

WAEVCP Technical Assistance Document

Eligibility Checklist

The Washington State Electric Vehicle Charging Program (WAEV Charging Program) was created by the Washington State Department of Commerce (Commerce) for a cleaner, greener future. The program will reduce emissions, improve air quality, and promote equity in access to electric vehicle charging infrastructure.

Use the checklists below to determine eligibility for applicant type, site, and equipment.

Applicant Eligibility

To qualify for WAEV Charging Program funding, applicants must meet the following criteria:

Applications may be submitted by a lead agency from the Eligible Applicant List below. The lead agency should be able to communicate regularly with the Department of Commerce, submit information on planned installations and their progress, and manage administrative needs. A lead applicant may only submit one application per county.	
Lead Applicants may be any of the following:	
<input type="checkbox"/>	Public Agency <i>Cities, towns, counties, public school districts or special schools, transportation planning organizations, transportation authorities or agencies, municipal corporations, port districts or authorities, political subdivision of any type, or any other entities or authorities of local government in corporate form or otherwise.</i>
<input type="checkbox"/>	Tribal Government <i>Federally recognized Tribes or their members; or an enterprise located off Tribal land and owned by a federally recognized Tribe.</i>
<input type="checkbox"/>	Electric Utility <i>Any electrical company, public utility district, irrigation district, port district, electric cooperative, or municipal electric utility that is engaged in the business of distributing electricity to retail electric customers in the state, per RCW 80.60.010.</i> Note: Electric Utilities must be listed as a partner on the application. Any application that does not contain a Retail Electric Utility as a Lead or Partner Applicant may be considered ineligible.
<input type="checkbox"/>	Community-Based Nonprofits <i>501(c)(3) organizations or labor unions representing geographic, racial, ethnic, cultural, or worker communities within Washington state.</i>
Lead Applicants must also	
<input type="checkbox"/>	Be a site owner OR site owner's authorized agent: <i>Complete Site Verification to submit with your application.</i>
<input type="checkbox"/>	Commit to 15% electrician apprenticeship utilization rate.

Site Eligibility

Ensure your site meets the following minimum criteria to qualify for funding:

Site is one of the following:	
<input type="checkbox"/>	Multi-Family Residential (qualifies for L2 only) <i>A residential property with at least five or more housing units. Hotels and motels are not considered multi-family housing for this program.</i>
<input type="checkbox"/>	Public (L2 or DCFC) <i>To be considered publicly available, an EV charging station must not be located behind a fence or in a gated parking lot, such that the general public is unable to access or is deterred from accessing.</i>
<input type="checkbox"/>	Fleet Depot (L2 Only) <i>A parking facility intended primarily for a collection of motor vehicles owned or leased by an organization in pursuit of its business activities or services provided. Both public and private fleet depots are eligible. If the purpose of the installation is for personal vehicles of employees, the site must qualify as a workplace use.</i>
<input type="checkbox"/>	Workplace (L2 only) <i>A workplace is a nonresidential site location, where business is conducted or where services or industrial operations are performed. Residential properties are not eligible as a workplace regardless of their use as a place of business. Chargers may be public or private and must be shared use (meaning that the chargers are not assigned to a single employee or subset of employees at the site and are available as a community resource for the site).</i>

Equipment Eligibility – L2 EVSE

To qualify for funding, L2 electric vehicle supply equipment (EVSE) must meet the following minimum requirements:

<input type="checkbox"/>	Use SAE J1772 connector standard or NACS connector specification. <i>Note: Connector requirements may change to reflect any updates to federal guidelines regarding NACS connectors. Applicants will be notified if a change is proposed.</i>
<input type="checkbox"/>	Be networked via Wi-Fi, cellular (4G and above), and/or ethernet.
<input type="checkbox"/>	Minimum 7.2 kW power output.
<input type="checkbox"/>	Have a mobile payment device physically located on each charger dispenser or on a kiosk serving the charger dispenser.
<input type="checkbox"/>	Support remote start capabilities for at least payment via toll-free number.
<input type="checkbox"/>	No membership is required for payment.
<input type="checkbox"/>	Use OCPP 1.6 or 2.0.1. <i>OCPP certification is required for public chargers (excluding those set to free-vend). Note: Commerce will verify through attestation. However, project partners responsible for complying with WAC 16.662.220 should be aware that they must provide documentation of OCPP certification if requested and such certification is available.</i>
<input type="checkbox"/>	Be ENERGY STAR certified.

	<i>Note: Per ENERGY STAR guidelines, chargers must be certified under their own brand. White label ENERGY STAR certification will not be accepted.</i>
<input type="checkbox"/>	Be certified by a NRTL to UL 2594.

Equipment Eligibility – DCFC EVSE

To qualify for funding, DCFC equipment must meet the following minimum requirements:

<input type="checkbox"/>	Use CCS1 connector standard or the NACS connector specification. <i>Note: CHAdeMO connectors are eligible costs but not eligible for rebate cap calculation.</i>
<input type="checkbox"/>	Be networked via Wi-Fi, cellular (4G and above), and/or ethernet.
<input type="checkbox"/>	Minimum 100 W power output.
<input type="checkbox"/>	Have a mobile payment device physically located on each charger dispenser or on a kiosk serving the charger dispenser.
<input type="checkbox"/>	Support remote start capabilities for at least payment via toll-free number.
<input type="checkbox"/>	No membership is required for payment.
<input type="checkbox"/>	Be certified to OCPP 1.6 or 2.0.1. <i>Note: Commerce will verify through attestation. However, project partners responsible for complying with WAC 16.662.220 should be aware that they must provide documentation of OCPP certification if requested and such certification is available.</i>
<input type="checkbox"/>	Be ENERGY STAR certified. <i>Note: Per ENERGY STAR guidelines, chargers must be certified under their own brand. White label ENERGY STAR certification will not be accepted.</i>
<input type="checkbox"/>	Be certified by a NRTL to UL 2202 or UL 9741.

Other Installation Eligibility

<input type="checkbox"/>	Eligible equipment must be installed on either new EV charging infrastructure at an eligible site OR existing EV charging infrastructure at an eligible site on which a charger has not previously been installed (stub-out or make-ready).
<input type="checkbox"/>	Funding cannot to be used for chargers and other elements required as part of state building code requirements. Funding will be granted for installations beyond the minimum required.
<input type="checkbox"/>	At least 33% of incented connectors on site must be J1772 and/or CCS.
<input type="checkbox"/>	Each site must have at least 15% apprenticeship utilization across all sites within an application.
<input type="checkbox"/>	Must comply with all applicable state requirements for EVSE and charging stations.

Note that this is not an all-encompassing list of program requirements. For all program details, please review the Implementation Manual at the program website WAEVCharging.org.