

# **City and County of San Francisco**

## **Port of San Francisco**

Request for Information (RFI) 2017-01 for

### ***Fast Electric Passenger Vehicle Charging Station Pilot***

**Issue Date: October 16, 2017**

**Response Due: November 8, 2017**

## I. Request for Information

In consultation with the Department of Environment and San Francisco Public Utilities Commission, and under the City of San Francisco’s 2013 Climate Action Strategy as well as its own Strategic Plan, the Port of San Francisco (the Port) is exploring options to develop fast electric passenger vehicle (EV) charging infrastructure on Port properties. The Port now seeks to obtain information about the viability of different Port sites and to gauge commercial interest in the operation of EV stations at various locations along the waterfront. The goal of the Port is to reach agreement with one or more providers of EV charging stations, with a preference for EV chargers that can fully charge Battery Electric Vehicles (BEVs) in less than an hour (often referred to as Level 3 chargers).

All Port locations that could host EV chargers will come with some constraints. To accommodate fast EV chargers, most Port sites will require new primary electric service, to be installed by the operator at the operator’s cost. Where the location already has sufficient electrical infrastructure the parking spots may be intermittently unavailable as the lot is used for other purposes. In addition, lease terms are subject to several factors and may vary among sites. Responses should also address the differences between proprietary charging technology and ‘universal’, non-exclusive charging technology.

We are currently interested in obtaining information on the following locations (see attached site schematics):

- Pier 35 Triangle Lot (SW 314)
  - 10-15 stalls
  - would require new primary electrical service
- Pier 27:
  - 10-20 stalls, but only available during those times when cruise ships are not docked or when the parking lot is not in use for events; we currently anticipate approximately 200 days of availability a year
  - would not require new primary electrical service
- Pier 30/32:
  - 20+ stalls
  - would require new primary service
- Pier 54:
  - 10-20 stalls
  - would not require new primary service, but would require the PUC to share the existing primary service with the chargers
- Pier 70 (building 109, designated as parking in the Pier 70 development plan):
  - 20+ stalls
  - may not require new service if an arrangement can be worked out with the new shipyard operator

In addition, while this RFI focuses on Level 3 charging capabilities, the Port is also seeking information on Level 2 charging clusters or on clusters that are primarily Level 3 but include some additional Level 2 capacity.

The open period for this RFI will close on November 8, 2017. In your response, please describe the following:

- 1) Viability of various Port locations
- 2) Recommended number of parking spots in each location with specification of the charging service offered at each stall (type(s) of connector, power specification (e.g., 50-150 kW))
- 3) Estimated square footage for parking spots
- 4) Estimated square footage for chargers, transformers, and/or any other non-utility electrical equipment, including batteries
- 5) Power needs for a recommended setup
- 6) Strategies, if any, for minimizing footprint and aesthetics of electrical equipment
- 7) Information on portability of equipment in the event site usage changes
- 8) Viability of battery storage for emergency response purposes if needed
- 9) Potential constraints on daily usage, including number of charging sessions, total kWh delivered and average charging time per vehicle.
- 10) Studies, models, or data showing recent actual usage and usage patterns, of level 3 chargers in San Francisco or other urban centers in the United States
- 11) Possible business models, including partnerships
- 12) Feasibility of a demand management approach for locations with variable availability
- 13) Any potential maritime application (e.g. adaptability of charging infrastructure for use in charging an electric or hybrid ferry)
- 14) Required qualifications to install and maintain equipment
- 15) Availability of chargers (distinguishing between available to general public, restricted by vehicle manufacturer, membership, and fleet dedicated, etc.)
- 16) Suggested usage fees, on a time basis or on power consumption or both, proposing party(ies) typically charges customers
- 17) Estimated costs for design and construction of viable sites.

Responses to the RFI are non-binding. The goal of the RFI is to obtain information about market demand, the viability of different locations, and how strong the alignment is between demand and available space.

