***RESPONSE #1***

**Inquiry**

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| --- |
| Euclid Infotech is a company based in Mumbai, India. We are interested in participating in the tender mentioned above hence want to get more information about the same.Considering the geographical constraint of personally reviewing the document, I request you to provide us the following details before we buy the document: |
| **1) List of Items, Schedule of Requirements, Scope of Work, Terms of Reference, Bill of Materials required. 2) Soft Copy of the Tender Document through email.3) Names of countries that will be eligible to participate in this tender. 4) Information about the Tendering Procedure and Guidelines5) Estimated Budget for this Purchase 6) Any Extension of Bidding Deadline?7) Any Addendum or Pre Bid meeting Minutes?** |
| We will submit our offer for the same if the goods or services required fall within our purview.Also we would like to be informed of future tenders from your organization. Hence, we request you to add our name to your bidder's list and do inform us about upcoming Projects, Tenders.We will be highly obliged if you can send us your complete & latest contact information. This will help us reaching to you faster.Please revert back to this same mail. |

**Response: The document is free and available in its entirety at the internet URL listed.**

***RESPONSE #2***

**Inquiry**

We noticed the release of the subject RFI and wanted to know if you might have availability to discuss this upcoming project with us over the phone. Our firm is not a manufacturer or installer of DC fast charging equipment, but we are a consultant with a lot of experience in EVSE deployment through our work with the US DOE and NYSERDA. We are currently auditing all EVSE installations in New York being deployed through NYSERDA grants and tracking their use to understand which installation are more effective than others. We also document costs to understand the factors that contribute to more cost effective installations. This work provides useful insight to the sponsor and also adds value to the deployment by helping the installers address concerns or issues that might be preventing the stations from being more heavily utilized. Our firm also authored several EVSE guidance documents published by the Transportation and Climate Initiative for 12 Northeast and Mid-Atlantic states through a DOE EV-Readiness grant.

Therefore, we wish to share with you the potential support we might be able to provide for this effort and determine whether it would be appropriate for us to respond to the RFI or how we might be able to offer further assistance to your organization on this effort. Please let us know when you might be available to discuss over a conference call.

**Response:  Due to the RFI restrictions that apply to the present RFI, individual vendor conversations are unable to be conducted during this period.  If you have information or recommendations you would like to contribute in response or assistance to the RFI, you are welcome to do so.**

***RESPONSE #3***

**Inquiry**

1. Who does the State anticipate funding the purchase of the EVSE DC Fast Charger hardware?
2. Who does the State anticipate funding the installation expense of the necessary power (along with its possible one-time design costs) to the EVSE DC Fast Charger hardware?
3. Who does the State anticipate funding of the on-going operational expenses including electrical usage, separate metering, and maintenance of the DC fast charger installations?
4. Who does the State anticipate sourcing the locations for EVSE hardware placement and negotiation for placement agreements for the DC fast chargers?
5. Do the fast chargers being added by the eventual RFP have to network with the DC fast chargers already installed and operated by the State?
6. You list the intention of installing up to 10 additional DC fast chargers in this RFI with a requirement of two (2) DC fast chargers per installation site, then list ten (10) preferred installation sites. So you are asking for 20 DC fast chargers to be installed?  Or, can someone pick and choose which 5 locations are to receive the two fast chargers?
7. Your requirement specifies that the chosen location must have the ability to provide “air for tires” which relegates the location selection critieria to retail oil and gas service stations, correct?
8. The State has a contracted EVSE hardware supplier, is the organization selected as the awardee of the eventual RFP required to use this EVSE hardware vendor to procure the fast chargers?
9. If a company does not submit a response to this RFI would they still be able to submit a response for the eventual RFP, whenever that is issued?
10. Will the answers to these questions about the specifics of the RFI be distributed prior to the deadline for asking questions so if the answers presented trigger additional questions they can be submitted in time for response?

If the state is not funding any or all of the above, then:

* What role is the State playing in the placement of these DC fast chargers?
Does the State expect the awardee to recoup expenses by capturing the revenue though direct assessment of fees to the consumer?
* How will the awardee cover expenses that surpass peak usage constraints, as these expenses could result in a single charging event to exceed peak kW allowances resulting in a minimum charge for that meter month (possibly $800-$1,200 per month) regardless of additional usage by the public?
* How will ”no-fee” charging be reimbursed for the first six months of operation?
* Who will negotiate the lease, pay attorney fees to negotiating the lease, and pay the retail merchant for “lease” of his property to place an EVSE DC fast charger?

**Responses:**

1. Who does the State anticipate funding the purchase of the EVSE DC Fast Charger hardware?

**Response: The State has not identified any specific funding mechanism for Fast Charger hardware. The RFI process is meant to present options to the State which can be evaluated without a commitment to funding.**

1. Who does the State anticipate funding the installation expense of the necessary power (along with its possible one-time design costs) to the EVSE DC Fast Charger hardware?

