

**Washington State Department of Transportation  
Electric Vehicle Charging Reliability and Accessibility  
Accelerator (EVC RAA)  
Notice of Funding Opportunity and Request for Proposals**

**Question & Answer Document**

This document contains the questions WSDOT received on the EVC RAA notice of funding opportunity and request for proposals through the formal question submittal period.

**1. Where do I find the list of eligible chargers?**

Please email [partnerships@wsdot.wa.gov](mailto:partnerships@wsdot.wa.gov) at any time for a spreadsheet of the eligible chargers with details such as station address. There is a list of [eligible AFDC IDs](#) on the [EVC RAA website](#).

The final list of eligible chargers is a combination of two lists created by the Federal Highway Administration: The [Final List](#) (10/11/2023) and [Final List Addendum](#) (10/12/2023) of Non-Operational Chargers. Please note these links directly download the excel spreadsheets.

**2. If my charger is not listed, what can I do to get listed if there's future funding opportunities?**

We don't know if there will be future funding opportunities. However, FHWA created the list by selecting all chargers that were listed as temporarily unavailable on the [Alternative Fuel Data Center](#) station database. Therefore, keeping your charger status accurate with the AFDC seems important if there is another eligibility list created.

**3. Will the EVC RAA pre-application webinar become available?**

Yes, please [view the recording](#) here for find a link on our [EVC RAA website](#).

**4. Is there an application template available for this grant?**

No, there is no template. Please see the EVC RAA notice of funding opportunity and request for proposals, Section 4, for complete instructions on how to apply.

**5. Is there a preferred naming convention for the word document application and what information should be included in the email subject line for submittal?**

There is no preferred naming convention for the application or email subject line. The grant manager will reply to all applications with a receipt confirmation.

**6. Is there a funding lid which applicants should be aware?**

There are no minimum or maximum award lids. The maximum cost cap per port, however, is established as \$15,000 for Level 2 ports and \$220,000 for DCFC ports. Therefore, based on 20% non-federal match, the total amount that can be reimbursed per port is:

- Level 2 port: \$12,000
- DCFC port: \$176,000

**7. If a Level 2 charger is located within 1 travel mile of an Alternative Fuel Corridor, does it need to be replaced to the DCFC standards?**

No. There is a two-prong test for these stations – 1) located along and 2) designed to serve users of the AFC. If a Level 2 station is located along an AFC but is not designed to serve users of the designated AFC, the station falls within 23 CFR Part 680.106(b)(2): the station must have at least four networked-connected ports (L2 or DCFC or a combination).

**8. Are utilities eligible to apply?**

Public utilities are eligible to apply. Investor-owned utilities are not eligible to apply directly.

**9. Can we still apply for a grant, even if the station ports have now been fixed?**

Yes, if the station does not meet all NEVI standards as listed in 23 CFR Part 680.

**10. Is battery energy storage an eligible expense?**

Yes, if it is intrinsically needed to make the charger operational.

**11. There doesn't appear to be a required attachment for a signed site host letter or agreement. Is it intended that we describe through the narrative the current status of the site host agreement?**

Yes, that is correct. For that application component, we request a brief summary of the current status of the site host agreement (that is, do you have one in place, a letter of intent,

verbal commitment, etc). Then once awards are made, we'll work with the awardee on getting a site host certification in place to support the final grant agreement.

**12. As I'm researching the grant, there appears to be only one non-networked charger. Is this grant only applicable to the network companies or is there a way for a different charging company to replace the faulty chargers?**

The grant's eligible applicants include public entities and private entities registered to do business in the state of Washington. The applicant would need to ensure they have the permission of the landowner to proceed, a network operator, and the ability to provide the match. Network operators are eligible to apply, but they would also need to ensure they have landowner permission and match.

**13. Can we apply for a charger that is not on the eligibility list?**

The grant is limited to chargers on the FHWA's final list of non-operational chargers.