OFFERORS ARE NOT REQUIRED TO RETURN THIS FORM.

Important Notice: If you downloaded this solicitation from the AEA's Website, you must register on the online planholders list to receive subsequent addenda. Failure to register may adversely affect your proposal. It is the Offeror’s responsibility to ensure that they have received all addenda affecting this RFQ. To register, go to www.AIDEA.org and provide the project name & number, company name & contact person, address, phone number & fax number.
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SECTION 1. INTRODUCTION & INSTRUCTIONS

SEC. 1.01 PURPOSE OF THE RFQ
The Alaska Energy Authority (AEA) is soliciting proposals for qualified Suppliers of Electric Vehicle Supply Equipment (EVSE) package(s) that meet AEA’s minimum requirements. AEA will not limit the list of suppliers; all suppliers EVSE Packages that meet minimum requirement can submit to this Request for Qualifications (RFQ).

SEC. 1.02 DEADLINE FOR RECEIPT OF PROPOSALS
Proposals must be received no later than 4:00 prevailing Alaska Time on March 8, 2021. Faxed or emailed proposals are acceptable but not encouraged. Oral proposals are not acceptable.

Late proposals or amendments will be disqualified and not opened or accepted for evaluation.

SEC. 1.03 REQUIRED REVIEW
Offerors should carefully review this solicitation for defects and questionable or objectionable material. Comments concerning defects and objectionable material must be made in writing and received by the contracting officer at least ten days before the deadline for receipt of proposals. This will allow time for the issuance of any necessary amendments. It will also help prevent the opening of a defective solicitation and exposure of offeror's proposals upon which award could not be made. Protests based on any omission or error, or on the content of the solicitation, will be disallowed if these faults have not been brought to the attention of the contracting officer, in writing, at least ten days before the deadline for receipt of proposals.

SEC. 1.04 QUESTIONS PRIOR TO DEADLINE FOR RECEIPT OF PROPOSALS
All questions must be in writing and directed to the contracting officer. The interested party must confirm telephone conversations in writing.

Two types of questions generally arise. One may be answered by directing the questioner to a specific section of the RFQ. These questions may be answered over the telephone. Other questions may be more complex and may require a written amendment to the RFQ. The contracting officer will make that decision. No further question will be allowed after March 4, 2021 at 1:30 pm Alaska prevailing time.


SEC. 1.05 RETURN INSTRUCTIONS
Offerors must submit one proposal for evaluation. Offerors proposals must arrive at the below physical address or email address and be date/time stamped not later than the date and time indicated in the RFQ. Failure to meet this deadline will result in rejection of the proposal and the proposal will be returned to the Offeror without further consideration.

The sealed proposal package(s) must be addressed as follows:

Alaska Energy Authority
813 West Northern Lights Blvd.
Anchorage, AK 99503
Attention: Lois Lemus, Contracting Officer
Telephone: (907) 771-3909
Email: procurement@aidea.org

SEC. 1.06 PROPOSAL CONTENTS
The following information must be included in all proposals.

(a) AUTHORIZED SIGNATURE
All proposals must be signed by an individual authorized to bind the offeror to the provisions of the RFQ.
(b) **Offeror's Certification**

By signature on the proposal, offerors certify that they comply with the following:

A. the laws of the State of Alaska;

B. the applicable portion of the Federal Civil Rights Act of 1964;

C. the Equal Employment Opportunity Act and the regulations issued thereunder by the federal government;

D. the Americans with Disabilities Act of 1990 and the regulations issued thereunder by the federal government;

E. all terms and conditions set out in this RFQ;

F. a condition that the proposal submitted was independently arrived at, without collusion, under penalty of perjury;

G. that the offers will remain open and valid for at least 90 days; and

H. that programs, services, and activities provided to the general public under the resulting contract conform with the Americans with Disabilities Act of 1990, and the regulations issued thereunder by the federal government.

If any offeror fails to comply with [a] through [h] of this paragraph, the Authority reserves the right to disregard the proposal, terminate the contract, or consider the contractor in default.

(c) **Vendor Tax ID**

A valid Vendor Tax ID must be submitted to the issuing office with the proposal or within five days of the Authority’s request.

(d) **Conflict of Interest**

Each proposal shall include a statement indicating whether or not the firm or any individuals working on the contract has a possible conflict of interest (e.g., currently employed by the State of Alaska or formerly employed by the State of Alaska within the past two years) and, if so, the nature of that conflict. The Executive Director of Alaska Energy Authority Curtis Thayer reserves the right to consider a proposal non-responsive and reject it or cancel the award if any interest disclosed from any source could either give the appearance of a conflict or cause speculation as to the objectivity of the program to be developed by the offeror. The Executive Director's determination regarding any questions of conflict of interest shall be final.

(e) **Federal Requirements**

The offeror must identify all known federal requirements that apply to the proposal, the evaluation, or the contract.

**SEC. 1.07 AMENDMENTS TO PROPOSALS**

Amendments to or withdrawals of proposals will only be allowed if acceptable requests are received prior to the deadline that is set for receipt of proposals. No amendments or withdrawals will be accepted after the deadline unless they are in response to the Authority’s request in accordance with 2 AAC 12.290.

**SEC. 1.08 AMENDMENTS TO THE RFQ**

If an amendment is issued, it will be provided to those who have registered with the AEA website at [http://www.aideaeeaprocurement.org/](http://www.aideaeeaprocurement.org/).

