

Minnesota NEVI RFP 2

Questions and Answers

Updated 12-3-24 *No changes this week*

Request for Proposal (RFP)

Section 3.4 Eligible Costs (page 3)

Q. Is standalone M/HD infrastructure eligible?

A. No. In this round, only light duty infrastructure is eligible.

Q. Is there a cap on project size, as in \$ or % of total funds available?

A. The Applicant's Maximum Total Project Reimbursement cannot be more than 90% of eligible project costs. No total maximum amount has been set.

Section 4.1 Federal Project Requirements (page 5)

Q. The RFP states that "sites shall be located no farther than 50 miles apart and shall not be located more than 1 driving-mile from the AFC." If our site is 2 miles from the AFC exit, is it possible we will be funded or should we not apply at all?

A. Only sites that meet the 1 mile or less driving distance will be considered for funding in this round.

Section 4.2 Priority Clusters (page 6)

Q. Can you provide a way to download the GIS mapping data from the Online Mapping Tool?

A. Right now, the MnDOT NEVI Mapping Tool does not offer direct download options. If you have an ArcGIS Online account, you can access the MnDOT EV site location data. The links below will open the map viewer, where you can explore and interact with the data, including the Site Locations and Cluster Groups layers.

- MnDOT EV Site Survey Map (Overview): [MnDOT EV Site Survey Map - Overview](#)
- MN Site Locations Layer: [MnDOT EV Sites Clusters - Overview](#)
- MN Cluster Groups Layer: [MnDOT EV Sites Clusters - Overview](#)

The MN Cluster Groups layer is a view layer—this means it's a read-only version of the dataset, set up for display. You won't be able to download the data directly from this layer. And while you can explore the data publicly, the original parent layer is restricted to internal use within the organization.

On 11/15/25, MnDOT updated the layer list to include an information icon next to each layer name. This icon now links directly to the layer's source information, where users can also download the layer.

Q. Why are no areas open for proposals between St. Charles MN and La Crescent MN?

A. The NEVI program requires stations every 50 miles along the Alternative Fuel Corridor (AFC). It allows states to account for stations in bordering states to meet this distance requirement. Wisconsin DOT has funded a NEVI station in LaCrosse, WI on the Minnesota border. To make the best use of funds, the next station necessary to complete I-90 buildout is in the St. Charles area.

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Section 5 Scope of Work and Deliverables (page 21)

Q. Can MNDOT provide and assistance as to what definition of multifamily dwelling units is being used? As well as what defines a car share program?

A. For multifamily dwelling units MnDOT is using the definition of “multiunit residential buildings” as a residential building with 2 or more units as found in the American Housing Survey for the United States: 2017. MnDOT is using the [description of carsharing](#) provided by the Car Sharing Association. Carsharing is defined by its environmental and social purpose, rather than business and financial objectives. Carsharing is designed for local users in support of community transit and environmental goals. Its mission, vision and values lead to actions aimed at decreasing personal car ownership, reducing vehicle distance travelled, improving urban land use and development, providing affordable access to vehicles for all constituencies, as well as motivating residents to walk, cycle and take buses and trains, and decreasing dependence on fossil fuels while reducing the emission of greenhouse gases. Carsharing is a membership-based service available to all qualified drivers in a community. No separate written agreement is required each time a member reserves and uses a vehicle. All car sharing organizations (CSOs) offer members access to a dispersed network of shared vehicles 24-hours, 7 days a week at unattended self-service locations. Carsharing is primarily designed for shorter time and shorter distance trips as an extension of the transportation network, providing a public service designed to enhance mobility options. Longer trips may be available to further discourage car ownership. CSOs help members save money over the cost of individual car ownership by encouraging members to drive less often, plan trips more, use other modes of transportation more, and share fuel efficient vehicles when a car is needed.

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Section 6.0 How to Apply (page 10)

Q. Which Technical Form attachments (organizational chart, EVSE connection diagram, etc.) count towards the page limit? Is there a specific order for the attachments? Aside from the org chart, would MNDOT prefer the attachments within the application or at the end? Please specify if the responsiveness checks, certification, affidavit of non-collusion, or disclosure of conflict-of-interest count towards the page limit.

A. To clarify, the online submittal does not allow for additional *attachments* to the Technical Application Form. All graphics, tables and photographs must be inserted into the application form.

The following are counted in the 30-page limit:

- Organizational chart
- EVSE connection diagram: 11x17 pages will be counted as two pages
- Site diagram(s)
- Area map(s)
- Responsiveness check

The following are not counted in the 30-page limit:

- Resumes: shall be limited to two pages per resume, no more than five resumes per application
- Technical specification sheets
- Certification
- Affidavit of Noncollusion
- Conflict of Interest Disclosure form

If an item is directly requested in the application, please insert it where it is requested, in example:

- Organizational chart inserted at the end of section 4
- EVSE diagram inserted into section 7.3
- Site diagrams and area maps may be inserted within the application, in sections 11 or 12, or at the end of the application document if they disrupt the reading view.
- Please insert resumes, if you choose, at the end of the application document.

