Electrification of Transportation Systems (ETS)

AFV-TAG

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Program Overview & Objectives

• ETS established for the “continued beneficial transformation of electric transportation markets in Washington State”

• Specifically, ETS funds Electric Vehicle Supply Equipment (EVSE) to support distributed, accessible, and reliable charging of battery EVs
Program Overview & Objectives

Commerce electrification policy priorities:

- Local government fleet electrification,
- Multiple end-uses or users, and
- Direct or indirect benefits to highly impacted and vulnerable communities.
Community Engagement

Participated
- Environmental Justice
- Immigration Advocacy
- Mobility/Transit Advocacy
- Urban/local advocacy
- Land-use
- Traditional Environmental Groups

Missing
- Individual voices (particularly overburdened communities)
- Geographical diversity
- Community Action Partnerships Orgs
- Tribal Governments
Innovative Funding

Reduced Match Eligibility

• Applicants could received reduced 1:5 or 1:10 match requirement
• Based on location of project site with respect to median income and WTN’s Environmental Health Disparities
Scoring Criteria – Washington Tracking Network

- **Highly-Impacted and Vulnerable Communities** (largest category of points available)
  - Environmental Health Disparities
  - Environmental Exposures
  - Transportation Costs
Scoring Criteria – Other Tools and Data

- **Highly-Impacted and Vulnerable Communities** (largest category of points available)
  - Rural Status
  - EPA NATA Status
  - Median Income
Scoring Criteria

• **Equity Narrative:**
  • Direct benefits to highly impacted and vulnerable communities;
  • Indirect benefits to highly impacted and vulnerable communities;
  • Meaningful efforts to engage highly impacted and vulnerable communities; and
  • Reflection of highly impacted and vulnerable community desire and need.
Results

**Summary:**
- 14 grants
- Smallest = $28,804
- Largest = $2.5m
- Geographically diverse
- Cities, Counties, Utilities and Port Authorities
Results

**Equity:**
- Over 72% of initial pre-applications sought reduced match
- Of the 14 contingent awardees:
  - 11/14 sought reduced match
  - 3 qualified for 1:10 match
  - 4 qualified for 1:5 match (area median income)
  - 4 qualified for 1:5 match (environmental health disparities metric)
- Analysis pending on other health and societal indicators
Results

• **Select equity projects:**
  - **Town of Cathlamet:** only DCFC in rural Wahkiakum County ($104,410)
  - **Energy Northwest:** Charging station network along White Pass Scenic Byway, including stations in Lewis and Yakima Counties ($1.2m)
  - **Port of Seattle:** DCFC at SeaTac for TNC charging ($1.2m)
  - **Puget Sound Energy:** Level 2 charger serving a shared EV at affordable housing site ($77,762)
  - **SnoPUD:** charging stations at newly-constructed affordable MFD and commercial building serving formerly homeless ($135,582)
Learnings – Common Errors

• Incomplete application/does not meet minimum qualifications
• Insufficient or unclear commitments on equity
  • Direct/indirect benefits
  • Community outreach and co-creation
• Clear work and utilization planning
Learnings – Program Improvements

- Simplicity is key to equity (so is nuance)
  - Application platform
  - Technical requirements
  - Information request

- Flexible requirements on equipment/site ownership are important to innovation, and limits need to be defined
ETS II

• **Project priorities**
  • (A) Demonstrate meaningful and enduring benefits to communities and populations disproportionately burdened by air pollution, climate change, or lack of transportation investments;
  • (B) Beneficially integrate load using behavioral, software, hardware, or other demand-side management technologies, such as demand response, time-of-use rates, or behavioral programming;
  • (C) Accelerate the transportation electrification market in Washington using market transformation principles; or
  • (D) Develop electric vehicle charging and hydrogen fueling infrastructure along highways, freeways, and other heavily trafficked corridors across the state to support long-distance travel.
Questions?

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Washington Tracking Network
Reduced Match Eligibility Option 1:
All project sites are located in cities or towns, or in absence of city/town-level data, in counties, that have a Median Household Income below $57,234 per year.
Innovative Funding

Reduced Match Eligibility Option 2:

All project sites are located in census tracts that have a Washington Tracking Network’s “Environmental Health Disparities V 1.1” rank of “8” or above.