

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PHASE TWO FREQUENTLY ASKED QUESTIONS AND ANSWERS:

Question: Your map image indicates that Highway 60 west of Socorro is part of the National Electric Vehicle Infrastructure program, but it's not listed on any of the Alternative Fuel Corridor maps. Is this an oversight on the AFC maps? Do you plan to release updated GIS data yourselves or will it be included in the next update of the national dataset?

Answer: Correct, US 60 West of Socorro is not an approved AFC. This was in fact an oversight, and NMDOT is in process of updating the map on our website.

Question: Is the price scoring based on total eligible project costs, or total grant ask?

Answer: The price scoring is based on total eligible project cost.

Question: Must applicants assemble all PDF documents for submission in one PDF or as individual PDFS (i.e., one admin as an individual PDF, one management as an individual PDF, one technical as an individual PDF, one financial as an individual PDF?) Or is NMDOT requiring applicants to submit proposals as one single PDF file?

Answer: All documents are required to be submitted via PDF, however; due to some documents being too large to send through email, it is okay to submit the documents separately, or in various emails. When doing so, ensure that you label each email, in the subject line, as 1 of 5, 2 of 5, etc., while including your company name. Also be advised, that the emails (RFP) submitted, are to follow back-to-back, with minimal lag.

Question: There is a section asking applicants to request with the NM DWS for a prevailing wage determination. Is this required prior to submission or NTP?

Answer: It is not required prior to application submission of application; however, it is strongly recommended that each applicant do so or begin the process as soon as possible, if awarded. If this is not done, construction will not be allowed to begin and a NTP will not be issued.

Question: In Attachment 4 Proposal Form- Site and Project Information, it requires a signature from the site host representative, but there's no signature line. Can NMDOT confirm where the signature should go?

Answer: Site Host can sign on the same line as their printed name or applicant can attach the lease agreement, which should include the site host signature.

Question: Can NMDOT please confirm the email address being used to submit completed applications? In section 6.1 Proposal Content and Delivery/Submission it's listed as Special.Projects@dot.nm.gov and in section 10.1 RFP Coordinator it's listed as Special.Projects@dot.nm.gov. Can NMDOT confirm which one is accurate?

Answer: The correct submission email address is Special.Projects@dot.nm.gov. The address with a comma was a typo.

Question: Under Section 4.4.2 of the RFP, NM DOT states they will require each EV charging station to be dual protocol - having at least one (1) CHAdeMO fast charger and one (1) SAE Combined Charging System (CCS) fast charger. However, Attachment 5. EVSE Vendor Information and Specifications Compliance – required as part of the Technical Proposal – states that CHAdeMO standard ports are not required? Can NMDOT please clarify how many, if any, CHAdeMO connectors are required for sites to be considered for this funding opportunity?

Answer: Every DCFC port must have a Combined Charging System (CCS) Type 1 connector. DCFC charging ports can also have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle.

Question: Can NMDOT confirm that the proposals must be submitted via email to the project coordinators' email provided in the RFP?

Answer: Yes, the proposals are to be submitted to the Special Projects address at Special.Projects@dot.nm.gov.

Question: Is CHAdeMO port an eligible cost?

Answer: Every DCFC port must have a Combined Charging System (CCS) Type 1 connector. DCFC charging ports can also have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. A CHAdeMO connector is not a requirement. NMDOT will follow NEVI minimum requirements regarding the connector type.

Question: Can NMDOT confirm the proposal must be submitted as one individual PDF package per site?

Answer: Each proposal must contain an overall Administrative proposal, and a Management Proposal; however both the Technical Proposal and Financial Proposal should have a separate proposal for each location (location 1, location 2, location 3, etc.)

Question: We have multiple locations across multiple corridor groups that we wish to propose. In reference to the same we want to confirm if we need to submit one complete proposal per location or one complete merged proposal for all the locations. So, for example, if we have 10 locations across multiple corridor groups, Do we submit 10 different proposals (1 per location) Each proposal containing Administrative proposal, Management Proposal, Technical Proposal for the location, and Financial Proposal for the location?

Answer: Each proposal must contain an overall Administrative proposal, and a Management Proposal; however both the Technical Proposal and Financial Proposal should have a separate proposal for each location (location 1, location 2, location 3, etc.)

Question: If we propose a station without a CHAdeMO port but the station is still NEVI compliant, will the proposal be viewed at a lesser value, or not evaluated at all?

Answer: Every DCFC port must have a Combined Charging System (CCS) Type 1 connector. DCFC charging ports can also have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. A CHAdeMO connector is not a requirement. NMDOT will follow NEVI minimum requirements regarding the connector type. As long as the DCFC port follows the minimum standards, it will be valued equivalently.

