

**North Central Texas Council of Governments (NCTCOG)
RAISE FY21 EV Charging Stations
Request for Proposals**

Questions and Responses

REVISED MARCH 3, 2025

Question #1: In reference to the Small Business Enterprise (SBE) and Disadvantaged Business Enterprise (DBE) goals or requirements. It states that: "The Disadvantaged Business Enterprise participation must meet the 8.8% percentage goal identified for this type of procurement." Is this the minimum goal set forth for both SBE and DBE? I usually see a goal of 25% or higher for SBE/MWBE/DBE projects.

Response: NCTCOG has completed an analysis specific to a DBE based on NCTCOG's analysis of ready willing and able DBE firms. There is not currently a goal established for SBE or MWBE on this project. The 8.8% DBE goal identified in the RFP is the minimum goal for DBE activities for this procurement. Vendors are encouraged to meet or exceed this goal in their proposals. **Please be sure to identify DBE participation on Appendix D.1 and D.2. For any firms certified outside of the State of Texas, please include the DBE certification.**

Question #2: Contract award: Could there be an additional delay to the award of the contract due to Executive Orders from the new administration on federal grant funding?

Response: NCTCOG is monitoring Executive Orders and awaiting guidance from funding agencies. It is unknown at this time if there will be a delay in award of the Contract. Subject to further direction from NCTCOG's federal partners, NCTCOG anticipates making an award recommendation to our Executive Board in May.

Question #3: How will any delays with the allocation of federal grant funding affect the contract award dates?

Response: Please see response to Questions #2.

Question #4: Selection Criteria: Item #6 states "There are 15 points allocated to Project Schedule". Is the project schedule requested based on a specific start date or the duration of the project? IE: 3 weeks for location A, 6 weeks for location B?

Response: NCTCOG anticipates construction activities for this project to be completed within one year, with ongoing M&O activities expected for approximately five years. NCTCOG is seeking proposals following this timeline.

The schedule can be written to reflect the duration of time from the date the Vendor is authorized to proceed.

Question #5: Should construction time for Oncor to design and construct power delivery be included in our project schedule? If the answer is yes, how do we get that information to include in the RFP proposal?

Response: This information needs to be part of the schedule. Vendors will need to coordinate directly with Oncor to learn this process. NCTCOG recommends reviewing [ELECTRIC VEHICLES](#) if Vendors are not familiar with working with Oncor on EV topics.

Question #6: Exhibit 2 provides a chart for proposed configurations for each location.

- UNT Dallas Station configuration appears to be eight (8) L3 charging ports that could be a combination of CCS and NACS (J3400) connectors
- Camp Wisdom Station and Leadbetter Station configurations appear to be the sum of all columns except the six (6) L2 charging ports. This leads me to believe the configuration for these two (2) locations is fourteen (14) L3 DCFC ports and six (6) L2 ports. Is this correct?

Response: Thank you for the question. The columns in the table of configurations is not intended to be additive – each column is intended to request a different scenario for the cost and schedule. That is, for the UNT Dallas Station, NCTCOG requests cost and schedule for two different scenarios: (1) a 4-CCS DCFC port charger that also has an SAEJ3400 port, and (2) a 4-CCS DCFC port charger (without the SAEJ3400 port). Similarly, 5 different scenarios are requested for each of the Camp Wisdom and Ledbetter station locations.

Question #7: Section G of the RFP states that NCTCOG will own the charging stations thru the life of the grant but doesn't state who will own and operate the software platform and supporting hardware.

- Is NCTCOG going to operate the backend software managing the charger station usage and billing requirements for public use?
- Should the cost for hardware to support the requested dashboards of additional stakeholders be included in the RFP?

Response: While NCTCOG will manage ownership, the RFP seeks proposals to deliver, construct, install, operate and maintain EV charging equipment as a turnkey service. NCTCOG expects vendors to operate the backend software as part of the operations and maintenance elements of the scope. All costs necessary

for operations and maintenance elements of the work should be included in the proposal and Vendors should explain why all costs are necessary. Costs that are “extra” services and not necessary can be included with appropriate explanation and detail.

