are available to government fleet, employees, and the public. These chargers see high levels of utilization.

1. On the reduced match requirements, how tight are the requirements?

There is no flexibility on reduced match requirements.

1. What is the education requirement?

This is a component of the application, and applicants can use that narrative response to describe an outreach and education strategy that is a fit for their project and community. The goal of including an outreach and education component is in part to help encourage utilization of funded projects, and in part to align with the objective of driving increased equity of access to EVSE.

1. Lacey, Olympia, Tumwater, Thurston County have an environmental action plan they’re working on. Can they piggyback on their campaign for the local campaign for the outreach component?

There needs to be a genuine effort and not just passing comments. Include additional detail in the Education/Outreach Plan, and refer to the RFA for further guidance on how the Education /Outreach plan will be evaluated. They should also keep in mind policy objectives such as serving highly impacted and vulnerable communities and innovating to reduce barriers.

1. Is there an expectation for in person presentation of our projects prior to awarding of funds or is it solely based on the pre application and application submitted by May 5th?

There is no intention at this time to conduct in-person interviews, and only a review of applications is planned at this time. Commerce reserves the right to request additional information or conduct in-person presentations as necessary.

1. Listening to Electrification of Transportation Systems (ETS) Grant phone webinar but can’t bring it up on skype, can you send me the PowerPoint presentation?

The Bidder’s Conference PowerPoint and a full recording of the webinar will be uploaded to the website soon.

1. Will you be providing a list of attendees from the webinar to all applicants or via the website? / Will the call-in/sign-in list be posted?

A partial list of virtual and in-person meeting attendees is on page 1 of this document. This information is based on publicly available and voluntarily provided information. Please email [CEF@commerce.wa.gov](mailto:CEF@commerce.wa.gov) with name and organization represented if you are interested in being included

1. Will you be providing any feedback to applicants based on the Letters of Intent, prior to the application due date? Will any applicants who submit letters of intent be turned down for continuing to the full application?

Commerce will not provide any feedback to applicants based on non-binding letters of intent. If an Applicant’s letter of intent is deemed to be incomplete, their Letter of Intent may be considered non-responsive and the Applicant may be ineligible to complete an Application corresponding to that Letter of Intent. To ensure alignment with Letter of Intent informational requirements, applicants should utilize the letter of intent template provided in the Attachments section of the ZoomGrants Application Portal (at the link provided in RFA SECTION 2.1 RFA COORDINATOR)

1. Can a project include several locations if each location qualifies for the same match, even if the individual locations are in different communities (i.e. a network of chargers along the same route)?

There is no requirement for this program that project sites be located in the same municipality. As stated in the RFA, all comprising project sites must meet the minimum criterion for a given Reduced Match Option for that project to be eligible for reduced match.

1. On that note, can an individual entity submit more than one application if the projects are distinctly different?

Please see our response to Q&A Question #22, above.

1. If an entity intends to submit more than one application, does each potential application require an individual letter of intent?

Yes.

1. When will you stop accepting questions?

As stated in RFA SECTION 2.2 ESTIMATED SCHEDULE OF PROCUREMENT ACTIVITIES, we intend to accept questions for this Q&A until 4/28/2020.

1. I haven’t actively been tracking the development of the WA ETS program but saw that it recently opened. Do you have any background on how the eligibility requirements were determined? Was there a public stakeholder input process?

There was a lengthy public stakeholder input process for the ETS program, including the release of a preliminary draft of the RFA in January 2019, a public meeting in April 2019, and review and incorporation of over 100 stakeholder comments into the final version of the RFA. This process heavily informed eligibility criteria for the program.

1. Can the match be in the form of maintaining the equipment?

According to RFA SECTION 1.4 FUNDING, Funds claimed as match must be eligible costs as described in SECTION 1.2, Objective and Scope of Work. One of the ineligible project costs listed in SECTION 1.2 is “Maintenance costs”.

1. Can the match be in the form of purchasing EVs?

According to RFA SECTION 1.4 FUNDING, Funds claimed as match must be eligible costs as described in SECTION 1.2, Objective and Scope of Work. One of the ineligible project costs listed in SECTION 1.2 is “Rolling stock”.