**SEC. 1.09 RFQ SCHEDULE**

The RFQ schedule set out herein represents the Authority best estimate of the schedule that will be followed. If a component of this schedule, such as the deadline for receipt of proposals, is delayed, the rest of the schedule may be shifted by the same number of days.

The following timetable provides an overview of the first phase of the Direct Current Fast Charging (DCFC) Network Program and associated deadlines. Subsequent rounds of the RFA for selecting DCFC sites will be open on a rolling basis.
for a period of 30 days until funds are expended. Up to $10,000 per site, incentives are currently only available for the first solicitation that closes May 5, 2021.

<table>
<thead>
<tr>
<th>Description</th>
<th>Deadline Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Release of RFQ to qualify EVSE Suppliers</td>
<td>February 22, 2021</td>
</tr>
<tr>
<td>Release RFI to identify potential Site Hosts</td>
<td>February 24, 2021</td>
</tr>
<tr>
<td>RFQ Submission Deadline</td>
<td>March 8, 2021 4:00 pm Alaska Standard Time</td>
</tr>
<tr>
<td>Notification of Approved Vendors</td>
<td>March 10, 2021</td>
</tr>
<tr>
<td>Release of RFA for DCFC Sites</td>
<td>March 12, 2021</td>
</tr>
<tr>
<td>RFA Round 1 Submission Deadline</td>
<td>May 5, 2021</td>
</tr>
<tr>
<td>Round 1 DCFC Sites Selected</td>
<td>May 12, 2021</td>
</tr>
<tr>
<td>RFA Round 2 Submission Deadline</td>
<td>June 7, 2021</td>
</tr>
<tr>
<td>Round 2 DCFC Sites Selected</td>
<td>June 14, 2021</td>
</tr>
<tr>
<td>Installation</td>
<td>2021-2022</td>
</tr>
<tr>
<td>Operation, Maintenance and Reporting (5 years)</td>
<td>2021-2027</td>
</tr>
</tbody>
</table>

This RFQ does not, by itself, obligate the Authority. Upon written notice to the Vendor, the Authority may set a different starting date for the project. The Authority will not be responsible for any work done by the vendor, even work done in good faith, if it occurs prior to the approval start date set by the Authority.

SEC. 1.10 ALTERNATE PROPOSALS
Offerors may only submit one proposal for evaluation.

In accordance with 2 AAC 12.830 alternate proposals (proposals that offer something different than what is asked for) will be rejected.

SEC. 1.11 NEWS RELEASES
News releases related to this RFQ will not be made without prior approval of the project director.

SECTION 2. BACKGROUND INFORMATION

SEC. 2.01 BACKGROUND
Volkswagen (VW) was sued by the Environmental Protection Agency (EPA) for its installation of software in diesel vehicles that masked the actual in-use emissions of nitrogen oxides (NOx). The parties reached a settlement which required VW to establish an Environmental Mitigation Trust (Trust) to fund diesel replacement projects to fully mitigate the excess NOx emissions that would be produced over the lifetime of the affected vehicles. Under the settlement, the State of Alaska, as a beneficiary, was allocated $8.125 million of the Trust. AEA has been designated the lead agency to administer the State’s allocation. Based on public input, the State has allocated 15 percent of the Trust ($1.25 million) to electric vehicle (EV) charging infrastructure. Approximately $1 million is available to fund the development of a direct current fast charging (DCFC) corridor from the Kenai Peninsula to Fairbanks and the remainder will be used to fund community-based Level 2 (L2) chargers through a separate solicitation.
SEC. 2.02 DCFC NETWORK PROGRAM OVERVIEW

AEA intends to create the core of an EV fast-charging network along the Alaska highway system through public-private partnerships, in phases as funding allows. The overall goal of the first phase of the program is to create an EV fast charging corridor from Homer and Seward north to Fairbanks beginning in 2021 (Figure 1).

Using Trust funds, AEA will disburse approximately $1 million for the installation, hardware, software, network, and operations and maintenance services at 10-15 sites. The equipment is to be operated and maintained for a period of five years. This program will use Trust funds to pay for 80 percent of the project cost, not to exceed $100,000 per site; program participants will be required to fund the remaining 20 percent and any costs in excess of the $100,000 per site limit. As an additional incentive to promote the program, AEA will award up $10,000, for each of the first ten sites selected during the first open solicitation period.

This RFQ is intended to receive the qualifications and price quotations for suppliers of EVSE Package(s) that meet AEA's minimum requirements. AEA will not limit the list of suppliers; all supplier EVSE Packages that meet minimum requirements will be qualified.

AEA will work with a group of qualified EVSE vendors, the electric utilities, the AK EV Association (AKEVA), and the AK EV Working Group to identify site hosts. Several utilities, AKEVA, and interested parties have already been working with potential site hosts in anticipation of AEA releasing a Request for Applications for fast charge sites. As EVSE vendors are approved for the program, their contact information will be listed on AEA’s program website, and they will be expected to represent the program to interested customers. Interested customers can contact approved vendors directly to determine the suitability of their site for fast charging stations. Vendors may also approach prospective site hosts and utilities to assess fit with the technology and program. It will be the EVSE vendor’s responsibility to submit the program application on behalf of the customer and site.

