

**2024 MACOG Charging & Fueling Infrastructure (CFI) Level 3
Request for Proposals Addendum
Pre-Submission Meeting, September 24, 2024**

Link to Project Webpage: <https://engage.macog.com/charging-fueling-infrastructure-grant-program>

Intent to Apply: MACOG has made available an optional survey for potential Respondents to publicly share their intent to apply, in order for applicants to assemble a proposed team if desired.

- **Join the List:**
<https://www.cognitoforms.com/MACOG/MACOGCFIlevel3RFPIntentToRespond>
- **View the List:**
[https://www.macog.com/docs/sustainability/EV/CFI/Intent To Respond.xlsx](https://www.macog.com/docs/sustainability/EV/CFI/Intent%20To%20Respond.xlsx)

Attendees & Zoom Registrants:

1. Patrick Foley
2. Janice Wagdy
3. Bertan Hatipoglu
4. Lloyd Perlman
5. Bob Fisher
6. Anna Butler
7. Kevin Hicks
8. Zach Petraitis
9. Veronica Kessler
10. Michael Yu
11. Stacy Milheiser
12. Tom Richardson
13. Vennila Thirumaran
14. Mary Phipps
15. Matthew Johnson
16. Anushree Deo
17. Corey Noland
18. Robert Lutsky
19. Matt Huston
20. Jonny Mckinniss
21. Ben Stevens
22. Brian Borkowski
23. Rose Lenoff
24. John Truckenbrod
25. Katie Latham
26. Liane Adduci
27. Hodge Patel
28. Lindsey Draska

- 29. Sofia Berrada
- 30. Shelby Wyant
- 31. Ben Yahia

Introductions from Attendees in Chat:

Janice Wagdy

"Account Director EV Energy Group. janice@evenenergygroup.com"

Robert Lutsky

"PositivEnergy / Sr Director Sales / Robert@positivEnergy.US / 516-641-4478"

Vennila Thirumaran

"SWTCH Energy, vennila.thirumaran@swtchenergy.com, EV charging network solutions"

John Truckenbrod

"EV Energy Group, Founder & CEO. John.truckenbrod@evenenergygroup.com. 312.806.2357"

Liane Adduci

"Talman Consultants, DBE, ladduci@talmanconsultants.com. Engineering Firm, interested in partnering"

Shelby Wyant

"Heartland Charging Services, Shelby@heartlandchargingservices.com"

Kevin Hicks

"Project Manager - Meade Industries kgh@meade100.com - 312-520-7138"

Patrick Foley

"Electron Charger — We are an MBA HQ'd in Indiana and direct manufacturer of + monitor/service Level 2 and Level 3 BABAA EV chargers. m. 317.345.5755. pfoley@electroncharger.com"

PowerPump EV Charging

ben@powerpump.com, M: 786 236 0676"

Stacy Milheiser

"Lochmueller Group Engineering -Energy & Industrial Sector Client Mgr/Adv - stacy.milheiser@lochgroup.com"

Lindsey Draska

"Heartland Charging Services, lindsey@heartlandchargingservices.com/ 312-342-5464, TurnKey EV Charging Solutions & Services Organization"

Mary Phipps

"Swyft Group, property manager at commercial facility in Waraw, IN mary@swyftgroup.com"

Hodge Patel

"Business & Government Strategy Director, Abonmarche Consultants. We have two offices in the MACOG region. Abonmarche is looking to be a sub-consultant doing site development, survey, engineering, MEP, architecture, etc. hpatel@abonmarche.com 574.304.2905"

The following responses to questions received from interested parties will serve as an addendum to the RFP and shall prevail over inconsistent provisions of earlier issued documentation.

The following questions were received in advance of the pre-proposal meeting. The following written answers prevail over verbal discussions in the pre-proposal meeting.

Application, Project Costs and Budget

Q1: Could you share the CFI application for this project?

A: Yes, access the proposal online at

https://www.macog.com/docs/sustainability/EV/CFI/CFI_Application.pdf

Q2: Could you share budget details submitted as part of the CFI application?