1. What does it mean to be “expected to be utilized upon installation”? If it’s a fleet, does the fleet have to already own a certain # of EVs per charger?

As stated in RFA SECTION 4.2 B.iii.c Utilization, which concerns the evaluation of utilization plans, Applicants are expected to demonstrate known and forecasted use of proposed projects in order to minimize risk of stranded assets and to accelerate market transformation efforts in Washington.

Because of the wide range of eligible projects and the competitive nature of the award, there is no single formula to receive top points on the utilization plan, however Applicants are encouraged to seek creative solutions to boost utilization. Applicants may also benefit from reviewing the priority electrification policy areas listed in RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK.

1. If we have a utility company plans to spend a “certain amount” on EVSE over the course of three years, and they are a partner to the lead applicant, can their “certain amount” be considered as match?

See response to Q&A Question #85 below for requirements about match funding sources. Additionally, according to RFA SECTION 1.4 FUNDING, “Match funds must be cash that is committed and available at the time of contract execution… Funds claimed as match must be eligible costs as described in SECTION 1.2, Objective and Scope of Work.” The description of what constitutes eligible costs in SECTION 1.2 includes the following: “All project costs must be necessary for and directly connected to the acquisition and installation or upgrading of the electric vehicle charging station.”

In short, in addition to aligning with the response to Q&A Question #85, any match funds provided by the utility in question must also be committed to the project at the time of contract execution and must be for costs that are necessary for and directly connected to the project.

1. Does the lead applicant have to provide any of the match funding?

As stated in RFA SECTION 1.4 FUNDING, “Eligible Applicants must provide a minimum of 51% of the required match. Eligible Applicant partners who do not have undue influence over the project and are giving funds in the form of a grant or loan may contribute to the minimum of 51% of the required match. Eligible Applicant partners who may have limited influence and limited ownership interest in the project may provide the remaining 49%.”

1. We are WA State Criminal Justice Training Commission serving all Law Enforcement Agencies. Question 1- can you apply for a 100% grant for a 12units level 3 charging station, 150k. That can be utilized by the public and agency use.

Commerce cannot advise on the suitability of specific projects for an award. Per RCW 43.101.020, the WA State Criminal Justice Training Commission is a state commission. Only Local Governments and Retail Electric Utilities as defined in Section 1.7 of the RFA are primary eligible applicants for this award. The WA State Criminal Justice Training Commission would have to partner with a primary eligible applicant to be eligible for this award. Furthermore, Applicants should read RFA SECTION 1.4 FUNDING for more information on match requirements and RFA SECTION 1.3 MINIMUM QUALIFICATIONS for more information on minimum eligible end uses.

1. The City will be applying for a grant and I have already submitted our LOI. I assume that once it is uploaded via the Zoom Grant portal, you consider that submitted and there is nothing else required on my part to submit it?

Correct. Letters of Intent (LOI) will be judged to be submitted on time if they are uploaded in the ZoomGrants portal at the moment of the LOI deadline. Once they have uploaded their completed LOI, Applicants may make revisions and upload a new version until the LOI deadline. Applicants should not upload, delete, or revise their LOI after the LOI deadline..

1. Also, I am a little confused about the requirement to furnish Staff Resumes. Would this be for the staff listed in the LOI? Other than managing the project for the City, I will not be performing any assigned work and bring no skills to the table as far as it pertains to EV charging stations.

We are not requesting resumes upon submission of the Letter of Intent. To submit a Letter of Intent, Applicants should fill out the Letter of Intent template word document available under the “Attachments” tab of the ZoomGrants application portal and upload it in the appropriate location under the “Attachments” tab of the ZoomGrants application portal.

Resumes are requested for the full application submission. Applicants should refer to RFA SECTIONS 3.2 B.i.b and 3.2 D.ii for more information. There is no standard format for resumes, and resumes uploaded should be of staff included in the Applicant’s response to the question entitled **Staff Qualifications and Experience** under the Management Proposal.

1. Finally, I have a letter from our Retail Electric Utility (PSE) to submit as an attachment but it’s from last summer when I started to prepare for applying for this grant. Can I use that letter as there have been no changes or should I have PSE send me a new letter with a more recent date?

