



Diesel Mitigation Trust Fund Level 2 Electric Vehicle Charging Station Grants 2020 Responses to Questions: Updated September 14, 2020

Agency Contacts for this Program

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Ohio EPA invites applications for grants under its [Diesel Mitigation Trust Fund \(DMTF\)](#) program to help fund the installation of publicly available Level 2 Electric Vehicle (EV) charging stations in [26 Ohio priority counties](#).

This current offering is for Level 2 charging stations only. A separate funding opportunity will be made available in early 2021 for DC Fast Charging stations. The total funding under this Level 2 competitive grant offering is approximately \$3,250,000 of which \$250,000 is set aside for public charging in certain Ohio state parks and other state government facilities. Of the remaining funds, \$115,000 is allocated for sites in each of the 26 eligible counties.

Applications are due in the form of a single pdf file via email to evcharging@epa.ohio.gov no later than 3:00 PM on September 30, 2020.

Two webinars were offered as Microsoft Teams Live events to provide an overview of the program and offer an opportunity for prospective applicants to ask questions. You can access the PowerPoint presentation and listen to the recorded webinar at <https://epa.ohio.gov/oeo/#131365122-vw-mitigation-grants>.

Presentation slides and questions and answers from both sessions are also posted on the program website. Applicants may contact Ohio EPA staff members with questions throughout the grant cycle. Ohio EPA will continue to update the list of questions and answers regularly so that all applicants have access to the same information.

Questions or requests for clarification about this program may be submitted in writing via email to alauddin.alauddin@epa.ohio.gov or ryan.bourgart@epa.ohio.gov. Answers to questions received at these webinars are presented below along with answers to questions Ohio EPA staff are providing to email and telephone inquiries. Ohio EPA will continue to update this document throughout the application period.

Question 1: Is there a list of available contractors we could use to get quotes?

Response: Ohio EPA does not maintain a list of contractors. However, Ohio DAS does have signed state term service contracts with 7 vendors ready for public entities to use regardless of funding source. Applications using one of these contracts will receive a higher ranking during application review.

Details and contact information for the Ohio DAS contracts are below:

Contract Number: RS900320 Index Number: GDC169
Contact: Donna Davies, Donna.Davies@das.ohio.gov, (614) 728-3729
<https://procure.ohio.gov/proc/viewContractsAwards.asp?contractID=36761>

Question 2: Is it possible to apply for DCFC funds retroactively?

Response: Unfortunately, our program rules do not allow us to fund any activities that were started prior to an executed grant agreement between the Ohio EPA and the grantee. We anticipate executing grant agreements for Level 2 charging stations around December. With our DCFC application cycle opening around February 2021, the grant agreements for that program would likely be signed around August 2021.

Question 3: We are a company that works with state agencies on EV charging programs and would like to know if we could be a resource to this program.

Response: In order to make the maximum amount of funding available in the form of grants to Ohio businesses and communities, our VW program is structured in a way that, while program development and administration occurs in-house, activities like site acquisition, engineering, construction and management are left to the applicant. We are encouraging solution providers, planning agencies and electric utilities to reach out to potential site hosts to form high quality proposals for potential EV charging locations. There is a DriveOhio report, released on June 30, 2020 and available at drive.ohio.gov, about expanding EV access throughout Ohio. This study will help guide program decisions as we implement the EV charging infrastructure funding portion of the VW/DMTF program in Ohio. This report may help your company focus its outreach efforts to potential site hosts in the 26 VW/DMTF eligible counties.

Question 4: Is the DMTF EV charging infrastructure funding only available to entities within the 26 counties? Are there exceptions with the state parks?

Response: The VW/DMTF grant program (both vehicle replacement and EV charging components) is limited to the 26 priority counties. Funding for state parks is limited to those within these counties. When determining which projects to fund, applications will be separated by county first, then ranked according the ranking criteria. Based on applications received, should there be funds left over from one county and worthy unfunded applications in another, we reserve the right to reallocate funding as needed. We encourage applications for charging locations in all 26 counties.

Question 5: Are public libraries eligible to be funded?

Response: If a public library is within an eligible county and charging stations are publicly available, they are eligible under the program. Please note that any activities initiated ahead of a grant award will not be eligible for reimbursement under our program.

Question 6: Are the webinars for this program mandatory or optional?

Response: Attending the webinars is optional but attending one of them is strongly encouraged. Attending both is unnecessary.

Question 7: The RFA states that the map of EV chargers generated online should be emailed to administrators' emails. Is this in addition to submission at evcharging@epa.ohio.gov, or should the map just be attached to this email address?

Response: The map generated must be inserted into the one combined application file and emailed as a pdf to evcharging@epa.ohio.gov.

July 10 Update:

Question 8: Could a charger at a business used for fleet vehicles overnight, and available to the public during the day be eligible for funding under this program?

Response: A charger at a business is eligible provided it is publicly accessible at least 16 hours a day during prime business or daylight hours. Preference will be given to locations that are available 24 hours a day and do not have limited access or availability (e.g. behind a fence, in a gated parking lot closed to the public after hours, etc.). Beyond the 16 hours required per day, if the business would like to charge its vehicles overnight during the remaining 8 hours, that is an allowable use of the charger.

Question 9: What are the criteria for being selected for an award and how are they weighed? Can you provide any further guidance on how applicants can assess their competitiveness when reviewing various possible locations for application?

Response: Projects will be assessed based on 9 criteria: 1) Cost-effectiveness, 2) Availability, 3) Relative location, 4) Traffic, 5) Amenities, 6) Multiple chargers, 7) Scalability/Future proofing, 8) State term contract for public entities, and 9) Destination charging. These criteria are explained in the RFA document on our website at <https://epa.ohio.gov/Portals/42/documents/VW/DMTF-EVSE-Level2-RFA.pdf>.

Question 10: Are rights-of-way and public streets considered government owned sites for chargers?

Response: Yes. However, please note that applications with street chargers will need to make a strong case for how they will be operated and maintained in a way that prevents vandalism or other damage and keeps them in service during the reporting period and beyond.

