



# INDOT Electric Vehicle Infrastructure Plan

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**HNTB**



# Indiana Electric Vehicle Charging Program – NOFO Question Responses

September 26, 2023



**Table 1. List of NOFO Questions (August 31, 2023 to September 19, 2023)**

Comment ID	Date	Organization Type	Theme
B01	8/31/2023	EVSE Provider/Operator	Question clarification
B02	8/31/2023	General Public	Site location
B03	8/31/2023	General Public	Site location
B04	9/4/2023	Potential Site Host	Site location
B05	9/12/2023	Potential Site Host	Site location
B06	9/14/2023	Utility Provider	Application length
B07	9/15/2023	EVSE Provider/Operator	Question clarification
B08	9/15/2023	EVSE Provider/Operator	Multiple applications at a single exit
B09	9/18/2023	EVSE Provider/Operator	Utility coordination
B10	9/18/2023	General Public	Site location
B11	9/18/2023	EVSE Provider/Operator	Multiple applications at a single exit
B12	9/19/2023	Potential Site Host	Question clarification
B13	9/19/2023	EVSE Provider/Operator	Question clarification
B14	9/19/2023	Contractor	Contractors
B15	9/19/2023	Potential Site Host	Question clarification



## NOFO Question B01

We note a significant change to the NOFO since the draft release in June, specifically on utility coordination. The draft NOFO included a fairly standard utility coordination process in demonstrating that applicant had contacted the applicable utility to identify necessary service upgrades and confirm ability to serve. The final NOFO appears to suggest that full points will be awarded in the utility coordination section only if a contract has been executed with a utility. We would like to understand how INDOT envisions respondents addressing this section. Utilities will not complete final engineering designs or execute contracts unless a site has been confirmed to be built. Applicants will not be able to confirm that sites will be built until after awards are issued. Therefore, it seems that there is an order of operations issue in that INDOT is requesting as part of a high-scoring submission documents that likely cannot be completed until after award. We would appreciate any clarification from the Department on the implementation of these provisions and additional guidance on how respondents should address.

## Response B01

Thank you for your comment and we appreciate your attention to this. We have reviewed the Utility Coordination Status section under Site Readiness in the Scoring Rubric and adjusted the point breakdown to "0 = no discussion with utilities; 1-5 = discussion initiated, coordination in early stages; 6-10 = utility coordination in progress, basic information compiled; and 10-15 = utility coordination completed, all information compiled" since an executed agreement with the utility is not required until Phase 2.



## NOFO Question B02

The next exit to the west (Pittsboro) is less busy, has more available land, and is easier to get to.

## Response B02

Thank you for your comment. As Indiana's initial Notice of Funding Opportunity (NOFO) was publicly released at 4:00pm ET on 8/31/2023, INDOT does not intend to adjust the candidate sites that are open for this round of application. It is likely that there will be future procurements and additional sites that are funded as the program (and EV charging infrastructure in general) evolves over the next four years. Furthermore, there are many additional discretionary funding opportunities for community charging infrastructure. The following web page includes resources from various agencies:

<https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/overview>.

Indiana's EV implementation plan and NOFO reflect a data driven approach to select candidate charging locations. First was the need to fill the 50-mile gaps along our Alternative Fuel Corridors (AFCs). Next, we selected candidate charging sites based on average annual daily traffic at interchanges, along with the level of development and potential site hosts. This approach minimizes the inherent risk in developing a site from the ground up as it allows the station to leverage existing infrastructure and utility/power availability necessary to support the station without major utility upgrades which are not an eligible expense under NEVI. From here, we refined these locations through a rigorous public engagement process that included both in person comments received at six public meetings around the state along with the interactive map comments. This process helped us increase the number of candidate sites from 72 last year to 86 this year that are available to be bid on as part of the NOFO.



## NOFO Question B03

Why not move this to I69 and State Road 332, exit 241? You already have selected exit 226.