DCFC sites must be publicly accessible 24 hours per day, seven days per week, and all chargers must use both CHAdeMo and CCS charging connector standards, with at least one of each connector per site to maximize usefulness to drivers and be capable of charging at power levels of 50 kilowatts (kW) or greater. Each DCFC station will consist of at least one 50kW or greater DCFC and one L2 charger for redundancy and safety with a minimum of two charging spaces specifically designated for EV use only. While Tesla charging equipment is not eligible for this funding, fast charging site applications may be submitted for co-located Tesla and CHAdeMo/CCS equipment and overall installation costs would be eligible for partial reimbursement.

SEC. 2.3 PHASE ONE PROJECT AREA DESCRIPTION

There are approximately 615 highway miles from Homer and Seward to Fairbanks. The goal is to locate one DCFC charging station every 50-100 miles, where communities and electric distribution infrastructure exist, and within five miles of the highway system. Within the Phase 1 project area, there is currently only one fast charger (a 25-kW charger located at the Chevrolet dealership in Wasilla), and there are 16 publically available J1772 L2 stations and seven Tesla L2 stations located from Homer to Cantwell. Five electric utilities serve this area: Homer Electric Association, City of Seward, Chugach Electric Association, Matanuska Electric Association, and Golden Valley Electric Association (Figure 2). Due to the various electricity rate structures and demand fees, AEA has funded the development of an easy-to-use calculator loaded with the rates of each of the electric utilities along the road system for potential Site Hosts to estimate their electricity costs based upon site and installation specific information. The calculator can be found here.

https://share.streamlit.io/mmwilber/ak_ev_calculators/main/EV_Emissions.py

SEC. 2.4 RFQ FOR QUALIFIED EVSE SUPPLIERS

The purpose of this RFQ is for AEA to qualify vendors to become eligible to submit project applications to the DCFC Network Program. Eligibility based on this RFQ does not guarantee that an EVSE Package will be selected for purchase by a Site Host, nor that all available Site Hosts will be eligible for the Program. AEA will not directly procure any EVSE as a result of this RFQ.
To be selected as an approved vendor, submittals (EVSE Packages) must meet all the minimum requirements outlined in this RFQ. Site Hosts will select an EVSE Package from a list of approved vendors generated from the RFQ process.

**SEC. 2.5 SELECTION OF FAST CHARGE SITES**

AEA will release a Request for Applications (RFA) for DCFC sites March 12, 2021. Vendors approved through this RFQ will have the responsibility to submit the DCFC Network Program application, with input from and on behalf of interested Site Hosts. The application will include costs for the equipment, installation, and operations and maintenance for a five-year period. Applications will be reviewed on a rolling basis until the funds have been committed. The first round of the RFA will be open from March 12, 2021 through May 5, 2021. Subsequent rounds will be open on a rolling basis for a period of 30 days thereafter. Once a fast charge site is selected for a specific 50-100-mile highway segment, subsequent applications for that segment may not be eligible.

Proposed DCFC sites will be required to pass screening criteria and will then be objectively evaluated based on a variety of factors. The program aims to develop a network of sites located 50-100 miles apart that meet the following characteristics:

- Publically available seven days per week, 24 hours per day
- High utilization – e.g., major corridors based on average daily traffic and ride-share areas, where applicable
- Located within 5 miles of the highway system
- Located within cell phone coverage area
- Availability of at least two charging spaces for EV charging

An objective process will be used to evaluate the sites that are submitted, with each application scored against both the features and costs. The prioritization process will also consider variables that affect cost, or factors that could otherwise make the site infeasible, including but not limited to:

- Scale of electrical capacity upgrade needed
- Distance from distribution facilities to charging location(s)
- Other building difficulties and site conditions

Additional information about scoring potential fast charge sites will be provided with the RFA solicitation in March.

**SEC. 2.6 AWARDED FAST CHARGE SITES**

After being selected as a DCFC site, the program recipients will be expected to agree to all terms and conditions of the program. In addition, the property owner may be required to sign a 5-year easement or lease for the location of the infrastructure and allowing access for installation and maintenance activities.

Construction for the DCFC Network Program will begin in 2021. A commitment to report site, equipment, and utilization data for 5 years from the time the EVSEs are operational is required of all Site Hosts/EVSE Suppliers. Data reporting requirements are described in greater detail in Attachment B of this RFQ.

**SECTION 3. SCOPE OF WORK**

**SEC. 3.01 RFQ SCOPE OF WORK**

The scope of this RFQ is to provide an EVSE Package(s) that includes the following:

- Commercial grade DCFCs suitable for installation at DCFC Network Program sites.
- Software and Network Services to operate and manage the EVSE.
SECTION 4. PROCEDURES FOR RESPONDING

SEC. 4.01 RFQ SUBMISSION REVIEW
The Authority will appoint a committee of three individuals to review the RFQ submissions to ensure that all of the information requested is included and that the RFQ Submission is complete. Failure to provide a substantially complete RFQ Submission may result in the RFQ Submission not being evaluated for content. Each RFQ Supplier must show they meet all requirements outlined in this RFQ (see 5.02 Section 2 – EVSE Package Requirements) on a pass/fail basis.

SECTION 5. RFQ RESPONSE STRUCTURE
Proposers shall submit a pdf file with the requested information below as well as a completed DCFC Network Program excel spreadsheet template provided with this solicitation for 5.02 Section 2 – EVSE Package Requirements and 5.03 Section 3 - Cost.

