

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation OCTA

Service OCTA for Freeway Emergencies

> Consolidated Transportation Service Agency

> > Congestion Management Agency

Service OCTA for Abandoned Vehicles

April 16, 2024

NOTICE TO ALL BIDDERS

Gentlemen/Ladies:

SUBJECT: Invitation for Bids (IFB) 4-2175 Vehicle Charging Stations (Chargers) for Battery Electric Vans

This letter shall serve as **ADDENDUM No. 1** to the above subject IFB issued by the Orange County Transportation OCTA (OCTA).

- A. Offerors are advised that the following changes are in effect for IFB 4-2175:
 - 1. IFB Bid Submittal Date is hereby extended to May 1, 2024.
 - 2. **SECTION III, PROJECT SPECIFICATIONS** is hereby deleted in its entirety and replaced with Attachment A to this Addendum.
 - 3. **EXHIBIT B. PRICE SUMMARY SHEET** is hereby deleted in its entirety and replaced with Attachment B to this Addendum.
 - 4. **EXHIBIT D. SAFETY SPECIFICATIONS** is hereby deleted in its entirety and replaced with Attachment C to this Addendum.
 - 5. SECTION II. KEY CONTRACTUAL TERMS, the following section is hereby added:

INSURANCE

A. CONTRACTOR shall procure and maintain insurance coverage during the entire term of this Agreement. Coverage shall be full coverage and not subject to self-insurance provisions. CONTRACTOR shall provide the following insurance coverage:

- 1. Commercial General Liability, to include Products/Completed Operations, Independent Contractors', Contractual Liability, and Personal Injury Liability, and Property Damage with a minimum limit of \$1,000,000.00 per occurrence and \$2,000,000.00 general aggregate;
- 2. Automobile Liability Insurance to include owned, hired and non-owned autos with a combined single limit of \$1,000,000.00 each accident;
- 3. Workers' Compensation with limits as required by the State of California including a waiver of subrogation in favor of OCTA, its officers, directors, employees or agents;
- 4. Employers' Liability with minimum limits of \$1,000,000.00; and

B. Proof of such coverage, in the form of a certificate of insurance, with the OCTA, its officers, directors, employees and agents, designated as additional insureds as required by contract. In addition, provide an insurance policy blanket additional insured endorsement. Both documents must be received by OCTA prior to commencement of any work. Proof of insurance coverage must be received by OCTA within ten (10) calendar days from the effective date of this Agreement. Such insurance shall be primary and non-contributive to any insurance or self-insurance maintained by the OCTA. Furthermore, OCTA reserves the right to request certified copies of all related insurance policies.

C. CONTRACTOR shall include on the face of the certificate of insurance the Agreement Number C-4-2175; and, the Contract Administrator's Name, Sue Ding.

D. CONTRACTOR shall also include in each subcontract the stipulation that subcontractors shall maintain insurance coverage in the amounts required from CONTRACTOR as provided in this Agreement.

E. CONTRACTOR shall be required to immediately notify OCTA of any modifications or cancellations of any required insurance policies.

B. Response to questions received from Offerors by April 10, 2024:

 Can it be stated in the contract more precisely what are reasonable cause(s) for returning charging stations within the 1-year period (referenced under Section 2. D. Warranties of IFB document)?

Answer: Amongst others, repetitive equipment malfunctions, non-repairable items, lack of compliance with warranties, overstated equipment attributes, inability of equipment to work as specified, and in general all others similar in nature.

2. What is the minimum requirement for the number of years of network? (Each port needs its own network plan.)

Answer: Not able to clearly understand this question. However, if this question is about networking, then each charger should be able to connect to OCTA's ChargePoint charger management software for the foreseeable future. This is OCTA's networking management software.

3. Is Buy America compliance required for the chargers on this project?

Answer: To be determined by the issuance of the next addendum.

4. Would the Authority accept bids for Level 2 charging stations that have up to a 19.2kW power output?

Answer: Acceptable

5. Can you confirm whether OCTA would like five dual port charging stations, ten single port charging stations for the Level 2 charging stations, or some other combination of single port and dual port chargers?

Answer: 10 Single port charging stations.

6. Page 6, Point No. 15 states "Each charger shall be capable of communicating to an external network for the purposes of charge management and control". Please provide additional information on the scope of chargers capable to communicate to an external network. Do you mean capability with OCPP, API, etc.

Answer: ChargePoint is OCTA's charger management software. Each charger should be able to connect to ChargePoint software. If required OCTA shall provide API key.

7. Page 10, Section 4.5- Quantities mentions 20 kWH capacity for Level 2 chargers. The industry maximum for Level 2 charger is 19.2 kW. Would OCTA consider chargers with 19.2 kW output?

Answer: Acceptable.

8. Page 9, Section 4.3. Networking and Cloud Services. Applicable to Plug-ins chargers, Point No. 13 states "Networking options with OCTA's S&A Fleetwatch system". Is networking option with S&A Fleetwatch mandatory requirement?

Answer: All communications shall take place through ChargePoint management software. Additionally, if API key is required OCTA shall provide the information.

9. Was the Pre-Bid Meeting recorded and if so, is the recording available? (Sue)

Answer: Pe-Bid meeting was not recorded.

10. There were many questions asked and answered during Pre-Bid Meeting held on April 3rd. Will OCTA be posting these pre-bid meeting Q&As? (Sue)

Answer: Pe-Bid meeting was not recorded.

