

Delaware Department of Transportation
QUESTIONS AND ANSWERS
NEVI
Agreement DOT2317
8/16/2023

Q #	Question	Answer
1	Do you have GIS layers available for mapping?	No GIS layer is available, but Figure 1 (added in Addendum 4 as Appendix F and shown in the Delaware NEVI Plan) displays the estimate locations
2	Figure 1 is referenced in the RFP to maintain the AFC designations, however it seems to be absent from the document. Please provide the figure.	Figure 1 has been added in Addendum 4 as Appendix F. This figure was taken from the Delaware NEVI Plan.
3	I was hoping to gain a better understanding of the maximum funding award amount per charging station through this RFP, thank you!	Section 5 of the RFP states "DelDOT reserves the right to make multiple awards, partial awards, award by types, item by item, or lump sum total, whichever may be most advantageous to the State of Delaware." Addendum 4 added Section 5.1 (Total NEVI Funding Available) and lists the total cumulative awards per year based on available NEVI funding.
4	Does the use of a CHAdeMO adaptor satisfy the requirement to have a CHAdeMO port onsite?	While there is no requirements to provide a CHAdeMO port onsite, The NEVI Standards and Requirements Final Rule (dated 2/28/23) states "The FHWA believes that allowing the option of installing CHAdeMO connectors using the first year of the NEVI Formula Program funding allocation gives States sufficient opportunity to ensure equitable charging access according to local needs, while limiting the cost of installing and maintaining a connector that is becoming less common in the industry. Recognizing the need for flexibility to accommodate the evolving technological needs of charging in the future, FHWA modified the language of this final rule to allow DCFC charging ports to have other non-proprietary connectors (specifically identifying NACS and CHAdeMO) in addition to the required four CCS connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. The language was also modified to clarify that each charging port must still be accessible through a CCS connector. This avoids the possibility of having an entire charging port that a consumer cannot use if there are only non-CCS connectors attached to it."
5	Have there been any changes to the 2022 NEVI plan regarding the sites/general locations slated for upgrade vs new construction? How can a vendor apply for a site upgrade opportunity? Will Delaware DOT still accept and consider proposals for new construction sites in locations slated for upgrades (as determined by the 2022 NEVI plan)?	With the 2023 NEVI Plan update, no new sites are proposed or slated for upgrade/new construction. Vendors can propose site upgrades as part of their proposals and will be considered as part of the site evaluation process. Upgrades vs new construction is not scored differently from a technical standpoint, but all NEVI program requirements must be met for any upgrades to be eligible for funding.
6	With reference to the state identified locations for new stations is there a state identified limits to the search area along the AFC. In example the identified new station location at Rehoboth Beach, we understand that there is the 1-mile requirement off the AFC, but what are the northerly and southerly limits to the search along the AFC SR-1? Would it be the intersection of the Rehoboth Beach municipal boundary and SR-1?	NEVI guidance states that "EV charging infrastructure should be conveniently and safely located as close to Interstate Highway System and highway corridors as possible and in general no greater than 1 mile from interchange exits or highway intersections along designated corridors. The 1 mile should be measured as the shortest driving distance from the Interstate Highway System exit or highway intersection to the proposed station at the time of the proposal."
7	The RFP states that there is supposed to be a figure/image in the document showing AFC designations (bottom of page 6 references "Figure 1" stating the following: "Delaware has 259 miles of AFCs. Figure 1 displays Delaware's AFC designations, existing NEVI-compliant Electrify America Stations, and the general locations for proposed DCFC locations that would satisfy achieving Goals 1 and 2. These locations are generalized as specific site selection and site host coordination is the responsibility of the vendors responding to this RFP."). However, there is no Figure 1 in the RFP or the addendum that shows the AFCs. Where can bidders locate Figure 1?	Figure 1 has been added in Addendum 4 as Appendix F. This figure was taken from the Delaware NEVI Plan.