A: Yes, the budget details are included in the application starting on PDF page 8. The Level 2; Level 3 budget can be found on PDF page 17.

Q3: If a respondent applies for more than 3 sites, will the maximum award remain \$893,362 total or will it be \$893,362 per site?

A: The award amount will be up to \$893,362 per site.

Q4: Does MACOG have a preference for revenue share percentages?

A: No. MACOG does not have a minimum revenue share percentage in mind. Respondents may include a revenue share in their proposal if they believe it presents the best value to MACOG.

Q5: 2.2 - Can we get full clarifications on the bond requirements for this projects? Are there any bond requirements with the submission of this RFP?

A: MACOG intends to follow the INDOT bond requirements included in their Round 1 NEVI contracts. INDOT's bond requirements currently include an O&M bond in the amount of 10% of the estimated total project cost for obligations in the event of termination or decommissioning activities; and a Performance and Payment bond each with a penal sum in an amount equal to the high-level cost estimate of the project (per location). MACOG is open to negotiating the terms of bond requirements with the selected Respondent.

Q6: 2.3.4 - Description of EVSE ownership model - Can we get clarification if MACOG expects an owner-opertaor business model for the RFP from the proposer?

A: MACOG intends for the contractor/Respondent to be the owner. MACOG will not be the owner of any Level 3 charging stations (MACOG still proposes to be the owner of Level 2 stations included in the CFI project to be installed under a later, separate procurement). The contractor may partner with a third party to operate and maintain the station.

Site Design:

Q15: Does MACOG have a target number of ports to be installed at each locations (beyond the minimum 4 ports mandated by CFI program)

A: No, MACOG does not have a preference for any future proofing or additional capacity installed at any location beyond the minimum NEVI power requirements. For example, a Respondent may wish to increase the transformer for future expansion, or install more than 4 ports initially if the Respondent's analysis concludes its in their best interest based on utilization projections, cost effectiveness for later upgrades, etc.

Q16: Could provide a bit more detail on the specific location requirements for the L3 chargers.

MACOG will required the US-30 locations to be within one mile of US-30 within proximity to the City of Plymouth and City of Warsaw. Near Warsaw, MACOG prefers a charger located within one mile of the US-30 segment bounded by N 200 W in the west to Indiana State Road 13 near the Town of Pierceton to the east; near Plymouth from Pioneer Drive in the west to 9A/King Road to the east.

Subcontractors and Disadvantaged Business Enterprise Goals:

Q7: 2.4.5 - Equity, Workforce & Economic Development section - Can we get clarifications if the MACOG's DBE goal that has been defined for this RFP?

MACOG has provided a 1 to 4% range in the RFP (page 14), as the DBE goal is currently under review by the Federal Highway Administration. The DBE goal is proposed to not include behind the meter / utility upgrades. This is because the contractor will not have control over the contracting of utility upgrade work completed by utilities.

US-30 Locations

Q8: 2.5 - The US-30 locations require NEVI compliance. Can you provide clarification on the NEVI standards that we need to comply with for the sites at the US-30 locations? Do the sites have to be 1-mile from the Interstate Exit along the AFC (US-30)?

A: Yes, the two locations serving US-30 must be within one mile of US-30 to be NEVI compliant. This also includes the minimum of 4 ports capable of simultaneously providing 150 kW.

Q9: For the two sites adjacent to US-30, would [Indiana] Michigan Power cover the costs of any required service upgrade?

A: The locations on US-30 are not pre-defined by MACOG. South Bend International Airport, MACOG expects the Contractor to engage with Indiana Michigan Power to refine high-level project cost estimates after initial notice of award.

Site-Specific Questions – South Bend International Airport

Q10: 1.4.3 - Can MACOG provide us additional utilisation rates for the given site at the South Bend International Airport?