There is no requirement that the Letter from the Retail Electric Utility (a component of the Full Application, see RFA SECTION 3.2 D.i) be sent within a given date range. An Applicant’s Letter from the Retail Electric Utility should reflect the scope of their project.

1. The Port of Seattle (the Port) would like to apply for Commerce’s Electrification of Transportation grant and seeks your guidance on the category that best fits our proposal. The Port meets the minimum qualifications for both Local Government and Port definitions in Section 1.3 of the ETS-RFA. The port definition specifically includes ground support equipment (GSE) for ports. The Port seeks grant funding to install 10 fast charging stations to be used by transportation network companies (TNCs) such as Lyft and Uber vehicles that transport passengers to and from Sea-Tac Airport. TNCs serving the airport must adhere to strict environmental limits set by the Port. We believe this project would fall under the Port category (5.f on page 6 of the ETS-RFA) because these chargers would be installed and operated by the Port, similar to our eGSE charging stations on the airfield. Only TNCs would have access to these chargers. This is consistent with the Port restricting access to the airfield chargers to the airlines and baggage companies (owners of the eGSE). Could you please confirm that our project would qualify under the port category (5f)?

The minimum qualification for Projects in RFA SECTION 1.3 #5 refers to the end uses of the EVSE, and the inclusion of GSE is intended to be illustrative and not limiting. EVSE installations that serves TNCs that in turn serve a port would qualify as “Port – Marine or Aircraft” under this minimum qualification.

1. Do we need more specifics on the infrastructure such as the approximate battery size etc.?

While Applicants are not required to submit technical details beyond the minimum qualifications listed in RFA SECTION 1.3, a greater degree of technical specificity will typically help Applicants to demonstrate their readiness to undertake the proposed project and help reviewers to understand the impact of the proposed grant funding.

1. Can the utility receive multiple awards as we are trying cover an array of use cases and technologies?

The RFA does not specifically preclude one entity from receiving multiple awards. Applicants should be aware of Commerce’s response to Q&A Question #22, above.

1. Are there strict definitions for the categories listed in Question 2.03 of the Letter of Intent template? We want to make sure we choose the right category.

Responses to this question will be used to decide on evaluation groupings as described in SECTION 4.2 EVALUATION BREAKDOWN. There are no strict definitions for the categories offered by Commerce, and Applicants should choose the potential grouping that they believe best aligns with their proposed project. If the Applicant feels that none of the existing groupings accurately describes their primary project type, the Applicant may choose “Other” and self-describe their primary project type. Commerce reserves the right to determine which application grouping best describes a particular project, to change application groupings after the closure of the application window, or not to utilize evaluation groupings for its evaluation of applications for this program.

1. Regarding the match for the grant, can it be an “in kind” such as labor or material?

Please see Commerce’s response to Q&A Question #63. As noted in RFA SECTION 1.4 FUNDING, Funds claimed as match must be eligible costs as described in SECTION 1.2, Objective and Scope of Work.

1. Can you send me any examples of resumes you’re asking for with the letter of intent?

Please see the response to Q&A Question #88, above.

1. Amongst our group of partners, we are still determining who can take on the role of “lead applicant”, is there any harm in submitting two LOIs (with different lead agencies identified) but describing the same project. Point being, our partners/project description will be the same, but the lead might differ.

Applicants may submit two LOIs describing the same project. If possible, Applicants should note where LOIs covering the same project have been submitted, as this will affect application review planning.

NOTE: Applicants should be aware that this same principal does not apply to submitted Applications, and should read the response to Q&A Question #22 above and RFA SECTION 2.11 MOST FAVORABLE TERMS for more context.

1. Which document(s) are required for submission for the Letter of Intent deadline on 3/5?

Applicants should fill out and upload the Letter of Intent template available in the ZoomGrants Application Portal (linked in RFA SECTION 2.1 RFA COORDINATOR). The Letter of Intent is the first document requested under the “Attachments” tab of the Application, and the only document that Applicants are required to upload by the Letter of Intent deadline listed in RFA SECTION 2.2 ESTIMATED SCHEDULE OF PROCUREMENT ACTIVITIES. Other document requests listed under the “Attachments” tab are attachments required for submission upon the Applications deadline.

