



Electric Vehicle Direct Current Fast-Charging Plazas Program
Round 2 Questions and Answers
August 28, 2020

- 1. We missed the Pre-Bid Webinar so we are disqualified from being able to submit RFA responses as a lead applicant. Is it possible to find out who attended the Pre-Bid Webinar so we can engage with them about partnering?**
 - a. CEO has posted the Pre-Bid Webinar attendees to our grant website.

- 2. The RFA requires that applicants submit a letter of support from the municipality hosting the site. In the spirit of the “partners list” provided herein, could CEO provide the appropriate contact in, e.g. all RAQC jurisdictions to whom potential applicants should be reaching out so that applicants are not burdening the municipalities with too many or too conflicted requests for support?**
 - a. While CEO originally anticipated having this requirement during our pre-RFA webinar in June, we changed this requirement for the RFA after hearing feedback from attendees. The RFA now states, “Local Government and Stakeholder Collaboration: Applicants are strongly encouraged to collaborate with local governments including cities, towns, and county governments as well as other local partners such as other public and private stakeholders. Proposals that have strong support from local and regional stakeholders will be evaluated more favorably.”

- 3. Xcel Energy is unlikely to be able to produce power supply letters in all cases, given the short turnaround time from detailed announcement to application due date. Will the Office accept any interim documentation of the power supply availability in these locations, or make awards pending such determination?**
 - a. Xcel Energy will provide “Will-serve” letters to confirm that proposed sites are in Xcel Energy’s service territory and CEO will accept these letters as part of the applications. Capacity checks and scope of the line extension will be determined after Grantee selection as part of the standard electric distribution design process. Applicants may contact Brandyn.W.Bicknese@xcelenergy.com for assistance with Will Serve letters.

- 4. The Denver airport lease agreement proposes a license fee for the property. The grant criteria state that grants which have more than the minimum cost match will be evaluated more favorably. If the airport will view applications that pay higher lease payments more favorably, and the other evaluators will evaluate an application that proposes more than the minimum cost match more favorably, these elements are in conflict in the project “pro forma.” Can you provide any**

guidance as to the relative weight of a higher license fee to the airport vs. a larger funding request for the same project?

- a. DEN is required by FAA guidance to receive compensation for use of its property equal to the fair market value. For this project, DEN will issue a license, not a lease; this means there will be no ground rent but a license fee will be required. License fees are negotiated with the vendor, but the fees must, at a minimum, recover DEN's costs of providing access and services to the property, as well as debt service and other overhead costs related to the property used for the project. **The market value DEN charges for the site is \$0.72 per sq ft annually and all proposals from applicants should reflect this rate.** This fee is subject to negotiation once the grant has been awarded.
 - b. For additional information, DEN's standard ground rent is included within Section 120 of the Denver Municipal Airport System Rules and Regulations (https://www.flydenver.com/sites/default/files/rules/120_fees_charges.pdf).
- 5. The RFA generally requires compliance with the Americans with Disabilities Act; generally we would understand this to require that the EV spaces be connected by a minimum of 50-inch-wide accessible route meeting certain slope and safety requirements to the entrance of the destination facility, except where the EV charging station itself is thought of as the destination facility. At the DEN location, should applicants assume they will need to provide this route only to their DCFC, or to the onsite building?**
- a. ADA requirements are currently adopted, interpreted, and enforced by the local authority having jurisdiction (AHJ). Applicants should consult with the AHJ for each plaza location and follow the requirements relative to each locality, which are enforced through the AHJ's permitting and inspection process.
 - b. For the DEN location, applicants should provide accessibility to their proposed DCFC.
 - c. The following resources have been developed for additional guidance:
 - i. [United States Access Board Accessible EV Charging Stations](#)
 - ii. [Department of Energy ADA Compliance for Workplace Charging](#)
 - iii. [The Green Standard: Accessibility and EV Charging Stations](#)
- 6. The RFI mentions rigorous environmental reporting and documentation for the DEN site in particular – most of it seems to be for in-ground / below ground work – which will be more within Xcel's scope than that of the developer. Can you delineate which parts of the scope will be within the respective parties' requirements in these cases?**
- a. CDOT grants environmental clearance based on the project activity as a whole and a single set of plans. For each Plaza, the awarded grantee(s) will need to collaborate with the utility to submit construction drawings that show the entire project scope.