11. 4.4. Supporting Materials, e. Please confirm installation is not part of this scope. Does OCTA plan to procure installation in a separate IFB/RFP? Or will OCTA accept winning bidder's recommended installation partner?

Answer: Installation is not part of this procurement.

12. 4.3. Networking and Cloud Services. Please confirm if charger management software (CMS) to manage chargers is or is not part of IFB scope. If it is, is it only for DC or also L2 and does OCTA expect the fee for such a CMS subscription to be listed on price line item 3 and for what term (e.g., one year)? If not, is there an existing CMS that is already identified to be used on the proposed chargers or will there be a separate procurement for charger management software?

Answer: ChargePoint is OCTA's charger management software. Each charger should be able to connect to ChargePoint software.

13. Section III, 5.4 Warranty. The solicitation includes two warranty levels (allinclusive and warranty) at different term lengths. This presents a challenge for vendors as most warranties are already all-inclusive and there are not separate warranties to cover only one element (corrosion). In this case, only one warranty offering/term can be provided. To simplify proposals, we request OCTA consider removing the "corrosion specific" warranty language and price lines (8 and 10). If a longer term of coverage is deemed necessary beyond the 3 years of all-inclusive, that could then be increased while still keeping one warranty line item. OCTA can also request information on how vendors design and test for adverse environmental conditions including those that cause corrosion.

Answer: OCTA is separating the warranty requirements from 36 months to an optional 72 months.

14.4.4. Supporting Materials. Some of the items listed in section 4.6, e.g. Site Design/Installation/Maintenance Guides, are very lengthy (hundreds of pages) and that the submission must be printed and mailed, can OCTA please confirm that any such supplemental guides do not need to printed and mailed as long as they can be provided by the vendor at a later stage?

Answer: The requirement remains unchanged; however, as an alternative the requested information can be provided via USB memory stick.

15.4 Plug-In Chargers. Design Requirements. Specification states that "New charging sessions shall be automatically restarted after power outage and restoration, to the extent safe and in accordance with applicable standards." This is not called out in a standard and is typically not automatic to avoid potential safety or incorrect charging transaction record if vehicles are swapped during the outage. Can OCTA please remove this requirement or make it optional?

Answer: Acceptable. The requirement shall be removed.

16.4.3. Networking and Cloud Services. Solicitation lists that "Chargers must connect to the network via the Ethernet." For enhanced security and lower complexity by avoiding ties into local IT infrastructure, we recommend cellular connection to a cloud management back office. Will OCTA accept this alternative to ethernet connected?

Answer: Acceptable.

17.4 Plug-In Chargers. Design Requirements. Solicitation references UL508A which is not used for EVSE products. Will OCTA consider removing reference to UL508A to avoid exception issues by all vendors? In place, you may opt to list an outdoor rating of NEMA 3R or better which is typical for EVSEs.

Answer: It is acceptable for NEMA 3 or higher.

18. Charging Station for Electric Vans_42175_0. Scope includes "one (1), level III 60 (kWh) and ten (10), level II 20 (kWh) battery chargers". Can OCTA please clarify that you mean kW instead of kWh? Also, please note that the maximum power for AC Level 2 is 19.2kW - can you please confirm this is the desired power level?

Answer: Acceptable.

19.4.2 Data Collection. The J1772 communication standard does not allow for transmission of odometer reading. Please confirm that this will be provided via OCTA telematics, and what system OCTA uses for telematics.

Answer: Confirmed. Transmission of odometer reading shall be via Fleetwatch.

20. Charging Station for Electric Vans_42175_0. For the "Ten (10) 20(KWH) Battery chargers" can you please clarify if you are seeking ten single port chargers or if this can be fulfilled with 5 dual port chargers?

Answer: 10 Single port charging stations.

21. Charging Station for Electric Vans_42175_0; 4.4 Supporting Materials Item f. Item f lists Buy America compliance. Can OCTA please confirm a) this is specific to FTA Buy America specifications, and b) does this apply to DC only or also the L2 chargers? Please note that there are limited options for Level 2 charging stations that meet FTA Buy America requirements.

Answer: Yes.

22. We intend to bid on the above solicitation but would like to request the attached equipment be considered as an approved equal. The specifications and performance are identical and we anticipate the cost to be lower than the ABB unit. It is also modular, so can be upgraded to 200kW easily and quickly when necessary.

Answer: The proposed equipment does not meet OCTA requirements. It is not listed in the SCE charge ready program.

- **C.** Offerors are advised that the Pre-Bid conference presentation is appended hereto as Attachment D to this Addendum.
- **D.** Offerors are advised that the Pre-Bid conference sign-in sheet is appended hereto as Attachment E to this Addendum.

Bidders must acknowledge the receipt of this Addendum No. 1 on Exhibit A, Bid Form.

Questions regarding this Addendum No. 1 should be directed to the undersigned at (714) 560-5631.

Bids are due at or before 11:00 a.m. on May 1, 2024.

Sincerely,

Sue Ding Sr. Contract Administrator Contracts Administration and Materials Management

PROJECT SPECIFICATIONS – REVISION 1

Vehicle Charging Stations (chargers) for Battery Electric Vans

1. Overview

The Orange County Transportation Authority (OCTA) intends to procure one (1), level III 60 (kWh) and ten (10), level II 20 (kWh) battery chargers to be used to recharge the on-board batteries, electric vans, and other electric vehicles having a wide range of on-board battery storage capacities. The vehicles intended to be interfaced with the chargers are equipped with different battery chemistry, e.g., Lithium-ion (Li-ion), Nickel Manganese cobalt (NMC), Nickel Metal Hydride (Ni-MH), Lithium Sulphur (Li-S) and others and as such. The battery chargers are expected to operate seamless under all potential different charging protocols and conditions.