1. Is there any harm to submitting a Letter of Intent if we’re not certain whether we’ll be an eligible applicant?

When in doubt, Applicants should submit a Letter of Intent. To be eligible to submit an application to this solicitation, the Applicant must first submit a Letter of Intent using the procedure outlined in SECTION 2.4 LETTER OF INTENT REQUIRED of this RFA, by the Letter of Intent deadline stated in SECTION 2.2 ESTIMATED SCHEDULE OF PROCUREMENT ACTIVITIES.

1. New paving is not an eligible cost, but is replacement/repair paving (for example, pavement cut for installation) an eligible cost?

Yes, where necessary for and directly connected to the acquisition and installation or upgrading of the electric vehicle charging station. Applicants should note that all project costs are subject to contract negotiation and COMMERCE is under no obligation to fund all requested project costs when determining an award.

1. Is pavement cutting an eligible cost?

Yes, where necessary for and directly connected to the acquisition and installation or upgrading of the electric vehicle charging station. Construction materials and personnel costs related to installation are listed as eligible costs. Applicants should note that all project costs are subject to contract negotiation and COMMERCE is under no obligation to fund all requested project costs when determining an award.

1. Can the EV charging station warranty be included in the eligible cost?

If the selected EVSE requires that an Applicant pay an extra fee to meet the minimum equipment warranty requirement described in RFA SECTION 1.3 MINIMUM QUALIFICATIONS, Applicants may include that cost in their application narrative questions and project cost proposal. Applicants should note that all project costs are subject to contract negotiation and COMMERCE is under no obligation to fund all requested project costs when determining an award.

1. EVSE electrical supply cost is an eligible cost, I’m assuming this is the cost for the utility to bring the necessary power components (transformers, conductor, etc) to the EV charging site?

The exact language used in RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK is “EVSE electrical connectivity”. Please see our response to Q&A Question #20, above.

1. And, “Electric supply costs” – an ineligible cost, would be the actual monthly ongoing costs to run the equipment?

Ongoing electric supply costs and equipment maintenance costs are listed as ineligible costs. Any other ongoing costs would need to be discussed as part of the contracting process, but would likely be ineligible as ETS monies are intended for the purchase and installation of EVSE. Applicants should note that all project costs are subject to contract negotiation and COMMERCE is under no obligation to fund all requested project costs when determining an award.

1. I can’t tell if you would consider or not a solar project at our road maintenance/solid waste properties in Snohomish County for the Public Works Department. If we were to do a solar project that helped charge electric vehicle charging stations and also provided a minimum of backup power with possible battery storage for us to be able to operate during emergencies. This would allow us to do work to keep open transportation lifeline routes during emergencies if power is out. Would this grant cover that kind of a project?

The Electrification of Transportation Systems program specifically funds projects that include the purchase and installation of Electric Vehicle Supply Equipment, which is defined as “a unit of fueling infrastructure that supplies electric energy for the recharging of electric vehicles.” (see RFA SECTION 1.7 DEFINITIONS). Each project must install a minimum of one, dual-plug connector EVSE, unless the Applicant can demonstrate no dual-plug EVSE is available that can serve the purpose of the project while meeting this requirement (see RFA SECTION 1.3 MINIMUM QUALIFICATIONS).

That being said, it is a strategic priority of the program to support projects that are designed and implemented to address peak demand and grid impacts that otherwise would have resulted from the operation of the EVSE. Such load management strategies, including hardware such as solar and battery storage, are listed eligible expenditures. Applicants pursuing such a project should take care to explain in detail how load mitigation strategies are to be integrated with the EVSE, both operationally and in terms of project infrastructure (hardware and software as needed), as well as any other pertinent details. Applicants should note that all project costs are subject to contract negotiation and COMMERCE is under no obligation to fund all requested project costs when determining an award (RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK).

1. Is it required to be part of a network or just capable of supplying the data requested?

There is no strict requirement that the EVSE be connected to a network, however the Grantee must be able to readily produce the requested data upon Commerce’s request (unless EVSE is not able to provide this information per the appropriate exemption process outlined in RFA SECTION 1.3 MINIMUM QUALIFICATIONS).

