



COLORADO

Energy Office

Electric Vehicle Direct Current Fast-Charging Plazas Program Round 1 Questions and Answers July 27, 2020

Do you have a list of possible contractors whom I can send requests for quotes?

CEO does not have a list of possible contractors for quotes. However, please consider reviewing the Teaming Partner List on [CEO's website](#) for potential contacts and partnership opportunities.

I realized I just missed the Pre-Bid Webinar despite I registered for it. I was wondering if you were able to record it and perhaps send me a link to that. Or, will CEO host another mandatory pre-bid webinar?

As stated in the RFA, "Lead applicants must register for and attend the webinar. Failure to attend will disqualify entities from being able to submit responses as a lead applicant." Therefore, if your organization was unable to attend the webinar then you no longer qualify to submit an application as a lead applicant. However, you may continue to be a party to an application in collaboration with a lead applicant.

Will DIA be owning the installation and paying for the Network software or is DEN looking for others to own and operate the DCFC Plaza? Is a lease required for the Plaza space if DEN will not own the equipment?

DEN seeks an agreement for a third party to own and operate the DCFC plaza. The third party will enter into a site host agreement with DEN. Applicants shall review Appendix D DEN Legal Considerations for site host agreements and provide a model site host agreement for the DEN site. Applicants shall clearly indicate in their proposals whether they agree to these terms or note any exceptions to the terms and conditions.

I noticed that my company is not on the Teaming Partner List yet, did my request come through? Do I need to submit again?

The Teaming Partner List is updated weekly after new contact information is submitted. The list is up to date as of July 20, 2020 as no new contacts have been submitted since that date.

Operations: Under 5(c) "no more than 5 hours of cumulative downtime in a 7-day period" is called out as a requirement. Could you confirm or clarify that this means no more than an average cumulative downtime of 5 hours in a 7-day period? (RFA page 9)

CEO confirms this is an average cumulative down time of 5 hours in a 7-day period. Awarded grantees will be required to include a summary of operability in the quarterly reports that are submitted to CEO after the plazas become operational. This shall include a summary of operability and any down time or lapse regarding service to the public. This shall include, but may not be limited to, duration, reasons for the down time, and steps taken to minimize future interruptions.

Prevailing Wage: Prevailing wage is only discussed as a requirement for the chargers sited/installed at DEN. Could you please confirm that this is not a requirement for all sites in the project? (RFA page 13)

CEO confirms that the prevailing wage requirement only applies to the DEN cell phone waiting lot. This requirement does not apply to non-DEN plazas proposed by applicants.

Regarding the expectations of a "high-mileage fleet" vehicles that typically means TNC fleets, would transit, school bus, or delivery fleets fit the bill for this grant?

CEO's funding sources for this program require that the chargers be primarily used for light duty electric vehicles and therefore the proposed plazas must be primarily designed for light duty vehicles. However, CEO welcomes innovative partnerships that include other use cases to support the business model. In other words, CEO cannot fund transit-only or school-bus only plazas. Furthermore, while high mileage fleets include TNCs, high-mileage fleets should not be limited to TNCs only and may include other types of fleets such as delivery or service providers.

What geographic size are you looking for in a plaza with 6-8 EVSE? Could the location be a section of a surface parking lot repurposed as a charging hub?

For each plaza, applicants shall propose the number of EVSE at the specific site and clearly justify this request with your proposed business model and pro-forma. This shall include the proposed project budget, usage estimates, revenue, and operational expenses over time that justifies the number of EVSE requested. The plaza location could potentially be on the surface of a repurposed parking lot if the site meets the other minimum requirements described in the RFA.

Our organization is looking at the concept of a mobility hub that could serve the needs of various EVs - TNC vehicles, private vehicles, car share, transit, even e-bikes - in a kind of shared charging hub that could be operated by a charging service provider or OEM. I'm curious if this concept falls into the category of a "creative partnership" that you had emphasized as being an important factor in the strength of a proposal.

As stated above, CEO's funding sources for this program require that the chargers be primarily used for light duty electric vehicles and therefore the proposed plazas must be primarily designed for light duty vehicles. However, CEO welcomes innovative partnerships that include other use cases to support the business model.

A strategy of our partner agencies is to seek a partnership with a developer, possibly with the one that will construct a DCFC Plaza at the Denver airport. Is this an angle that might be worthwhile pursuing? If you think so, can you suggest an initial step in that direction?

CEO encourages creative partnerships where possible. Please consider signing up for and reviewing the Teaming Partner List on [CEO's website](#) for potential contacts and partnership opportunities.