SEC. 5.01 SECTION 1 – GENERAL INFORMATION
Provide the following for both the prime and subcontractors, if applicable:

Company Information
• Prime Supplier Contact information to include: Company Name, Address, Postal Code/Zip, Web Site.
• Prime Supplier Single point of contact information to include: Contact Name, Title, Company Name, Address, Email Address, Telephone (Office), Telephone (Mobile), Facsimile.

Reference & Experience
Three (3) examples of DCFC projects previously conducted, similar to work requested in this RFQ. Descriptions should include client contact names, address, phone numbers, descriptions of the type of work performed, the number of EVSE provided, time period that the EVSE were installed, and approximate dates on which the work was completed. Provide addresses of these EVSE installations and reference hyperlinks to publicly accessible charging databases such as Plugshare which document the installation.

SEC. 5.02 SECTION 2 – EVSE PACKAGE REQUIREMENTS
Review the list of requirements in Attachment A of this RFQ. Proposer shall provide “Yes” or “No” responses to all requirements listed in Attachment A by completing the DCFC Network Program excel spreadsheet tab labelled “2_Requirements.” Proposer shall also submit back-up documentation as indicated in Attachment A to justify response. These documents include, but are not limited to: comprehensive technical specifications (data sheets); certificates of compliance; instruction manual(s); one-line electrical diagram(s); installer’s manual(s) operator’s manual(s); and all relevant warranty plans for each EVSE Package submitted. Failure to meet all pass/fail requirements may result in rejection of the Proposal.

• 2.1 – Supplier Requirements
• 2.2 – EVSE Hardware Requirements
• 2.3 – Applicable Laws and Standards Compliance
• 2.4 – Design Requirements
• 2.5 – Network and Connectivity & Data Collection Requirements
• 2.6 – Payment Acceptance Requirements
• 2.7 – Operational Requirements
• 2.8 – Warranty Requirements
SEC. 5.03 SECTION 3 – COST
Proposer shall complete and submit the DCFC Network Program excel spreadsheet tabs labelled “3a Pricing Sheet”, “3b Volume Discount”, and “3c EVSE Management.” and “3d Optional Features.” The submitted excel spreadsheet must include pricing information for each type of EVSE Package submitted.

SEC. 5.04 SECTION 4 – ONE LINE ELECTRICAL DIAGRAM (S)
Please include one-line electrical diagram(s) of mock installations of wall-mounted or ground-mounted configurations. A separate diagram must be prepared for each EVSE Package being proposed. The diagram should describe the installation set up, clearly outlining the equipment needed, any required components, and the location of the electrical access (e.g. bottom, side, rear, etc.). List all materials required for the installation. Assume the installation is attaching to available make-ready infrastructure.

SEC. 5.05 SECTION 5 – DATA REQUIREMENTS AND COMMUNICATIONS
Review the data requirements in Attachment B. For each EVSE Package submitted, confirm that the package has the capability to record, transmit/store all of the Session (charging/connection), and Port data metrics noted in the table. The Proposer shall list all of the metrics for which the package lacks the capability to record, store or transmit. Failure to meet all of the data requirements may result in rejection of the Proposal. Please describe system communication networking abilities, detailing protocols used and any other relevant information.

SEC. 5.06 SECTION 6 – ADDITIONAL INFORMATION
The following information is requested but not mandatory. This information may be shared with site hosts:

1. Preferred Maintenance Contractor - Although providing maintenance is not part of the bid included under this RFQ, please provide information on preferred Maintenance Contractor including contact information and description of services offered. The description of services shall include the location of maintenance facilities and anticipated response times.

2. Installation Services - Although installation of the EVSE is not part of this RFQ bid, the Site Host may contract with the supplier to install all materials and equipment. Please provide a range of pricing and details on installation services. Please indicate if electricians have Electric Vehicle Infrastructure Training Program training (see https://evitp.org).

3. Please provide additional information regarding lessons learned from involvement in other similar Programs. This may include information lessons learned from procurement, installation, site host engagement, etc.

SECTION 6. REQUIRED LICENSE

SEC. 6.01 ALASKA BUSINESS LICENSE AND OTHER REQUIRED LICENSES
Prior to the approval, an offeror must hold a valid Alaska business license. Offerors should contact the Department of Commerce, Community and Economic Development, Division of Corporations, Business, and Professional Licensing, PO Box 110806, Juneau, Alaska 99811-0806, for information on these licenses. Acceptable evidence that the offeror possesses a valid Alaska business license may consist of any one of the following:

- copy of an Alaska business license;
- certification on the proposal that the offeror has a valid Alaska business license and has included the license number in the proposal;
- a canceled check for the Alaska business license fee;
- a copy of the Alaska business license application with a receipt stamp from the Authority’s occupational licensing office; or
• a sworn and notarized statement that the offeror has applied and paid for the Alaska business license.

SECTION 7. GENERAL LEGAL INFORMATION

SEC. 7.01 HUMAN TRAFFICKING

By signature on their proposal, the offeror certifies that the offeror is not established and headquartered or incorporated and headquartered in a country recognized as Tier 3 in the most recent United States Department of Authority’s Trafficking in Persons Report.