1. Can the charging stations we install have a card swipe or do they need to be free?

Please see Commerce’ answer to Q&A Question #3, above.

1. If our utility has multiple projects we would like to apply for, can we submit separate letters of intent for multiple projects? Or should we include all potential projects under one letter of intent? Let us know what would be the best approach here.

Please see our response to Q&A Question #22, above. Applicants that intend to submit multiple Applications should submit one LOI corresponding to each application to be submitted.

1. If our projects involve partnerships with community partners or customers, will Tacoma Public Utilities have to own the infrastructure being applied for or can the customer/community partner own the infrastructure? Can you provide some guidance around ownership?

Please see our response to Q&A Question #38, above.

1. I do not see a signature line on the LOI. Is that required when submitting the LOI this week?

No.

1. I just want to confirm that our Letter of Intent is received by Department of Commerce for the Electrification of Transportation Systems grant. I went to the ZoomGrants application portal and uploaded the LOI on the “attachments” tab. Is that sufficient? I didn’t see an option to submit or send.

Due to the expected volume of applications, we cannot provide individual confirmation of Letter of Intent (LOI) receipt for individual Applicants prior to the LOI deadline. After the LOI deadline, Commerce will send a confirmation to all Applicants who have successfully submitted a Letter of Intent. Commerce will consider a Letter of Intent to be submitted if it is uploaded to the Letter of Intent document request under the Attachments tab of the ZoomGrants application portal, at the time of the deadline listed in RFA SECTION 2.2 ESTIMATED SCHEDULE OF PROCUREMENT ACTIVITIES. Applicants should **not** edit or delete their Letter of Intent after the LOI deadline. Any deletions of or changes to the Letter of Intent upload after the LOI deadline may result in disqualification of that LOI.

1. Will you please define electric supply costs vs. load management?

For the purposes of eligible and ineligible costs described in RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK:

Electric supply costs: any expense made to the load serving entity (i.e., electric utility) for the delivery of electric service.

Load management: Hardware, software, consumer outreach, and other practices that beneficially impact the way in which the EVSE is used, such that load is beneficially managed to support grid operations and ratepayer impacts.

1. We are looking at two locations for public charging. One location is 2/10 on the Environmental Health Disparities map, the other is 8/10. Which match ratio would this qualify for? Do we need to submit separate applications for these locations?

Please see RFA SECTION 1.4 FUNDING. For both reduced match options, each of the proposed sites must meet the applicable reduced match criterion to make the project eligible for reduced match. As stated during the Pre-Application Conference, this should be viewed as an extraordinary opportunity for an exceptional circumstance. If an application has two sites, one with an Environmental Health Disparities rank of two and the other or eight, that project would not be eligible for reduced match under reduced match Option 2.

1. One of the Port of Vancouver’s main marine tenants is Subaru which plans to start electrification of their fleet in 2022 and be fully electric by 2030. Under the Port section of the ETS grant, would providing charging stations to support imported Subaru’s qualify for the ETS program?

The minimum qualification for Projects in RFA SECTION 1.3 #5 refers to the end uses of the EVSE, and the inclusion of ground support equipment is intended to be illustrative and not limiting. Projects are eligible for the “port” end use as long as they directly and meaningfully support port operations and the specified function(s) do not otherwise fit the other end-uses listed under RFA 1.3.

1. We are in the process of developing a project with a city in our service territory for the ETS CEF3 grant and are determining who would be best suited to apply. If one of us submits the LOI this week, does that same entity also need to submit the full application for that project, or could we switch to have the other entity be the prime applicant?

Please see Commerce’s response to Q&A Question #96, above.

1. Is ZoomGrant and the RFA setup such that 1 Applicant representing the City of Tacoma (1 corporate entity), may upload multiple LOIs to 1 ZoomGrant Account to meet the March 5th submittal requirments?

Yes. Applicants planning to submit multiple applications may begin multiple independent applications within the ZoomGrants portal. Applicants submitting multiple LOIs should create one ZoomGrants application for each LOI/Application that they plan to submit, and upload each LOI under its corresponding ZoomGrants application.