### Response B03

Thank you for your comment. As Indiana's initial Notice of Funding Opportunity (NOFO) was publicly released at 4:00pm ET on 8/31/2023, INDOT does not intend to adjust the candidate sites that are open for this round of application. It is likely that there will be future procurements and additional sites that are funded as the program (and EV charging infrastructure in general) evolves over the next four years. Furthermore, there are many additional discretionary funding opportunities for community charging infrastructure. The following web page includes resources from various agencies:

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## NOFO Question B04

I have commercial property just south of I80, on 421. There is a need for charging stations here. Currently there are 25,000 vehicles per day that go by with NO availability to charging station. We need something just south in Westville. There is a 2 billion dollar public works project, the Correctional center that is being rebuilt over the course of the next 5 years. There are 600 contract workers expected each day that will have nowhere to charge their vehicles. I would love to help make that possible.

## Response B04

Thank you for your comment. As Indiana's initial Notice of Funding opportunity (NOFO) was publicly released at 4:00pm ET on 8/31/2023, INDOT does not intend to adjust the candidate sites that are open for this round of application. It is likely that there will be future procurements and additional sites that are funded as the program (and EV charging infrastructure in general) evolves over the next four years. Furthermore, there are many additional discretionary funding opportunities for community charging infrastructure. The following web page includes resources from various agencies:

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## NOFO Question B05

Can INDOT provide any details on why the NEVI location was changed from I-65 Exit 139 to I-65 Exit 140? Our company has worked for over a year to prepare a location at I-65 Exit 139. The location has strong amenities for NEVI and we have already completed a utility site walk, design review, and have applied for permits for the site.

Is it required that the site be at the specific exit listed? Our company has more than a dozen sites that are 50 miles away from the nearest NEVI compliant charger, have strong amenities, and are shovel ready or near shovel ready with final utility designs and permits but are at an adjacent exit to the one listed as “eligible”.

## Response B05

Thank you for your comment. As Indiana's initial Notice of Funding Opportunity (NOFO) was publicly released at 4:00pm ET on 8/31/2023, INDOT does not intend to adjust the candidate sites that are open for this round of application. Furthermore, INDOT will only accept applications for its listed candidate sites.

It is likely that there will be future procurements and additional sites that are funded as the program (and EV charging infrastructure in general) evolves over the next four years. Furthermore, there are many additional discretionary funding opportunities for community charging infrastructure. The following web page includes resources from various agencies: <https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/overview>.

Indiana's EV implementation plan and NOFO reflect a data driven approach to select candidate charging locations. First was the need to fill the 50-mile gaps along our Alternative Fuel Corridors (AFCs). Next, we selected candidate charging sites based on average annual daily traffic at interchanges, along with the level of development and potential site hosts. This approach minimizes the inherent risk in developing a site from the ground up as it allows the station to leverage existing infrastructure and utility/power availability necessary to support the station without major utility upgrades which are not an eligible expense under NEVI. From here, we refined these locations through a rigorous public engagement process that included both in person comments received at six public meetings around the state along with the interactive map comments. Regarding the location in question, INDOT received public feedback supporting a change from exit 139 to exit 140. This change was vetted against the data-driven approach





mentioned above, and it was determined that the change to exit 140 was appropriate. Overall, the public feedback process helped us increase the number of candidate sites from 72 last year to 86 this year that are available to be bid on as part of the NOFO.



## NOFO Question B06

Upon reviewing the NOFO, Section 2.1 Procurement Overview states that Part B is limited to 5 pages and Part C is limited to 4 pages per site. However, Appendix D has over 5 pages (~5.25 pages) of questions for Part B and over 5 pages (~5.75 pages) of questions for Part C. Additionally, the page count for Part B does not include a space for the proposed schedule in a Gantt Chart format as referenced in Section 2.3.2.3 of the NOFO. Can you please provide any guidance/advice on how to meet the current length limitations or state if there will be any flexibility/changes on the length limits?

## Response B06

Thank you for your question. We have adjusted page length requirements within the NOFO. Please see section 2.1 of the NOFO for an updated page limit per section. This includes increasing the lengths of Part B and C to 6 pages each and providing a list of items that will not count towards the page limit.



## NOFO Question B07

Will "innovative technologies" in the scoring rubric include on-site or integrated energy storage?

### Response B07

Yes, INDOT would include on-site and/or integrated energy storage as an "innovative technology". Per the Federal NEVI FAQ, for renewable energy solutions to be an eligible grant expense, they must transfer power to or from the charging station.