Question 11: There was an old incentive from Ohio EPA that discounted 15% of the cost of the purchase of EV charging stations. Is this a new program independent from that, or a replacement?

Response: We are not aware of such an incentive from the Ohio EPA. This is a standalone program offered by the Ohio EPA as it administers the VW settlement fund dollars in Ohio.

Question 12: Will the PowerPoint and recording of the webinar be available?

Response: Yes, the PowerPoint and webinar recording are available on our website at <https://epa.ohio.gov/oeo/#1844010701-dmtf-2020-request-for-applications-for-level-2-electric-vehicle-charging-stations>. We will update this document either every week or every other week while the grant application cycle is open.

Question 13: Are hotels eligible sites?

Response: Hotels are eligible sites. However, applications for chargers at hotels must demonstrate clearly how they will ensure that the chargers are publicly available and not limited to guests only.

Question 14: Are government office parking garages and municipal parking lots that have parking fees and are open to the public eligible?

Response: Yes, if the parking garages and lots are open to the public, they are eligible. This program doesn't make a distinction between sites that charge for parking and those that do not.

Question 15: Can we use other non-federal funds for project match?

Response: Yes, as this program is funded from state dollars, you can use federal, state, or local funds as project match.

Question 16: Do eligible costs for a dual port networked level 2 charger (outlined in Section 3.4) max out at \$15,000?

Response: Yes, dual port level 2 chargers dollar amounts max out at \$15,000 each. If a government organization is applying, the program can reimburse a maximum of \$15,000 per dual port charger or 100% of the cost, whichever is lesser. If a non-government organization is applying, the program can reimburse a maximum of \$15,000 per dual port charger or 80% of the eligible costs, whichever is the lesser.

Question 17: How many stations can be placed at one site? Is it restricted to one dual port station per site? Is there a limit for how many charging stations per location is requested?

Response: There are no restrictions on the number of chargers to be placed per site. On the contrary, applications with multiple chargers will receive a higher priority. However, to achieve program goals, we reserve the right to provide partial funding for an application.

Question 18: Can you replace an existing station? Many of the early stations placed in the state are not working properly and are not networked. The electrical make ready already exists and would be cost effective.

Response:

Yes. However, please note that proposals will need to make a strong case for how they will be operated and maintained in a way that prevents vandalism or other damage and keeps them in service during the reporting period and beyond.

Question 19: In a public private EV partnership in which a service provider seeks to collaborate with a city, who should apply to the program?

Response: The answer to this question is situation-dependent and should be decided by the organizations in the partnership. If one party is a vendor and they are working with several clients, then it would make sense for the vendor to be the applicant. On the other hand, public applicants benefit with the higher percentage of reimbursement and do not need to provide financial disclosure documentation. The decision is left to the partnering organizations.

Question 20: Does the State have vendors through Sourcewell? Can we select one of those as a vendor for our response to the RFA?

Response: Applicants can choose any vendor from Sourcewell or any other source. However, only applications using the DAS contracts will receive priority in the ranking of applications.

Question 21: Do you have to use the ODOT TIMS for determining the highest functional class road or can you download the GIS files from TIMS and create your own FC map?

Response: For consistency in our review process, we would prefer that the TIMS map be used by all applicants.

Question 22: Does applying for this program make us ineligible for the fast charging grant in 2021, especially if they might be on the same site?

Response: No, applying to this program doesn't not impact your ability to apply for funding for DCFC chargers in 2021. You are encouraged to apply to both programs.

Question 23: What is the expected timing between submitting for reimbursement and the receipt of funds?

Response: Typically, once the required documentation (i.e. invoices, proof of payment, reimbursement request) is received, it takes about three to four weeks to receive a payment. Grant recipients are required to register as Suppliers through the [Ohio Supplier Portal](#), and may request to receive payments via electronic funds transfer, which will expedite receipt of payments.

Question 24: If OEPA does not receive enough eligible applications from one or more of the 26 priority counties to meet the \$115,000/county goal, what is OEPA's plan for distributing any "leftover" funding?

Response: If Ohio EPA does not receive enough applications to use up all the available funding within an eligible county, we may reallocate the unused funds to the highest scoring projects in other eligible counties.

Question 25: Does the distribution of funds to eligible sites have a relationship with the priority sites identified in the DriveOhio report?

Response: The DriveOhio report is a statewide look at electric vehicle charging stations in Ohio and includes certain recommended locations, including the locations of proposed state government owned facilities and destination locations. Destination locations within the 26

eligible counties will receive a higher priority for funding. Beyond that, the DriveOhio report does not impact the eligibility or ranking of other applications received under this program. The report will play a bigger role in the DC fast charging stations program being released early next year.

Question 26: Do the DAS vendor contracts include installation or are those costs the responsibility of the applicant?

Response: For questions on the DAC vendor contracts, please contact Donna Davies (Donna.Davies@das.ohio.gov or 614-728-3729).

Question 27: Will charging infrastructure support be provided to vehicles in the diesel replacement program if this program is specific to public access only?

Response: No. This program provides grant funds to deploy publicly available charging stations to support light duty (passenger) electric vehicles, in keeping with the allowable uses of the VW funding. Ohio's Beneficiary Mitigation Plan established that VW funds allocated for replacement of medium- and heavy-duty diesel vehicles and equipment will not be used to support fueling or charging infrastructure, in order to focus the available public dollars on uses that contribute more directly to emission reductions.

Question 28: Can we apply for this grant and other grants as well?

Response: Yes, you are encouraged to apply to as many grants to subsidize the funding as you can. Doing so could possibly lead to more chargers being installed or having a more competitive application by requesting a lower dollar amount from this program.

Question 29: Will Ohio EPA give a partial award for a project?

Response: Yes, we reserve the right to give partial awards to projects based on the number and substance of applications we receive.

Question 30: Is there any advantage or disadvantage to consolidating requests? If a vendor is serving 10 clients' locations, should they submit 1 application or 10?

Response: Applicants are encouraged to combine multiple locations within one county into a single application especially if they have the same electric utility company or site host. Charging locations in different counties should be in separate applications even if it one or more of the entities involved are the same. Also, applications with multiple site locations should rank them by priority. We encourage applicants with multiple locations to contact us so together we can figure out the most expedient way to apply.