A: MACOG does not have utilization rate projections for the proposed South Bend International Airport location. MACOG has provided information about traffic at the airport in the RFP (880,000 enplanements and deplanements) and the car rental companies' interest in utilizing the station for electric rental vehicles.

New information about potential utilization:

- The Alternative Fuel Corridor about 2 miles from the airport has a daily traffic volume between 28,000 – 29,000 AADT (annual average daily traffic). For more traffic count data, visit <https://maps-macog.hub.arcgis.com/>
- The passenger rail (South Shore) line serving Chicago terminates at the South Bend International Airport. The ridership from South Bend was 176,581 passengers in 2023 according to the Annual Report at <https://mysouthshoreline.com/nictd/ridership-reports/>. In 2024, a double track project in northwest Indiana reduced travel times to less than 2 hours, which may increase future ridership from South Bend.

Q11: 2.4 - Part C Site Proposal - Can you clarify what parts of this section apply to SBN Airport for the defined 40 points for this section?

A: MACOG has attached Part C of the application and highlighted sections that are applicable to SBN, including information about the proposed total kW and number of ports as well as proposed amenities. The updated Word template is available at https://www.macog.com/docs/sustainability/EV/CFI/Template_v2.docx

Q12: For SBN, will [Indiana] Michigan Power cover the costs of the second transformer required? What is the expected power that will be available after the transformer is installed?

A: MACOG expects the cost of the transformer to be included in the project budget. The transformer will provided at minimum sufficient power for four 150 kW ports. MACOG has reached out to the utility Indiana Michigan Power and will provide more information when it is available about power availability above 600 kW.

Q13: What is the target end date for the construction of the additional small parking at SBN?

A: Spring 2025 when the asphalt plants open.

Other

Q14: 3.7 - Submission Requirements highlight that electronic proposal shall be emailed. Is this in addition to the (3) paper copies that need to be submitted in sealed envelope at the MACOG office?

A: Yes, please see the instructions on page 17 and 18 for the submission of both an electronic copy and paper copies.

Pre-Submission Meeting Discussion:

The clarifying questions listed below were received and discussed at the pre-submission meeting. Access a recording of the meeting on You Tube at https://youtu.be/R9qI_WbRtQY. The answers below may be corrected, clarified, or shortened for brevity and prevail over verbal discussion in the meeting.

Question: "May we apply for both level 2 and level 3 charging? Or does would starting the process to get approved for level 2 mean we could no longer be approved for level 3 charging?"

Answer: Absolutely, applying for Level 3 projects through this RFP would not affect your ability to apply for Level 2-related procurements, whether that's preliminary engineering or design, hardware, or the construction of those stations. To the follow up question "would starting the process to get approved for Level 2 mean we could not longer be approved for Level 3 charging?", there's no problem pursuing Level 2 and Level 3. If you respond to one, you are not disqualified from responding to the other.

Question: "Can a site host apply for level 3 and fill out the application for level 2?"

Answer: Same answer as the previous question. The distinction between Level 2 and Level 3 is that MACOG will not own Level 3 stations, the contractor will. MACOG will own all Level 2 stations - the site host will not. The key difference between how Level 2 and level 3 will be structured: for Level 2, those who MACOG may contract with to procure the hardware or install the stations will not then become the owners.

Question: "It seems SBN was identified as a site host already by MACOG. Would the other 2 sites need to be ID'd by the responding Prime?"

Answer: Absolutely, for US-30 MACOG is asking Respondents to propose locations in proximity to US-30, to find site hosts and engage with them. That does not mean you must execute a site host agreement before applying, but a level of affirmative commitment from them that, if selected, they would be cooperative in signing a site host agreement.

Question: "Can you confirm if the EV chargers must be BABAA compliant?"

Answer: Yes. The NEVI program and the CFI program require BABA compliance. We believe that the existing waiver does not apply to our CFI program because these will be installed after the October 2024 deadline to qualify; proposals are not even due until November.

Question: "Does the Prime submitter have to be a GC?"