[https://www.fhwa.dot.gov/environment/nevi/resources/nevi\\_program\\_faqs.pdf?v=2](https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.pdf?v=2)



## NOFO Question B08

NOFP Page iii (3). File naming convention for Part C does not consider an applicant may have more than one application at an exit.

## Response B08

Thank you for your question. INDOT has adjusted the NOFO to update the naming convention to consider applicants applying to more than one site at an exit. If this is the case, please number each application. For example: 'Applicant A\_INDOT NEVI NOFO\_Part C\_65 Exit 172\_Site 1'. The NOFO has been updated to reflect this update.



## NOFO Question B09

Have load flow studies been conducted for the installation of the Level 3 Stations proposed to be installed along I69 [exits 305B/311A/316] and 469 [exits 19/25]? Were the studies conducted by the local utility company's planning department? Were the studies conducted at the distribution or transmission level? Are the load flow studies and any other technical data available for review? My team intends to submit a comprehensive bid to install the Level 3 chargers; we would like to ensure we have an accurate scope of work. Findings in the technical analysis will aid in scoping the project correctly.

## Response B09

Thank you for your question. Although preliminary assessment of available power at the candidate locations has been conducted, INDOT intends for detailed utility coordination efforts with utilities to be directed by prime proposers; initial coordination may take place prior to and during application, with full utility agreement being completed post selection, during the initial phases of the project. Please see Appendix G for a list of relevant utility contact information and a Utility Questionnaire that must be completed. The project milestones are also included in the NOFO.



## NOFO Question B10

Can you please have someone contact me, on behalf of Wabash County participation. From the formula used to establish charging locations, it looks like Wabash is completely left out. Who can I discuss this with?

## Response B10

Thank you for your question. Current Federal NEVI rules limit charging stations to be placed along Federally-designated Alternative Fuel Corridors (AFCs) in the state before NEVI funds may be used for other sites. Indiana's AFCs are I-64, I-65, I-69, I-70, I-74, I-80, I-94, I-265, I-275, I-465, I-469, and US-31. As none of these corridors pass through Wabash County, there are no feasible NEVI-compliant sites within the county at this moment. However, there are many additional discretionary funding opportunities for community charging infrastructure. The following web page includes resources from various agencies:

<https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/overview>.



## NOFO Question B11

Please clarify what file naming convention an applicant should use in Part C if the applicant is submitting more than one application at an exit.

## Response B11

Thank you for your question. INDOT has adjusted the NOFO to update the naming convention to consider applicants applying to more than one site at an exit. If this is the case, please number each application. For example: 'Applicant A\_INDOT NEVI NOFO\_Part C\_65 Exit 172\_Site 1'. The NOFO has been updated to reflect this update.

## NOFO Question B12

1. As the request for the schedule is in Part B, is INDOT seeking a general timeline and not specific information on the timing of the proposed locations?
2. Would INDOT be able to provide a word document template for application documents?
3. Part B: Experience, Qualifications, Approach, and Cost Information asks that applicants “Include proof of project”. When the application template calls for additional documentation like this can applicants assume that this documentation should be provided as an appendix and that it will not count towards the page limit?
4. The blank template for Part B is more than 5 pages long and does not provide much space for applicants to give detailed answers on their EVSE deployment plans. Would INDOT consider extending the page limit to 8 or 10 pages?
5. The blank template for Part C is 6 pages when the page limit for a completed Part C submission is 4 pages. Would INDOT consider extending the page limit to 8 or 10 pages?
6. Are applicants meant to submit the Appendix G Utility Questionnaire with each Part C? Does attaching Appendix G with Part C count towards the page limit?