The proposed battery chargers need to be listed as approved by Southern California Edison (SCE), Charge Ready Program.

https://www.sce.com/evbusiness/chargeready/comparean dchoose

The technical specifications have been prepared with emphasis on having service reliability of requested components. In the event of any conflict between the requirements of this specification and any applicable legal requirement, the legal requirement shall prevail. Technical requirements that exceed the legal requirements are not considered to conflict.

2. Definitions

Charging Equipment: The equipment that encompasses all the components needed to convert, control and transfer electricity from the grid to the vehicle for the purpose of charging batteries. May include chargers, controllers, couplers, transformers, ventilation, etc.

OEM: Original equipment manufacturer.

BEV. Battery Electric Van

SOC. Batteries State of Charge.

CCS. Combined Charging System.

Charging Interface: The equipment and/or coupler used to create a connection between the charging equipment and the vehicle for the purpose of recharging a vehicle's batteries.

Charging Station: The location that houses the charging equipment connected to a utility's electric service to provide electricity to a vehicle's battery system

through a charging interface.

Code: A legal requirement.

Energy Storage System (ESS): A component or system of components that stores energy and for which its supply of energy is rechargeable by the on-vehicle system (engine/regenerative braking/ generator) or an off-vehicle energy source.

DC to DC Converter: A module that converts a source of direct current from one voltage level to another.

High Voltage (HV): Greater than 50 V (AC and DC).

Zero-Emission Vehicle (ZEV): A vehicle that emits no tailpipe emissions from the onboard source of power.

Special Tools: Tools not normally stocked by the Agency.

State of Charge (SoC): Quantity of electric energy remaining in the battery relative to the maximum rated amp-hour (Ah) capacity of the battery expressed in a percentage. This is a dynamic measurement used for energy storage system. A full SoC indicates that the energy storage system cannot accept further charging from the engine-driven generator or the regenerative braking system.

2.1. Intended Use

The battery chargers are intended for OCTA's ford transit vans, configured with a 67-kWh battery pack. The battery chargers shall be equipped with intelligent, programmable controllers capable of adjusting energy throughput to reduce cost based on demand charges.

The vans shall be charged using Direct Current (DC) CCS Type 1 compliant equipment based on SAE J1772.

Van charging can be initiated from either the charger user panel or the van itself, however, will only begin once all programmed safety conditions are met. The van monitors battery State of Charge (SOC), temperature and other parameters during charging and determines the maximum charge rate to be pulled from the charger. Alternatively, a low power charge can be selected at the charger panel.

Referential Pictures of Van Charging port





3.4 Referential Van Specification

Brand:	Ford
Fuel:	Battery Powered Vans
Manufacturer:	Ford
Model:	E-transit 350L
Battery Capacity:	67 kwh, Li-ion, single pack
Drivetrain:	Floor Battery, rear wheel drive, rear e-motor
Connector Interface:	SAE J1772 standard
Length:	22'
Axle load:	Front, 4,130 Lbs.
	Rear, 6,000 Lbs.

3. Requirements

3.1. General

The intent of this specification is to describe OCTA's expectations of the requested deliverables without necessarily describing each individual item, connector, product, features, attributes, functionality, interface, etc., in all-inclusive detail; therefore, the Contractor must comply with the requirements as stated in this project specifications document and submit its bid accordingly.

3.2. Legal

All provided products and work shall comply with all applicable federal, state, local regulations, and accepted industry practices typical for this type of work/deliverables. The successful bidder shall not be allowed to subcontract more than fifteen percent (15%) of the total contractual award. In the event of any conflict between the requirements of this specification and any applicable legal requirement, the legal requirement shall prevail. Technical requirements that exceed the legal requirements are not considered to conflict.

3.3. Southern California Edison

OCTA may potentially partner with SCE and their Charge Ready Program. As such, the battery chargers that will be permitted are those currently approved by SCE, or at the time of bidder's proposal it is a requirement for them to be SCE approved.

3.4. Material/workmanship

All components provided/supplied shall be new and of OEM. In no case

shall be used, reconditioned, or obsolete parts be accepted. Unless otherwise specified, the dimensions of all parts shall be in accordance with current standards, i.e., Society of Automotive Engineers (SAE) or the metric equivalent. All parts shall conform in material, design and workmanship to industry standards and shall meet or exceed all UL (Underwriters Laboratories) and/or Intertek ETL (Electrical Testing Labs) safety certifications and standards. No advantages shall be taken by the Contractor in the omission of any parts or details that make the battery chargers complete and ready for service, even though such parts or details are not mentioned in this Project Specifications.

Workmanship throughout shall conform to the highest standard of commercially accepted practice for this class of work/product/deliverables and shall result in a neat and finished appearance. Exposed metal surfaces that are susceptible to corrosion shall be properly prepared and coated with protective coating to insure against corrosion or deterioration during the operational life expectancy of the equipment. Chargers shall be equipped with emergency stop and, normal on & off switching provisions having clear, visual, or audible indicators of the charger's status indicating if the chargers are "Active/On or Non-Active/Off".