The most recent United States Department of State’s Trafficking in Persons Report can be found at the following website: http://www.state.gov/j/tip/

Failure to comply with this requirement will cause the Authority to reject the proposal as non-responsive, or cancel the contract.

SEC. 7.02 RIGHT OF REJECTION

Offerors must comply with all of the terms of the RFQ, the State Procurement Code (AS 36.30), and all applicable local, state, and federal laws, codes, and regulations. The contracting officer may reject any proposal that does not comply with all of the material and substantial terms, conditions, and performance requirements of the RFQ.

Offerors may not qualify the proposal nor restrict the rights of the Authority. If an offeror does so, the contracting officer may determine the proposal to be a non-responsive counter-offer and the proposal may be rejected.

Minor informalities that:

• do not affect responsiveness;
• are merely a matter of form or format;
• do not change the relative standing or otherwise prejudice other offers;
• do not change the meaning or scope of the RFQ;
• are trivial, negligible, or immaterial in nature;
• do not reflect a material change in the work; or
• do not constitute a substantial reservation against a requirement or provision;

may be waived by the contracting officer.

The Authority reserves the right to refrain from making an determination if it determines that to be in its best interest.

A proposal from a debarred or suspended offeror shall be rejected.

SEC. 7.03 AUTHORITY NOT RESPONSIBLE FOR PREPARATION COSTS

The Authority will not pay any cost associated with the preparation, submittal, presentation, or evaluation of any proposal.

SEC. 7.04 DISCLOSURE OF PROPOSAL CONTENTS

All proposals and other material submitted become the property of the Authority and may be returned only at the Authority's option. AS 40.25.110 requires public records to be open to reasonable inspection. All proposal information, including detailed price and cost information, will be held in confidence during the evaluation process and prior to the time a decision is issued. Thereafter, proposals will become public information.
Trade secrets and other proprietary data contained in proposals may be held confidential if the offeror requests, in writing, that the contracting officer does so, and if the contracting officer agrees, in writing, to do so. The offeror’s request must be included with the proposal, must clearly identify the information they wish to be held confidential, and include a statement that sets out the reasons for confidentiality. Unless the contracting officer agrees in writing to hold the requested information confidential, that information will also become public after the decision is issued.

SEC. 7.05 ASSIGNMENT
Per 2 AAC 12.480, the vendor may not transfer or assign any portion of the decision without prior written approval from the contracting officer.

SEC. 7.06 DISPUTES
A decision resulting from this RFQ is governed by the laws of the State of Alaska. If the Offeror has a claim arising in connection with the agreement that it cannot resolve with the Authority by mutual agreement, it shall pursue the claim, if at all, in accordance with the provisions of AS 36.30.620 – AS 36.30.632. To the extent not otherwise governed by the preceding, the claim shall be brought only in the Superior Court of the State of Alaska and not elsewhere.

SEC. 7.07 SEVERABILITY
If any provision of the agreement is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected; and, the rights and obligations of the parties will be construed and enforced as if the agreement did not contain the particular provision held to be invalid.

SEC. 7.08 SOLICITATION ADVERTISING
Public notice has been provided in accordance with 2 AAC 12.220.

SECTION 8. ATTACHMENTS

SEC. 8.01 ATTACHMENTS

Attachments:
A. RFQ SECTION 2 REQUIREMENTS RESPONSE
B. EV DCFC NETWORK PROGRAM DATA REPORTING REQUIREMENTS
C. COST 3A, 3B, 3C, AND 3D SPREADSHEET
D. DEFINITIONS AND ABBREVIATIONS
Figure 1. Location of electric vehicle direct current fast charging infrastructure in Alaska. This RFQ is for the Phase 1 highway system between the Kenai Peninsula and Fairbanks shown in green above.
Figure 2. Map of electric utility service areas.
ATTACHMENT A

RFQ SECTION 2 REQUIREMENTS RESPONSE

For an EVSE Package to be successful under this RFQ, the Proposer shall provide “Yes” or “No” responses to all requirements listed below by completing the DCFC Network Program excel spreadsheet tab labelled “2_Requirements” and providing supporting documentation as applicable. Failure to meet all pass/fail requirements may result in rejection of the Proposal.

2.1 SUPPLIER REQUIREMENTS

The EVSE Package(s) submitted may include bids from a single supplier or partnerships from multiple suppliers (i.e., different supplier for EVSE hardware & Software/Services). However, each submission must specify the EVSE management pairing, with a single entity listed as the primary vendor. In addition, an EVSE hardware vendor and a separate EVSE management vendor cannot both be approved as the primary vendor for the same pairing. Finally, the EVSE must be branded to align with the primary vendor’s brand to be approved for the program.

All suppliers in a joint bid EVSE Package, including prime and subcontractors, must satisfy these requirements:

a. Supplier(s) shall be an authorized distributor or reseller of the specified EVSE hardware and software and authorized to provide the required services.

b. Supplies (s) with EVSE guaranteed to function at temperatures as low as -22F for prolonged periods of time shall be able to service the entire area from Homer and Seward to Trapper Creek (see Figure 1).

c. Supplier(s) with EVSE guaranteed to function at temperatures as low as -40F for prolonged periods of time shall be able to service the entire area from Homer and Seward to Fairbanks (see Figure 1).