8	The DelDOT RFP states that a DBE goal has been established or will be established for this RFP. However, the FHWA NEVI guidance states that "State DOTs may not establish DBE goals for NEVI-funded contracts nor count race-neutral DBE participation on such contracts toward the achievement of the State's overall DBE goal" (page 16: https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nevi_program_faqs.pdf). We have robust supplier diversity policies to promote the participation of small, women, and minority-owned businesses in our EV charging projects, not all of which possess the DBE certification specifically. We are seeking clarification on whether DelDOT is specifically establishing a DBE goal or more broadly seeking equitable workforce impacts in NEVI projects.	DBEs are not required per NEVI Final Rule Section 680.118 and have been removed from requirements and evaluation criteria.

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9	We are seeking clarification on DelDOT's desired format for submitting multiple sites to the Delaware NEVI program. Some states have requested that proposals for multiple sites all be included within a single proposal, while other states have requested individual proposals for each site. Does DelDOT prefer that multiple sites be submitted within a single proposal, or that each site be submitted as an individual proposal?	Proposal instructions are included in Addendum 4 Appendix C. If proposing for more than one Candidate Site, Proposers vendors shall submit an additional Technical Proposal and Financial Proposal for each Candidate Site. For example, if a Proposing Vendor wishes to submit for three (3) Candidate Sites, the Vendor shall submit three (3) separate Technical Proposals and three (3) separate Financial Proposals corresponding to each Candidate Site. Only one (1) Administrative Proposal is required per Proposer regardless of the amount of Candidate Sites being proposed for.
10	A requirement in the Delaware NEVI RFP that respondents register prior to submission. Our company notes that one of the items specified in the registration packet is Standard Form 330, which relates to Architect-Engineer qualifications. Our company is an Electric Vehicle Service Provider (EVSP), and not an A&E firm. All architecture and engineering work for our stations is subcontracted to national design-build firms (e.g., Black & Veatch). Could you please clarify whether the 330 Form is needed for our company's registration, and, if so, how we should complete this form as we do not maintain architects and engineers on staff?	The Standard Form 330 is still required. Please fill out the areas that you can as this still gives the agency great information about your firm. If a section doesn't pertain to your firm, please mark N/A (not applicable).
11	What is considered allowable downtime? Does DelDOT have a preference on how uptime is reported? [Appendix A.4]	There is an uptime requirement of 97.00% or greater. Appendix A Section 1.3.4 describes this requirement and Appendix G states Charging port up time (μ), T_outage, and T_excluded as defined in § 680.116(b) of the NEVI Standards.
12	Are there specific retention requirements for audit logs for user access? [Appendix D #8]	There is a requirement of at least 6 months.
13	Is NACS an acceptable substitute for the CHAdeMO requirement? Are there any other substitutions for the CHAdeMO requirement?	While there is no requirements to provide a CHAdeMO port onsite, The NEVI Standards and Requirements Final Rule (dated 2/28/23) states "The FHWA believes that allowing the option of installing CHAdeMO connectors using the first year of the NEVI Formula Program funding allocation gives States sufficient opportunity to ensure equitable charging access according to local needs, while limiting the cost of installing and maintaining a connector that is becoming less common in the industry. Recognizing the need for flexibility to accommodate the evolving technological needs of charging in the future, FHWA modified the language of this final rule to allow DCFC charging ports to have other non-proprietary connectors (specifically identifying NACS and CHAdeMO) in addition to the required four CCS connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. The language was also modified to clarify that each charging port must still be accessible through a CCS connector. This avoids the possibility of having an entire charging port that a consumer cannot use if there are only non-CCS connectors attached to it."
14	Appendix A - Scope of Work states that at least one charger per site must be dual standard CCS/CHAdeMO. Given that CHAdeMO is used only by a small number of legacy vehicles (0.44% of Electrify America's utilization per Q2 report to CARB), and many major auto manufacturers have announced plans to deploy vehicles on the NACS standard in the future, may respondents use a dual NACS/CCS charger to meet the dual standard port requirement? The additional cost of a connector to serve less than 1% of vehicle charging demand is a less effective use of funds than future proofing stations to serve millions of upcoming NACS vehicles.	While there is no requirements to provide a CHAdeMO port onsite, The NEVI Standards and Requirements Final Rule (dated 2/28/23) states "The FHWA believes that allowing the option of installing CHAdeMO connectors using the first year of the NEVI Formula Program funding allocation gives States sufficient opportunity to ensure equitable charging access according to local needs, while limiting the cost of installing and maintaining a connector that is becoming less common in the industry. Recognizing the need for flexibility to accommodate the evolving technological needs of charging in the future, FHWA modified the language of this final rule to allow DCFC charging ports to have other non-proprietary connectors (specifically identifying NACS and CHAdeMO) in addition to the required four CCS connectors so long as each DCFC charging port is capable of charging a CCS-compliant vehicle. The language was also modified to clarify that each charging port must still be accessible through a CCS connector. This avoids the possibility of having an entire charging port that a consumer cannot use if there are only non-CCS connectors attached to it."