Question 31: Can you apply for a project that is planned to be under construction or is currently under construction (e.g. a new structure is going to be built with a new parking lot and charging stations could be built into the plan)?

Response: Yes, you can apply for a project that is in the planning stages or currently under construction. However, please note that this program will not fund activities or construction that was initiated before a grant agreement has been executed between the Ohio EPA and the grant recipient. Also, please note that the grant contract is typically based on a 24-month project

completion period, but applicants may request a project period of up to 36 months in their application.

Question 32: In 2 years, charger prices are likely to come down. Do you reimburse based on the price at the time of application, or as actually installed?

Response: The grant award amount is the maximum dollar amount that will be paid for the number of charger ports to be installed. The program then reimburses based on the actual costs incurred based on paid invoices that will be submitted to us. We may accommodate one scope change request during the implementation phase. If, at that time, lower costs allow for the deployment of more chargers, we would encourage grantees to reach out to us to discuss this option.

Question 33: What is the maximum funding per applicant?

Response: This program doesn't have a designated maximum funding per applicant. We want to encourage as many applicants to apply to this program to install as many chargers as can be utilized, operated and maintained effectively.

Question 34: Are single businesses/landlords with several businesses close by eligible?

Response: A single business/landlord location is eligible provided that the company explains in the application what measures they plan to implement to ensure the public availability of the charging spaces, such as signage, hours of availability, and time limits. The objective is to ensure that the stations are truly available to the public and not monopolized by the business/landlord's own employees.

July 17, 2020 Updates

Question 35: Do wages need to be prevailing?

Response: Whether a grant applicant elects to use prevailing wages is solely within their discretion.

Question 36: Could items 2 through 5 under Section 3.4 be characterized as applicant's match?

Response: Yes.

Question 37: Is there a time limit from when awards are given to when charging station begin operating? For example, if we want to use the funds for a future construction project, is there a timeline we'd be limited by.

Response: Typically, in the VW program, a 24-month project period is allowed, but applicants may request a 36-month project period. The project period starts when the contract has been signed by both Ohio EPA and the grantee. We expect that this period is enough for completing work of procuring and installing chargers and requesting the reimbursement funds. Please note that the chargers will need to remain operational and reports about the usage of the chargers need to be submitted semi-annually for five years after the project period.

Question 38: When determining the road with the highest functional class within 0.25 miles of the proposed site using the ODOT TIMS system, is it a quarter mile driving distance or as the crow flies?

Response: It is a quarter mile of driving distance. You can access the ODOT TIMS system at <https://gis.dot.state.oh.us/tims>. specific instructions on generating the map is provided in Appendix B of the EV charging RFA at <https://epa.ohio.gov/Portals/42/documents/VW/DMTF-EVSE-Level2-RFA.pdf>.

Question 39: Is there only a limit in available funds for each port? Are other eligible costs available at 100% funding for government agencies?

Response: Ohio EPA will reimburse the lesser of
(a) \$7500 per single port charger or \$15000 per dual port charger, OR
(b) 100% of eligible project costs at government owned locations or 80% of eligible project costs at non-government owned locations.

Question 40: Can you estimate what additional cost the 5-year maintenance and networking costs will be? Estimates could vary widely from application to application and affect the grant amount requested.

Response: That will depend on the vendor selected.

Question 41: If all applicants request max funding, private sites will spend more efficiently than public. If all applicants request max funding, does that mean that all funds for a county would go to private sites?

Response: At the close of the application period, all applications will be divided by county, checked for completeness and then reviewed and ranked based on the 9 ranking criteria, one of which is cost-effectiveness. To score high on the cost-effectiveness criterion, we encourage all applicants to secure as much external funding as possible and limit their request to only what is needed.

Question 42: Are funds available for electric school buses?

Response: The current grant offering is for publicly available charging for light-duty (passenger) vehicles only and does not apply to school buses. Towards the end of this year, we will be releasing a separate RFA for an electric school bus pilot project. If you are interested in this program, please contact us and we will add you to our email notification list.

Question 43: Is county government eligible for 100% of eligible costs of Government Owned Property?

Response: For purposes of this grant, county government properties are considered government owned and would be eligible for the lesser of 100% of the eligible costs or \$7500/\$15000 per single/dual port charger installed.

Question 44: Does this grant include the DC charging stations?

Response: This offering is for Level 2 chargers only. We will be releasing a separate RFA for DCFCs around February 2021. Receiving a grant for Level 2 Charging will not impact the ability to apply again for DC charging grants in February.

Question 45: We would like to apply to several sites across multiple counties. Should we submit separate applications for each county or a single application with individual Section III. Site Information completed for each site?

Response: Please submit separate applications for each county. Please combine all locations within one county into one application with a separate Section III for each site location. Also, within each application, please remember to rank the site locations by priority.

Question 46: The DMTF map shows Delaware County as a first priority and to my understanding, the EV Charging Study shows that ODOT Dist. 6 is the proposed location for charging stations because that would extend the DCFC coverage range. Would that exclude added charging locations?

Response: The EV Charging study is a statewide look at the EV landscape in Ohio with some recommended charging locations. Parks in Delaware County are eligible locations under this program regardless of the presence (or absence) of ODOT garages.

Question 47: If we require a motor vehicle permit at our parks, does it affect the public availability (and thus our eligibility)?

Response: To be eligible for funding, locations must be open and accessible to the public at least 16 hours per day. We encourage applications from parks whose proposed chargers are located in a way that allows access to the general public.

Question 48: Is the warranty and service contract fees available to be added to the VW application or is that a separate application request in later years?

Response: Quotes with separate line items identifying the 5-year equipment warranty, the 5-year networking cost, and the 5-year maintenance contract must be submitted with the grant application.

August 21, 2020 Update

Question 49: Can we use private sponsorship dollars as match and include their logo on the ports?

Response: There is no restriction on using private sponsorship dollars as a match. However, the display of sponsor logos or promotional materials (other than that of the grant recipient of equipment supplier) is not permitted on charging equipment funded by this program.