3.5. AC/DC ARC FLASH RISK ASSESSMENT

Bidders must provide in their bid submittals, a charger's AC/DC Arc Flash Risk Assessment including the personal protective equipment (PPE) category required for personnel operating the units. Refer to Section 6. Submittal. It shall be the operator's responsibility to properly identify the Arc Flash Category level and PPE needed.

3.6. OEM Parts

OCTA requires the use of OEM parts when available. Any substitutions for OEM parts with another manufacturer's part must be identified and be formally approved by OCTA before issuing the contract.

3.7. Van OEM. Model 1.

The OEM builder, Model 1, requires the plug-in chargers to operate under the SAE J1722.

For any questions and/or clarifications, please contact Model's Regional Sales Manager. C 909.549.9398 schung@model1.com

3.8. Delivery Schedule

All hardware shall be delivered within one hundred and twenty (120) days after award of agreement.

3.9. Training and Manuals

Operating, maintenance and upkeeping Training shall be provided within one hundred twenty (120) days of award of agreement and shall include visual aids that will be retained by OCTA's Training Section, programing instructions, 10 sets of hardbound operating and service manuals plus, one set of electronic manuals intended to be uploaded in OCTA's electronic training library.

4. Plug-In Chargers. Design Requirements:

- 1) The chargers shall be capable of connecting to a three (3)-phase, 60 Hz electrical supply at 480 VAC, or approved alternative.
- 2) Charging protocol, SAE J1772.
- 3) Certified UL/CSA.
- 4) The charging system must be able to dispense power as commanded by the battery management system of a range of vehicle types. Actual charge power is dependent on vehicle battery voltage and will decrease as battery voltage increases.
- 5) While charging, power factor shall exceed 95% (or 0.95).
- 6) Standby power consumption must be minimized.
- 7) The charging equipment shall be capable of operating continuously in the manufacturer's designed operating profile without performance or safety degradations.
- 8) The connectors shall not be energized except when mated with the Van mounted receptacle.
- 9) Access doors shall be lockable (cabinets keyed the same) and use secure latching.
- 10)Chargers shall be equipped with robust cable management hardware sufficient to safely, and effectively store charging cables, for 12-ft cable length, while providing operators with ease of connection to the Van. Cable management provisions shall, at all times, prevent the cable from touching the ground.
- 11)Chargers shall allow the Authority to set operational power limits.
- 12)New charging sessions shall be restarted after power outage and restoration, to the extent safe and in accordance with applicable standards.
- 13)Controls shall include features to prevent progressive charging system damage resulting from any one or more operating issues, or out-of-limit operating conditions.
- 14)The electronics enclosures shall be located outdoors and as such, they must be rated at NEMA 3 or higher.

- 15)Each charger shall be capable of communicating to an external network for the purposes of charge management and control.
- 16)Charging equipment with multiple dispensers shall be capable of providing power to all connected Vanes to provide battery and cabin temperature preconditioning.
- 17)If multiple dispensers cannot be powered simultaneously, charging equipment provides a means of sequencing among the dispensers during and after charging to provide battery and cabin temperature preconditioning, as well as to continually restore any charge that may be lost in the Van while the dispenser was unpowered.
- 18)Charging equipment is capable of scheduled completion of charges and temperature preconditioning activities where the schedule is settable and changeable by Authority.
- 19)Chargers shall be equipped with local operator panel at dispenser for automatic or manual operation, for retrieving diagnostic codes, and for resetting charging session(s).
- 20)External (emergency disconnect switch or main breaker shutoff) shall be provided in compliance with applicable electrical codes, standards, and requirements.
- 21)The charger shall be capable of connecting to a three-phase, 60 Hz electrical supply at 480 VAC, or approved alternative.
- 22)The charging equipment shall be capable of operating continuously without performance or safety degradations in the OCTA environment, and under all weather conditions found in Orange County, California when interfaced with any electric Van.
- 23)Charging equipment shall be rated for wind and seismic loadings as determined by ASCE 7, with an importance factor of 1.0, and/or applicable conditions at the Authorities' Irvine Construction circle location.
- 24)While charging, power factor shall exceed 95% (or 0.95).
- 25)Standby power consumption must be minimized.
- 26)The connectors shall not be energized except when mated with the Van charge rails.
- 27)Access doors shall be lockable (cabinets keyed the same) and use secure latching.
- 28)Charger shall be capable of setting operational limitations on charging.
- 29)New charging sessions shall be automatically restarted after power outage and restoration, to the extent safe and in accordance with applicable standards.
- 30)Controls shall include features to prevent progressive charging system damage resulting from any one or more operating issues or out-of-limit operating conditions.
- 31)If electronics enclosures are located outdoors, they must be rated at NEMA 3 or higher
- 32)Each charger shall be capable of communicating to an external network for the purposes of charge management and control.

- 33)All manual operations for the chargers must include detailed, explicit instructions for ensuring that power is removed, and the system is safe prior to any work on the system.
- 34)Chargers shall be equipped with local operator panels for manual operation, for retrieving diagnostic codes and for resetting charge session.
- 35)The charging system must be equipped with [local operator panel, cloudbased system] for manual operation, retrieving diagnostic codes, and resetting charging sessions for the set of chargers being offered.
- 36)External, emergency disconnect switch or main breaker shutoff shall be provided in compliance with electrical codes, standards, and local requirements.
- 37)Battery chargers, and all of its components shall not rust, oxidize or suffer any physical deterioration while stored or deployed in active service, under any and all weather condition experimented in Southern California.

4.1. Cable Management

Battery Charge cables shall be set up on a pedestal and/or provided with other provisions (aerial support) so that cables do not touch the ground at any point either during charging a van or when stowed away.