1. I see that the minimum request is $25,000 with a 1 to1 match making it a $50,000 project. What if the completed project does not meet that dollar amount? Can a maintenance plan be included in the project cost?

Unfortunately, Commerce is not able to make awards of less than $25,000 for the purposes of this program. The minimum total project size would be $50,000, *if* it is operating under a 1:1 match requirement. If the Applicant applies for and is deemed eligible for reduced match options outlined in SECTION 1.4 FUNDING, the total project size may be smaller (if operating under a 1:5 match requirement, the total minimum project size would be $30,000. If operating under a 1:10 match requirement, the total minimum project size would be $27,500). Maintenance costs are listed as ineligible, non-reimbursable expenditures in RFA SECTION 1.2 OBJECTIVES AND SCOPE OF WORK.

1. Is Section 2.11 Most Favorable Terms ,indicating that the Applicant use their best judgement as to what applications will be most favorably scored in the WDOC selection process?

Along with other key information, RFA SECTION 2.11 MOST FAVORABLE TERMS indicates that for a given project, the Applicant should submit the version of that project that best aligns with the objectives and scope of work of the ETS program. The objectives and scope of work are in turn reflected in the scoring criteria. As stated in our response to Q&A Question #22, above, “Applicants should not submit multiple applications for the same project, and COMMERCE reserves the right to deem an application ineligible if it is found to cover substantially the same project as another submitted application.”

1. Does Section 2.11, when placed in the context of the overall RFA, also imply it is Most Favorable Terms” when the Applicant combines multiple similar projects into 1 Application AS LONG AS 1) all projects adhere to all laws pertaining to funding source, 2) Quarterly reports to WDOC provide adequate clarity on progress, AND 3) that the organization has the capability to administer 1 grant for multiple projects / departments / contractors / beneficial end users?

Not necessarily – it will depend on the project or project(s) in question. In attempting to determine which version of their project will score most highly, applicants may find RFA SECTION 4.2 EVALUATION BREAKDOWN useful.

1. I would just like to confirm the Metropolitan Planning Organizations (MPO) and Regional Transportation Planning Organizations (RTPO) qualify as an eligible lead applicants under the local government definition.

MPOs and RTPOS qualify as primary eligible applicants under the local government definition. As with all applicants, MPO/RTPO must still fulfill all other minimum qualifications described in the RFA to for their application to be deemed eligible.

1. Will there be future ETS grant solicitations?

The ETS Program is funded as part of CEF 3 funding enacted in Section 1013 (6) of Substitute Senate Bill 6090. No future solicitations are currently planned for the ETS program.

1. I submitted a Letter of Intent this morning, for the Electrification of Transportation Systems Grant. Here (below) is what I see on ZoomGrants. Are there any additional steps I need to take?

Please see our response to Q&A Question #110, above.

1. I represent two institutions of Higher Education, Pierce College and Bates Technical College that are defined as state agencies by the State Board of Community and Technical Colleges. Are state agencies such as these eligible to submit letters of interest as the primary applicant? Or, would we partner with our local utility company?

Please see our response to Q&A Question #10, above.

1. I understand that the Letter of Intent must be submitted by 3pm 03/05/2020 but does the Pre-Application need to be submitted by that time as well or does the LOI just make us eligible to then move forward with the Pre-Application? If so, is the Pre-Application due the same time as the Application?

The Pre-Application and the Full Application are both components of the Application described in RFA SECTION 3 APPLICATION CONTENTS. The Letter of Intent is the only document that Applicants are required to submit for the Letter of Intent Deadline.

1. I submitted my letter of intent for the Electrification of Transportation Systems for the City of Anacortes in zoom grants yesterday, if possible can you check to see it and that it was done correctly.

Please see our response to Q&A Question #110, above.

1. Is the funding federal? I thought it was related to VW settlements to the state, but wanted to clarify if it’s marked federal

Please see RFA SECTION 1.4 FUNDING. In this round of the ETS program, $7,663,000 in Washington State funds and up to $3,007,000 from U.S. Department of Energy American Recovery and Reinvestment Act (ARRA) federal funds will be competitively awarded. Applicants will have the chance to specify a preferred type of funding. Commerce cannot guarantee that Applicants with received their preferred funding type if they receive an award.