Question 50: What is the limit on number of chargers or grant amount requested per applicant. Can multiple locations be included in one application?

Response: There is no limit to the number of chargers or grant amount per application or applicant. However, to achieve program goals, Ohio EPA reserves the right to provide partial funding for an application based on applications received.

The only limitation is that an application will need to be able to be assigned to one specific county. Consequently, one application can contain multiple locations as long as all locations are within one county. The application should include a single Section I and Section IV accompanied by one Section II and Section III for each location.

Communities straddling more than one eligible county should submit separate applications by county.

Question 51: We have certified electricians on staff. Can we sign a notarized document that ensures our commitment to maintenance in lieu of including a service contract in our grant costs?

Response: No. The 5-year service contract will need to be with the equipment vendor so that equipment warranties are not voided by others working on them.

Question 52: Does the state have preferred charging station manufacturers for counties to partner with?

Response: This program does not recommend specific manufacturers or vendors to partner with. Section 5.2 of the RFA document does assign a higher priority for public entities that use Ohio Department of Administrative Service's (DAS) Contract Number RS900320 (Electric Vehicle Chargers and Equipment). That contract number has 7 vendors under contract. Also, partnering with a company that is not one of the 7 vendors under contract does not impact your eligibility to apply for funding.

Question 53: I noticed in Appendix E of the 2020-06-26 EV Charging Study that existing DCFC stations were listed. Where are the Level 2 stations listed?

Response: Drive Ohio's EV Charging Study is largely focused on DCFC charging gaps statewide. The only implication of the study on Ohio EPA's current VW DMTF Level 2 EV Charging grant offering is that destination charging locations identified in it will be assigned a higher priority for funding.

We encourage all entities in the 26 eligible counties to take advantage of this opportunity and apply for funding.

Question 54: Per VW/DMTF program guidelines, I am in a second priority county. Should I even apply for a grant?

Response: For purposes of EV charging grants, we will not be making a distinction between first and second priority counties. Moreover, our preference would be to provide up to \$115,000 in funding in each of the 26 counties. So, entities in all 26 counties are strongly encouraged to apply for funding.

Question 55: Is the **letter of commitment** from the host only required for hosts that DO NOT own the land the EVSE will be installed on or is it required for any and all applicants? Also, is the Site Host agreement different from the letter? Does it need to be executed/in place prior to OH EPA awarding the grant award to the applicant? In our experience this can take quite a while since legal teams would need to be involved, any flexibility as far as time given (if everything else is ready to go)?

Response: To accommodate a broad range of applicants in different stages of the planning process, we are not requiring that a formal site host agreement be submitted with the application.

Instead, as a part of the application, a simple letter of commitment from the site host is required for each location unless the site host is the grant applicant.

Later in the process, if a location is selected for grant award (and prior to the signing of the grant contract between Ohio EPA and the applicant), a copy the formal agreement/lease/contract between the site host and charging station operator will be required.

Question 56: Who might be best to contact at the State's Dept of Admin or in the Procurement Office to ask one or two questions about EV charging procurement. I have a question about the current contract holders and some follow-up on that.

Response: The information for Ohio DAS' EVSE contract is as follows:

- Contract: RS900320 Index: GDC169
- Contact: Donna Davies
 - Donna.Davies@das.ohio.gov
 - (614) 728-3729
- <https://procure.ohio.gov/proc/viewContractsAwards.asp?contractID=36761>

Question 57: The RFA lists certain technical requirements for the EV charging equipment. Can we respond by listing each requirement and stating that our proposed equipment complies with it? Also, we noticed that some UL requirements mentioned may not be applicable to Level 2 chargers. Can we respond to those saying that they are not applicable?

Response: Yes.

Question 58: How detailed or accurate does the project schedule in in Question 13 need to be?

Response: We understand that the applications will be for projects that may be in varying stages of project development. We expect applicants to provide their best estimate of a project implementation timeline.

Question 59: Would the cost of adding “EV Charging” to a location/business’ logo exit sign at a highway interchange be an eligible cost for inclusion in a grant application?

Response: The answer for the Level 2 offering is no. The cost of adding “EV Charging” to a location/business’ logo exit sign at an interchange is not an eligible cost for inclusion in a grant application. Only signage at the parking spot is eligible for reimbursement.

Question 60: Are parking lots or garages that require payment to park eligible under this program?

Response: Yes. Parking lots or garages are eligible as long as they are available to the public, even if there is a fee to park.

Question 61: Is the 5 years of networking and 5 years of maintenance a requirement to participate in the grant program?

Response: Yes.

Question 62: I was talking to a municipality today who said they were considering a location in the former city hall parking lot but they may reconfigure that parking lot after the building comes down and change the parking lot over to something else. It has a park next to it so it may just become a different format for parking at the park. The bigger question is, would an applicant be able to reasonably move a station in the future should something change with the location the charging station was installed at? Would this just need to be approved by your team or how might this work? I would assume they would still have to meet all criteria and be in the same reasonable vicinity to account for similar traffic counts and the other.

Response: In the scenario described, a relocation within the same or adjacent physical address would be fine. As plans for the reconfiguration are finalized, we would want to see the revised layout to reconfirm the same vicinity and that our site requirements (safe, visible, easily accessible) are still being met. Again, based on the situation described, the pre-approval should be straightforward.

Question 63: Does this RFA allow for DCFC as well? If not, if my community applies for this grant, will we be ineligible to apply for DCFC grants later?

Response: The current offering is for Level 2 chargers only. We will be releasing a separate RFA for DCFCs around February 2021. Receiving a grant for Level 2 Charging **will not** impact your ability to apply again for DC charging grants in February.

Question 64: The highest functional class road within 0.25 miles of me is a Cat 4. Does that exclude me from applying?

Response: No. All projects that meet the program eligibility criteria in Section 3 are eligible for funding. Section 5.2 of the RFA does assign a higher ranking for locations that have a higher functional class road within 0.25 miles. However, the impact of ranking criteria is heavily dependent on the number and quality of applications received. We encourage all entities that meet the eligibility criteria to take advantage of this grant opportunity and apply.

