

**NH VW Environmental Mitigation Trust DCFC Infrastructure RFP
NOTICE REGARDING RFP QUESTIONS
AND EXTENSION OF PROPOSAL DUE DATE**

10/13/21

NHDES has received numerous questions in response to the release of the New Hampshire Volkswagen Environmental Mitigation Trust DCFC Infrastructure RFP. As described in Section 1.3 of the RFP, NHDES intends to provide responses to all questions submitted **in the manner outlined in Section 1.4 of the RFP**. Questions should be submitted prior to the closing of the Question Period on October 20 and responses to the questions will be posted on the NHDES website by November 3.

However, in the interest of providing additional guidance to parties considering submitting proposals in response to the RFP, we would like to provide responses below to two questions already submitted:

- 1. Question:** The need for a 10-week utility review of the site feasibility means that all sites must be identified by mid-October, which seems very tight given the Jan. 7 deadline. Is there more flexibility on the front end of this process? Can utilities commit to faster review periods? The purpose of site selection is laborious, even without utility assessment up front.

Response: In response to the need to provide Applicants with adequate time to coordinate with utilities to ensure the full completion of the Utility Assessment Form including estimates of full costs, **NHDES is extending the proposal due date by three weeks to January 28, 2022.**

Additionally, NHDES reserves the right to revisit extending the Proposal Due date at some point in the future if this is considered to be in the best interests of receiving qualified proposals for the installation, operation and maintenance of EVSE along the specified corridors. NHDES still anticipates having multiple charging locations operational by the fall of 2022 as specified in the RFP.

- 2. Question:** I'm writing with a question about the DCFC RFP. Are the 20 miles referenced in the line "The State will not award a contract for a proposed site that is within 20 miles of an existing publicly accessible DCFC charging station" as the crow flies or the shortest route by road?

Response: Distances between proposed charging sites and existing publicly accessible DCFC charging stations that include both SAE Combo and CHAdeMO connectors should be measured using the methodology for determining distances between proposed sites and the corridors described in Section 3.3 (EVSE Location Within the Corridor). Section 3.3 states *"Sites proposed should serve travel on a specified corridor. If a site is not immediately adjacent to a named corridor the proposal should specify the distance (by road, not direct line) from the corridor"*... In a similar fashion, distances between existing publicly accessible DCFC charging stations and proposed charger sites should also be measured by roadway travel distances and not by direct line.