- 7. Please define "modular" as used in the "Charging Equipment Requirements." Helpful distinctions would include which components should be separated into modules, and what defines a module (with regards to its mode of electrical connection to other modules, separation into distinct, enclosures, etc.?) Please provide an example of a nationally recognized testing laboratory fast charger that meets this specification, or examples from multiple manufacturers if possible.**
- a. "Modular" refers to the power conversion hardware in the charging system. The intent of this specification is to support the future-proofing strategy (see section 3b item 5 and 3c item 4) in defining how charging power at each dispenser would scale. CEO expects that a charging capacity of at least 350 kw/ dispenser would be needed in the future but understands that at present this exceeds the charging capability of existing vehicles. A modular power conversion approach that allows future upgrades is preferred to support an evolving market as it would limit the need to replace existing equipment.
 - b. While there are multiple modular equipment options available in the market, CEO has decided not to post examples because we do not want to imply preferences for manufacturers by posting examples.
- 8. For uptime and reliability requirements, we assume that even partial downtime (e.g. the unavailability of a single dispenser in a plaza) will require notification of the administrator. However, will partial availability be pro-rated for purposes of minimum requirement?**
- a. Yes, partial downtime will require notification to CEO and awarded grantees are expected to do everything possible to bring equipment back online as quickly as possible. Partial availability may be pro-rated in quarterly uptime reports to CEO however we emphasize that the goal of this requirement is to ensure reliable charging infrastructure to the public and grantees will be expected to minimize all downtime on awarded plazas.
- 9. The provided CDOT form requires applicants provide "a photo or other proof of a station indicator visible from the interstate crossroads OR existing trailblazing signage indicating the direction and distance to the charging location"...is this form a request to have signage installed, or a confirmation that signage has been installed? What role does it play in station qualification / application / construction and at what phase is it submitted?**
- a. Qualifying for CDOT signage is not a mandatory requirement of the Plaza program, however applicants are expected to manage the CDOT signage process if their proposed Plazas qualify for signage as described in Appendix A and Appendix B. Site hosts should submit signage request forms as soon as they can provide a site plan that meets all the criteria, a plan or aerial photo showing

the layout and suggested sign locations, and also have a well-defined opening date.

- b. For the DEN site, any signage must comply with DEN signage guidelines and is subject to final approval by the DEN Design Review Committee.

10. The RFA requires that DCFC be evaluated through NIST’s National Type Evaluation Program and be certified by NTEP or CTEP. This standard pertains specifically to energy metering. Will devices which do not charge customers by the unit of energy be required to meet this metering standard?

- a. Yes, chargers must be capable of meeting this standard.

11. The RFA requires that metering devices indicate delivery to the nearest one Watt-hour (one thousandth of a kWh.) For a typical DCFC charging event of ~25 kWh this is a required accuracy of .004%, or plus / minus five one-hundredths of one cent at a round notional price of \$.50 / kWh. It is also dramatically more stringent (more stringent by several orders of magnitude) than metering standards applied to utility-delivered electricity – while these vary according to power factor, a benchmark value of .2% is typically viewed as “utility grade.” .2% of a notional 25 kWh DCFC delivery would be .05 kWh (2.5 cents worth of electricity, or approximately 50 times less precise than the required standard of five-one-hundredths of one cent.) For fast chargers of more than 200 kW, this would actually require updating the display faster than the update frequency of the human eye. No currently available DC charging equipment can meet the standard, and while NIST has finalized these standards, there are to our knowledge no state jurisdictions which have it slated for implementation before 2023. Would the program be open to a more readily implemented standard, perhaps matching the required accuracy for retail utility delivery of electricity in the state?

- a. CDLE plans to adopt the NIST standards for retail which require compliance in 2023 and grandfathering of equipment installed prior to 2023 by 2033. In the interim (now), Grantees may use the utility standard with the understanding that they will need to upgrade by 2033. However, the State strongly encourages industry to follow and implement what is going to be required in 2023 for new installs.

12. With the recent announcement from Nissan on their path forward with CCS rather than CHAdeMO - does the ratio of CCS : CHAdeMO of 1:1 or 2:1 still hold as a requirement for this program?

- a. Yes. CEO anticipates each Plaza will have a 1:1 ratio of SAE CCS J1772 to CHAdeMO connectors but will accept up to a 2:1 ratio of SAE CCS J1772 to CHAdeMO connectors if accompanied by a strong justification by the applicant.