Answer: I assume "GC" means general contractor. Money would only flow between MACOG and whomever MACOG has a contract with. The prime could be the site host and then competitively hire out the installation and have a design firm onboard, etc., as long as that complied with federal procurement regulations. Any bonding requirements or other requirements (i.e. reporting, uptime) would still ultimately be the responsibility of the Prime to meet all contractual requirements.

Question: "Can we submit more than one location per city? Or do we need to pick our best per city?"

Answer: **MACOG strongly recommends that Respondents assemble what they believe to be their most competitive proposal with a sufficient level of detail for the US-30 locations.** Please note that if an alternate location is proposed, a separate completed application must be submitted for that location.

Part C: Site Application (One per location)

LOCATION

- ☐ US-30 near City of Plymouth
- ☐ US-30 near City of Warsaw
- ☐ South Bend International Airport (SBN) – relevant sections highlighted for convenience

Site Information – Not Required for South Bend International Airport

1. What is the distance between the proposed charging site and US-30? Please add the exact mileage next to the checked option. NOT REQUIRED FOR SOUTH BEND INTERNATIONAL AIRPORT, WHICH EXCEEDS 1 MILE FROM US-31	☐ 0-0.25 mi: _____ ☐ 0.26-0.5 mi: _____ ☐ 0.51-0.74 mi: _____ ☐ 0.75-1.0 mi: _____ ☐ 1.0+ mi: _____
2. How many total DCFC charging stalls/ports will be available? Please add the exact number of stalls/ports. Please complete for SBN.	☐ 4 stalls/ports: _____ ☐ 5-7 stalls/ports: _____ ☐ 8+ stalls/ports: _____
3. How much total power will be available for concurrent, continuous charging at the proposed charging site? Please add the exact total power anticipated to be available. Please complete for SBN.	☐ 600 kW ☐ 601-999 kW: _____ ☐ 1000+ kW: _____
4. What is the method used to provide internet/networked access at the charging site?	☐ Wired connection (e.g., Ethernet) ☐ Wireless connection (e.g., Wi-Fi) ☐ Cellular data connection (e.g., 4G/5G) ☐ Other (please specify): _____
5. Is internet/networked access available at the charging site?	☐ Yes, reliable internet/networked access is readily available. ☐ No, internet/networked access is not available at the charging site. ☐ Partially available, with limitations or intermittent connectivity.
6. What is the level of coordination with the network/communications provider at the charging site?	☐ No coordination ☐ Little coordination ☐ Extensive coordination ☐ Commitment from network/communications provider ☐ Other: _____

Describe the extent of utility improvements needed to provide sufficient electric service to the charging site. If applying for more than one location, please specify the utility improvement needs for each location separately.

SKIP THIS SECTION FOR SOUTH BEND INTERNATIONAL AIRPORT

Please check the enhancements and amenities beyond the minimum requirements that are present at the electric vehicle charging site locations and indicate where applicable whether they are on-site or nearby.

SKIP THIS SECTION FOR SOUTH BEND INTERNATIONAL AIRPORT

☐ Basic amenities only: The charging site meets the minimum requirements without additional enhancements or amenities. (on site/nearby)

☐ Safety and convenience enhancements:

- ☐ Well-lit areas (on site/nearby)
- ☐ Security cameras (on site/nearby)
- ☐ Designated parking spaces (on site/nearby)
- ☐ Clear signage (on site/nearby)

☐ Customer amenities:

- ☐ Seating areas (on site/nearby)
- ☐ Restrooms (on site/nearby)
- ☐ Nearby dining options (on site/nearby)
- ☐ EV information and educational displays (on site/nearby)
- ☐ Other customer-oriented amenities (please specify): (on site/nearby)

☐ Enhanced charging experience:

- ☐ Compatibility with multiple charging standards (on site/nearby)
- ☐ Reservation systems (on site/nearby)
- ☐ EV-specific rewards programs (on site/nearby)
- ☐ Mobile app integration for charging station status and availability (on site/nearby)
- ☐ Contactless payment options (on site/nearby)

☐ Other (please specify):