Question 64: In the PowerPoint presentation it was stated that there is \$115,000.00 per county. And then amounts of \$7500 for single port networked and \$15,000 for double port networked stations. Is the \$7500 or \$15,000 just for the cost of the charging unit, not

including any installation, or does that amount include the unit or units AND all installation costs? In other words are you expecting something like this – double port network unit \$12,000 plus installation costs of \$3,000.00; or double networked port of \$15,000 (DAS units) plus \$20000 in installation costs (running conduit, repairing pavement etc. for a total of \$35,000 against the \$115,000.00 total dollars for my county?

Response: The RFA application document guides you to a project budget (Appendix D) that includes the total project cost and a subset that would be costs eligible for reimbursement under the VW program. Eligible costs under are program are not limited to the chargers only but include other relevant expenses listed in Section 3.4.

If selected for a grant, assuming that the chargers will go on government owned property and based on the project budget, this program will reimburse the lesser of \$15,000 or 100% of program eligible costs per dual port charger installed. So, no matter the total cost, the maximum the agency will reimburse per dual port charger is \$15,000. And you can apply for multiple chargers.

As for the \$115,000, that is the maximum we are planning to invest in a county and includes all applicants from that county that were selected to receive a grant. Based on the number and quality of applications we receive per county; we may choose to provide partial funding for selected applicants.

Question 65: Within a particular county, is there any priority assigned to locations that are closer to an air quality monitoring station?

Response: No.

Question 66: My site location was proactive and has already had conduit installed on-site. Can this previous expenditure count as the match?

Response: Per Section 3.4 of the RFA document, any expenses incurred before the grant agreement is fully executed are considered ineligible. So, while it is commendable and should reduce the overall project cost, the previous investment would not be considered an Ohio EPA DMTF eligible cost, and consequently, would not count towards a match. Please note though that the 20% match requirement only applies to chargers proposed at non-government properties.

Question 67: We are considering installing a DC fast charging station vs the Level 2 station at our facility. Do you have any information on the upcoming grant to be released at the beginning of next year? We are an automotive repair facility, and we feel that offering the fast-charging station will be advantageous to the community. I'm sure you're aware, the DC fast-charging station is considerably more expensive than the level 2 station. We are currently weighing the pros & cons of both. Any insight you can provide us would be greatly appreciated.

Response: Most program decisions have not been made for the DCFC offering next year.

A few things we can share about it:

1. We plan to fund DCFCs that fill gaps where publicly available DCFC infrastructure is unavailable within a certain radius.
2. Also, proximity to a designated EV charging corridor will be a higher priority for DCFC than for Level 2.
3. It is considerably more expensive to install DCFCs and a 20% match will likely be required for them as well (as is required for Level 2 chargers on non-government property).
4. Receiving a grant for Level 2 chargers will not affect your ability to apply for DCFC grants.

Question 68: If a power upgrade at a site is not necessary, do we still need to involve the utility provider? Many Level 2 sites have the power available and an upgrade is not necessary. In addition, if additional power is not necessary and a utility technician is not required, can we leave the contact info in item 3 blank. We would provide the utility provider information (i.e. AEP) in item 11.

Response: We understand that for Level 2 Chargers many sites won't need an electrical upgrade. In Section III Item 3, we would expect applicants to fill in information for the utility serving the site and contact information in the event of any service issues. In Section III Item 11, you could simply state that no electrical upgrades are needed.

Question 69: We are a city that runs its own electric utility. How we can document and include internal labor and materials for site preparation work?

Response: Please note the following on "force account" work:

1. Any work that starts prior to a final executed grant contract between Ohio EPA and the grant recipient is not eligible for funding under the VW program.
2. For this grant program, we have decided to deem force account work **for site preparation purposes** as eligible, provided, they are generally comparable to (or more cost efficient than) 3rd party quotes.
3. Charging equipment installation still has to be performed by a vendor approved installer so that it does not compromise equipment warranties or service agreements. Service contracts have to be with the charging equipment vendor, or a vendor approved entity.
4. While force account work for site preparation, we won't be reimbursing that amount from grant funds. Rather, we will consider it as an applicant's local match where needed.
5. Applicants considering using internal labor for site preparation are **strongly encouraged to contact our office** for location specific guidance on eligibility and documentation required.

September 4, 2020 Update

Question 70: Can we use VW funds to replace existing non-networked, single port chargers with new, networked, dual chargers?

Response: No. The funds are intended to expand the availability of charging locations rather than replace existing ones. You may list this location as one for the installation of additional chargers.

Question 71: We would like to install EV chargers at a new proposed parking deck on the northside of our campus. However, that project may be put on hold due to COVID related

changes. Would an applicant be able to reasonably move a station in the future should something change with the location the charging station was installed at?

Response: We encourage you to include the parking deck in your application. In the scenario described, a relocation within the same or adjacent physical address would be fine. Any other location would be subject to review for the applicable criteria such as same reasonable vicinity, similar traffic counts etc. As plans for the relocation become clear, we would ask that you contact our office so we can help address the situation.

Question 72: We are definitely interested in the DCFC charging station vs (rather than) the Level 2 station, as we feel that will be better for our customers and the public. Are you aware if we are in proximity to a designated charging corridor at this time? Are you aware of any local or state compliance issues we should be aware of?

Response: Information on alternative fuel corridors is at https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/.

It's important to note that the future VW funding for DCFCs will be focused on gaps in publicly available fast charging infrastructure along designated EV corridors especially where those gaps are at 50 miles or greater.

For local planning and compliance considerations, we recommend that you connect with the metropolitan planning organization (MPO) serving your community.

Question 73: I found on the website that only 7 suppliers are included on this website: <https://procure.ohio.gov/proc/viewContractsAwards.asp?contractID=36761>

Two quick questions:

- 1. Does that mean only those 7 suppliers can apply for money or that applicants for the money can only purchase from those 7 suppliers?**
- 2. Is there any restriction on whether the Level 2 charger has a Tesla connector or a J1772 connector or is there any sort of co-location requirement?**

Response: In response to your questions,

1. This program does not limit applicants to any specific manufacturers or vendors to partner with. Section 5.2 of the RFA document does assign a higher priority for public entities that use the contract you referenced (Ohio Department of Administrative Service's Contract Number RS900320) should they choose to do so. That said, partnering with a company that is not one of the 7 vendors under contract does not impact eligibility to apply for funding.
2. Section 4.2 does require a J-1772 connector for chargers funded through this program. There is no prohibition on co-locating a Tesla specific charger on site. The fund just wouldn't reimburse that cost.