Section 6.2 Application Contents (page 10)

Q. Do the certification pages, Affidavit of Non collusion, conflict of interest, connection diagrams, site plan and area map pages count towards the 30-page limit?

A. No. These certifications do not count towards the 30-page limit.

Section 9.1.2 Construction Payment Withholding (page 24)

Q. Will MNDOT consider removing or reducing this withholding amount of 20%?

A. MNDOT has determined this withholding best protects the federal funds and encourages grantees to maintain these charging stations in accordance with 23 CFR 680 for the entirety of the five years of operations and maintenance. This requirement will not be removed in this RFP.

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Section 9.1 Reimbursement Mechanism (page 24)

Q. Are purchase orders prior to contract execution allowed?

A. No. MnDOT cannot reimburse for work or purchases made prior to contract execution.

Section 9.2 (Pay for Performance) (page 24)

Q. How will MnDOT determine the 97% Uptime? Will this be monitored live by MnDOT based on the NEVI data sharing requirements? Will the site award winner need to self-certify the uptime?

A. Grantees will submit data quarterly through the EV-ChART online reporting tool that has been developed through the Joint Office of Energy and Transportation (<https://driveelectric.gov/evchart>). Uptime calculation will then be determined as defined in [CFR 680.116\(b\)](#).

Section 9.3 Reasonable Return on Investment (page 25)

Q. Will MNDOT consider removing this very prescriptive and confusing requirement as it inhibits private investment into these projects?

A. This requirement will not be removed in this RFP.

Attachment 1: Technical Requirements

Section 2.7 (Minimum Power Supply) (page 3)

Q. During the initial webinar, there were several examples of what not to do with showing site power including supplemental site power with battery system. Please confirm that the site must have the full power requirements provided directly by the grid and that no solutions that use a slower grid connection buffered by a battery bank on site will be acceptable during this RFP process.

A. [Per FHWA NEVI Q&A](#), question 4.5, stationary batteries can be used to supplement the grid provided the minimum standards and requirements of 23 CFR 680 are met. The design of any EV charging stations using stationary batteries should reasonably be expected to meet the minimum power level found in [23 CFR 680.106\(d\)](#). The battery storage capacity and design should provide a high probability that the EV charging station will not fail to meet the required power level for any customer. The inability of a charging port to meet the power requirements because of unusual and unexpected customer usage patterns that deplete on-site battery storage will be calculated against minimum uptime requirements in [23 CFR 680.116\(b\)\(1\)](#) as the charging port is unable to successfully dispense electricity in accordance with requirements for power delivery.

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Section 2.9 Additional Charger Requirements and Specifications (page 4)

Q. Emergency Stop Buttons are being removed from chargers due to causing more issues than benefits especially when it comes to troubleshooting and serviceability. It is also recommended that an E-Stop button is placed a certain distance away as if something occurs with the charger an individual is not running towards the hazard. This requirement was not part of round 1 which also creates inconsistencies in charging network and expectations which can be found at some locations, but not all. It is recommended to remove this requirement.

A. Attachment 1 -Technical Requirements, item 2.9 of this RFP requires all EVSE must have an emergency stop (E-Stop) button that will stop power from the charging port when activated. This requirement will not be removed in this RFP.

Q. Can MNDOT please provide additional guidance on the E-Stop requirement and why this was added from previous round? This creates challenges in site development and mix of standards.

A. In Round 1, Emergency Stop Buttons were included in Attachment 3 – Technical Application, section 14.4. In Round 2, they were added to Attachment 1 – Technical Requirements to correct the oversight and align the two documents.

Attachment 2: Scope of Work

Section 1.1 Preliminary Engineering and NEPA Clearance (page 1)

Q. Will MNDOT be handling NEPA reviews in round 2 or does this imply that this will fall under the applicant's responsibility?

A. MNDOT will coordinate a consultant who will lead the NEPA process. The applicant will be responsible for working with, providing site access and providing necessary documents to the consultant after contract execution.

Live Questions Asked During the 10/30/24 Informational Webinar

Q. Will the slides for the Round 2 Information Webinar (10/30/24) be available after the webinar?

A. Yes, a recorded version of the webinar will be posted at <https://www.dot.state.mn.us/nevi/>. Answers to questions that were asked will be included in the Round 2 Q&A document.

Q. Are sites outside of the 'clusters' going to be considered, or is that an automatic rejection?

A. MnDOT is not able to consider projects that do not meet RFP requirements. Projects outside of the designated clusters will be automatically rejected.

Q. Will there be any availability for funding along any of the US Highways (169, 71, 75, 59, etc.)?

A. Federal rule requires MnDOT to fully build-out Alternative Fuel Corridors (AFC's) I35, I90 and I94 before funding non-AFC projects. Only projects within designated cluster areas are eligible this round. MnDOT anticipates sites throughout Minnesota being eligible in future rounds. MnDOT has launched the Electric Vehicle Infrastructure Needs Assessment, or EVINA project which aims at planning our work once the AFCs are built out. Visit <https://talk.dot.state.mn.us/mnevena> to sign up for upcoming engagement opportunities.