13. What is the estimated time frame for reimbursements? Are invoices submitted to the CEO? How soon can reimbursement be expected?

- a. Invoices will be submitted to CEO. Once a correct invoice is submitted, the State has 45 days to issue payment to the Grantee. If CEO catches errors in the invoice, it is returned to the Grantee for requested changes and the 45 days begins again when the new invoice is submitted. Where possible, CEO requests that grantees submit draft invoice documentation before the official invoice is submitted so that we can review and determine that the documentation is correct.

14. Are hours at DEN existing concessionaire sufficient for restroom and amenities?

- a. Yes. The Convenience store and restrooms are open 24/7, Final Approach is open 10am-6pm, and Wendy's is open 8am-8pm.

15. Will DEN provide access to Wi-Fi and Internet for charging stations and the public to use?

- a. Free Wi-fi is accessible inside the Final Approach building for the public to use.
- b. DEN does not provide free wi-fi for private business use. If the vendor requires wi-fi for the chargers, they will need to build this into their proposal and assume 100% of the costs associated with installing and maintaining this part of the system.

16. Will DEN handle snow removal or will we need to budget for snow removal at DEN?

- a. Proposals should present a budget and plan for snow removal and any necessary landscape or other maintenance of the site. This is open for negotiation once the grant is awarded.

17. Will advertising on stations be allowed at DEN?

- a. No third-party advertising is allowed on the site as part of this initial proposal. The selected vendor may place their business logo on the equipment. Additional advertising opportunities may be negotiated at a later date.

18. Will DEN allow more solar to be installed in the land around the plaza for additional energy?

- a. Yes, DEN would be willing to consider the inclusion of solar/storage as part of the site. Applicants should clearly delineate these costs in their budgets and describe how the proposed solar impacts the pro forma and business model of the proposed plaza.

- 19. Are plaza lights and power (outside of the charging stations) included or will the project have/need a separate power meter from Xcel for these amenities?**
- a. Xcel defines Ancillary usage as, “Any Customer power or energy usage necessary to support electric charging of Electric Vehicles or to support electric charging stations that is not used by the Customer for any other electric consumption needs.” Any power requirements that are not ancillary would have to be separately metered.
- 20. How long would the lease with DEN be for the land? Can it be extended to be longer than the 5 years of this contract?**
- a. The contract term with DEN will be 5 years with an option to renew subject to the discretion of the airport.
- 21. Some of our equipment is likely to go on the grass area, east of the lot, will the landscaping around the equipment be maintained by DEN?**
- a. Proposals should include maintenance requirements and associated budget in their proposals. This is open to negotiation once the grant has been awarded.
- 22. Is there an existing “striping contractor” on-call that DEN would like us to use?**
- a. No
- 23. Is there a current lighting plan that can be shared that shows the lighting for the lot at DEN? Will the existing lights fall under our responsibility or will they remain as DEN’s responsibility?**
- a. The existing lighting will continue to be the responsibility of DEN. Any additional lighting that needs to be added for the charging stations themselves is the responsibility of the vendor.
- 24. We understand that there are free charging stations at DEN. (There is no charge to use the stations, however, the standard garage parking rates apply) We want to confirm that we will be able to charge for the charging station energy by Kilowatt hour at DEN cell phone waiting area. Can the usage data for these free stations at DEN be shared?**
- a. The vendor can charge passengers a fee for charging that is competitive with surrounding market rates. This may include but is not limited to a charging rate by kWh. Cost premiums should not exceed 10% above the current rates in the market unless specific justification can be provided.
 - b. DEN currently has 43 Level 1 chargers, and 15 level 2 chargers on our property that are free for passengers and employees to use. The utilization rate stays around 75-85% in the parking garages, 100% in employee lots, and 40% at 61st and Pena.

25. Please advise if a local government can have DOLA support us on the 20% matching fund.

- a. Yes.

26. Will you consider other site configurations in the DEN Cell Phone lot outside of the green and red boxes in the site maps in Appendix C?

- a. The original configuration was identified by the State and DEN as the location is close to existing utility infrastructure, offers plenty of space to expand in the future, and therefore it was anticipated applicants would propose DCFC in these locations. However, the State will consider alternative site configurations in the parking lot if accompanied by a strong justification by the applicant. However, applicants should be aware that, like any location, the awarded grantee may be required to make adjustments to their original site plans during the design and engineering phase based on consultation and requirements from CDOT, DEN, and Xcel Energy.