

www.morpc.org

## RAA CONSULTANT RFP QUESTIONS & ANSWERS

Last updated: 10/8/2024

## **Frequently Asked Questions**

- 1. How many stations and ports are slated for assessment, repair, or replacement?
  - a. We have 77 Level 2 ports and 5 DCFC ports across 47 sites.
- 2. Our records show that there are three chargers at this site, but your list only lists two of those chargers.
  - a. The list we are using was generated using the Alternative Fuels Station Locator, which is maintained by NREL. We recognize that not every charger at each location is slated for repair or replacement. The list we provided is the final list.
- 3. The RFP requests that each site should have a total of four charging ports. What does this mean? Are utility upgrades within the scope for this project?
  - a. The requirement is that the "charging station" has four ports. A charging station means the area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. So, it could be either replacing it with chargers that have a minimum of four ports, or adding a charger(s) with two ports if it is located such that it can be considered part of the one charging station. It cannot be located 'nearby' at some distance away. Costs necessary to make the charging station compliant with 23 CFR 680 (NEVI) and other Federal requirements, such as the Americans with Disabilities Act, are eligible. This would include parking area work in the immediate vicinity of the charging station to make all four ports accessible. The electrical supply should be sufficient for this work.
- 4. (1.) Will the consultant "own" the EV charger asset? Will the site host be aware of who owns the charger? (2) How does paying the cost share benefit the vendor?
  - a. Ownership of the charging station can be transferred; this would be an agreement that should be made between the vendor and the site host that could prove beneficial to the vendor.

- **b.** Charging fee usage can be utilized as cost share. (Regardless of cost share source, vendor is responsible for the agreed amount. Should the charging fees be less than expected for instance, the expectation would be they pay the remaining balance out of pocket/from a different, agreed upon source.)
- **c.** There is a five-year maintenance requirement for each station that may benefit the vendor as well.

## 5. What are the NEVI requirements?

- **a.** The National Electric Vehicle Infrastructure standards and requirements are listed under the US Code Title 23, Chapter 1, Subchapter G, Part 680. They can be found here: <u>eCFR :: 23</u> CFR Part 680 -- National Electric Vehicle Infrastructure Standards and Requirements
- 6. The RFP states that the DBE goals is set at 0%. Is this true?
  - a. Correct. MORPC does not have any DBE requirements under this RFP.
- 7. If there is only one station at a site, but for example...two ports, will it be required for the station to provide one NACS connector and one J1772?
  - a. Yes, both types of connectors / adapters for every site.
- 8. Will it be required to provide at least one port of the fast charger to be a NACS connector? (This is currently not a requirement of NEVI but is described as such in the MORPC RFP.)
  - **a.** For the DCFC approach, you could additionally qualify use of adapters as part of the hardware solution, which has been gaining traction among vendors and others wanting to offer similar flexibility for charging NACS.