15	Site selection – I am not seeing much detail regarding specific eligible sites. Are all sites less than 1 mile from a Delaware AFC eligible for funding? How many approximate sites will be awarded this round?	Any site within a mile from a Delaware AFC is eligible. Figure 1 (Appendix F) provides a map of estimated locations to achieve Goals #1 and #2 that align with the FHWA-approved Delaware NEVI Plan
16	# DCFC ports – Is there a cap on the number of DCFC ports funded under this round or an overall site dollar cap?	There is no cap to number of DCFC ports funded, but is up to the Proposers to propose site details with requested information in Appendix C (Technical Proposal) for the Evaluation Committee to assess. Funding will be determined by site based on the proposals received. Federal funding will cover 80% with local match (provided by Awarded Vendor(s)) at 20%

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17	Are applications to upgrade existing Delaware stations to be NEVI compliant allowed?	Yes, please make note of this in the Technical Proposal response
18	Is there a scoring rubric you can provide?	The Criteria and Scoring table is included in Section 4.5 of the RFP stating how the Administrative, Technical, and Financial proposals will be evaluated
19	Hello, I am reaching out to inquire about the DelDOT Consultant Registration as outlined in the Professional Services site: https://deldot.gov/Business/proservs/index.shtml?dc=consultants_registration Are bidders required to complete this registration prior to submitting proposals, or is submission of the proposal through this Bonfire portal sufficient?	As stated in the RFP, Section 3. Proposal Requirements #3 The Prime Consultant must be Registered, or submit application for registration, with DelDOT at or before the time of submission in order to be considered.
20	Must the proposed locations in our application align with the five locations specified in Table 3 of the State NEVI Plan?	The locations in Table 3 are to achieve Goal #1 (locations every 50 miles) and the minimum requirements of NEVI. Locations are approximate to allow some flexibility to Proposing Vendors to select the actual site, but all proposed locations will be evaluated to ensure they achieve the 50 mile NEVI requirement.
21	For the two sites in Table 3 of the State NEVI Plan that are identified for station upgrade, can a different vendor (than Chargepoint) propose a different nearby site as a proposed location?	The locations in Table 3 are to achieve Goal #1 (locations every 50 miles) and the minimum requirements of NEVI. Locations are approximate to allow some flexibility to Proposing Vendors to select the actual site, but all proposed locations will be evaluated to ensure they achieve the 50 mile NEVI requirement. Therefore, a different nearby site can be proposed, but must satisfy NEVI requirements.
22	Is it acceptable to propose a location that is two miles from a site that the State NEVI Plan has identified for upgrade and that is actually closer to the AFC?	The locations in Table 3 are to achieve Goal #1 (locations every 50 miles) and the minimum requirements of NEVI. Locations are approximate to allow some flexibility to Proposing Vendors to select the actual site, but all proposed locations will be evaluated to ensure they achieve the 50 mile NEVI requirement. Therefore, a different nearby site can be proposed, but must satisfy NEVI requirements.
23	How will proposed locations that align with the locations in Table 4 be evaluated compared to proposed locations that align with the locations in Table 3?	The locations in Table 3 are to achieve Goal #1 (locations every 50 miles) and the minimum requirements of NEVI. The locations in Table 4 are to achieve Goal #2 (locations every 25 miles)
24	In Appendix C - Technical Proposal a notice to proceed date of 10/01/2023 to be used for estimating purposes. Given the revised proposal due date of 10/12/2023 outlined in Addendum 2, can DelDOT advise on a new NTP date reflective of the new schedule?	With the extended deadline and anticipated time to award, an estimated NTP date of January 2, 2024 can be used for estimating purposes.