## Response B12

Thank you for your questions. Please see the following responses:

1. INDOT has updated the verbiage in Section 2.3.2.3 of the NOFO to be clearer about these requirements. INDOT is seeking an anticipated timeline for a typical EVSE installation. The schedule shall include milestone tasks for the installation, and these should emphasize the approximate durations of the tasks in a Gantt Chart format.
2. Appendix D has been uploaded as a Word document if applicants would like to directly use it as a template. Applicants may modify the design of the response template. However, applicants shall maintain the overall structure of the template, such as headers, numbering, tables, etc.
- 3-5. We have adjusted page length requirements within the NOFO. Please see Section 2.1 of the NOFO for an updated page limit per section. This includes increasing the lengths of Part B and C to 6 pages each and providing a list of items that will not count towards the page limit. Additionally, applicants may either directly use Appendix D as a response template or modify the design of the response template. If applications use a modified template, they shall maintain the overall structure of the template, such as headers, numbering, tables, etc.
6. Applicants must submit an Appendix G with each Part C. Appendix G does not count towards the page limit.



## NOFO Question B13

1. 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.
2. Emergency service is listed as an eligible cost under Miscellaneous Costs. Could INDOT please clarify what emergency service refers to?
3. Can you please clarify how many points are allocated to each of the following options in Attachment D Part C: Site Application: 4 stalls/ports, 5-7 stalls/ports and 8+ stalls/ports)?
4. Can you please clarify how many points are allocated to each of the following options for the question “How much total power will be available for concurrent, continuous charging...” in Attachment D Part C: 600 kW, 601-999 kW, 1000+ kW.
5. Attachment C includes a Cyber Security requirement stating that the Vendor will contract for a third-party assessment/audit that will be conducted annually to ensure the cybersecurity plan is being executed. Results of the assessment/audit will be shared with INDOT. Can INDOT please clarify who an acceptable third party to complete the assessment/audit will be?
6. Can INDOT confirm that the applicant can include the number of clients/customers served by the entirety of the project team including the EVSE manufacturer, network, and maintenance provider and/or the installer?
7. Can INDOT confirm that the 12-page limit to the application includes the utility questionnaire, discretionary exception form if any, and specification sheets for the equipment?
8. Is the expectation that Part A, B, and C will be submitted per site or that Part C can be 12 pages long?
9. Is the expectation that Attachment D will be utilized as the application template and that this will not be modified?
10. Can purchase orders provided as part of the application include language that they are conditional based on project award since no costs incurred prior to award are eligible?
11. Can INDOT confirm that contractors and subcontractors that install the chargers (not the prime applicant) do not have to pre-qualify with INDOT? It is understood from the webinar that the applicant does not have to pre-qualify.

## Response B13

Thank you for your questions. Please see the following responses:

1. Given that each site would be operated under independent LLCs, each LLC must submit an application.
2. Emergency services must relate to the charging station providing charging capabilities. An example would be emergency backup power. 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.
3. Four stalls/ports will receive 0 points. 5-7 stalls/ports will receive 1-5 points. 8+ stalls/ports will receive 6-10 points. Template D has been amended to request applicants to write-in their proposed number of stalls/ports. This will enable scorer's to better evaluate responses within these ranges.
4. 600 kW will receive 0 points. 601-999 kW will receive 1-5 points. 1000+ kW will receive 6-10 points. Template D has been amended to request applicants to write-in their proposed power levels. This assists scorer's to better evaluate responses within these ranges.
5. INDOT is working on a detailed list of eligible and non-eligible expenses that will be shared as part of the draft contract terms and conditions. This will include further details regarding cybersecurity requirements and expenses. Selected applicants should make their own decisions regarding teaming.
6. Yes, applicant teams may include the number of clients/customers served by the entire team. Furthermore, when showcasing project experience, 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.
- 7-8. We have adjusted page length requirements within the NOFO. Please see section 2.1 of the NOFO for an updated page limit per section. This includes increasing the lengths of Part B and C to 6 pages each and providing a list of items that will not count towards the page limit. Parts A and B will be submitted once per applicant. Separate part C's for each site must be submitted.
9. Appendix D has been uploaded as a Word document if applicants would like to directly use it as a template. Applicants may modify the design of the response template. However, applicants shall maintain the overall structure of the template, such as headers, numbering, tables, etc. and respect the page limit for each of the sections.
10. Yes.



11. Pre-qualification is no longer required in general for any team member on Indiana NEVI applications.

## NOFO Question B14

1. Will contractors be required to submit full applications or is this for turnkey site hosts only?
2. Where can contractors submit interest in specific site locations?
3. Is there a different location to submit interest as a contractor for Site Development services vs Construction services?
4. How many chargers are expected to be installed per site location?