Question 74: We already have 2 dual-port Level 2 Electric Vehicle (EV) Charging Stations installed at 2 of our apartment buildings that we own and manage. Are we eligible to apply for the Ohio EPA Level 2 Electric Vehicle Charging Station Grant for the 2 stations that are already installed? Or are we not eligible since the projects have already been completed?

Response: Per Section 3.4 of the RFA document, any expenses incurred before the grant agreement is fully executed are not eligible for reimbursement from the grant. Moreover, chargers at multi-unit dwellings and workplaces are not eligible for funding under Ohio's VW/DMTF Level 2 grant program.

If you have plans for any upcoming chargers at publicly available parking garages or lots, we'd be happy to help guide you through an application.

Question 75: I've listened to the webinar. In the webinar and in the application, it states that you can list 2 sites in separate paragraphs. The two locations are on different properties, so it makes filling out section III (1) and section III (2) difficult. Do I need to settle on one address? Should I fill out page 2 and 3 twice to include both areas? Or do I need separate applications per request?

Response: Given the circumstances you described, please complete one application as follows:

1. Please complete Section I and Section IV once.
2. Please complete a separate Section II, Section III and Project Budget Template for each location.
3. Please specify which location is a higher priority for Sharonville relative to the other.

This way, both locations will receive consideration and, depending on the rankings of all the applications we receive, the agency has the flexibility to fund neither, one or both locations.

Question 76: We are working with a particular community on a potential site to include in our regional application and the particular spot is a public parking lot. The parcel is owned by a private entity but the parcel is under long-term lease to the public entity (30 years) for use as a public parking lot. I am told that more than half the lease term of thirty years still remains. Given that arrangement, would the project fall under the "on private property" category or the "on public property" category?

Response: The location described is certainly eligible for funding since it is "available to the public". The settlement language specifically says 100% for "Government Owned Property" and 80% for "Non-Government Owned property". Consequently, a long-term lease notwithstanding, this location would qualify in the 80% category.

Question 77: We are not a "destination" in the DriveOhio report, but 2 other entities in our county are. That seems to mean that if those two entities apply, there might not be any funding for other entities' applications – unless other counties do not have strong applications. Am I understanding that correctly?

Response: You are correct in that, among applications that rank equally on all other criteria, destination locations would receive a higher priority. That said, at this point, we have no indication who will apply and how many charging stations they will apply for.

Moreover, we have no indication of the number and total \$ request of applications from other counties. Based on the applications received, Ohio EPA may opt to move unused funding from

one county to another to fund high quality applications in counties that are already maxed out. So, we encourage every eligible applicant to apply.

Question 78: We are building a visitors' garage in 2021/2022 and would like to put in EV Charging stations. Our garage is in the pre-design phase and for the diagram or schematic showing existing and proposed designated EV charging parking space(s), we would like to include the two possibilities of EV Charging parking spaces in our application but we would only do one or the other, depending on the final design of the garage. Is that an issue?

Response: For the schematic of the parking area, the situation you described is understandable. We will make the allowance and accept the two versions with the understanding that you will notify us as soon as a decision is made between the two. Depending on where we are in the grant making process, we will make any needed revisions to the grant contract or other relevant documents.

Also, a friendly reminder that charging stations funded by an Ohio EPA/DMTF grant would need to be publicly available and not limited to employees only.

Question 79: What is the time-frame within which the applicant has to complete the purchase and installation of the Level 2 charging station after award?

Response: Grant recipients typically have 24 months from the when the grant is awarded. We do consider and approve project periods of up to 36 months on a case-by-case basis. If you need more than 24 months, please indicate that in your project schedule.

Question 80: We are looking into applying or this grant. I was wondering what the official source of these funds were: federal or state? That makes a difference on how we do procurement.

Response: The EV charging grant offering is a part of Ohio's VW DMTF grant program that is funded with dollars allocated to Ohio from the Volkswagen (VW) Mitigation Trust Fund, as part of a court ordered settlement to offset the excess air pollution emitted by some VW vehicles registered in Ohio that violated the Clean Air Act. Consequently, they are considered state funds.

Question 81: Do you have a sample site host agreement for the EV Charging Station grant available for applicants to use?

Response: No. Each location/site has specific local considerations that may not be able to be addressed in a standard template. We will accept any site host agreement that includes the provisions listed in Item 10 of Section 4.1.

Further, to accommodate a broad range of applicants in different stages of the planning process, we are not requiring that a formal site host agreement be submitted with the application. Instead, as a part of the application, a simple letter of commitment from the site host is required for each location unless the site host itself is the grant applicant. Later in the

process, if a location is selected for grant award (and prior to the signing of the grant contract between Ohio EPA and the applicant), a copy the formal agreement/lease/contract between the site host and charging station operator will be required.

Question 82: Is there a grant request maximum for applicants that I am not aware of?

- a. Someone mentioned they thought there was a \$50,000 cap for grant request (however I did not see a maximum).
- b. We were hoping to have 4 EV charging spaces at the convention center and 2 spaces downtown (so 3 dual ports in total), but I can reduce the request if that is too much to ask for this cycle.
- c. I noticed that there was \$115,000 per county in your webinar, but I thought I heard you say as grant administrators you reserve the right to transfer funds to another county.