2.2 GENERAL EVSE HARDWARE REQUIREMENTS

a. The DCFC EVSE(s) shall be 50kW or higher.

b. The EVSE(s) shall include all hardware and parts necessary for the proper assembly and operation.

c. All EVSE parts shall be new and unused.

d. The EVSE(s) must be hard-wired, stationary, preassembled and network ready for management by a service provider.

e. The EVSE(s) shall have secure wireless or cellular communications integral to the unit.

2.3 APPLICABLE LAWS AND STANDARDS COMPLIANCE

a. EVSEs shall be listed and approved for the application by a Nationally Recognized Testing Laboratory (NRTL) (a list of OSHA approved NRTLs can be found at https://www.osha.gov/dts/otpca/nrtl/) and comply with all current EVSE standards for public use. Proposer shall provide documentation as part of RFQ Submittal.

b. The EVSE shall conform to all regulations and standards at the time of installation, including but not limited to:
   • EVSEs shall comply with SAE CCS or IEEE 2030.1.1 (CHAdeMO) requirements.
   • EVSEs shall meet the power quality and reliability parameters as defined in SAE J2894/1. These parameters are tested following procedures defined in SAE J2894/2. Complete charging system efficiency (with vehicle), Maintenance Mode, and Voltage Surge tests will not be evaluated for this qualification.
   • UL standards – applicable standards for safety and function – required for permitting by Authority Having Jurisdiction (AHJ).
   • Federal and state efficiency regulations.
   • Validated and certified by UL 2594 or equivalent – Outline for investigation for EV Supply Equipment.
• Compliant with NFPA 70, National Electrical Code (NEC) Article 625.
• Compliant with UL 2231 (Parts 1 and 2) – Standard for Personnel Protection Systems for EV supply circuits.
• Compliant with SAE J2894, Power Quality Requirements for Plug-In Electric Vehicles.
• NIST Handbook 44 - EVSE used to charge electric vehicles shall indicate the electrical energy, the unit price, and the total price of each transaction.

2.4 DESIGN REQUIREMENTS

a. Infrastructure and its planned installation must comply with the Americans with Disabilities Act (ADA), 42 U.S.C. § 12101 et seq., and any applicable building codes, per the AHJ where the EVSE will be installed, unless the appropriate waiver is obtained from local authorities. Although most ADA requirements are specific to EVSE installation, general ADA requirements for the EVSE itself include the following:
• The EVSE handle should not require undue strength to pull, lift, or operate the handle. Relying on similar federal guidelines, the required pulling, or lifting strength should be less than 5-pound force.
• The EVSE shall comply with ADA Accessibility Guidelines, Section 309 Operable Parts (note these guidelines apply to EVSE that have been approved for public use by UL, and approved by NEC, Section 625).

b. EVSEs shall be fixed in place per governing code (i.e., attached to the floor/ground, ceiling or a wall).

c. Electrical branch circuits will be provided to supply selected Chargers/EVSE which meet utilities’ technical requirements of nominal peak charge current. Respondents shall provide nameplate input and output figures and a representative power curve.

d. Each charger/EVSE will be provided the following circuit characteristics:
• 480 V, 3 phases, ground, neutral
• Conductors and CB sized for the load
• Peak allowable load to be assessed by the utility per site according to local system capacity.

e. EVSEs shall operate at a frequency of 60 Hertz.

f. EVSEs shall have metering capability through an internal device and shall be able to measure power and usage parameters to enable reporting of the metrics detailed in the Data Reporting Requirements table in Attachment B of this RFQ.

g. After loss of power, the EVSEs shall return to its post-configuration state (i.e., shall persist communication and registration configurations. This does not include continuing user sessions when authorization is required to start a session).

h. While not communicating, EVSEs shall have a “no-battery” (no load, not connected to vehicle, or standby) power draw of no more than the lesser of 0.15% of nominal load, or 75 W per simultaneously active capable charging port.

i. EVSEs shall provide a reset option, which returns the device to its pre-charge state (e.g., card or message- not user accessible).

j. Chargers/EVSE shall be capable of being installed on terminated electrical service on either a new concrete pad or a wall-mounted box for garage structures or locations with the chargers placed adjacent to an existing wall.

k. EVSE shall have security design that is both tamper-resistant and vandalism resistant, such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant coating.

l. The EVSE shall have the ability to measure demand and energy delivered at an accuracy of +/- 2%.

m. The EVSE shall be capable of operating in an ambient temperature range of minus 22 Fahrenheit to 110 degrees Fahrenheit (to qualify for areas from Homer and Seward to Trapper Creek).

n. The EVSE shall be capable of operating in an ambient temperature range of minus 40 Fahrenheit to 110 degrees Fahrenheit (to qualify for areas from Homer and Seward to Fairbanks).

o. The EVSE shall be capable of operating at a relative humidity between 5 percent and 95 percent (non-condensing).

p. EVSE shall have outdoor-rated enclosure - NEMA 3R or greater.