1. We have two project site considerations for EV station installs
   1. Is it okay if we submit two LOI’s? Or is the preference one LOI identifying “multiple locations” ?
   2. One project is partially funded already by Kirkland, supplanting presents an issue here if fed
   3. The other site is not funded, so supplanting isn’t a concern

Please see our response to Q&A Question #107, above.

1. Confirming the stations can be used for internal fleet vehicles and are NOT required to be public facing/accessible

Please see our response to Q&A Question #51, above.

1. A quick question on the LOI. For Section 1.05 and 1.06, are you looking for the person responsible for submitting the grant (our grants manager) or the CEO, the person granted the signing authority by our Board? Thank you for the clarification.

For Section 1.05 and 1.06 of the LOI, Applicants should fill in information corresponding to an individual granted signatory authority for the primary applicant.

1. We received a notification from the application portal that our DUNS did not correspond to a tax exempt organization. Will this jeopardize our application or LOI submission?

Certain primary eligible ETS applicants are not tax-exempt entities. As long as the Applicant is a primary eligible applicant under the definitions outlined in the ETS RFA, there should not be any issue with applicant eligibility related to their tax status.

1. I am not noticing the location to submit the Letter of Intent through the portal. Please advise.

Please see Commerce’s response to Q&A Question #110, above.

1. If a project is not in the counties listed below, will the project be considered? **EPA National Scale Air Toxics Assessment (NATA)** List the project sites in counties qualified as NATA Counties under [NATA](https://www.epa.gov/sites/production/files/2018-12/documents/fy19-priority-county-list-2018-12-7.pdf) (which are located in Clark, King, Pierce, Skagit, Snohomish, or Whatcom Counties).

Yes. There is no minimum qualification listed in RFA SECTION 1.3 MINIMUM QUALIFICATIONS that pertains to NATA. NATA is a scoring criteria for full applications, as described in RFA SECTION 4.2 B.iv.b b. EPA National Scale Air Toxics Assessment (NATA).

1. Can you please confirm that Commerce has received three LOI’s applying to the ETS program from King County (1) and King County Metro (2)?

Please see Commerce’s response to Q&A Question #110, above. Commerce is still processing a high volume of LOIs and will send notifications to all Applicants when we have completed our administrative review.

1. I saw the letter of intent (LOI) deadline was 3/5. Is it still possible to submit a letter of intent and/or application?

The mandatory letter of intent deadline has passed. Only Applicants that submitted letters of intent prior to the letter of intent deadline will be eligible to submit applications for this award. Individuals interested in future clean energy fund solicitations should sign up for updates on Commerce’s clean energy fund [website](https://www.commerce.wa.gov/growing-the-economy/energy/clean-energy-fund).

1. In light of the COVID-19 outbreak, will Commerce still be holding the outreach events referenced during the pre-application conference?

Planned in-person outreach related to this program has been cancelled pending further developments. Commerce will endeavor to provide appropriate application support to applicants via the Question & Answer process outlined in the RFA, and through additional informational resources as needed.

1. I'm curious to learn which public agencies submitted Letters of Intent to apply for ETS funding. Is a list of eligible applicants be available?

Commerce does not intend to publicly release a full list of Letter of Intent submitters at this time.

1. There are potential legislative changes to ETS that would include Federally Recognized Tribal Governments as eligible applicants for the award. If these pass into law, how would Commerce respond?

Please see the updated answer to Q&A Question #24, above.

1. Would it be possible to amend our Letter of Intent to reflect the $2,500,000?

There is no need to amend Letters of Intent to reflect differences between the Letter of Intent and Application. Letters of Intent are non-binding, and Project and Funding Information may change between Letter of Intent and Application.

1. We’re a small city working on an application for ETS. We have a limited numbers of businesses we work with on a regular basis. What are you looking for when you ask for a business reference? What would be an acceptable business reference for a small city in our situation?

“Business” in this context does not refer to a particular organization type. Instead, it refers to the requirement that the references in question can speak to the organization’s and individual’s relevant professional/business accomplishments. References may be any individual external to the Applicant’s own organization who can speak to the Applicant’s ability to carry out the proposed project. Examples may be collaborators on past infrastructure projects or previous funders of such projects. References may not be employees of Commerce.