## II. Submittal Instructions

### A. Paper Submittal

To submit a hard copy response include three complete sets in an envelope labeled **RFI EV CHARGING STATION PILOT**. See schedule below and mail to:

Richard Berman  
 Port of San Francisco  
 Pier 1, The Embarcadero  
 San Francisco, CA 94111

### B. Electronic Submittal

To submit electronically, send one complete copy of your response as a Microsoft Word or PDF attachment in an email with the subject of **RFI EV CHARGING STATION PILOT** to: [richard.berman@sfport.com](mailto:richard.berman@sfport.com). See schedule below.

### C. Inquiries

Questions or requests for interpretation will only be accepted by e-mail [richard.berman@sfport.com](mailto:richard.berman@sfport.com) until the RFI Questions Deadline.

Respondent-specific questions about compliance with the City’s vendor requirements may still be directed to the contacts designated in this RFI and its Exhibits.

The Port will post inquiries and their responses on the website ([www.sfport.com](http://www.sfport.com)), and will not respond directly to the person who submitted the inquiry other than to note that the response is posted on the website. Whether to respond to such requests shall be at the City’s sole discretion. No oral responses by any employee, consultant or agent of the City shall be binding on the City, or shall in any way constitute a commitment by the City.

### D. Schedule

The following is the schedule for this RFI process. Responses must be submitted as provided above by the time on the responses due date indicated below.

<b>Phase</b>	<b>Date *</b>
RFI is issued by the Port.....	October 16, 2017
Deadline for RFI clarification questions in writing (5 p.m.) **.....	October 23, 2017
Summary of clarification information available (8 a.m.).....	October 30, 2017
Response due date (5 p.m.).....	November 8, 2017

\* Each date is subject to change by issuance of an addendum to this RFI.

\*\* Times shown are PST.

### **III. Riders**

#### **Submitting a Response to the RFI**

The submittal of a response to this RFI does not guarantee use of the information provided. This is not a Request for Proposals (RFP). The Port, at its sole discretion, will determine if a Request for Proposals or other competitive solicitation may be issued at a later date. Any RFP issued by the Port may differ significantly in content from the applications and services described in this RFI document. This RFI is to be used solely for the purpose of this industry review and the Port assumes no responsibility for any other use of this document. It is not a requirement to participate in this industry review process in order to be considered by any competitive solicitation arising out of this process. Participation in this industry review is strictly voluntary and the Port will not reimburse participants for any costs in connection therewith. Submission of the RFI does not guarantee any future business with the Port or City. The issuance of this RFI does not constitute agreement by the Port that any contract will actually be entered into by the Port. The Port expressly reserves the rights to:

1. Waive or correct any defect or informality in any proposal, response or response procedure;
2. Reject any or all responses and re-issue a new RFI, RFQ or RFP;
3. Prior to submission deadline for responses, modify all or any portion of the schedule for receiving responses;
4. Procure any materials, equipment, products or services specified in this RFI by any other means; or
5. Determine that no project will be pursued.

#### **No Financial Responsibility**

The Port accepts no financial responsibility for any costs incurred by a firm in responding to this RFI.

#### **IV. Public Records Act/Sunshine Ordinance**

Responses to this RFI become the exclusive property of the Port and are subject to the California Public Records Act and the City's Sunshine Ordinance. Those elements in each submittal which are trade secrets, as that term is defined in Civil Code section 3426.1(d), or otherwise exempt by law from disclosure and which are prominently marked as "TRADE SECRET," "CONFIDENTIAL," or "PROPRIETARY" may not be subject to disclosure. The Port shall not in any way be liable or responsible for the disclosure of any such records including, without limitation, those so marked if disclosure is deemed to be required by law or by an order of a court. Respondents who indiscriminately identify all or most of their submittal as exempt from disclosure without justification may be deemed non-responsive. In the event that the Port is required to defend an action on a Public Records Act or Sunshine Ordinance request for any of the contents of a submittal marked "CONFIDENTIAL," "PROPRIETARY," or "TRADE SECRET," respondent agrees, upon submission of its submittal for the Port's considerations, to defend and indemnify the Port from all costs and expenses, including attorney's fees, in any action and any liability arising under the Public Records Act or Sunshine Ordinance.