



NEVI RFP – NCDOT Responses to Submitted Questions

Issued May 10, 2024

No.	Questions	Responses	NCDOT Action	Date
Mapping Questions				
1	Can you explain the difference between the light orange areas and the roads highlighted in magenta/purple on the GIS Maps?	The zones outlined in <u>orange</u> are the eleven clusters. Multiple exits/crossroads can be part of a single cluster. One charging station will be constructed per cluster. If there are multiple exits along a corridor shown in the cluster, NCDOT will award funding for one NEVI charging station to be built at one of those exits. The <u>maroon</u> lines are the roads that are within one mile of AFC exits or crossroads for a given cluster. The NEVI stations must be within 1 mile driving distance of the AFC exit or crossroad.	No action	4/1/24
2	Can you clarify the difference in the 1-mile layer (Service Distance) and the AFC intersection layer on the GIS map?	The federal government has issued specific guidance on how to calculate the 1-mile distance from the AFC. NCDOT has calculated these distances for applicants. The "AFC Interchanges" layer presents red dots at specific locations. These are the exact locations where the driver enters the road from the exit ramp. This is the point where the 1-mile driving distance is calculated. The "Service Distance" layer gives the 1-mile driving distance from the corridor exit based on the AFC Interchange red dot.	No action	4/1/24

No.	Questions	Responses	NCDOT Action	Date
3	Are locations eligible which fall within 1-mile driving distance from the AFCs, but are not included in geographic boundaries indicated in the cross-street data?	If the site of interest is not located within a designated cluster, it is not eligible for funding at this time. If a location is greater than a 1.0-mile driving distance, as calculated according to the NEVI Guidance, it is not eligible for funding.	No action	4/10/24
4	Can NCDOT confirm that sites falling within the "Cluster Group" depicted by the orange circle on the GIS map are considered NEVI Round 1 eligible sites?	That is correct, but the proposed site must also be within 1-mile of the AFC. See Question 1 and 2 for more details.	No action	4/15/24
5	Can NCDOT supply a downloadable shapefile for the GIS map?	Download shapefiles for the Round 1 NEVI RFP clusters mapping at: https://ncdot.maps.arcgis.com/home/group.html?id=f1ff1b100306402e9274177ff8dfe49d	No action	4/17/24
6	Cluster Mapping	NCDOT re-issued the GIS-based mapping for clusters M-1, M-2, and M-4 after reanalyzing the 1-mile driving distance to both AFCs. See the updated map via the "mapping" button and updated list of exists via the "resources" button.	Updated Mapping	4/23/24
RFP Questions				
7	What is the NEVI application and procurement timeline?	The anticipated timeline for the RFP is presented on page 6 of the document titled "NC NEVI Request for Proposals". It is also posted on the "NEVI RFP Resources for Applicants" button. Applicants need to refer back to this "Resources" document on the website for any changes to the timeline during the application process.	No action	4/1/24
8	Is there a set date for when projects must be complete?	There is no set completion date for project construction. NCDOT recognizes timelines will vary based on conditions of the existing site, equipment availability, and other factors. Once the station becomes operational, there are operations and maintenance requirements that must be met over a 5-year period. On page 1 and 2 of the document "Attachment 5 Draft Agreement", the contract effective and expiration dates are discussed. Under this <u>draft</u> agreement, NCDOT proposes that the agreement ends after a period of seven years. A no-cost time extension can be requested.	No action	4/9/24

No.	Questions	Responses	NCDOT Action	Date
9	Is the RFP bid per cluster?	NCDOT expects to select one applicant to build a NEVI compliant station per cluster. Applications for the same cluster will be evaluated against each other to provide the best value option. Applicants may submit one bid per cluster.	No action	4/1/24
10	What is the DBE goal for the NEVI RFP?	This program does not have Disadvantaged Business Enterprise (DBE) goals per the Guidance issued by FHWA. See NEVI Program FAQs 12.1 at https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.cfm#dbe The RFP does have goals associated with the Justice 40 program and with workforce development. See Attachment 3 Technical Application Form, Section 17.	No action	4/1/24
11	Are standalone medium- and heavy-duty EVSE infrastructure projects eligible for funding?	NEVI formula program funds can be used for light, medium, and heavy-duty electric vehicle charging infrastructure projects that meet NEVI program requirements. All EV infrastructure projects under NEVI must be open to the general public or to authorized commercial motor vehicle operators from more than one company in accordance with Paragraph (2) under the Highway Infrastructure Program heading in Title VIII of division J of BIL.	No action	4/9/24
12	Section 5.2.1 of the RFP package notes page limitations for the Technical Application of both 30 and 40. Can you please advise if the page limitation is 30 or 40?	The page limitation was changed to 40 pages.	Corrected in Addendum 1	4/10/24
13	Can the Letter of Credit required in Section 7.2.3 of the NEVI RFP be held by a subcontractor or is it required to be provided directly by the applicant?	The Letter of Credit must be provided by the primary Applicant. The primary Applicant will become the Awardee in the event an application is awarded funding by NCDOT. The Awardee has the legal obligation to follow all requirements outlined in the Project Agreement, including obtaining a Letter of Credit.	No action	4/11/24
14	Would a site having 4 CCS1-only chargers and 4 separate NACS-only chargers (8 total chargers on site) satisfy requirement 2.6?	The station configuration described in the question would satisfy the requirement. In addition to this configuration, a station with 4 chargers and each charger providing both a permanently attached CCS1 connector and permanently attached NACS connector also satisfies the requirement. The additional connector can be provided via a second cord or an adaptor.	No action	4/16/24