Response: Our responses are as follows:

- a. There is no maximum per applicant or location. This provides maximum flexibility for our applicants. Also, as we may have discussed before, one application may include multiple locations. However, for each application:
 - i. Please complete Section I and Section IV once.
 - ii. Please complete a separate Section II, Section III and Project Budget Template for each location.
 - iii. Please specify the priority order of the locations relative to each other.
- b. We currently do not have plans for another round of Level 2 funding. So, we recommend including all potential locations and documenting (via quotes) whatever funding is needed to complete the project.
 - i. By preparing applications as described above, all locations receive consideration and, depending on the rankings of all the applications we receive, the agency has the flexibility to fund all or some combination of locations.
 - ii. Please note that one of the ranking factors will be cost-effectiveness. In this program, cost-effectiveness will be determined (for each location) by dividing the funding requested by the number of charging ports being made available (i.e. Dollars invested per charging port).
- c. You are correct. The program currently aims to make at least \$115,000 in funding available to each county. Depending on the actual applications received, the Ohio EPA reserves the right to reallocate funding from one county to another to meet program goals.

Question 83: Does the Ohio EPA have a minimum requirement for how many of the vendors we contact? Or is it the City's choice how many people they wish to contact? I've only contacted the vendor who is local, and he has met me on site. I can reach out to vendors who have offices further away if required.

Response: Ohio EPA does not have a minimum requirement for how many vendors the City contacts and the application would only include one quote. But, typically, we have seen site hosts seek at least 2 to 3 quotes for purposes of cost comparison, services included etc. Obviously, the city is expected to follow whatever procurement rules are applicable to it. If you need to identify more vendors, one option may be to take a look at the 7 vendors currently under contract with Ohio DAS at

<https://procure.ohio.gov/proc/viewContractsAwards.asp?contractID=36761>

Question 84: On the previous NOX grant we submitted OEPA was willing to review before submission to ensure that we included all relevant information. We are nearing completing on our L2 charger app and I was wondering if that opportunity was available for this program. We are looking to have a completed application by September 18th and could get you a copy then. If not, just let me know. Either way, we will still be ready.

Response: We'll be happy to take a quick look at applications emailed to us by close of business on Monday, September 21, 2020.

Question 85: As a destination location, our Zoo is interested in pursuing the Level II grant opportunity. We are requesting a variance similar to that for parks from the 16 hours per day minimum availability. We started as a municipal park, however, since incorporating as a nonprofit organization in the 1980s, we are no longer under a municipal parks department. Our operating hours do vary seasonally, like a park. Our gates are open 13 hours per day, from 6 am to 7 pm, while typically there are times of year when gates are opened longer (typically some months in fall and winter when we have seasonal events). If we could have a 13-hour variance, we would be able to place the chargers in preferential parking spots nearest the Welcome Center, and that would increase the visibility of electric vehicle charging considerably and would meet the purposes of the grant better.

Response: Based on the circumstances described in your email below, the Zoo's request for a variance from the 16-hour access requirement is granted. Destination locations with similar limitations are strongly encouraged to contact us asap for a similar variance.

Question 86: Is there an editable version of Appendix D: the budget template or the DMTF application certification? I have only been able to locate it in the main PDF file.

Response: We have uploaded a fillable template for the budget and certification statement at <https://epa.ohio.gov/oeo/#1844010701-dmtf-2020-request-for-applications-for-level-2-electric-vehicle-charging-stations>

September 14, 2020 Update

Question 87: Is section 4.1.4 saying that you are requiring an ADA spot per regular parking spot?

Response: Charging stations funded under the VW program must provide at least one ADA-accessible EVSE per location. It is preferred but not necessary to designate the accessible EVSE exclusively for users with a disability. Also, applicants are expected to consult with their respective architectural, municipal, and state authorities with regard to complying with ADA requirements applicable to the parking spaces and EV charging equipment. While we aren't funding workplace charging under our program, for technical specifications associated with ADA compliance, we are referencing the document at www.afdc.energy.gov/uploads/publication/WPCC_complyingwithADArequirements_1114.pdf

Question 88: I was reading through the certification statement document and came to this statement:

“The applicant has received approval from the organization’s governing body, to apply and make use of the funding under this program.”

I was certain I heard during the presentation that legislation was not required – would you confirm yes or no? Thank you.

Response: Our program does not require legislation; we only require that you have approval from your organization to apply for the grant.

Some communities require a resolution from their governing council before a grant application is applied for. Others require a council or other vote only at the point of accepting the grant if awarded. If your municipal entity’s procedure calls for a vote prior to submitting, and that it be heard in successive public meetings before the vote, such that the process won’t be completed before the grant application deadline, it will be fine for you to submit the grant application with this one box unchecked in the applicant certification statement.

In your application materials, you would let us know that you have started the procedure for approval, and that you will provide another copy of the certification statement with all the boxes checked once that process has been completed. We would accept the application as complete for now but, should you be selected for a grant, we would hold off on issuing a grant award contract (in December) until the revised certification has been submitted.

Question 89: I had an additional question come up from a potential host site. They have an office building that has multiple office tenants in it. Since the location serves multiple tenants and employees, would a location like this be eligible?

Response: An office complex with multiple office tenants is an eligible location. However, for ranking purposes, the applicant would need to make a strong case for measures that will be put in place to make the chargers truly accessible to members of the public, rather than monopolized by employees.

Question 90: Just confirming that electrical drawings are considered an eligible project expense. The drawings would only pertain to the EV station project - not any other construction project.

Response: The seven eligible DMTF cost categories are listed in Section 3.4 of the RFA document. Developing plans and drawings are not an eligible cost.

Question 91: I have a question regarding the EV Grant I was hoping you could help with. In the application, we need to describe the proposed fee/rate structure to use the EV chargers, if any. I was planning to do a little more research into this to see what approach might make the most sense but have not yet had a chance. Do you have any thoughts on how we might approach this?

Response: Our advice on fee/rate structures is to discuss this with your selected EVSE vendor. Based on other similar locations, they would be best positioned to advise you on what works. The goal is to try to balance between your monthly electric costs incurred vs. actually facilitating (and not deterring) usage vs. (if it's free) limiting users who occupy a charger beyond what's needed.

Question 92: I do have a question on the side of procurement – would you prefer to see us obtain 3 quotes from vendors or bid out the charging stations and electrical upgrades, or if decided to use the State Contract, just move forward with one of those vendors? Does the vendor need to be decided prior to application submission?

Response: Each application should include a vendor quote covering the line items in the project budget that you are seeking a grant for. That quote will help us review and rank your application and, if selected for a grant, determine the grant amount.