4.2. Data Collection/Applicable to Plug-in Chargers.

Description

The following information for each charging event (session) will be collected and available via secure web interface, and available for download/export to Excel/CSV:

- 1. Telematic Interface with BEV's to log initial and final SOC and other pertinent data.
- 2. Odometer reading (fleet vehicles)
- 3. Charging session being Time Stamped (local time)
- 4. Unique ID for Charging Event
- 5. Unique ID for BEV based on the Authority's BEV numbering sequences, e.g., Van # 6301, 6302, etc.
- 6. Charger ID and Location.
- 7. Charging Event Duration (connect time)
- 8. Active Charging Time
- 9. Energy (kWh) delivered/dispensed.
- 10. Session fee (if any)
- 11. Unique ID for Authority Personnel or another user's connecting and activating the charger.
- 12. Report showing number of sessions by time, viewable by sessions per day, per week, or per month and exportable to Excel/CSV
- 13. Report showing total energy (kWh), viewable by energy per day, per week, or per month and exportable to Excel/CSV

- 14. Report showing each charger utilization (hours per day), configurable by hours of the day (e.g., 8am to 5pm), weekday vs weekend (or both).
- 15. Report showing revenue over time, viewable by day, by week, or by month and exportable to Excel/CSV
- 16. Report unauthorized charging incidents upon detection of unrecognizable vehicular ID.
- 17. Report irregular charging status, charging interruption, and inability to charge up vehicle due to any reasons.

4.3. Networking and Cloud Services. Applicable to Plug-ins chargers

- 1. Chargers must be networked for remote management describe in comments how stations communicate with the network and with each other.
- 2. Chargers shall have the ability to operate on the OCPP Network (preferred).
- 3. Chargers must connect to the network via the Ethernet.
- 4. Chargers and Network must be PCI (Payment Card Industry) compliant.
- 5. Chargers must have the ability to notify the driver or fleet manager (for fleet vehicles) when charging is complete or if a charging session has been disrupted.
- 6. Chargers must have the ability to limit access to the station describe in comments how user access may be restricted including ability to selectively hide the station from online services (mobile apps, station maps, etc.)
- 7. Chargers must have the ability to collect revenue from the driver describe in comments how sessions are authorized and how funds are collected from drivers and settled with the station owner.
- 8. Chargers must have flexible pricing options, including hourly, by kWh, by session, and vary the price by time of day or length of session describe pricing options in comments.
- 9. Chargers must be able to provide free charging to select vehicles/drivers describe capabilities in comments.
- 10. Chargers' real-time status and availability must be available to drivers online via mobile app and/or website described in comments.
- 11. Non-payment access control for Authority's vehicles.
- 12. Options for dual access for Level II and Level III chargers; payment and non-payment
- 13. Networking options with OCTA's S&A Fleetwatch system

4.4. Supporting Materials.

- a. The bidder shall provide complete charging equipment specifications for the equipment being proposed.
- b. The bidder shall provide information and options for power supply requirements for individual chargers.
- c. The bidder shall provide mounting and installation manuals for all necessary components, including civil, electrical, and mechanical infrastructure requirements.
- d. If the bidder has multiple options above the required power level, those options should be clearly described, including costs for each.
- e. The bidder shall provide a complete description of the vendor qualifications that may be required to perform work related to installation or maintenance of the bidder's equipment.
- f. The bid package shall contain a complete description of the charging equipment, including:
 - Southern California Edison approval for the proposed plug-in chargers
 - compliance with charge standards, electrical safety standards and UL classification.
 - > charger efficiency.
 - charger dimensions/weight.
 - connector type.
 - rated power output.
 - standby power consumption.
 - a graph showing continuous current output versus voltage throughout the full operating range.
 - ➢ IP and/or NEMA ratings.
 - > country of origin.
 - Buy America compliance. (TBD)
 - > ambient operating temperature ratings.
 - > equipment thermal management; and
 - details on:
 - charging instructions.
 - automatic and manual control capabilities.
 - dispenser control panel display features and operator functions, if equipped.
 - communication management options (cellular, Ethernet, fiber, Wi-Fi).
 - operations and maintenance manuals.
 - options for preventive maintenance (contract with OEM terms/cost, training to perform with own forces/contracted third party).
 - electrical disconnect switch description; and
 - maintenance requirements.

- g. The Bidder must describe the methods for ensuring that charging equipment is capable of safely and effectively making connections and operating in all weather conditions, e.g., hot days, cooler days, rain, etc.
- h. In addition to the Authority's requirements, the bidder must describe software and connectivity options, web tools, APIs, etc. to facilitate data transmission to back offices and remote management of the charger.

4.5. Quantity

Ten (10), plug-in, level II 20 KWH and One (1) 60 KWH chargers with boxes, pedestals and all required parts and accessories to make them fully operational upon connection to the utility company/provider.

5. Logistics

5.1. Delivery Location

Contractor shall be responsible for delivering all components provided to the Irvine Construction Circle Base location:

Irvine Construction Circle Base 16281 Construction Circle West, Irvine, CA 92606

5.2. Damage

If any abnormalities, damage, missing components, and any others are detected by OCTA personnel after the delivery of the chargers, the Contractor shall be responsible for correcting all discrepancies found during the OCTA's initial inspection at the OCTA facility. If the charger(s) are required to be sent out for repairs, then the Contractor shall be solely responsible for all packaging, shipping chargers, scheduling, fees, etc. The contractor assumes all liabilities and risks associated with component delivery, storage, proper licensing and insurance for drivers and companies used to transfer components to and from OCTA's properties.