25	For the online submission, there are three files requested: the Original Proposal, Redacted Proposal, and the Required Forms, which is identified as "Appendix A." However, "Appendix A" is also identified as the Scope of Work document in Bonfire, which doesn't come with any submission requirements. How should we interpret which documents to submit under "Appendix A-Required Documents": as the attachments listed in the RFP or as something pertaining to the Scope of Work (also known as Appendix A)?	The "Required Bid Documents" listed on the "Table Of Contents" page are listed as "Attachments" not "Appendix". On page 39 of Addendum 4/Page 38 of the revised RFP there is a list of "Proposal Reply Requirements".
26	Payment and performance bonds or letters of credit are administratively burdensome to obtain (especially for < \$1M contracts) and involve expenditure both to post and maintain. Given that proposers do not have any contractual obligations to the Delaware DOT unless and until a contract is executed, do proposers need to attach bonds to proposals, or only provide them in the case of award?	Bid bond and performance bond terms and conditions are stated in sections 1.4 and 1.5 of the RFP. Bid bonds are due at the time of proposal due date. Contractor(s) awarded the contract are required to furnish a Performance Bond.
27	Are all applicants required to register as a prime consultant with the State of Delaware ahead of submitting applications? Or are there only particular circumstances under which one is required to register as a prime consultant?	Per Section 3 of the RFP: "The Prime Consultant must be Registered, or submit application for registration, with DelDOT at or before the time of submission in order to be considered."
28	We are a remote company that typically does not do notarizations. Would DelDOT consider acceptable the submission of a digitally signed non-collusion statement that is not notarized?	The Non Collusion Statement must be notarized for your proposal to be considered.
29	With the Round 1 DE NEVI RFP deadline being pushed back to 10/12, is there any update you can provide me with on when to expect round/phase 2 to open?	No there is no current update on timing for phase 2 procurement.
30	Is it mandatory to provide bid bond? if yes then by which mode and it should be 10% of the total project amount, correct?	Per RFP Section 1.4, a Bid Bond of 10% of the respective bid value is required. A certified or bank check made out to the Delaware Department of Transportation in an amount equal to 10% of the respective proposed value may be submitted in lieu of a proposal bond.

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31	The RFP states that there is supposed to be a figure/image in the document showing AFC designations (bottom of page 6 references "Figure 1" stating the following: "Delaware has 259 miles of AFCs. Figure 1 displays Delaware's AFC designations, existing NEVI-compliant Electrify America Stations, and the general locations for proposed DCFC locations that would satisfy achieving Goals 1 and 2. These locations are generalized as specific site selection and site host coordination is the responsibility of the vendors responding to this RFP."). However, there is no Figure 1 in the RFP or the addendum that shows the AFCs. Where can bidders locate Figure 1 so as to solidify site locations?	Figure 1 has been added in Addendum 4 as Appendix F. This figure was taken from the Delaware NEVI Plan.
32	Can DelDOT clarify if the proposed contract period exceeds 5 years (NEVI guidelines), will DelDOT cover costs beyond the 5-year NEVI term requirement?	The O&M Plan should address how the charging stations will continue to operate after the 5 years. DelDOT will only cover costs for the first 5-years.
33	Can you please clarify if the bid bonds and performance bonds are due at the time of application submission?	Bid bonds are due at the time of proposal due date. Contractor(s) awarded the contract are required to furnish a Performance Bond.
34	The proposal response requirements include "Attachment A – One (1) completed, signed and notarized copy of the Non-Collusion Statement. "MUST HAVE ORIGINAL SIGNATURES AND NOTARY MARK." Is this applicable given that responses are being submitted electronically?	Non-Collusion statement must have original signatures and nortized.
35	The RFP states that there is supposed to be a figure/image in the document showing AFC designations (bottom of page 6 references "Figure 1" stating the following: "Delaware has 259 miles of AFCs. Figure 1 displays Delaware's AFC designations, existing NEVI-compliant Electrify America Stations, and the general locations for proposed DCFC locations that would satisfy achieving Goals 1 and 2. These locations are generalized as specific site selection and site host coordination is the responsibility of the vendors responding to this RFP."). However, there is no Figure 1 in the RFP or the addendum that shows the AFCs. Where can bidders locate Figure 1 so as to solidify site locations?	Figure 1 has been added in Addendum 4 as Appendix F. This figure was taken from the Delaware NEVI Plan.
