

**Question:**

Q. Are there any minimum requirements for the number of charger ports per site?

A. No, the minimum requirements are set only to the kW charging port.

Q. is the project subject to Federal compliance requirements such as BABA, EvCHART, non-federal match. Etc.?

A. No, projects are not subject to FHWA Federal Title 23 requirements. Funding for this program are State funds, not federal.

Q. Can calls be set up with the Department to discuss Grant Program?

A. No, procurement rules prohibit direct contact with potential applicants during the advertising period.

Q. Is there a funding cap per site?

A. No, there is no cap but cost will be weight through scoring matrix.

Q. Are applicants supposed to request a certain amount of funds or just a budget required to be submitted? Is reimbursement up to 100%

A. Budget of total build is required, including any and all costs associated to eligible expenditures and 100% of total eligible expenditures would be reimbursed if applicant is awarded grant.

Q. What documents are required to be submitted?

A. Please refer to RFP on page 6 under **III. REQUIREMENTS AND WORKPLAN** for all required documentation.

Q. How much funding is available? Is there a maximum reimbursement amount?

A. The Department chooses not to disclose the budget amount. There is no maximum reimbursement amount, but applicants will be weighted through scoring criteria.

Q. is there any additional information that is not listed under the Workplan including utility coordination and other business model sustainability that should be provided.

A. The minimum documentation under the Workplan is mandatory, however any other documentation that is provided to strengthen application will be accepted and weighed through scoring criteria.

Q. Are EVSE software and networking equipment costs eligible for reimbursement?

A. The following operating costs are eligible, although only for up to five-year performance period after the charging station is commissioned and **MUST** be identified in the proposal/budget submitted:

- Charging equipment lease fees in the case that an EV charging station operator opts to lease rather than purchase charging equipment.
- Cellular network fees, internet service fees, or other similar fees are necessary to provide communications between EV charging stations and charging network providers.
- Hardware and software maintenance and repair costs, including service agreements with third-party contractors and charging equipment manufacturers or warrantors.
- Other operating costs that are necessary and directly related to the charging of vehicles.

Q. Can publicly accessible chargers be installed at ski resorts?

A. Yes Ski resort would be eligible if EV stations are available to the public and the proposal will be scored according to scoring criteria.

Q. Can grant funds be used for Rip & Replace, of existing EVs no longer supported by software?

A. Yes, funds can be used to repair, upgrade, or replace existing EV charging equipment to meet RFP minimum standards or to get unsupported equipment back online to ensure a contiguous network

Q. On pg 13 “Distance to other EVSE sites” should applicant map distance from EVSE sites including Level 2, 50kw and higher sites, or just 150kw?

A. The Scoring matrix will only take into account Level III sites and will look at site distance from other DCFC Level III chargers.

Q. How will delay in construction due to Permitting, Inspections or supply chain issues with utility companies be addressed?

A. All delays that are beyond the control of the installer will be addressed with appropriate documentation on a case-by-case basis.

Q. Does charge station with one or more commercial grade DC fast charging EVSE chargers, each with 200kw maximum available and dual, ports, one port providing a CCS dispenser and the other port either a CCS or NACS dispenser and with each port capable of supplying up to 200kw, meet the qualifications indicated above and otherwise be eligible for the grant?

A. All ports must be a minimum of 150kW capable. The Department understands that the distribution of electricity is at times determined by the vehicle which may be below 150 kW. The Department also acknowledges that when paired ports can also drop below the 150kW minimum, which the Department will accept with a detailed description with proposals of how power distribution will be accomplished while simultaneously charging more than one vehicle with a charger with multiple ports.

Q. Will answers be posted on the website? What would be the web page to check the Q&A once posted?

A. Yes, questions should be sent to email: [Special.projects@dot.nm.gov](mailto:Special.projects@dot.nm.gov) and Response will be on NMDOT website: <https://www.dot.nm.gov/electrifying-new-mexico/>

Q. Would third party Bridge Financing for the initial cost be eligible for this grant program?

A. Projects will be reimbursable through invoicing from awardees.

Q. How long will questions be taken?

A. Questions will be taken until Dec13th, response will be addressed by Dec.16<sup>th</sup>.