Contractor shall exclusively be responsible for all damages, liabilities, risks, and others, and excludes OCTA, OCTA property, OCTA personnel, representatives, agents and others of any liabilities, damages and/or risks associated with the delivery of these components to the specified OCTA Location.

5.3. Service

If the chargers fail to properly operate after installation in the OCTA facility, or within the warranty period, the Contractor shall be responsible to perform the needed repairs at the OCTA facility, within twenty-four (24) hours after receipt of the notification of failure. Labor required to remove and install a defective component, shall be billed back to the Contractor. If the charger(s) are required to be sent out for repairs, then the Contractor shall be solely responsible for all packaging, shipping chargers, scheduling, fees, etc.

5.4. Warranty

An all-inclusive warranty, without exceptions, on all provided components shall be for thirty-six (36) months. The warranty shall commence after each charger's installation and after the in-service start up. All warranty services shall be provided by the Contractor, on site at OCTA's location where the chargers shall be installed. The contractor shall correct any and all defects under the warranty provisions. After correcting the defect, the Contractor shall undertake all reasonably steps designed to prevent the occurrence of the same defect in all other chargers, or components impacted by the identified defect. The charger's in-service/operation dates shall be considered after their installation, and it shall be used as the start of the warranty. OCTA shall provide proof of in-service/operation start date.

Corrosion Warranty.

The plug-in chargers shall be covered by a 6-year, all inclusive, corrosion warranty. The Contractor shall be responsible for any needed upkeeping, application of coatings, maintenance and/or, periodic replacement of components prone to rust, or experiencing rusting conditions. All work shall be performed at the OCTA location where the chargers will be domiciled.

5.5. Training

The contractor shall coordinate and schedule all training sessions with OCTA's Maintenance Training Section. Training may be held onsite or virtually as requested by OCTA. Additionally, Contractor shall be responsible for providing all manuals, study guides, audio visuals, materials, printouts, and all others required to provide the requested content on a class-room environment.

5.5.1. Operator Training

Five (5) sessions of three (3) hours each, intended for OCTA's personnel responsible for operating, connecting, and disconnecting the chargers to the Vanes. Training shall include detailed safety guidelines, personnel protective equipment required, modes of operation and any others associated with this level of activities.

5.5.2. Maintenance Training

Five (5) training sessions of three (3) hours each, intended for OCTA's Facility Maintenance personnel responsible for servicing, maintaining, performing daily operational checkups and all other tasks related to servicing the chargers associated with daily, routine, or periodic maintenance and servicing functions.

5.6. Diagnostic Tools.

Contractor shall provide am itemized, and detailed list of tools, peripherals, interfaces, and any others required to perform diagnostics, status reviews, troubleshooting and any others associated with the maintenance and upkeeping of the chargers and its software-based control system.

6. Submittal

Contractor/Bidder must provide the following information as part of their bid:

- 1. Contractor's statement indicating its intention to meet all requirements listed in the technical specifications including the expected delivery timely using as a reference the notice to proceed.
- 2. AC/DC Arc Flash Risk Assessment for the charger's operation, servicing, and maintenance.
- 3. Applicable MSDS.
- 4. Production schedule, including manufacturing phases and delivery timeline to OCTA. All hardware shall be delivered within ninety (90) days of award of agreement. Training shall be delivered within one hundred twenty (120) days of award of agreement or, as scheduled by the Authority.
- 5. Manuals; four (4) Complete, separate sets of manuals including Servicing, Operating, Maintenance, Safety Guidelines, Software (or App) Operation, wireless interface, configuration changes, etc.
- 6. A clearly outlined and detailed list of components to be provided by the Contractor, e.g., charger, mounting pedestal, cable management provisions, software, interfaces, etc., including firm-fixed pricing, tax included, for all components, parts, systems, etc. to be provided in compliance with OCTA specs.
- 7. Complete, and detailed warranty statement.

8. Detailed list of diagnostic tools and peripherals required to inspect, service and maintain the chargers and its operational control system.

PRICE SUMMARY SHEET - REVISION 1

Enter below the firm-fixed price for each item described in Section III, Project Specifications. Prices shall include direct costs, indirect costs, shipping and handling, profits, and and any other costs specified in the Project Specifications.