Question #8: Does North Central Texas Council of Governments have civil drawings/site surveys of the projects listed within RFP? Specifically, depicting the area of installation.

Response: No. NCTCOG has provided the addresses so that Vendors can become familiar with the locations for the purposes of developing proposal responses. Civil drawings and site surveys are expected to be developed by the Vendor.

Question #9: Does North Central Texas Council of Governments have utility coordination to confirm 480v power is available at project site locations within RFP?

Response: NCTCOG has confirmed with Oncor that power is available at all addresses but does not have this detail on the level of power. Vendors are expected to coordinate with Oncor to determine specific details as part of developing their proposals.

Question #10: Do we base our proposal off of Scope of Work “B” or Scope of Work “Exhibit 2: Configurations Requested by Location”?

Response: Vendors should base their proposal off of the entire SCOPE OF WORK section of the RFP. The SCOPE OF WORK begins on page 4 and ends on page 14. The next section is PROJECT SCHEDULE.

Question #11: Timelines for construction will be based on electric utility provider to mobilize/provide any new required service for new utility service drops.

- Are there existing utility services in place to allow installation of DCFC’s requested in “Exhibit 2”?
- If utility timeline affects project timeline, can the project timeline be adjusted accordingly?

Response: Please see response to Question #9. Vendors should anticipate the utility timeline to the best of their ability based upon coordination with Oncor and integrate this into the proposed project schedule in the RFP response.

Question #12: Can you confirm the AHJ for each project site?

Response: The AHJ is the city in which the site is located. All site addresses are detailed in the Scope of Work.

Question #13: Can you confirm contact for Oncor utility representative

Response: Please contact Oncor Utility's Transportation Electrification Project Manager, Ian Perkins-Smith at ian.perkins-smith@oncor.com.

Question #14: Regarding this RFP scope can you please confirm where it states, "*Vendors to deliver, construct, install, operate, and maintain EV charging stations for the EM at Southern Dallas,*" if we're to interpret this as a company who will come in an own and operate the charging stations?

Response: NCTCOG is seeking Vendor(s) who can deliver, construct, install, operate and maintain EV charging equipment as a turnkey service. NCTCOG will manage the ownership of the stations, but operations and maintenance is part of the Vendor responsibilities.

Question #15: Bid document states this project is funded by FTA and US DOT. We have received notices of cancelation on multiple other open RFPs, NEVI funded projects due to the Federal government executive requiring stoppage of funding for all EV projects, including projects already approved for federal grants/funding. In light of this, can you guarantee this project will move forward to installation?

Response: At this time, NCTCOG has not received stop work orders related to this funding source. Therefore, NCTCOG is proceeding until specific guidance has been received from the funding agency.

Question #16: Since the scope of work includes all electrical and construction related activity as project deliverable, it would be impossible to price out the bid without a physical site visit to the proposed sites (or full set of engineering designs provided by NCTCOG) and a discussion with NCTCOG representatives on siting locations for the EVSE and electrical infrastructure. Are you open to vendors scheduling site visits to the proposed sites?

Response: NCTCOG cannot participate in any discussions or site visits while the RFP is open. All location addresses have been provided and all locations are publicly accessible. Potential respondents should be able to visit sites as needed to formulate proposals. More detailed negotiations will be undertaken with the selected vendor(s).

Question #17: Is it admissible to bid level 2 and level 3 (DCFC) chargers from difference manufacturers?

Response: NCTCOG does not have any preference on manufacturers provided that equipment meets all of the technical specifications required. Vendor(s) are free to propose multiple types of equipment if desired.

Question #18: Please help us determine whether NCTCOG is seeking no more than four units at each location (except for the STAR Transit Bus Lot)? Are bidders expected to describe the mix of chargers that they will make available at each site by selecting from the various options containing check marks in Exhibit 2? Or are bidders being asked to provide a mix of charging stations equal to the sum of the various units listed in each configuration column of Exhibit 2? For example, if we are expected to combine the various configurations that have been checked for the DART Camp Wisdom Station site, we might conclude that they need a total of fourteen (14) DCFCs and six (6) Level 2 stations. Please clarify.

