

# Washington State Volkswagen Settlement

## Electric Vehicle Charging Infrastructure at State and Local Government-Owned Facilities

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### Questions and Answers

**Q1: Are Ports, Public Housing Authorities, Special Purpose Districts, Joint Action Agencies, City-owned parks and Universities eligible for this grant?**

**A:** No, for the purposes of this funding opportunity, state, city and county governments are eligible, as defined below:

- State government includes Departments of State Government identified in [RCW 43.17.010](#), [RCW 50.08.010](#), [RCW 74.18.030](#), or [RCW 43.30.030](#)
- County government includes counties within Washington State according to [Chapter 36.04 RCW](#)
- City government includes first-class cities, second-class cities, towns, unclassified cities, and code cities. See [RCW 35.01](#), [RCW 35.30](#), and [RCW 35A.01.035](#)

**Q2: Does a government-owned park and ride qualify?**

**A:** No, since it is not a workplace.

**Q3: Is the requirement that a minimum of 100 employees are stationed at the facility a firm requirement?**

**A:** Yes.

**Q4: We have several sub-tenants in our building. May we include those in our employee count?**

**A:** Yes. Employees of sub-tenants at the facility that meet the eligibility requirements stated in the grant guidelines may be included in the employee count.

**Q5: Our campus includes several buildings with shared access to parking facilities. Can we include employees stationed at the other campus buildings that have access to our parking in our employee count, in order to qualify and/or earn bonus points?**

**A:** Yes, applicants may include employees stationed at other campus buildings in their employee count if:

- the campus buildings are adjacent to or within one-quarter mile walking distance of the parking area designated to receive the charging stations; and
- the other campus buildings are owned by the applicant; and
- employees stationed in the other campus building(s) will have unrestricted access to use the charging stations at the shared parking facility.

**Q6: Employees in our building have access to multiple parking areas. Can we split the minimum 3 EV charging stations between the parking areas that serve a single government building?**

**A:** Yes. Eligible projects are those that include a minimum of 3 dual-plug connectors that service six parking spots **at a single location**. A single location means a single site address. Applicants may **not** split the required minimum 3 EV chargers between parking areas located at different site addresses.

**Q7: Will there be a future opportunity focused on workplaces (either government or non-government) with less than 100 employees?**

**A:** Ecology has not made a decision regarding future workplace charging funding opportunities.

**Q8: If awarded grant funding, may the recipient charge their employees for charging their vehicle at the workplace?**

**A:** This decision is left to the grant recipient.

**Q9: If our workplace is spread over multiple locations, can we apply for each one separately?**

**A:** Yes. If each location is located at a different address, and meets the other requirements, you may complete separate applications.

**Q10: Are these grant funds intended to install electric vehicle chargers for employees to charge their personal vehicles while at work?**

**A:** Yes.

**Q11: When will applicants be notified that they were approved or rejected for the program?**

**A:** Ecology anticipates notifying successful recipients of awards in January 2020.

**Q12: May grant funds be used to install charging infrastructure for public agency fleets?**

**A:** No, these grant funds are intended to install electric vehicle chargers for employees to charge their personal vehicles while at work.

**Q13: Can agencies use the electric vehicle chargers funded under this grant to charge their fleet vehicles during non-workplace hours such as nights and weekends?**

**A:** Ecology expects that EV chargers funded by this grant will be dedicated for employee use at the workplace. Use of the chargers during non-workplace hours will be left to the discretion of the recipient agency.

**Q14: Will grantees have to use the state contract for EVSE procurement?**

**A:** No.

**Q15: When must projects be completed?**

**A:** Grant recipients must complete construction, installation, and reporting (i.e. chargers must be able to be used to charge EVs) by June 30, 2022.

**Q16: If the applicant already has 3 or more existing dual-port Level 2 stations and just wants to apply for 1 DC fast charger, would you consider that?**

**A:** No. To be eligible to compete for funding, the proposed project must install a minimum of three, level 2 dual-plug connectors that service six (6) parking spots at a single location.

**Q17: Is there a limit on the number of years for networking and a maintenance plan that customers can purchase along with the charging station? Can those costs count towards eligible costs?**

**A:** No, there is no limit on the number of years for networking and maintenance plans associated with the charging station. Projects must include a minimum 1 year manufacturer's warranty. These are eligible costs and can be counted towards the required match. Applicants are encouraged to keep their applications competitive when considering project needs and costs.

**Q18: We lease our office space. Can the property owner of our building apply?**

**A:** If the owner of your facility is a state, city and county government as defined in the grant guidelines, they are eligible to apply.