## Response B14

Thank you for your questions. Please see the following responses:

- 1-3. INDOT's Notice of Funding Opportunity (NOFO) seeks out turn-key teams that will design, implement, operate, and maintain charging sites for 5 years. If you are a contractor that is not interested in being the prime applicant for a turn-key host, you can connect with prime applicants via the [vendor registry](#) and/or through the [networking event](#).
4. A minimum of 4 NEVI-compliant chargers must be installed per charging location.

## NOFO Question B15

We appreciate the opportunity to submit clarifications to INDOT. Please see below for our 11 questions related to the INDOT NEVI NOFO.

1. We recommend that INDOT considers awarding the points for the use of Green-e RECs (Renewable Energy Certificates) under "Use of renewable energy resource" requirement. Is INDOT open to this suggestion?
2. Per Table 9, can INDOT please consider reducing the held payment from 35% to 10% for Phase 4 of the project? 5-10% is standard retainage for projects and consistent with other state's NEVI procurement as well.
3. Per Table 9, can INDOT please consider moving "executed purchase order from EVSE manufacturer" from Phase 1 to Phase 2? Major equipment will equal to more than half the project cost and the proposer would be at risk if the proposer wasn't given the final award, which is in Phase 2.
4. Can INDOT confirm they plan to award 44 sites this round of RFP?
5. Is sales tax an eligible cost?
6. If an organization would like to comment on the contractual language, should we submit our comments with our proposal or should we wait until after awardees are determined?
7. Has the NEVI prequalification requirement been removed for both Proposers and Subcontractors?
8. Please clarify how many points are allocated to each of the following options for the question "How much total power will be available for concurrent, continuous charging..." in Attachment D Part C: 600 kW, 601-999 kW, 1000+ kW.
9. Please confirm that the 12-page limit to the application includes the utility questionnaire, discretionary exception form if any, and specification sheets for the equipment?
10. Do Part A, B, and C need to be submitted per site or can Part C can be 12 pages long?
11. Should Attachment D be used as the application template, and it shouldn't be modified?

## Response B15

Thank you for your questions. Please see the following responses:

1. INDOT will not accept Green-e RECs as a "use of renewable energy resources" as these do not directly transfer power to/from the charging station. Per the Federal NEVI FAQ, for renewable energy solutions to be an eligible grant expense, they must transfer power to or from the charging station.  
[https://www.fhwa.dot.gov/environment/nevi/resources/nevi\\_program\\_faqs.pdf?v=2](https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.pdf?v=2)

2. INDOT does not intend to adjust the NOFO's milestone payments at this time. 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.
3. INDOT does not intend to adjust project milestones regarding EVSE purchase orders. Due to anticipated high demand for EVSEs due to increased station construction and EV adoption, INDOT desires purchase agreements to be executed early within the site implementation process.
4. INDOT will award as many sites as possible during this round of procurement with the goal of achieving full AFC build out. INDOT is not prescribing an exact number of sites that will be awarded through this NOFO. INDOT hopes to award at least 44 sites and may award more dependent on how many may be supported by current funding levels. INDOT also acknowledges that it may award less than 44 sites if there are insufficient qualified applications.
5. INDOT is working on a detailed list of eligible and non-eligible expenses that will be shared as part of the draft contract terms and conditions.
6. If your team is selected, there will be more detailed discussions with INDOT to finalize the contract terms and conditions.
7. Pre-qualification is no longer required in general for any team member on Indiana NEVI applications.
8. 600 kW will receive 0 points. 601-999 kW will receive 1-5 points. 1000+ kW will receive 6-10 points. Template D has been amended to request applicants to write-in their proposed power levels. This will allow scorer's to better score responses within these ranges.
- 9-10. We have adjusted page length requirements within the NOFO. Please see section 2.1 of the NOFO for an updated page limit per section. This includes increasing the lengths of Part B and C to 6 pages each and providing a list of items that will not count towards the page limit. Parts A and B will be submitted once per applicant. Separate part C's for each site must be submitted.
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