q. EVSE shall have a retractable cord (s).
2.5 NETWORK CONNECTIVITY & DATA COLLECTION REQUIREMENTS

a. EVSE shall be network-ready to allow for management of charging operations.
b. The EVSE shall use Open Charge Point Protocol (OCPP 1.5 or later) to communicate with a network.
c. Supplier shall have the ability to provide AEA daily reports of customer data via an AEA-defined application programming interface (API).
d. The network communications, controls, and back office support service shall, at a minimum, collect the data fields identified in Attachment B of this RFQ. The data fields are subject to change at AEA’s discretion.
e. The network communications, controls, and back office support service shall, at a minimum, be collected at 15-minute intervals.
f. The full dataset shall be provided daily to AEA and be made available on ad-hoc request from AEA.
g. The dataset shall be available for AEA to access at any time.
h. Supplier will submit archived data to AEA upon request.
i. Supplier will follow an established and efficient error handling process in the event of data transfer issues.
j. Supplier will work with AEA to provide non-confidential sample data for purposes of data definition, identification and testing.
k. Supplier will notify AEA in the event of inaccurate or temporary data being sent to AEA. Supplier will flag such data so that the AEA is aware that any reports generated on such data will need to be revised.
l. Supplier will work with AEA to establish and follow a regular and defined cadence of data updates and revisions performed by the Supplier, if needed.
m. Supplier will provide data on charger uptime/outages.
n. If network services are interrupted, Supplier will provide mechanism to store data.
o. Any data stored or transmitted by EVSEs, gateways, and building management systems (BMS) shall be afforded an appropriate level of controls to protect its confidentiality and integrity. Supplier shall ensure the same level of controls wherever the data is subsequently stored and whenever it is transmitted. In particular, any personally identifiable information shall be encrypted using secure industry standard techniques to protect confidentiality.
p. Supplier shall have a secure product/software development lifecycle, incorporating secure development best practices.
q. The EVSE shall provide the same level of protection and controls as is commensurate with its security profile, as governed by standards from the following standards bodies/organizations:
   - NIST
   - SAE
   - UL Communications Standards
   - Relevant Communication Standards Organization if applicable (e.g., OpenADR Alliance, Zigbee Alliance, NEMA, ANSI).
q. EVSEs shall have health checking functionality, reporting, logging, and bidirectional alerting capability.

2.6 PAYMENT ACCEPTANCE

The following requirements are applicable to EVSE packages where fees will be collected to customers for charging.

a. The network infrastructure shall be Payment Card Industry (PCI) compliant in order to execute financial transactions with EV Drivers safely and securely. Network provider shall have PCI Data Secure Standard (PCIDSS) certification.
b. The fee collection system shall accept, at a minimum, two forms of payment, such as access codes, phone operation, and/or contactless Radio Frequency Identification (RFID) cards.
c. The system shall comply with Handbook 44 for sale of electric fuel or connected time
d. When selling customers fuel or services for charging, the system should be able to adapt customer fees based on users’ decisions to comply with demand response events (e.g., opt out, reduce charging, etc.).
e. For customer choice, third party payment mechanisms should be flexible enough to bill the user by time charging, time connected, session, kWh used per session, time of use pricing (i.e., parking space rental), or a combination of several while remaining in compliance with regulations.
f. Customer invoicing should be monthly, transactional, or a combination of the two.
g. The system should be able to allow users to operate EVSEs free of charge with and without authorization at the station owner/operators request (within contract stipulations).

2.7 OPERATIONAL REQUIREMENTS
a. Supplier will be responsible for all EVSE management activities including day-to-day customer service, providing driver support, and monitoring station uptime.
b. Supplier will provide all software upgrades required to keep the network of EV stations operational.
c. Supplier will resolve issues (i.e. system, network, etc.) within 24 hours.
d. Supplier will provide User Manual(s) for Site Hosts and other administrators as well as EV Drivers.
e. Supplier will provide a toll-free number with a live operator 24/7 to assist customer (Site Host) with station issues (i.e. use guidance, screen errors, system errors, and various other problems and/or questions pertaining to but not limited to the use and functionality of the EV station).
f. Supplier has mechanism to enable EVSE Package to be used in case of communication interference.
g. EVSEs shall be labeled with Supplier contact information and EVSE identification.

2.8 WARRANTY REQUIREMENTS
The Supplier warrants that all work and services furnished hereunder shall be guaranteed for a minimum period of five (5) years from the date of acceptance, or upon delivery of the EVSE to the participating Site Host. The warranty must include all material, equipment, tools, labor, software support, and incidentals necessary to complete repairs including replacements, as well as all supplier or manufacturer upgrades. Proposer shall provide a copy of all relevant warranty plans for each EVSE Package with RFQ Submittal.
## ATTACHMENT B

### EV DCFC NETWORK PROGRAM DATA REPORTING REQUIREMENTS

<table>
<thead>
<tr>
<th>Site Characteristics</th>
<th>Equipment Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Site Name (AEA format)</td>
<td>• EVSE ID (for each unit, AEA format)</td>
</tr>
<tr>
<td>• EVSP Name (AEA format)</td>
<td>• EVSE Manufacturer</td>
</tr>
<tr>
<td>• Vendor ID (AEA format)</td>
<td>• EVSE Model</td>
</tr>
<tr>
<td>• Site ID (AEA format)</td>
<td>• EVSE Model number</td>
</tr>
<tr>
<td></td>
<td>• EVSE Serial Number</td>
</tr>
<tr>
<td></td>
<td>• Demand Max (Maximum rated kW for each EVSE)</td>
</tr>
<tr>
<td></td>
<td>• Number of ports on associated EVSE</td>
</tr>
<tr>
<td></td>
<td>• Ground mount or wall mount</td>
</tr>
<tr>
<td></td>
<td>• Gateway or non-gateway</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Port Details</strong></td>
</tr>
<tr>
<td></td>
<td>• Port ID</td>
</tr>
<tr>
<td></td>
<td>• Max rated kW per port</td>
</tr>
</tbody>
</table>

### Session Data - 15-minute interval data for each charging session that occurs at the site

(Charging session is defined by the time connected with power available to the vehicle. If the connected time exceeds the charging period by 15 minutes or more, the connected time will be assessed separately from charging energy or time, and will be reported.)