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Q. Are cable replacements eligible as ongoing maintenance costs?

A. Yes. Because MnDOT is disbursing funds as reimbursable grants, costs can only be reimbursed for cables that are installed and operating on a charging unit. MnDOT is not able to reimburse for cables and other parts until they have been installed and are operational. Anticipated cable replacements should be included in the O&M section of an applicant's Cost Proposal.

Q. If we are proposing more than 4 ports at a site, are the additional ports eligible for reimbursement as well, or just the 4 required ports?

A. All ports that meet Minnesota NEVI requirements are eligible for reimbursement. See Attachment 1 – Technical Requirements, Section 2.8 for more information on NEVI Port Power Sharing.

Q. Does MN DOT anticipate altering or eliminating the Letter of Credit requirement in future rounds?

A. Not at this time.

Q. Are spec sheets required for applications, meaning equipment has already been selected (vs. an RFP process for equipment)?

A. Yes. Per Attachment 3 – Technical Application, Page 24, EVSE cut sheets are required. These are needed to ensure proposed equipment meets NEVI requirements. Equipment is scored as pass/fail during the evaluation process, therefore not affecting evaluation score, and is able to change with MnDOT approval.

Q. What is the recourse if a mistake or omission is made in paperwork? Will the applicant be notified and given a chance to make corrections?

A. Per Section 7.2 of the RFP, irregularity or non-material omission, MnDOT can request clarifications from Applicants. The answers must be provided in the format detailed and deadline provided by MnDOT. Applicant's answers and clarifications will become part of the application.

Q. Do all ports above the required 4 ports need to have both CCS and NACS connectors? The federal requirement is just for CCS connectors, so wondering if all funded ports (above the required 4) need to have NACS as well per MnDOT's requirement?

A. MnDOT requires that NACS and CCS connectors be provided on all ports that are eligible for funding through this RFP. Ports that do not meet this requirement will not be reimbursed funding.

Q. If we are proposing a site with 8 ports, can 4 ports just have CCS connectors and the other 4 ports have 4 NACS connectors? That way the site still has 4 of each, but only 1 connector type per port (since there is still not a UL-certified NACS adapter on the market...)

A. MnDOT requires that NACS and CCS connectors be provided on all ports that are eligible for funding through this RFP. Ports that do not meet this requirement will not be reimbursed funding.

Q. Am I understanding this correctly, a contractor winning a NEVI project must arrange 'floating funds' to cover 90% of the project, with the property/project owner covering 10%? So, a contractor would practically need a letter of credit in the neighborhood of +/- 500K?

A. MnDOT will reimburse up to 90% of the project. Therefore, if an applicant requests 90% reimbursement, the applicant is responsible for 10% of total costs. The Letter of Credit needs to cover 60% of the total grant amount. For example, a \$100,000 project requesting 90% reimbursement would result in a \$90,000 grant. The Letter of Credit would need to be in the amount of \$54,000.

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Q. CCS has a 'short-term' life span. Should we be designing an 'easy-removal' plan of CCS in the future?

A. MnDOT has not received any indication that FHWA will be changing the NEVI rule that requires CCS connectors.

Q. Will applicants get confirmation of a successful application after they apply?

A. Yes. Applicants will receive one of two messages. Applicants are encouraged to carefully read the confirmation to ensure it was successful.

Message 1) You have successfully submitted an application.

Message 2) APPLICATION ERROR: You have submitted a duplicate application... this duplicate application has been canceled. If this is an error, email neviproject.dot@state.mn.us.

Q. Could the outcome of the election affect the future of this program?

A. MnDOT has received funding from FHWA for FFY 2022, 2023, 2024 and 2025. ~~Upon approval of the submitted annual plan update, expected shortly,~~ On November 15, MnDOT received approval of the FFY 2025 plan update, therefore MnDOT will have approval to use FFY 2025 funds. The funds do not have an expiration date and cannot be transferred to another project.

Q. How many RFPs will there be?

A. We will continue to release RFPs while there are still funds available for NEVI projects. This is just the first phase of building out the Alternative Fuel Corridors. In this round, we need to complete 14 projects to meet that goal. If we don't meet that, we will reevaluate our sites, could possibly request an exception from FHWA, and will put out an additional RFP, if needed.

Q. Is there an ability to 'recommend' other locations based on 'local knowledge'?

A. Not at this time. If we aren't successful in awarding all 14 projects in this round, we may reconsider that as an option.

Q. Is there a viewability of what proposed sites have many applications and which sites are in need of applications?

A. No. This information is not public until the evaluation process has been completed.

At this time, a reminder was given to sign up for and engage with others on the Interested Partners List, <https://talk.dot.state.mn.us/ev-infrastructure-plan/surveys/nevi-station-match-up-list>.

Q. How do you search your site's address on the [Online Mapping Tool](#) to see if it falls within a cluster?

A. As of 11/15/24, you can enter an exact address and the online mapping tool will zoom to the address. If the site is within a cluster boundary AND 1 mile from the Alternative Fuel Corridor exit, it is an eligible applicant.