No.	Questions	Responses	NCDOT Action	Date
15	If an applicant has multiple sites across the state operating under multiple, separate LLCs all with common ownership, does the applicant submit per LLC or submit a single application under the parent organization? To clarify, the LLCs are not DBAs but are separate entities with unique tax IDs.	The applications should be submitted under the individual LLC's noting the parent organization. The unique tax IDs for each LLC should be included. Whatever entity is signing the contract and will hold the legal obligation to meet all contractual obligations is required to be the primary applicant.	No action	4/24/24
18	If the applicant leases more than one property from the same landlord/host site owner, can the Applicant utilize the same letter for multiple properties if each property is listed in Letter of Intent?	Each Application must include an individual letter from a site host that is specific to that site. Each application must be a stand-alone Application that includes all required information.	No action	4/24/24
15	Is shipping an allowable expense?	Yes, shipping is an eligible expense.	No action	4/24/24
16	Can taxes be claimed as an eligible expense or as an expense match?	Yes, taxes are an eligible expense, as it is considered part of the cost of acquisition.	No action	4/24/24
17	Can an applicant provide FedRAMP certification to suffice for this requirement? Authorized FedRAMP EVSE manufacturers perform a penetration test as part of ATO. Remediation plans and close-out of those findings are tracked through POAM. They are also required to submit a monthly risk report of their vulnerabilities mapped to the NVD, along with their remediation plans within their POAM as well. This information is made available to federal agencies through the MAX platform.	Yes, FedRAMP certification would meet these requirements.	No action	4/24/24
18	After the initial on-site staff safety training, can annual safety training of on-site and O&M staff be provided through remote learning?	Yes, training can be completed remotely.	No action	4/24/24

No.	Questions	Responses	NCDOT Action	Date
19	Can staff be assigned one of the federal Cybersecurity and Infrastructure Security Agency 100-level Incident Response (IR) training courses to meet the requirement for annual cybersecurity training?	Training can be completed via a third-party course, but the training needs to align with any applicant's approach to cybersecurity.	No action	4/24/24
20	Can NCDOT define all staff? Are they the staff identified as affiliated with the project in the organization chart?	Anyone who interacts with the charging station in a professional capacity. This includes the onsite staff, the on-call staff that might be called to the site to perform work as well as the remote staff that interact with the EVSE and related systems.	No action	4/24/24
21	Can remote annual job specific cybersecurity awareness training be provided to all staff operating and maintaining the EV charging infrastructure?	Yes, remote training is sufficient.	No action	4/24/24
22	Can NCDOT clarify if a North Carolina Secretary of State ID or EIN should be submitted as the NC Business License number?	Section 1.1 requires a Federal Tax ID Number or EIN number. Section 1.4 requires a Unique Entity Identifier (UEI), provided by the System for Award Management (SAM) registration to all entities who register to do business with the federal government. Section 1.3 of the form requires a NC Business License Number, which is the NC Secretary of State ID number (SOSID). An entity is assigned an SOSID once it is registered with the Secretary of State's office. Note there are multiple types of business which can be registered. For more information see: https://www.sosnc.gov/divisions/business_registration	No action	4/24/24
23	Equipment Operating and Installation manuals: What does NCDOT consider essential spare parts to have on-site?	NCDOT does not require that spare parts be on site, however, when submitting the Equipment Operating and Installation manuals, the Awardee should indicate any spare-parts that the manufacturer recommends having on-hand.	No action	4/24/24
24	If an applicant would like to comment on contractual language, should we submit our comments with our proposal, or after awardees have been determined?	NCDOT will not consider any changes to the draft agreement at this time, but will address any potential issues with awardees prior to executing the final agreement.	No action	4/30/24