36	Can you please define "prime consultant" as listed on the top of page 9 of the RFP document (section 3.3)? As the primary applicant, we may not hold the certificates required to complete the DelDOT Consultant Registration and may subcontract those services. Is DelDOT requiring our subcontractors to submit the forms/information as referenced on the Professional Services registration website? : https://deldot.gov/Business/proservs/index.shtml?dc=consultants_registration	The "Prime Consultant" is the primary awarded firm. You may have subconsultants which you then need to fill out information found in Attachment C: Subcontractor Information Form, of the RFP.
37	Also, if we are not listing any architecture or engineering as areas of expertise, is Standard Form 330 still required to be submitted as well?	Our recommendation is to fill out the information on the SF330 to the best of your ability as there is useful information that it gives to the agency. Any questions that do not apply to your company please indicate N/A.
38	Since DelDOT just published Addendum 4, which included several revised documents and an additional appendix (F), would DelDOT consider extending the RFP deadline one last time, ideally until November 2nd, so as to provide 2 additional weeks to prepare our responses in accordance with the revised information provided?	DelDOT has determined to extend the the proposal due date. Proposals will be due November 2, 2023.
39	The RFP states that the prime consultant must be registered or submit application for registration, with DelDOT at or before the time of submission in order to be considered. Can we submit this registration electronically, or does it need to be physically mailed? If DelDOT requires the forms to be physically mailed, does that just mean that the envelope needs to be postmarked on or before the RFP due date, or how will DelDOT ensure that the registration is received in time due to unpredictable mailing delays?	Please return your complete registration package to DOT.Profservices@delaware.gov
40	In the Proposal Reply Requirements, the RFP notes in #13 (p. 39) that applicants should "Provide Delaware license(s) and/or certification(s) necessary to perform services as identified in the scope of work." Can you clarify what kinds of licenses and/or certifications the Delaware Department of Transportation is looking for here, and provide some examples?	This refers to Delaware Business License or Delaware Certification of Authorization.
41	Can you please clarify what happens to 10% bid bond if we are successful bidder?	Per section 1.4 of the RFP the deposits of unsuccessful bidders shall be returned to them immediately upon the awarding of the contract or rejection of their bids.
42	In lieu of Attachment B, regarding exceptions, may we provide exceptions in a separate letter rather than completing the form?	No. Exceptions listed on Attachment B will only be considered
43	Does the bond need to be in place at the time of application for NEVI? Typically a bond is requested at the time of grant to ensure that the work is complete in accordance with the terms of the grant. Please confirm if the bond needs to be obtained at the point of application submittal or if a letter to obtain the bond upon approval of the grant award would suffice. Thank you.	Bid bonds are due at the time of proposal due date. Contractor(s) awarded the contract are required to furnish a Performance Bond.

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44	If DelDOT is requiring the winning vendor to secure a performance bond, and the fee for that bond is not an eligible cost to be reimbursed, will DelDOT consider striking the 10% performance guarantee payment? As it is written, the vendor would be required to pay an extra \$10,000–\$20,000 (bid depending) out of pocket on a performance bond fee and would also have to bridge 10% of the bid price.	DelDOT will not remove the bid bond or performance bond requirements. Per section 1.4 of the RFP bid bonds of unsuccessful bidders shall be returned to them immediately upon the awarding of the contract or rejection of their bids. And per section 1.5 of the RFP the contractor(s) awarded the contract are required to furnish a Performance Bond.
45	If DelDOT will not consider this option, will they consider a separate bond of 10% of the bid price specifically tied to operations and maintenance satisfaction to be in place over the course of the contract in lieu of withholding 10% of the grant?	Bid bond and performance bond terms and conditions are stated in sections 1.4 and 1.5 of the RFP. Bid bonds are due at the time of proposal due date in the amount equal to 10% of the respective bid value. . Contractor(s) awarded the contract are required to furnish a Performance Bond with surety in the amount of 100% of the specific award.
46	Because questions are due today and will likely not be answered for at least a few days, will DelDOT consider pushing the proposal submission deadline out another week?	DelDOT has determined to extend the the proposal due date. Proposals will be due November 2, 2023.