ltem No.	Ten (10) 20(KWH) Battery chargers + One (1) 60(KWH) Battery Charger		Unit Price	Extended
1	20KWH Battery Charger, including all required provisions, cable management such as cable retractors etc., intended to prevent cable and connectors to make physical contact with the ground and all others as described in the technical specifications.	10	\$/ea	\$
2	60KWH Battery Charger, including all required provisions, cable management such as cable retractors etc., intended to prevent cable and connectors to make physical contac with the ground and all others as described in the technical specifications.		\$/ea	\$
3	Diagnostics tools and troubleshooting equipment and interfaces including detailed list with itemized pricing for each item. OCTA reserves the right to select any, all or none of the items provided under this category.	1	\$/ea	\$
4	Operator Training Hours: Fifteen (15) Training hours to be provided at any OCTA facility located in Orange County, California, shall include all maintenance, service and repair manuals, study guides, audio visuals, materials, printouts and, all others required to provide the requested content in a class-room environment.	15 hrs.	\$/hr	\$
5	Maintenance Training Hours: Fifteen (15) Training hours to be provided at any OCTA facility located in Orange County, California, shall include all needed/required maintenance, service and repair manuals, study guides, audio visuals, materials, printouts and, all others required to provide the requested content in a class-room environment.	15 hrs.	\$/hr	\$
6	Warranty all inclusive, 36 months starting after commissioning (full install and operational) the for 20KWH Battery Charger, Depot Charge box, cables and others including corrosion	10	\$/ea	\$
7	(OPTIONAL) Warranty Corrosion, all inclusive, all components, 72 months starting after commissioning (full install and operational) the for 20KWH Battery Charger, Depot Charge box, cables and others including corrosion	10	\$/ea	\$
8	Warranty all inclusive, 36 months starting after commissioning (full install and operational) the for 60KWH Battery Charger, Depot Charge box, cables and others including corrosion	1	\$/ea	\$
9	(OPTIONAL) Warranty Corrosion, all inclusive, all components, 72 months starting after commissioning (full install and operational) the for 60KWH Battery Charger, Depot Charge box, cables and others including corrosion	1	\$/ea	\$
10	Delivery charges	11	\$/ea	\$
11	Santa Ana sales Tax 9.25% (applicable to parts only)			\$
TOTAL LUMP SUM:		\$		

LEVEL 2 STANDARD HEALTH, SAFETY AND ENVIRONMENTAL SPECIFICATIONS

PART I – GENERAL

1.1 GENERAL HEALTH, SAFETY & ENVIRONMENTAL REQUIREMENTS

- A. The Contractor, its subcontractors, suppliers, and employees have the obligation to comply with all Authority health, safety and environmental compliance department (HSEC), requirements of this safety specification, project site requirements, and bus yard safety rules as well as all federal, state, and local regulations pertaining to scope of work or agreements with the Authority. Additionally, manufacturer requirements are considered incorporated by reference as applicable to this scope of work.
- B. Observance of repeated unsafe acts or conditions, serious violation of safety standards, non-conformance of Authority health, safety and environmental compliance department (HSEC) requirements, or disregard for the intent of these safety specifications to protect people and property, by Contractor or its subcontractors may be reason for termination of scope or agreements with the Authority, at the sole discretion of the Authority.
- C. INJURY AND ILLNESS PREVENTION PROGRAM

The Contractor shall comply with CCR Title 8, Section with California Code of Regulations (CCR) Title 8, Section 3203. The intent and elements of the IIPP shall be implemented and enforced by the Contractor and its sub-tier contractors, suppliers, and vendors. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

D. SUBSTANCE ABUSE PREVENTION PROGRAM

Contractor shall comply with the Policy or Program of the Company's Substance Abuse Prevention Policy that complies with the most recent Drug Free Workplace Act. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.

E. HAZARD COMMUNICATION PROGRAM

- 1. Contractor shall comply with CCR Title 8, Section 5194 Hazard Communication Standard. Prior to use on Authority property and/or project work areas Contractor shall provide the Authority Project Manager copies of SDS for all applicable products used, if any. The program shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- 2. All chemicals including paint, solvents, detergents and similar substances shall comply with South Coast Air Quality Management District (SCAQMD) rules 103, 1113, and 1171.

F. STORM WATER POLLUTION PREVENTION PLAN

- 1. The Contractor shall protect property and water resources from fuels and similar products throughout the duration of the contract. Contractor shall comply with Storm Water Pollution Prevention Plan (SWPPP) requirements. The program or plan if required by scope shall be provided to the Authority's Project Manager, upon request, within 72 hours.
- G. DESIGNATED HEALTH, SAFETY, ENVIRONMENTAL (HSE) REPRESENTATIVE
 - 1. Upon contract award, the contractor within 10 business days shall designate a health and safety representative and provide a resume and qualifications to the Authority project manager, upon request, within 72 hours.
 - 2. This person shall be a Competent or Qualified Individual as defined by the Occupational, Safety, and Health Administration (OSHA), familiar with applicable CCR Title 8 Standards, and has the authority to affect changes in work procedures that may have associated cost, schedule and budget impacts.
 - 3. The Contractor's HSE Representative is subject to acceptance by the Authority Project Manager, and the HSEC Department. All contact information of the HSE Representative (name, phone, and fax and pager/cell phone number) shall be provided to the Authority Project Manager, upon request, within 72 hours.
 - 4. The Contractor's HSE Representative shall hold a current certification from the Board of Certified Safety Professionals (BCSP) and have five years of demonstrated construction/scope experience enforcing HSE compliance on construction, industrial or similar project scopes. The designated HSE Representative shall participate in any required HSE related submittals. The Authority reserves the right to allow for an exception and to modify these minimum qualification requirements for unforeseen circumstances, at the sole discretion of the Authority Project Manager and HSEC Department Manager.
 - 5. Competent Individual means an individual who is capable of identifying existing and predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees and/or property, and who has authorization to take prompt corrective measures to eliminate them.
 - 6. Qualified Individual means an individual who by possession of a recognized degree, certificate, certification or professional standing, or who by extensive knowledge, training, and experience, has successfully

demonstrated his/her ability to solve or resolve problems relating to the subject matter, the work, or the Project.

H. SCOPE PLANNING

Prior to any scope work activity or task, the Contractor shall evaluate the hazards of the scope of work and the work environment to ensure proper control measures are identified for employee public and property protection measures to prevent incidents. This evaluation shall be implemented by developing a written site specific Job Hazard Analysis (JHA) or similar tool designed for planning the work to prevent incidents. The plan shall be provided to the Authority's Project Manager, upon request, within 72 hours.

