

INDOT NEVI NOFO Information Session Webinar

- **Q:** Can you please talk about the designated sites, when you get a chance? I was under the impression that the owner/operator must own the land already. Is that not correct?
 - **A:** While the owner/operator can own the land, it is not necessary.
- **Q:** Is there a limit to sites that can be applied and submitted for?
 - **A:** There is no limit to how many sites applicants can apply for.
- **Q:** I see that rest areas are not eligible locations, but are the travel plazas along the Indiana Toll Road eligible? They are identified as potential locations, so I assume they are, correct?
 - **A:** Correct, travel plazas are eligible locations, and we have some of them on the toll road listed as candidate locations.
- **Q:** Please elaborate to some degree on the IT needs, e.g. data collection and distribution, security, prime/sub status regarding IT servicing.
 - **A:** Regarding IT needs, this is one of those gray areas. Some established EVSEs may also provide a charging network, remote means of monitoring and troubleshooting O&M, and providing utilization and other data in accordance with NEVI requirements. This could include just the networking/connectivity (i.e. standing up a network at the station with which to connect and provide this information, as well as more sophisticated APIs, dashboards and reporting tools or all of the above. We encourage applicants to think outside the box on IT as with O&M as there may be services and capabilities that can support this activity from within the community.
- **Q:** Is there a scoring rubric for evaluation?
 - **A:** Yes, you can find the detailed scoring rubric in Appendix F that will be relied on during the application evaluation process.
- **Q:** The pinned locations are just areas, not necessarily specific sites, correct? If I have a site in that area, it can be eligible to be applied for, correct?
 - **A:** Correct, pinned locations are interchanges. Sites may be selected within the one-mile drive distance polygon surrounding the pin locations. If applicants wish to propose sites that are outside of the 1-mile polygon, they must complete Appendix B: Discretionary Exceptions Request Template.
- **Q:** Can INDOT confirm that question in the application about the number of clients/customers served include the EVSE manufacturer, network, and maintenance provider customer numbers?
 - **A:** Yes, the applicant can pick clients/customers based on different team members to showcase projects that have supported end user charging station location. It is however

up to the applicant's discretion to demonstrate different types of experiences in providing EVSE services or similar types of projects.

- **Q:** Can you provide the link where you can submit your company as interested in that site location as prime/sub?
 - **A:** You can access the vendor registry and add your company in the general feedback survey here:
<https://experience.arcgis.com/experience/20dc3f35bc0642458e5cf31deb2aa8ab/>

- **Q:** Will the Prime's private portal entry be sent to us in our email once we are registered as a prime?
 - **A:** Yes, the prime applicant should receive credentials within a few days of registering.

- **Q:** If the applicant is not a utility or an EVSE network provider, they may not have the ability to integrate EVSE data with other platforms or systems. Can INDOT provide guidance to applicants who may be open to this but may not have the ability to submit data via an API on their own?
 - **A:** The NEVI Final Rules require this. See 23 CFR 680.116(c) Third Party Data Sharing: "States or other direct recipients must ensure that the following data fields are made available, free of charge, to third-party software developers, via application programming interface" see <https://www.federalregister.gov/d/2023-03500/p-440>

- **Q:** Are there any size limits to adding additional back-up information to the PDF application packet? Are there document size limits that applicants should be aware of? Does that include all documents including specification sheets?
 - **A:** There is a 12-page limit to the application pdf to be filled (Appendix D - Template). That includes all documents except the utility questionnaire and discretionary exception form if any.

- **Q:** Is there assistance for contractors to register with Indiana as a pre-qualified contractor?
 - **A:** Pre-qualification is no longer a requirement of this NOFO.

- **Q:** As this initiative is relatively new, are there any documented best practices that might be available to draw on?
 - **A:** Guideposts for states are the final rule and frequently asked questions from the Joint Office of Energy and Transportation (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nevi_program_faqs.pdf).
 - States have also begun to informally share best practices at industry events, for example, the Mid America Association of State Highway Transportation Officials (MAASTO) event recently held in August. States that are ahead of IN in procurement

(like OH and PA) are considering developing best practices, although they may not be publicly available.

- **Q:** Will scorers be reading proposals online or from a printed copy?
 - **A:** The scorers will be reviewing applications electronically. Under the procurement portal's terms of use, reviewers shall not copy or print any of the application documents under any circumstances.

- **Q:** What will be the role between the applicant and INDOT during NEPA? Will there be deliverables required by the applicant during this time prior to contract?
 - **A:** INDOT will lead the NEPA documentation and exception process, with input from the project teams. INDOT will include project team expectations for NEPA inputs and support within the draft contract.