Response: Please see response to Question #6.

Question #19: We are seeking confirmation that the Maintenance and Operations Support will be for an initial period of five years. Renewal options will be limited to a period of two or three years. Does NCTCOG have any intention to operate the proposed charging stations for a period greater than eight years? If so, please clarify how long NCTCOG expects to operate the equipment and when the equipment will be considered to have reached "end of life" status.

Response: NCTCOG's desire is to operate the charging stations for as long as viable based on technical and market considerations. NCTCOG would be looking to vendors to identify the activity life of their proposed solutions.

Question #20: May we interpret the following statement (listed on page 8 of the RFP) to mean that Oncor will provide electrical service at a level that will meet peak demand when the maximum number of chargers installed at each location are all charging simultaneously at 150 kW?

“NCTCOG has coordinated with Oncor to ensure adequate electrical service availability at the charging sites.”

The maximum number of chargers per site will be determined by the response received from NCTCOG to the questions listed under **Item 1** above.

Response: Please see response to Question #9.

Question #21: Budget & Funding

- Can you confirm the total funding available for this project or if there are cost ceilings for specific line items such as equipment, installation, and maintenance?
- Will additional funds be available for unexpected costs, such as site modifications or utility upgrades that may arise during site surveys and/or installation?

Response: At this time NCTCOG is not publishing the total available funding or budget, proposers should identify their proposed cost for each of these **items and any other anticipated costs to implement the project.**

Question #22: Procurement & Buy America Compliance

- Are there preferred or pre-approved EV charger manufacturers for this procurement, or is the vendor responsible for sourcing and compliance verification?
- Does Buy America compliance extend beyond the chargers to include installation materials such as conduit, cabling, etc.?

Response: The Vendor is responsible for sourcing and compliance verification. Buy America extends beyond the chargers and includes installation materials such as conduit, cabling, etc. NCTCOG will review Buy America documentation compiled by awarded Vendor to ensure compliance with regulations. **Regarding Build America Buy America compliance, FTA has advised that manufactured goods must be 100-percent produced in the U.S.**

Question #23: Site Conditions & Utility Coordination

- Has Oncor Electric Delivery confirmed electrical capacity at each site, or will vendors be responsible for requesting load studies and upgrade estimates?
- Are site layouts, traffic patterns, and accessibility considerations available for charger placement, or should vendors propose layouts based on best practices?

Response: Please see response to Question #9. Site addresses have been made available so that respondents can assess site conditions and characteristics in conjunction with developing their responses. Layouts, traffic patterns, and accessibility considerations all may be appropriate elements to include in the RFP response.

Question #24: Operations & Maintenance (O&M) Expectations

- The RFP requires 97% charger uptime—can you clarify if there are penalties or incentives tied to this metric?
- Will vendors be responsible for network software subscriptions and software updates, or will NCTCOG procure a separate platform?
- Will O&M pricing be locked in for five (5) years, or can vendors propose adjustable maintenance costs based on equipment lifecycle?
- What is the required response time for charger repairs—SLA for maintenance?

Response:

- The 97% uptime is a requirement and no incentives are available. Proposers should outline proposed penalties for NCTCOG's consideration as part of their proposal response. NCTCOG will negotiate penalties with the awarded vendor.
- See response to Question #14. NCTCOG does not intend to issue a separate procurement related to these charging stations.
- Vendors should propose O&M costs for the entirety of the 5-year O&M term in their proposals. Vendor(s) are free to structure those costs as they see fit.
- Vendors are expected to propose response time and service level agreements as appropriate to ensure chargers can meet the 97% uptime requirement.

Question #25: Charger Network & Software Integration

- Is there a preferred charge management system (CMS), or should vendors propose one?
- Will vendors need to integrate with an existing fleet management system for STAR Transit, or is a new platform required?
- Are back-end software costs (e.g., demand charge management, remote monitoring) included in NCTCOG's funding, or should vendors factor them into O&M pricing?
- What level of real-time charger data visibility is required for NCTCOG, DART, and STAR Transit?

