

Addendum # 1
RFP# 19-1001 Electronic Vehicle Charging Stations
Pre – Bid Meeting Q&A

1. Is USD interested in electrifying their entire fleet?

Answer: We are open to that option. Vendors are encouraged to submit a proposal with a variety of different solutions. However, this somewhat extraneous to this RFP, at least the first phase.

2. Has USD done a study on how many amps are available per charging hose-breaker?

Answer: 30 amp 208 volt.

3. How much power is available?

Answer: The installation of the current fleet was handled by a different department. The install was handled by a qualified electrician, but we do not believe any build documents made it back to the Facilities Dept. In most cases the contractor added a dedicated sub-panel to feed the Blink stations. Vendors should state how much power is needed for their solution and include any possibility of solar/battery option with EV charging stations.

4. What are USD's key metrics?

Answer: We do not have reliable metrics at this time, but would like to have data that would allow us to understand (i) uptime of EV charging stations, (ii) utilization of EV charging stations on a per day or per week basis, (iii) time during which the stations have vehicles plugged in, (iv) different types of vehicles that are plugged in, etc. Also, vendors can call out what metrics their solutions will be able to measure and report.

5. What is the percentage of power that USD produces?

Answer: Roughly 40% (31 - 33% fuel cell, ~7% from solar arrays)

6. Would USD consider alternative options which were not connected to the grid (i.e. innovative solutions that involved renewables like solar combined battery storage)?

Answer: We will consider all options. However, many of the existing locations are in garages such that solar might be difficult.

7. Since V2G is a relatively new technological concept, is this a technological requirement which would require the respondent to have immediate experience with this specific technology? Or, would it be acceptable to showcase that our response solution could be compatible with V2G in the future?

Answer: USD has plans to make the campus more sustainable in the future. With this in mind, we would prefer solutions that are compatible with V2G. Compatibility is fine.

8. In Section 8.1.3 (“EVALUATION CRITERIA”), would USD also take in to consideration respondents whose headquarters were based locally in San Diego and manufactured their product in San Diego to help with promoting the local economy?

Answer: Yes, we have a locally owned small business program so we would give preference to companies that are based locally.

9. Would USD be open to a rental program for the charging stations?

Answer: Yes

10. Will USD have any blackouts in the schedule during the installation phase?

Answer: It depends on the dates and times, as we have large events on campus and we would not want traffic or parking to be impacted during installation.

11. Is there a plan in place for the removal and disposal of the current charging stations?

Answer: We are looking for turnkey solutions. Vendors are encouraged to submit a proposal that covers removal and disposal of the current stations.

12. Does USD have any information or study on utilization of data to date?

Answer: We have very little reliable data.

13. Does USD have any concerns with pre demand charges?

Answer: Vendors can provide detailed information about various types of charges involved in their solution so that USD can better understand their economic viability and value.

14. Can we schedule a site visit?

Answer: Yes, vendors interested in scheduling a site visit should contact the technical point of contact: Trey McDonald at rmcdonald@sandiego.edu

15. What key metrics are you interested in?

Answer: Type (make & model) of cars charged, where they were plugged in, kilowatt hours drawn, time charging, demographics of drivers (faculty, staff, student) etc.

16. Will parking be open to everyone (USD constituents and the public)?

Answer: Yes, parking will be open to everyone but they must have either a USD parking permit to get to the stalls or they have to pay a visitor's rate. We can explore this option further in the future.

17. In Section 1.2.1 ("SCOPE OF WORK"), the RFP states "we seek to use the existing electrical infrastructure that serves these sites (See Table 1)." Based on this statement, it appears that USD has a preference for EV charging infrastructure that is connected to the existing electrical infrastructure (i.e. the grid). Can you confirm if this is indeed a correct assumption? Would USD consider alternative options which were not connected to the grid (i.e. innovative solutions that involved renewables like solar combined with battery storage)?

Answer: This is not a correct assumption. USD will consider all feasible options, including those not connected to the grid.

18. Also in Section 1.2.1 ("SCOPE OF WORK"), the RFP states "The equipment selected must be able to accept Vehicle to Grid (V2G) software so that this option may be used by the university in the future under a potential second phase of this project." Since V2G is a relatively new technological concept, is this a technological requirement which would require the respondent to have immediate experience with this specific technology? Or, would it be acceptable simply to showcase that our response / solution could be compatible with V2G in the future?

Answer: Same as question #7 – we are merely seeking compatibility.