Question: Is one CHAdeMO port required for round 2 submission? Per NEVI rules, CHAdeMO ports can only be implemented with FY22 funds.

Answer: Every DCFC port must have a Combined Charging System (CCS) Type 1 connector. DCFC charging ports can also have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. A CHAdeMO connector is not a requirement. NMDOT will follow NEVI minimum requirements regarding the connector type.

Question: In section 4.4.2 of the RFP, the dual-port protocol (CHAdeMO and CCS) is listed as a minimum specification on page 13, but the same dual-port protocol is listed under the REV West Minimum Voluntary Station Specifications on page 14. The FHWA final rule states that CHAdeMO connectors are only eligible for funding with FY2022 NEVI funds, and there are also no commercially available CHAdeMO-capable vehicles that can charge at speeds of 150kW. Is a CHAdeMO connector required for each EV charging station funded through the Phase 2 NMDOT NEVI RFP?

Answer: Every DCFC port must have a Combined Charging System (CCS) Type 1 connector. DCFC charging ports can also have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. A CHAdeMO connector is not a requirement. NMDOT will follow NEVI minimum requirements regarding the connector type.

Question: In section 4.4.2 of the RFP, EV Chargers are required to support multiple payment options, including but not limited to 'chip or pin'. Can NMDOT clarify if a Europay, Mastercard, and Visa (EMV) chip reader is required, or can charging stations that accept credit card payments via an EMV contactless card reader meet the payment options requirement?

Answer: The requirement is multiple payment options be accepted, this does include payment via phone apps, credit card payments via an EMV contactless card reader, credit card swipe and/or insert, etc.

Question: Is there an opportunity within the RFP to apply as a team? In particular, to provide electricity through carports and solar installation?

Answer: If awarded, you are allowed to subcontract, but all eligible costs incurred must be included in your application. Please be advised that this is not part of NEVI standards, and solar is considered a bonus and is not an eligible cost.

Question: What is the cost proposal scored on (i.e., funding request, total project cost, total eligible costs, etc.)?

Answer: Yes, all of the above.

Question: Are CHAdeMO connectors required? Could you please specify exactly what type of connectors are required.

Answer: Every DCFC port must have a Combined Charging System (CCS) Type 1 connector. DCFC charging ports can also have other non-proprietary connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. A CHAdeMO connector is not a requirement. NMDOT will follow NEVI minimum requirements regarding the connector type.

Question: Are applicants required to deliver a hard copy of the application this round?

Answer: No, applicants are required to submit proposals electronically in PDF format, on or before the proposal due date and time stated above. Please state NEVI Proposal in the subject field of the email. **RFPs submitted by hard copy or facsimile will not be accepted. Please submit proposals to Special.Projects@dot.nm.gov.**

Question: If we have a signed lease with the site host, are we still required to get the site host signature on Attachment 4, or can we attach the signed lease to this document?

Answer: A signed lease document can be attached as verification of the site host agreement, in substitution of signature(s) on Attachment 4.

Question: In section 6.4 Technical Proposal, it's unclear how an applicant should lay out their technical proposal. Should the applicant begin the technical proposal starting with project approach, work plan and schedule, and outcome and deliverables then transition to 1) general work plan 2) site/project information..., or should the applicant technical proposal begin with 1) general work plan 2) site/project information, etc...?

Answer: There is not a specific lay out for the technical proposal section. Please include all pertinent information for each location, if your proposal includes multiple locations.

Question: If an applicant would like to comment/provide exceptions on contractual language, should we submit our comments with our proposal, or after awardees have been determined?

Answer: Please feel free to comment on the contractual language within your proposal.

Question: Can the agency provide an example of what file naming convention would be allowed for submission?

Answer: All documents are required to be submitted via PDF, however; due to some documents being too large to send through email, it is okay to submit the documents separately, or in various emails. When doing so, ensure that you label each email, in the subject line, as 1 of 5, 2 of 5, etc., while including your company name. Also be advised, that the emails (RFP) submitted, are to follow back-to-back, with minimal lag.

Question: Per the RFP, NMDOT will release the Q&A on 9/11 and the application due date is 9/18, only allowing applicants 4-5 working days to review and incorporate answers to their questions. Would NMDOT be open to extending the deadline of applications by 3-5 working days to allow applicants sufficient time to review and incorporate any adjustments needed upon their clarifications?

Answer: NMDOT allowed for a 60-day competitive RFP process. The deadline will not be extended and will remain due September 18, 2024.