For South Bend International Airport, please detail any amenities that would be provided by the Respondent or those that the Respondent would like to partner with the Airport to provide on-site:

Site Readiness

What is the level of existing EVSE at this site?	☐ Some L1 or L2 charging infrastructure. ☐ Some L2 or DCFC charging infrastructure. ☐ There are no existing EVSE on site.
<i>Comments:</i>	
What is the status of the site host agreement at this site?	☐ No commitment or agreement ☐ Verbal or soft agreement ☐ Draft agreement or signed letter of commitment from the site host ☐ Signed site host agreement
<i>Comments:</i>	
What is the extent of current extent of coordination with the electric utility provider?	☐ No discussion with utilities ☐ Discussion initiated, coordination in early stages ☐ Utility coordination in progress, basic information compiled ☐ Utility coordination completed, all information compiled
<i>Comments:</i>	
What is the status of permits required at the site? Please describe permits needed below.	☐ Permits required but no discussion initiated ☐ Some discussion of potential permits required ☐ Permits required and in the process of obtaining ☐ All required permits identified and obtained, and no additional permits required
<i>Comments:</i>	

What is your availability of EVSE equipment? Please complete for SBN.	☐ No EVSE inventory ☐ Committed EVSE purchase orders ☐ EVSE purchased but delivery pending ☐ EVSE in inventory
<i>Comments:</i>	
Will the entire project occur within an existing parking lot, paved or gravel area, or maintained (periodically mowed) lawn?	☐ Yes ☐ No ☐ Other
<i>Comments:</i>	
Are any project partners, including the site host, aware of any site contamination/remediation or cleanup activity associated with hazardous materials? If yes, please clarify below.	☐ Yes ☐ No ☐ Other
<i>Comments:</i>	
Are there any special environmental permits or other approvals that are required to complete this project? If so, provide below the status of each permit and anticipated timeline to obtain approval.	☐ Yes ☐ No ☐ Other
<i>Comments:</i>	

Future Proofing

What is the transformer capacity proposed at or available at this site? Please complete for SBN.	☐ 600 kW ☐ 601-999 kW ☐ 1000+ kW
<i>Comments:</i>	
Is there future potential for MD/HD vehicles?	☐ No future potential for MD/HD vehicles ☐ EVSE available to MD/HD vehicles ☐ Other
<i>Comments:</i>	

To which extent will renewable energy be used to power this site?	☐ 0-25% ☐ 26-50% ☐ 51-75% ☐ 76-100% ☐ Other (please specify):
<i>Comments:</i>	
If you plan to include additional NACS connectors at the charging station, how many stalls/ports will be available? Please complete for SBN.	☐ We do not plan to include any NACS connectors. ☐ 0-2 stalls/ports ☐ 2-4 stalls/ports ☐ 4+ stalls/ports
<i>Comments:</i>	
Please describe any innovative and scalable infrastructure beyond the requirements. These may include solar chargers and/or on-site battery storage. Optional for SBN	

Site Schematic

Provide your site schematic including the charging site layout showing existing/proposed parking spaces, EVSE charger, point of sale kiosk (if separate from charger), signage, electric service point, space for future use, ADA access, and other supporting information.

Please complete for SBN: Please refer to the Request for Proposals Appendix A for the site layout and details for the South Bend International Airport, as well as the Addendum from the 9/17/2024 site visit posted on MACOG's Procurement page at https://macog.com/procurement_opportunities.html

Equity, Workforce, and Economic Development

1. Describe your approach to meet the proposed DBE goal, estimated to be in the range of 1-4% of the project costs, omitting behind-the-meter utility upgrades. **Please complete for SBN**

2. Describe the extent of engagement with DBEs during the pre-application, application, and planned procurement period. **Please complete for SBN**

3. Describe your approach to workforce development and meeting apprenticeship requirements outlined in the NEVI standards. **Please complete for SBN**

4. Please describe the Respondent's approach to EVSE education and awareness.

Please complete for SBN