No.	Questions	Responses	NCDOT Action	Date
25	<p>Regarding the reasonable return on investment calculator in section 7.5, as the equation stands, if the return on investment is higher than 25%, then all returns above the 25% threshold must be returned to NCDOT. In a portfolio of stations some stations will perform well while others will not perform as well. From a portfolio perspective, good performing stations offsets the ones that do not perform as well. It's worth noting that 23 CFR 680.106(m) does not require that returns are capped. That is why many DOTs have refrained from capping returns on the investments that will be made in this market. Only 3 DOTs have implemented a cap on returns. Would NCDOT consider removing this cap on returns (section 7.5)? Or would NCDOT consider capping the amount of profits that must be returned? Other DOTs that have implemented a cap on returns have capped the amount that must be returned to the DOT at the amount retained from the grant from that year.</p>	<p>The amount that could potentially need to be returned is capped at the total Federal Share of the project. Therefore, if a company has completely repaid the total amount of Federal investment in the project, all additional profit is retained by the Awardee.</p>	No action	4/29/24
26	<p>How would the agency like applications submitted (i.e., as one PDF, as individual attachment PDFs per sites, etc.)?</p>	<p>Per Section 5.4, Applications for multiple clusters must be submitted separately. Applicants shall submit the signed, completed application, with the required contents noted in Section 5.2 as separate attachments and in the specified file format. If the 10-file maximum is exceeded, Applicants may zip files together. You may not exceed the 50 MB combined file size limit. Please review the application submission process presented in the April 1 Industry Webinar at minute 6.23: https://youtu.be/LKBKBJkzX7A.</p>	No action	4/29/24
27	<p>Is there a file naming convention applicants should use when submitting?</p>	<p>Section 5.2 specifies which files must be submitted and in what form. There is no specific naming convention. It is recommended to name files such that staff can know the contents prior to opening. Please review the application submission process presented in the April 1 Industry Webinar at minute 6.23: https://youtu.be/LKBKBJkzX7A.</p>	No action	4/29/24

No.	Questions	Responses	NCDOT Action	Date
28	May we attach additional documents/attachments to our proposal to supplement our applications?	Section 5.2 of the RFP document specifies files that must be included as part of the application package and whether the information counts toward the 40-page application limit. In addition, Attachment 3 Technical Application Form specifies additional information that may be submitted with the application. The Applicant may submit additional documents/attachments but these attachments would be subject to the 40-page application limit.	No action	4/29/24
29	What is considered a description of a “fueling station” in Attachment 3 Application Section 4.6?	This is to establish if the applicant has experience related to fueling of any type of vehicle, not just electric vehicles.	No action	4/29/24
30	NC NEVI RFP 7.3 Payment Mechanism, pg. 15: Will NCDOT consider lowering the percentage of Capital Construction Payment withheld during Tasks 1,2,3, and 5? Most states apply a retention of 0% to 10% like in Pennsylvania where PennDOT set a 10% retainage threshold for NEVI. Throughout the course of the required 5-year operations and maintenance period, PennDOT shall disburse one-fifth of retainage each year, upon approval of the Grantee’s annual report and quarterly reports for the previous year.	NCDOT is issuing Addendum 2 to address the question on 5/13/2024.	Pending	4/24/24
31	NEVI RFP, Section 4.3 Eligible Costs, pg. 3: Are the cost of providing training to staff part of eligible project costs?	NCDOT is issuing Addendum 2 to address the question on 5/13/2024.	Pending	4/24/24
32	Can labor for administrative costs be included in the cost proposal as either an eligible cost or as matching funds?	NCDOT is issuing Addendum 2 to address the question on 5/13/2024.	Pending	4/24/24

No.	Questions	Responses	NCDOT Action	Date
33	<p>Technical Requirement specifies 150 kW of INPUT power per port (and 150 kW of utility feed per port). Can DOT strike this clause in order to allow the broadest array of technology solutions to participate, to optimize for DC fast chargers with the lowest overall project costs and fastest timeline to deployment, and to be consistent with Federal guidance? This is contradictory to Federal guidance that calls for 150 kW of OUTPUT power per port and specifically supports solutions that can reduce timelines and costs of deployment, such as DC fast chargers paired with stationary storage. As noted by the FHWA in the Q&A 4.5, such solutions can make it easier to site DC fast charging, particularly in grid constrained urban and rural areas, by disintermediating the DC fast charger's input and output power and can allow for EV charging in the event of a power outage.</p>	<p>NCDOT is issuing Addendum 2 to address the question on 5/13/2024.</p>	<p>Pending</p>	<p>4/24/24</p>

No.	Questions	Responses	NCDOT Action	Date
NEVI Program Questions				
34	What if my town is not within one of these clusters?	The NEVI program requires placing a charging station every 50-miles on federally recognized Alternative Fuel Corridors (AFC) to facilitate regional travel. NCDOT anticipates releasing funding to construct additional charging stations in future funding rounds to completely build out the state's corridors. See the "North Carolina Plan Update for Electric Vehicle infrastructure Deployment" for a map of all the proposed charging station locations. https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/ncdot-electric-vehicle-deployment-plan.pdf . After Phase 1 is completely built out, NCDOT can use any remaining funding to construct additional charging stations within communities or off of the AFCs.	No action	4/9/24
35	Are there resources available to small businesses/municipalities for the NEVI program?	The NEVI Program requires 20% of the requested funding for the project be provided by non-federal sources. NCDOT does not have state funding to contribute. NCDOT suggests reaching out to potential partners using the NEVI Networking Database. A link can be found on the NEVI website at the "NEVI Resources for Applicants" button.	No action	4/9/24
36	Why are newer interstates, like I-587 missing from the Alternative Fuel Corridors maps in the NEVI RFP Mapping Update?	NCDOT nominates Alternative Fuel Corridors (AFC) and Federal Highways Administration approves the nominations. At this time, I-587 is not a federally designated AFC.	No action	4/24/24