**Response: The State has not identified any specific funding mechanism for Fast Charger installation costs – power, design, etc. The RFI process is meant to present options to the State for evaluations without a commitment to funding.**

3) Who does the State anticipate funding of the on-going operational expenses including electrical usage, separate metering, and maintenance of the DC fast charger installations?

**Response: The State will consider all ideas on funding ongoing operational expenses.**

1. Who does the State anticipate sourcing the locations for EVSE hardware placement and negotiation for placement agreements for the DC fast chargers?

**Response: The State anticipates placement agreements will be the responsibility of the RFI respondents or their designees.**

1. Do the fast chargers being added by the eventual RFP have to network with the DC fast chargers already installed and operated by the State?

**Response: DC fast charger equipment for this RFI does not need to network with DC fast chargers already installed by the State in existing service plazas.**

1. You list the intention of installing up to 10 additional DC fast chargers in this RFI with a requirement of two (2) DC fast chargers per installation site, then list ten (10) preferred installation sites. So you are asking for 20 DC fast chargers to be installed? Or, can someone pick and choose which 5 locations are to receive the two fast chargers?

**Response: 10 DC Fast Charger “station” locations have been identified. Each location will require 2 DC Fast Charging units. Or, at the respondents option, a DC Fast Charger network of stations that provides coverage stated by the RFI may be proposed in lieu of the stated locations.**

1. Your requirement specifies that the chosen location must have the ability to provide “air for tires” which relegates the location selection critieria to retail oil and gas service stations, correct?

**Response: Air for tires may be supplied by a standalone air pump installed at the DC Fast Charger station location - there is no requirement for locating at a retail oil or gas service station.**

1. The State has a contracted EVSE hardware supplier, is the organization selected as the awardee of the eventual RFP required to use this EVSE hardware vendor to procure the fast chargers?

**Response: The RFI seeks a turnkey solution for a DC Fast Charger network - installation, procurement, maintenance, operation, etc. RFI respondents must provide services beyond EV charging equipment procurement, but one option may be to use existing procurement contracts.**

1. If a company does not submit a response to this RFI would they still be able to submit a response for the eventual RFP, whenever that is issued?

**Response: There is nothing in this RFI that would preclude non-respondents from participating in the future. A non-response to the RFI, however, may not allow the State to review a potential solution before formulating a path forward.**

1. Will the answers to these questions about the specifics of the RFI be distributed prior to the deadline for asking questions so if the answers presented trigger additional questions they can be submitted in time for response?

**Response: Answers to the questions posed will be distributed after the deadline for questions closes.**

1. What role is the State playing in the placement of these DC fast chargers?

**Response: The State has developed a preliminary list of site locations areas for DC fast charger stations. Additional roles for the State, if any, have not yet been defined at this time.**

1. Does the State expect the awardee to recoup expenses by capturing the revenue through direct assessment of fees to the consumer?

**Response: Any and all proposals will be considered**.

1. How will the awardee cover expenses that surpass peak usage constraints, as these expenses could result in a single charging event to exceed peak kW allowances resulting in a minimum charge for that meter month (possibly $800-$1,200 per month) regardless of additional usage by the public?

**Response: Any and all proposals will be considered.**

1. How will ”no-fee” charging be reimbursed for the first six months of operation?

**Response: Any and all proposals will be considered.**

1. Who will negotiate the lease, pay attorney fees to negotiating the lease, and pay the retail merchant for “lease” of his property to place an EVSE DC fast charger?

**Response: Any and all proposals will be considered.**

***RESPONSE #4***

**Inquiry**

* Is the State paying for the stations and installation costs?
* Are there any better defined installation locations other than “1 mile from exit xyz” that will help determine power availability and any other construction costs (highway access easements and road ingress and egress requiring substantial construction)

**Responses:**

1. Is the State paying for the stations and installation costs?

**Response: The State will consider all ideas on funding station and installation costs.**

1. Are there any better defined installation locations other than “1 mile from exit xyz” that will help determine power availability and any other construction costs (highway access easements and road ingress and egress requiring substantial construction)

**Response: In order to assure the greatest breadth of RFI responses, these details are left to the RFI respondents.**

***RESPONSE #5***

**Inquiry**

I am reviewing the RFI for Electric Vehicle charging.  The RFI mentions Attachment 1 for preferred station locations.  Attachment 1 was not included.  Can you please forward attachment 1 to the email below.

**Response: Attachment 1 was listed on Page 8 of 9 of the RFI.**

***RESPONSE #6***

**Inquiry**

Location

Are ancillary motorist services a requirement?  “Air for tires" requires installation and operation of a compressor if fast charger is not located at a service station.  Can there be additional charges for ancillary services?