- **Q:** What is the deployment timing from award to being able to construct?
 - **A:** INDOT is prioritizing site readiness as shown in the detailed scoring rubric (Appendix F) and asking applicants to provide an overview of their proposed deployment schedule. Preferably, construction would begin as soon as possible, assuming all equipment is either available or on order. However, this is not a firm requirement. INDOT understands current EVSE and transformer availability, with EVSE in the 12-18 month timeframe and transformers in the 18-24 month timeframe. Schedule and project cost must be finalized for final award (phase 2 milestone).

- **Q:** Can INDOT confirm that there is 30% retention of all costs until the O&M period? This amount of retention is high compared to other states that have released their RFPs/RFAs/NOFOs and will be challenging for smaller applicants.
 - **A:** Yes, INDOT is prioritizing reliability and sustainability of site deployment. Retaining 30% of all costs until Phase 4 (O&M) ensures project teams satisfy their obligations, meet performance standards, and maintain the quality and functionality of the charging station infrastructure throughout the final phase. This also mitigates risk for INDOT by reserving funding to pursue alternate projects in the event that selected teams must pause or cancel their contract with INDOT before the O&M phase is reached.

- **Q:** Are you considering alternative options other than Grid connected power for these charging stations?
 - **A:** While INDOT is assuming traditional electric power from utilities at this stage, applicants get additional points for using renewable energy sources under the Future Proofing section in the scoring rubric.

- **Q:** How do we sign up for that notification?
 - **A:** https://pima.indot.in.gov/public/comment/project-comment-dynamic?project_id=109

- **Q:** Which FY allocation(s) will be used on this procurement round?
 - **A:** FY22, FY23, and FY24 (pending approval)

- **Q:** When company information is sent for portal access, when should we anticipate to receive credentials for the portal access? If credentials were not received, who should we reach out to for assistance?
 - **A:** The prime applicant should receive credentials within a few days of registering. If you still do not have access after a few days, please contact nevi@indot.in.gov.

- **Q:** What Subcontractors will be needed in Operations & Maintenance?
 - **A:** INDOT is not limiting the type or amount of subcontractors needed in the O&M phase. Prime applicants should use their discretion to determine the 'right' mix of teammates to deliver a 'turn-key' project. Table 5 in the NOFO includes some potential O&M activities that could use subcontractors such as snow removal, security, litter pickup, landscaping, etc.

- **Q:** Received my credentials, and have attempted to log on, in an Office 365 In-Private Window, but it does not allow me to reset my password, because it says I have not been given the ability to self-reset., so can't log on.
 - **A:** We have shared your concern with the SharePoint team. Please make sure to switch profiles to the alternate email included with your credentials and then change your password. Please contact nevi@indot.in.gov if you do not receive information within a few days.

- **Q:** Would INDOT consider natural gas generators fueled by RNG as a possible DER resource as an eligible cost? Is sales tax an eligible cost?
 - **A:** INDOT is still working on a detailed list of eligible and non-eligible expenses that will be shared as part of the draft contract terms and conditions.

- **Q:** How many sites for the first phase FY22/FY23?
 - **A:** INDOT's goal is procure as many sites as possible to achieve full build out of currently approved Alternative Fuel Corridors (AFCs). While there is no pre-set number of sites that INDOT plans to deploy for a specific FY, we have estimated that it will take 44 sites to achieve this build out (one station every 50 miles). The final number of sites selected in the first phase will depend on the applications received and candidate site locations scores. The goal is to gradually construct a robust and reliable charging network around Indiana.

- **Q:** When will the Equity, Workforce & Development start after Award?

- **A:** Equity, Workforce, and Economic Development initiatives are ongoing efforts throughout the program. Since the beginning, INDOT has prioritized equity outreach, awareness, and education in each different phase of the program. It is expected teams and sites will lead and/or support these activities in local communities post-selection.
- **Q:** Will INDOT award more points to proposers posing more than 20% match?
 - **A:** Yes, it is in the detailed scoring rubric under cost information. Exceeding cost share requirements gets extra points.
- **Q:** Will BESS count in the eligible funds?
 - **A:** The [NEVI Program FAQs](#) (top of page 7) states that costs for on-site renewable energy generation and storage are considered directly related to the charging of EV and therefore eligible for reimbursement provided that the renewable energy generation or storage only transfers power to and from the EV charging station. Costs for planning, permitting, acquisition, and installation of on-site distributed energy resource (DER) equipment (e.g., solar arrays, stationary batteries) that are directly related to the charging of a vehicle are eligible for reimbursement.
- **Q:** If an organization would like to comment on the contractual language, should we submit comments with our proposal or wait until after awardees are determined?
 - **A:** Potential applicants can submit comments on the NOFO and any appendices [here](#) by September 19th, 2023. If your team is selected, there will be more detailed discussions with INDOT to finalize the contract terms and conditions.
- **Q:** Can comments on the contractual language be redlined and sent in as a question to be addressed during the question period?
 - **A:** Potential applicants can submit comments on the NOFO and any appendices [here](#) by September 19th, 2023. If your team is selected, there will be more detailed discussions with INDOT to finalize the contract terms and conditions.