1. Is there any consideration of extending the deadline for the ETS grant? It will be difficult for us to complete this grant in a timely manner without their input if the curve of COVID-19 doesn’t flatten.

Commerce has received multiple inquiries requesting an extension of ETS program timelines. We are currently considering an appropriate extension to program timelines. Notifications will be sent to eligible LOI submitters as soon as more information is available.

1. According to the NOFA Section 4.7.A REQUIREMENTS OF SUCCESSFUL APPLICANTS: *Are responsible for all costs incurred prior to the execution of a contract and not have the expectation for reimbursement of those costs*. However the QA 3-17-2020 in response to Question 26. states: *ETS monies cannot be used to fund project costs incurred prior to Commerce’s issuance of the award letter.* Could you please clarify if costs eligibility begins at point of award letter issuance, or at execution of an award contract?

Commerce has the ability to permit reimbursement for project costs as early as the date that award letters are issued to successful applicants, however this is subject to contract negotiation and successful applicants have no expectation of reimbursement for these costs. Successful applicants interested in reimbursing for expenditures prior to contract execution should notify their Commerce contract manager at their earliest convenience so that this can be addressed.

1. If the ability to start spending begins at the time Commerce issues the award letter, can you provide a rough idea of how far in advance of the actual award contract that letter might be issued?

Information on the program timeline can be found in RFA SECTION 2.2 ESTIMATED SCHEDULE OF PROCURMENT ACTIVITIES. Award letters will be issued when “Apparent Successful Grantees” are announced and notifications to unsuccessful applicants sent. A projected timeline for contract negotiations is also provided. Commerce reserves the right to revise this schedule.

1. At this time, do you anticipate any changes to the ETS procurement schedule given the COVID-19 situation?

Please see our answer to Q&A Question #139, above.

1. Do you know if Commerce expects to adjust the timing, amount, or other items related to the EV grant opportunity? And if so, do you know when that might be announced?

Please see our answer to Q&A Question #139, above. Changes will be announced in the coming weeks.

1. If a grant application has several charging locations identified and they fall into different match levels, i.e. one location qualifies for 1:1 match while another one qualifies for a 5:1 or 10:1 match, how will that be handled? Will the match amount required be determined by the individual locations in the grant, or will the grant require the highest match for all the locations? An example would be if 2 locations qualify for a 5:1 match and 1 locations qualifies for a 10:1 match and 2 locations qualify for a 1:1 match. What will the grant match be?

Please see RFA SECTION 1.4 FUNDING. Reduced match options should be viewed as an extraordinary opportunity for an exceptional circumstance. To be eligible for reduced match, *each* of a project’s sites must fit the eligibility criterion for that reduced match option. In the example given, the match ratio would be the standard 1:1.

1. Given the post COVID-19 uncertainty, are we able to withdraw an application after submittal if we no longer have the available funds to contribute?

Yes. Additionally, it may be noted that Commerce reserves the right to reduce award amounts to ensure minimum match requirements are met.

1. I am curious who the required signatory will be for the ETS grant? Would the Port’s Executive Director be sufficient, or do we need a signed commission resolution? I trying to manage the application while much of our staff and leadership are working from home. Any thoughts are welcome.

As stated in RFA SECTION 2.5 SUBMISSION OF APPLICATIONS, The Letter of Submittal and the Certifications and Assurances form must have a scanned signature of the individual within the organization authorized to bind the Applicant to the offer. It is up to the applicant to determine which individual this would be, as well as what internal approval process is needed.

1. The RFA defines a "Multi-Unit Dwelling: A resident building composed of four or more distinct dwelling units and that has off-street parking." Would university housing complexes count as acceptable MUDs?

Yes, assuming they are composed of four or more distinct dwelling units and have off-street parking.

1. In light of the restrictions to essential businesses due to COVID-19, there are requirements of the grant that my team is worried about accomplishing by the May 5 deadline. I have seen in the Q/A that Commerce is considering extending the deadline. When will information regarding the effects of COVID-19 on the grant process be sent out to grant applicants?

Please see our response to Q&A Question #139. We will make information about changes public as soon as they are available.