Response: Vendors should propose a preferred charge management system that follows the charger software requirements laid out on page 12 under "Technical Specifications" in the Scope of Work. STAR Transit currently has their own fleet management software, however direct vendor integration is not necessary for this project. See response to Question #14 for information on software costs. As noted on page 12, real-time charger data visibility needs to be consistent with Module 2 of the [Electric Vehicle Charging Analytics and Reporting Tool \(EV-ChART\)](#).

Question #26: Public vs. Private Charger Use & Revenue Model

- Should vendors assume that STAR Transit vehicles have priority access to certain chargers, or will all stations remain fully public?
- How will public charging fees be managed—does NCTCOG expect the vendor to handle billing and revenue collection, or will that be centralized by DART?
- Can vendors propose dynamic pricing models for public charging, or should we assume a fixed rate structure?

Response: STAR Transit vehicles should have priority access for all sites which are made publicly accessible. Note that the Mesquite location will not be publicly accessible, but public access is desired for all other locations to the extent budget allows for a configuration that meets federal requirements for public access facilities. Vendors are expected to handle billing and revenue collection as part of the “turnkey” operations and maintenance service requested. Vendor(s) are also expected to propose pricing models that they believe to be appropriate for public charging at these locations.

Question #27: DBE Participation & Subcontracting

- The RFP requires 8.8% DBE participation—is there flexibility in how DBEs contribute (e.g., as subcontractors vs. suppliers)?
- Will vendors be required to identify DBE subcontractors in the proposal, or can they be added post-award?

Response: Vendors should identify DBE subcontractors as part of the proposal, including what percentage of DBE activities the subcontractor is anticipated to complete. Any DBE subcontractors added after Contract execution would be required to be procured in an FTA compliant manner, which would have to be reviewed and pre-approved by NCTCOG.

Question #28: Timeline & Implementation

- Is there a firm deadline for installation, or can vendors propose a phased deployment based on supply chain constraints?
- What milestones must be met before installation (e.g., permitting, utility approvals, site agreements)?
- Is there flexibility in the go-live date for each site, or does NCTCOG expect all chargers to be operational at the same time?

Response:

- As noted on page 7, NCTCOG has a goal to have the first charger operational by August 31, 2025 but requests that Vendor(s) propose a reasonable and realistic schedule to have all chargers in operation as soon as practicable.
- Vendor(s) are responsible for understanding the proper sequence and requirements for a charger installation and should factor those milestones into the proposed schedule. Please also review the Vendor Responsibilities on page 9.
- Please see response in the first bullet point.

Question #29: Please provide a list of required signed forms and any additional documents that Vendors should submit in their proposal.

Response: Vendors, and any subconsultants identified in the proposal, should submit the following signed and completed forms:

- Conflict of Interest questionnaire as provided on the RFP webpage.
- Appendix D.1 (DBE Compliance Assurance) and D.2 (Affidavit of Intended Entrepreneurship) form,
- Appendix G.1 (Lower Tier Participant Debarment Certification),
- Appendix H.1 (Lobbying Certification), Appendix H.2 if applicable (Disclosure of Lobbying Activities),
- Appendix J (Prohibited Telecommunications and Video Surveillance Services or Equipment Certification),
- Buy America Certification form as provided on the RFP webpage.

Question #30: Please confirm if vendors are required to provide site layouts for all scenarios given for each location.

Response: If the different scenarios/configurations provided in Exhibit 2 of the RFP would require a different layout at any of the sites, then yes, vendors would need to provide additional site layouts as part of their proposals.

Question #31: Please confirm that the STAR Transit Lot address (3075 McKenzie Road Mesquite, Texas 75181) is correct.

Response: This address was provided to NCTCOG by STAR Transit. This land is anticipated to be an empty lot as it is currently used to store buses overnight, but there is no other infrastructure on the lot.