We do not specify or recommend which vendor to use, nor do we have a requirement for multiple quotes. We do know that, in the interest of time, some municipal applicants opted to simply contact the vendors on the DAS contract list, have 3 of them come on site and provide quotes and then went with one of those quotes. Please note that you shouldn't sign any contract with a vendor prior to the grant award. Just get a quote from the vendor you are going with.

Also, we did not anticipate an applicant switching vendors after the application is submitted or a grant is awarded. We would work with you to see if a change in vendor can be accommodated but your grant amount will likely be locked in based on the application. Finally, all applicants are expected to comply with all state or local procurement rules that apply to them.

Question 93: I've just been instructed that the City is considering adding Level 2 chargers to about 4 city public parking garages. (Two existing and 2 being built). Just now looking at the budget spreadsheet in the online application you provided, and the work will be bid out so we won't have exact quotes. As we've installed at 20 locations for our own fleet, is it permissible for us to use this information and just provide a budget estimate?

Response: Given the circumstances you described, in lieu of a quote, we will accept a 3rd party invoice/payment from within the last 12 months for the same chargers/services.

Question 94: We do NOT have 240 volts widely available on campus (I think only 1 or 2 buildings). We do have 208 volt systems available in almost all bldgs. 240 volt service is more common for residential users and 208 volt service is typical of commercial and business users. Can the grant be used with a 208 volt system?

Response: Industry standards accept both 208V and 240V chargers as Level 2 charging due to a limited difference in charging times for user vehicles. Given that, we will accept 208 volt systems. That said, all other factors being equal, we may rank applications with 240 systems higher than 208 volt systems.

Question 95: In reading the latest Level 2 RFA Q&A document it appears to me that questions 18 and 70 are the same question but have different answers.

We have two proposed projects that would be along these lines. In both cases the existing single-port charger is a basic non-networked unit, vintage 2011 or so. In one location the site owner is interested in going from the one to four ports. In the other going from the one to two ports. So both projects represent an expansion. So, my question is which of these questions/responses is applicable to these proposals?

Response: The responses are to two different questions and are actually correct although, in retrospect, could have been better worded for the Q&A document.

Question 18 refers to a situation where previously installed chargers have been abandoned and out of service for a long time because the company that installed them went out of business many years ago. Question 70 refers to a different situation where an existing location has functioning Level 2 chargers that are non-networked.

Because our program goal is to expand the availability of publicly available charging (primarily, by filling geographical gaps), we are allowing for additional chargers to increase capacity at a location but not a straight replacement of existing, functioning chargers. Along those lines, you'll notice in the RFA that proposed chargers that are further away from existing ones will receive a higher priority.

Question 96: Regarding the EVSE Applicant Certification Statement, in a case where the applicant is a Regional Planning Commission (and does not own any of the proposed sites). The latest Q&A references a letter of commitment in Question 55. Would a completed Applicant Certification Statement meet that requirement? And if so, since our RPC is the applicant but the real commitment will be coming from the various cities, should we just get that applicant certification from each city (regardless of whether they own the property in question)? Or should we get one per location?

Response: Item 8 of Section 5.1.1. of the RFA requires a letter of commitment from the charging station host site (unless they are themselves the applicant). This option was provided to reduce applicant burden and defer the effort of a formal site host agreement until a location is actually selected to receive a grant.

An Applicant Certification Statement from each city won't do it (unless they own the land the chargers are going on). An Applicant Certification Statement from each site host would not be appropriate considering the numerous additional requirements they will be committing to.

The preferred approach in this situation would be to submit a simple form letter (signed by each site host) listing the elements in Item 10 of Section 4.1.

Question 97: Would there be any penalty for having the charging stations in a facility that is shared between public and employee parking as long as the facility is open to the public for the required 16 hours per day?

Response: Charging stations in a facility that is shared between public and employee parking that are open to the public for the required 16 hours per day are eligible for funding. For ranking purposes, we are encouraging applicants to make a strong case for measures that will be put in place to make the chargers truly accessible to members of the public, rather than monopolized by employees.

Question 98: This evening our City Council will consider approving the attached Resolution authorizing us to submit the EVCS grant application. One of our Councilman had a few questions (see below). Would you be able to address any of these?

- 1. (What is the) Purpose of having the devices networked?**
- 2. Why does the usage data have to be collected.?**
- 3. Who is responsible for ensuring reports are submitted?**
- 4. Who is responsible for maintaining the devices and email distribution lists about the current condition of the chargers?**

Response: Below are our responses:

1. Networked chargers provide several benefits to both the site host and the end user (EV owner) over non-networked chargers. A few are listed below:
 - a. Enhancing the customer experience by letting customers locate and reserve nearby charging stations so it's ready when they get there, letting them pay quickly and conveniently using stored credit card information, notifying them when their car is done charging and giving them a way to report problems with charging stations or other customers using poor charging etiquette.
 - b. Helping site hosts/operating companies with remotely monitoring the current status and performance of a charging station, knowing instantly if a charging station is down or underperforming, adjusting pricing by time of day or time connected or another parameter, and diagnosing (or, in some cases, even fixing) problems remotely, thereby, avoiding a field service call.
2. The State of Ohio is providing these grants to help increase the availability and public awareness of electric vehicle charging stations in Ohio. High level usage data helps the local community, regional planning agencies and the state learn about trends in demand and usage, measure the effectiveness of the program and help with future planning efforts and resource allocation. We would emphasize that the state is not interested in identifying information at an individual level. Rather, we are looking at 6 months of aggregated utilization data listed in Section 4.4.2 of the RFA document.
3. The grant recipient is responsible for ensuring reports are submitted. However, please note that the usage reports include standard parameters that vendors have already confirmed they can easily provide to the grant recipient on a routine basis.
4. The grant recipient is responsible for maintaining the devices and email distribution lists about the current condition of the chargers. However, the grant program requires that the applicant enter into a 5-year maintenance agreement and makes that cost reimbursable under the program.

We don't understand what email distribution list is being referred to. Grant recipients (or their network provider) are expected to email a usage report to our office once every 6 months.