



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

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Indiana Volkswagen Environmental Mitigation Trust Frequently Asked Questions July 2020

Acronym Reference:

- EV – Electric Vehicle
- DCFC – Direct-Current Fast Charge
- L2 – Level 2

Q: Will this program fund the installation of charging equipment if it is not going to be open to public use?

A: No. This program will only fund charging station projects that are publicly visible, accessible, and available for use by any EV owner.

Q: We are an entity that has the ability to apply for 3rd party and Federal funds to be used as our cash match for our application. Can we use the possibility of receiving these funds as our required match?

A: No. All cash match requirements must be met by funds already available to the applicant and cannot be contingent upon the outcome of another grant program request.

Q: The RFP does not indicate the minimum and maximum award amounts for projects funded under the program. Does that mean projects of any cost up to the total amount available would be considered?

A: Yes. All projects that meet the specific requirements identified in the RFP will be reviewed and scored.

Q: What is the length of time an applicant must own the equipment funded through this VW program?

A: The Grant Agreement will require awardee to own, operate and maintain the equipment for no less than 5 years.

Q: Do the equipment quotes count towards the 15-page submission limit?

A: No. Quotes and other supporting materials do not count towards the submission limit.

Q: We are already planning for the installation of charging equipment at our facility. Would the costs we have incurred up to now be eligible for reimbursement if we were to receive an award?

A: No. Only costs incurred after the full execution of the Grant Agreement between IDEM and the Applicant/Grantee are eligible for reimbursement.

Q: At what point can we submit our request for reimbursement on our project?

A: Requests for reimbursement can be submitted after a project is fully complete and operational. No reimbursement requests will be processed prior to the project being fully complete and the charging stations placed into service.

Q: Can existing light-duty EV charging station upgrades be funded through this program?

A: No. Only newly constructed charging locations are eligible for funding under the program.

Q: For L2 charging stations, do I need to install one or two J1772 connectors?

A: All L2 charging stations must have at least two (2) J1772 charging connectors to allow the ability to charge two vehicles at once or provide redundancy in case one connection is down.

Q: The RFP states that the initial networking and subscription plan is an eligible cost, but internet connection is not. Can you clarify this?

A: The networking/subscription component is the retrieval of data from the charging stations that is used for site tracking and reporting to IDEM and is an eligible expense. The internet/cellular connection that the networking/subscription component uses to collect this data is not an eligible expense.

Q: Our school corporation is planning on applying for an electric bus; may we request a station even though the station would be built before the bus has arrived?

A: No. This program will only fund light-duty electric vehicle charging equipment that is publicly available. School buses are not light-duty and the charging equipment would likely be behind closed gates and not publicly available.

Q: Are there any restrictions on charging station revenue?

A: No. IDEM encourages reasonable rate fees to be charged but does not intend to be actively engaged in the pricing structures.

Q: Is the combination of DCFC and L2 charging required on all projects or can a project have just one of these types of stations?

A: Although sites can include both DCFC and L2 charging stations, it is not a requirement.

Q: Is there a list of potential vendors or models regarding equipment that the state would potentially recommend?

A: IDEM defers to the expertise of applicants and their preferred vendors on the most appropriate technology for their particular location.

Q: Can a public applicant use a joint procurement service such as Sourcewell (to get the best price)?

A: IDEM defers to the expertise of applicants and their preferred vendors on the most appropriate technology for their particular location.

Q: What about some of the more rural areas in Indiana that could use DCFC equipment for tourism? Should we even apply for the grant?

A: Yes. Although the RFP indicates that DCFC locations must be within 1 road mile off the selected roadways, the program will consider exceptions to this requirement provided that need is clearly documented and supported.

Q: Does L2 charger deployment require the installation of a dual-port station, or is a single port station eligible?

A: All charging sites, regardless of whether they are DCFC or L2, must have at least two (2) charging connections per station.

Q: Is protective equipment (bollards, curbs, parking stops, etc.) to protect the charging stations from accidental impact required and/or eligible for project cost reimbursement?

A: Yes. Protective equipment for the charging stations is expected and eligible for funding from the program.

Q: As a college campus, can we only apply for up-to a total of \$8,000 for L2 charging stations for the entire campus since we could likely install these in more than a single location across the campus?

A: Yes. The RFP details the maximum amount of funding available per location. A college campus, as a whole, would be the specific location in this instance.

Q: Can a municipality install their own station and use their employee installation costs as eligible cost share?

A: Yes. If a municipality chooses to purchase the appropriate equipment and use qualified staff for the installation of the equipment, these costs are eligible for reimbursement and, as such, can be considered a portion of the applicant's cost share. As with all projects, the applicant will need to clearly demonstrate that these costs are reasonable, appropriate, and eligible project costs.