- Session Type (charging, outage)
- Maximum rated kW of each port
- Start date and time of session
- End date and time of session
- Start date and time of connection
- End date and time of connection
- Equipment outages
- Reason for outage
- Date and time of when outage started
- Date and time of when outage ended
- kWh consumed during the session
- Average demand (kW) per session
- Maximum demand (kW) per session
- Anonymous unique driver ID for each driver/user
- Vehicle Make
- Vehicle Model
- Vehicle Year
- Vehicle Type
- Start date and time of interval
- End date and time of interval
- Number of kWh consumed during the session interval
- Average demand (kW) per session interval
- Maximum demand (kW) per session interval

### Port Data - 15-minute interval data for each port each day (96 intervals/port/day)

- Start date and time of interval
- End date and time of interval
- Number of kWh consumed during the interval
- Average demand (kW) per interval
- Maximum demand (kW) per interval
ATTACHMENT D

DEFINITIONS AND ABBREVIATIONS

ADA - Americans with Disabilities Act, 42 U.S.C. § 12101 et seq.

AEA - Alaska Energy Authority

AHJ – Authority Having Jurisdiction, as defined by Article 100 of the 2017 National Electric Code: An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

CCS - (Combined Charging System) – One of a few types of standard charging connectors for Direct Current Fast Charging.

CHAdeMO – One of a few types of standard charging connectors for Direct Current Fast Charging.

COR – (Customer of Record) – The person, group of persons, firm, corporation, institution, municipality, or other civic body, in whose name service is rendered, as evidenced by the signature on the application, contract, or agreement for that service or, in the absence of a signed instrument, by the receipt and payment of bills regularly issued in that name, regardless of the identity of the actual user of the service.

DCFC – (Direct Current Fast Charging) – Charging via DC electrical connection using off-board AC/DC equipment at a fast rate. For AEA’s DCFC Network Program, eligible DCFC equipment must be 50kW or higher.

DCFC Network Program – AEA’s pilot program to develop a direct current fast charging network along Alaska’s highway system.

EV – Electric Vehicle

EV Driver – Person using EV facilities to charge an EV.

EV Facility – The location where charging stations have been installed (Site).

EV Service Connection – Traditional utility infrastructure from the utility distribution system to the meter, this may include but is not limited to cable, conductors, conduit, transformers, and associated substructures from the utility distribution system.

EV Site Host – Owner of the site at which the EVSE will be deployed.

EV Supply Infrastructure – Infrastructure from the meter (“but not including the meter”) to the parking space, this may include panel, cable and conduit necessary to deliver power to the parking space.

EVSE – Electric vehicle supply equipment used for charging EVs. The conductors, including the ungrounded, grounded, and equipment grounding conductors, the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle. Devices include software and communications devices necessary to network enable the EVSE.

EVSE Package – Inclusive of EVSE hardware (physical components), software, and network services. The package will not include installation services. Physical components include internal electronics, controllers, cord, EV-compatible plug; and telecommunications devices to share data and enable network connections. Software components include applications to manage the charging, billing, driver access, and administration of the EV DCFC Network Program.

Gateway – A charging station or independent device capable of providing local communication with multiple charging stations and acts to aggregate data from these stations back to a NMS; all gateway charging stations can act as a stand-alone station.
Incentive – AEA will provide up to 10 percent of the project cost for each of the first ten sites selected during the first round of solicitation for fast charge sites, not to exceed $7,500 per site. Incentive funds must be expended prior to June 30, 2021.

J1772 Standard – An SEA standard for electrical and physical interface to facilitate a safe connections from the EVSE for conductive charging.

Level 2 Charging – Charging via AC electrical connection at 208 volts or 240 volts at up to 80 amps.

NEC – National Electric Code

Non-Gateway – A charging station not capable of performing the function of aggregating and relating information from other charging stations; must have a gateway to communicate with the network management system.

NRTL – Nationally Recognized Testing Lab

PCI DSS - Payment Card Industry Data Security Standard - a set of security standards designed to ensure that all companies that accept, process, store, or transmit credit card information maintain a secure environment.

Program – AEA’s EV DCFC Network Program.

RFID – Radio Frequency Identification

SAE – Society of Automotive Engineers

Session - Charge session is defined by the time connected with power available to the vehicle. If the connected time exceeds the charging period by 15 minutes or more, or the connected time is assessed separately from charging energy or time, connected time will also be reported.

Site Host – AEA-selected site to participate in EV DCFC Network Program. Eligible Site Hosts include government and non-government entities, private businesses, electric cooperatives, and non-profit organizations. In AEA’s Program, approved vendors submit applications on behalf of Site Hosts.

Supplier – Bidder; third party EVSE Package Provider.

UL – Underwriters Laboratory

Vendor – Bidder; third party EVSE Package Provider.