

Revised 10/01/2021

EV DCFC Station Installation Program

RFI Questions and Answers

The following are the questions KDOT received in response to the [RFI](#) for the agency's administration of the Volkswagen Mitigation Trust Funds for the Electric Vehicle (EV) Direct Current Fast-Charging (DCFC) Station Installation Program. Answers are provided following each question.

Q1: Can a list of interested parties be shared or made public to assist with partnering?

A1: Yes, a list of RFI respondents will be made available on the KDOT webpage.

We also strongly encourage all parties to review the electric utility provider map, https://kcc.ks.gov/images/PDFs/maps/ks_electric_certified_areas.pdf, to reach out to local utilities as well as municipalities and station owners prior to the RFP. KDOT also distributed the RFI to all prequalified consulting firms in Category 162 – Long Range Planning. This list of firms can be found here: [CatSelect - Pre-Qualified Consultants \(ksdot.org\)](#)

Q2: Are sites other than the 12 locations listed eligible to participate in this program?

A2: Yes, interested parties should specify alternative or additional locations which they believe should be considered. All interested parties are encouraged to submit an official response to the RFI by September 24th.

Q3: How can interested parties be informed of other EV-related opportunities administered by KDOT?

A3: All parties that contacted KDOT in response to this RFI will be added to an email distribution list to only receive future notices related this RFI/RFP process.

Q4: Can the charging station specs be changed to allow 125kW charging? Reason: allowing this change increases the pool of proven eligible charging hardware and affects very few vehicles. Most vehicles can't charge at 125kW anyway and even if they can the difference between 125kW and 150kW is minimal.

A4: The industry standard DCFC rate is moving toward 150kW. However, KDOT will lower the threshold requirement to 100kW. A number of new 2022 all-electric models on the market have maximum charge rates of 50kW (Mini Cooper, Nissan Leaf standard range, BMW i3), 80kW (Hyundai Kona, Kia Niro), 100kW (Nissan Leaf long range), or 120kW (Audi e-tron). Because the award will require applicant to maintain for five years, KDOT may balance scoring criteria in favor of higher charging capacities.

Q5: Can the charging station specs be changed to remove requirement for warranty coverage for vandalism? Reason: vandalism is typically covered by the owner's insurance like any other vandalized piece of property.

A5: Yes, the requirement for warranty coverage for vandalism will be removed.

Q6: Can the charging station specs be changed to remove the requirement for a physical magstripe/chip credit card reader? Reason: credit card readers are quickly becoming obsolete b/c of contactless payment, are less reliable (weather), less secure (skimmers), and when available on charging stations they aren't used much by drivers who prefer the many contactless payment options.

A6: As many shops (gas stations, grocery stores, etc) are quickly transitioning to the new "tap-to-pay" options (either tap with a credit card, or Apple Pay/Google Pay), KDOT will require the capability to take credit card payment, but not specify the type of tender (magstripe/chip).

Q7: Can the charging station specs be changed to remove the reporting requirements for maximum instantaneous peak power, rolling 15-minute power average, and average power? Reason: these aren't typically collected by EV charging systems. Max instantaneous power can be considered the peak power capacity of the charging stations thus is known. Rolling 15-minute power is usually info collected by the utility company IT systems and is used to calculate any demand charges.

A7: KDOT is exploring if this requirement can be met by utilities.

Q8: Can the RFI/RFP requirements be changed to allow those who don't respond to the RFI to be eligible to respond to the RFP and be eligible for an award?

A8: Yes, this requirement will be eliminated. Respondents to the eventual RFP will be eligible for award regardless of whether they responded to the RFI.

Q9: Can the RFI/RFP requirements be changed to allow two months between when the RFP is published and when RFP responses are due? Reason: give the applicants sufficient time to prepare a well thought out response with solid design and costing for the EV charging component, solid design and costing from the electric utility company, and develop a good understanding of the economics of installing charging stations, and ensure they have funding to cover the costs of the project until they are reimbursed by KDOT. This ensures KDOT gets applications that are technically solid, with solid costs, an applicant that understands the economics, and is committed to and able to fund the project.

A9: KDOT is reviewing the schedule and will explore an extended schedule that will be posted in the RFP.

Q10: Could KDOT remove the requirement for a physical mag stripe/chip credit card reader? Reason: KDOT should specify that the chargers support multiple payment options including the ability to pay by credit card. However, KDOT should not specify the required technology to process payments. Credit card mag stripe and chip reader technologies are quickly becoming obsolete due to advancements in contactless payments and customer preference. Contactless technologies are more reliable, sanitary, require less maintenance and are less susceptible to fraud. Numerous Volkswagen Beneficiaries have mandated multiple payment options including the ability to pay by credit card without specifying the payment technology.

A10: See A6.

Q11: Could KDOT lower the minimum power requirement to 50 kW? Reason: KDOT's solicitation includes many rural locations that will experience low utilization in the early years. Requiring 150 kW to a single vehicle may prove cost prohibitive for many site hosts due to demand charges and utility

upgrades that may be needed at each site. Furthermore, the ancillary equipment required to deliver 150 kW to a single vehicle may consume valuable parking spaces. Many fueling and convenience operators will find it difficult to justify the operational costs and parking space required to deliver 150 kW to a single vehicle. Establishing a 50 kW minimum power level for each DCFC while including the concept of “future-proofing” will allow for greater site host participation, minimize operating expenses and prepare sites for expansion. Many Volkswagen Beneficiaries have established the minimum power level at 50kW while allowing applicants to propose higher power levels if they are appropriate for the property and site host.

A11: KDOT will lower to 100 kW, but not to 50kW. Please see A4.

Q12: Can KDOT allow organizations that do not respond to the RFI to be eligible to respond to the RFP and be eligible for an award? Reason: Previous programs that have taken a similar approach have led to the exclusion of valuable locations simply because the site host was not aware of the opportunity and capable of preparing a response in just a few weeks’ time. Allowing anyone to apply, including vendors, installers and resellers on behalf of a site host, will ensure KDOT receives as many valuable applications as possible and is able to select the best sites for the state.

A12: Please see A8.

Q13: We may propose an Edge of Grid solution that does not contain batteries or solar panels. Will this equipment qualify as a covered expense where co-op utility companies do not provide an adequate power supply?

A13: Integrated innovations that improve reliability of charging stations will be considered in scoring criteria and will be reviewed for eligibility during application reviews.