



## **2019 Low Power EV Charging Infrastructure Pilot Program Request for Proposals**

### **Questions & Answers**

*Peninsula Clean Energy is San Mateo County's locally-controlled electricity provider. We are reducing greenhouse gas emissions and offering customer choice at competitive rates.*

**Offers due Thursday, February 14, 2019 at 5:00 pm PT**

#	Question	Answer
1	Is the \$400,000 maximum budget amount indicated on page 9 intended to be inclusive of installation costs?	<p>The budget must include installation costs. See #2 in the Project Description:</p> <p>“The contract will be for up to 3 years and the maximum budget will not exceed \$400,000. This budget does not include acquiring or operating the solution/technology. Installation shall be billed on an actual cost basis as invoiced by the construction contractors. Proposals should include installation cost estimates recognizing that the installation costs will be finalized during the course of the project based on site and technology specifics”</p>
2	I saw your RFP on level one residential type charging pilot programs and had some questions. It was not not entirely clear to me and PairedPower might be a great applicant or if it's more specifically construction only for connected apartments.	<p>This is a pilot project to identify the business requirements (ex: payment management, access control) for a low-cost level 1 solution with broad applicability across diverse parking conditions, assist with acquiring such technology and installing a pilot site and assessing it. Grid tied and responsive systems are a probable objective. This RFP is not for the technology itself but for a consultant to execute the described process (engaging stakeholders, developing specs, assisting with acquisition, installation, etc.).</p>
3	Does the \$400,000 budget include installation costs?	<p>The budget must include installation costs. See #2 in the Project Description:</p> <p>“The contract will be for up to 3 years and the maximum budget will not exceed \$400,000. This budget does not include acquiring or operating the solution/technology. Installation shall be billed on an actual cost basis as invoiced by the construction contractors. Proposals should include installation cost estimates recognizing that the installation costs will be finalized during the course of the project based on site and technology specifics”</p>
4	How many sites at a minimum and a maximum are required per pilot technology?	<p>The project does not require a specific count of sites however 3-6 would be reasonable. The project must be executable in the available budget. If the business requirements analysis reveals significant variation in the use cases based</p>

		on site types then sites covering those use cases is desirable.
5	How many different technologies are required to be piloted?	The project does not require a specific count of technologies but it is envisioned that the number of different technologies that might be tested will be very limited. The technologies selected must cover the business requirements. The project must be executable in the available budget and the equipment costs borne directly by PCE must be “reasonable” and consistent with the goals of a “low cost” solution. If multiple providers offer technologies that meet the objectives, PCE will determine how many to purchase based on which are deemed to have the highest probability of success and in consultation with the selected consultant to ensure the project can be executed within the available budget.
6	Is it expected that the site hosts will share in / pay some of the installation costs?	No
7	What is the expected duration between installation (task 3.6 and assessment and disposition (task 3.7)? Do you want 6 months or 12 months of data?	The timeline for installation is not fixed however as a low-cost solution, installation should be no more than the installation timeline associated with a conventional EV charging installation. In all cases, installations must occur at sites based on existing electrical capacity without need for any electrical service upgrade. 6 months of data collection is a minimum. It is anticipated that the principal challenge will be ensuring there are vehicles to generate utilization on the charging locations.
8	Will it be a requirement that all site will share utility data, and require coordination with PG&E?	It is preferred for projects to occur at PCE accounts. As PCE opt-out rates are extremely low, it can be assumed PCE will have access to meter data. Coordination with PG&E is not envisioned as necessary.
9	Will PCE support identification of target participant host sites? Would the applicant be able to recruit directly from the target list?	PCE has engaged a limited number of apartment complexes which may be approached. In addition, PCE has acquired a commercial dataset of properties in the County which may also be utilized. However, site identification is the responsibility of the Consultant.

10	Is this project a public works project subject to prevailing wage? If so, what is the corresponding Department of Industrial Relations Project ID number and what are the prevailing wage rates?	This is being confirmed but it is likely considered a public works project. In addition, the project must comply with the PCE Sustainable Workforce policy and must demonstrate best effort to utilize local union labor.
11	If a Level 2 charger configuration that can provide service at level 1 power levels but can be scaled up to Level 2 power levels, would that be accepted for the RFP?	Substantial cost advantages are envisioned for the prospective low-power solution. If the proposed Level 2 capable system can be shown to have such substantial cost advantages to conventional Level 2 system, such a system could be considered.
12	Are network capabilities desired for the EV chargers?	Optional, but not required.
13	Have a method of payment for the energy being consumed required?	It is anticipated that payment management in some form will be required.
14	Is the ability to dedicate a charger to a particular EV driver(s) required or desired?	It is anticipated that access control in some form will be required.
15	Is reporting capabilities on the EV chargers (energy, utilization, etc)?	Optional, but not required.
16	Is a support or monitoring required/desired?	Optional, but not required.