 Equipment

Does the power have to be 408v when 208v 3 phase can meet the 40 kW power requirement?

 Means of Payment

Major industry providers of DC fast charging do not use credit card POS transactions.  Will the state accept alternative means of payment if easy for the consumer?

 Business Plans/Partnerships.

Are sample agreements required as part of the RFI or will this be required in the RFP?

 Right of first refusal- is this as a result of any transaction  - buy/sell, lease renewal or does the state expect to have the option of taking over ownership?

 Permit and Construction

Please further define “contract execution”

“Shall be ready for construction no more than three (3) months after contract execution”

Installation contract or proposal acceptance?

 Other

In what way is the state considering participation?

            Funding for fast charger

            Installation

            Management

**Responses:**

1. Are ancillary motorist services a requirement?  “Air for tires" requires installation and operation of a compressor if fast charger is not located at a service station.  Can there be additional charges for ancillary services?

**Response: “Air for Tires” is desirable but not required to be provided free of charge at fueling stations in Connecticut. Other ancillary services will be evaluated on an individual RFI basis.**

1. Does the power have to be 408v when 208v 3 phase can meet the 40 kW power requirement?

**Response: 480 volts is the required voltage.**

1. Major industry providers of DC fast charging do not use credit card POS transactions.  Will the state accept alternative means of payment if easy for the consumer?

**Response: Proposed payment system shall be “open access,” accepting all major credit and debit cards, with no additional required contact. Proposed payment system shall accept State of Connecticut MasterCard Purchasing “P-Cards “ (see http://das.ct.gov/cr1.aspx?page=36 for P-Card explanation)**

1. Are sample agreements required as part of the RFI or will this be required in the RFP?

**Response: RFI respondents may submit any materials as exhibits to support the RFI.**

1. Right of first refusal- is this as a result of any transaction - buy/sell, lease renewal or does the state expect to have the option of taking over ownership?

**Response: The State shall have a right of first refusal applicable to any equipment transaction.**

1. Please further define :
	1. “contract execution”

**Response: Contract execution is the date whereby the State executes a**

**potential future contract for EV Fast Charger Deployment & Operation.**

* 1. “Shall be ready for construction no more than three (3) months after

contract execution”

**Response: Construction shall start by this date.**

1. Installation contract or proposal acceptance?

**Response: This question is incomplete and will not be answered.**

1. In what way is the state considering participation?    Funding for fast charger/ Installation/ Management

**Response: The State will consider all ideas on funding and participation.**

***RESPONSE* #7**

**Inquiry**

1. No cost to user for first six months—what does “at discretion of the State “ mean?  Will the decision be applied across all stations, or will some stations be “no cost to the driver” and others may have a fee?  If the State decides to make the station “no cost to the driver", will the state cover the operational expenses of the stations during this period?
2. What are the ADA compliant rules in Connecticut?  Are they the same as the federal 2010 ADA standards or are there state specific rules for EV Charging?  Is there a reference website or publication?
3. How are demand charges handled in Connecticut?  Is there an exemption for this?  If so, what are the timeframes for the exemption, and will they be applicable/grandfathered for participants?
4. Is there a match consideration for this RFI?
5. With regard to acceptance of credit cards, does the requirement that “no additional required contact” imply that taking credit cards over the phone is not an acceptable method of collection?  Please clarify this requirement.

**Responses:**

* 1. No cost to user for first six months—what does “at discretion of the State “ mean?

**Response: The State will consider any and all proposals regarding costs and fee structures.**

* 1. Will the decision be applied across all stations, or will some stations be “no cost to the driver” and others may have a fee?

**Response: The same decision will be applied to all stations covered by the contract.**

* 1. If the State decides to make the station “no cost to the driver", will the state cover the operational expenses of the stations during this period?

**Response: The State will consider any and all proposals regarding operating expenses.**

* 1. What are the ADA compliant rules in Connecticut?  Are they the same as the federal 2010 ADA standards or are there state specific rules for EV Charging?  Is there a reference website or publication?

**Response: ADA compliance determination is by prevailing ADA standards. There are no Connecticut-specific rules for EV Charging at this time.**

* 1. How are demand charges handled in Connecticut?  Is there an exemption for this?  If so, what are the timeframes for the exemption, and will they be applicable/grandfathered for participants?

**Response: Electrical rate structures and determinations are the responsibility of the respondent.**

* 1. Is there a match consideration for this RFI?

**Response: The State will consider any and all proposals regarding match considerations.**

* 1. With regard to acceptance of credit cards, does the requirement that “no additional required contact” imply that taking credit cards over the phone is not an acceptable method of collection?  Please clarify this requirement.

**Response: The electronic transaction must be able to be conducted totally at the station with no additional required contact.**