I. ORIENTATION

- 1. The Contractor shall conduct and document a project site safety orientation for all Contractor personnel, subcontractors, suppliers, vendors, and new employees assigned to the project prior to performing any work on Authority projects. The safety orientation at a minimum shall include, as applicable, Personal Protection Equipment (PPE) requirements, eye protection, ANSI class 2 or 3 reflective vests, designated smoking, eating, and parking areas, traffic speed limit and routing, cell phone policy, and barricade requirements. When required by scope, additional orientation shall include fall protection, energy isolation/lock-out/tag-out (LOTO), confined space, hot work permit, security requirements, and similar project safety requirements.
- 2. Copies of orientation documents shall be provided to the Authority Project Manager within 72 hours upon request.
- J. TRAFFIC & PARKING

The Contractor shall ensure that all Contractor vehicles, including those of their subcontractors, suppliers, vendors and employees are parked in designated parking areas, personal vehicles shall be parked in the employee parking lot, work vehicles required in the maintenance area of a bus base shall be identified by company name and/or logo, covered by the company insurance, and comply with traffic routes, and posted traffic signs in areas other than the employee parking lots. Vehicles without appropriate company name and logo are considered personal vehicles and not allowed in the maintenance area of the bus base.

- K. GENERAL PROVISIONS
 - 1. The Contractor shall provide all necessary tools, equipment, and related safety protective devices to execute the scope of work in compliance with

Authority's HSEC requirements, CCR Title 8 Standards, and recognized safe work practices.

- 2. The Contractor shall immediately notify the Authority's Project Manager whenever local, state or federal regulatory agency personnel are identified as being onsite.
- 3. The Authority HSEC requirements, and references contained within this scope of work shall not be considered all-inclusive as to the hazards that might be encountered. Safe work practices shall be pre-planned and performed, and safe conditions shall be maintained during the course of this work scope.
- 4. The Contractor shall specifically acknowledge that it has primary responsibility to prevent and correct all health, safety and environmental hazards for which it and its employees, or its subcontractors (and their employees) are responsible. The Contractor shall further acknowledge their expertise in recognition and prevention of hazards in the operations for which they are responsible, that the Authority may not have such expertise, and is relying upon the Contractor for such expertise. The Authority retains the right to notify the Contractor of potential hazards and request the Contractor to evaluate and, as necessary, to eliminate those hazards.
- 5. The Contractor shall instruct all its employees, and all associated subcontractors under contract with the Contractor who work on Authority property in the recognition, identification, and avoidance of unsafe acts and/or conditions applicable to its work.
- 6. California Code of Regulations (CCR) Title 8 Standards are minimum requirements, and each Contractor is encouraged to exceed minimum requirements. When the Contractor safety requirements exceed statutory standards, the more stringent requirements shall be achieved for the safeguard of the public and workers.

1.2 ENVIROMENTAL REQUIREMENTS

- A. The Contractor shall comply with Federal, State, county, municipal, and other local laws and regulations pertaining to the environment, including noise, aesthetics, air quality, water quality, contaminated soils, hazardous waste, storm water, and resources of archaeological significance. Expense of compliance with these laws and regulations is considered included in the agreement. Contractor shall provide water used for dust control, or for prewetting areas to be paved, as required; no payment will be made by OCTA for this water.
- B. The Contractor shall prevent pollution of storm drains, rivers, streams, irrigation ditches, and reservoirs with sediment or other harmful materials. Fuels, oils, bitumen, calcium chloride, cement, or other contaminants that

would contribute to water pollution shall not be dumped into or placed where they will leach into storm drains, rivers, streams, irrigation ditches, or reservoirs. If operating equipment in streambeds or in and around open waters, protect the quality of ground water, wetlands, and surface waters.

- C. The Contractor shall protect adjacent properties and water resources from erosion and sediment damage throughout the duration of the contract. Contractor shall comply with applicable NPDES permits and Storm Water Pollution Prevention Plan (SWPPP) requirements.
- D. Contractor shall comply with all applicable EPA, Cal EPA, Cal Recycle, DTSC, SCAQMD, local, state, county and city standards, rules and regulations for hazardous and special waste handling, recycling and/ disposal. At a minimum, Contractor shall ensure compliance where applicable with SCAQMD Rule 1166, CCR Title 8, Section 5192, 29 CFR Subpart 1910.120, 49 CFR Part 172, Subpart H, 40 CFR Subpart 265.16 and CCR Title 22 Section 6625.16. Contractor shall provide OCTA a schedule of all hazardous waste and special or industrial waste disposal dates in advance of transport date. Only authorized OCTA personnel shall sign manifests for OCTA generated wastes. Contractor shall ensure that only current registered transporters are used for disposal of hazardous waste and industrial wastes. The Contractor shall obtain approval from OCTA for the disposal site locations in advance of scheduled transport date.

1.3 INCIDENT NOTIFICATION AND INVESTIGATION

- A. The Authority shall be promptly notified of any of the following types of incidents including but not limited to:
 - 1. Damage incidents of property (incidents involving third party, contractor or Authority property damage);
 - Reportable and/or Recordable injuries (as defined by the U. S. Occupational Safety and Health Administration), a minor injury, and near miss incidents;
 - 3. Incidents impacting the environment, i.e. spills or releases on Authority property.
- B. Notifications shall be made to Authority representatives, employees and/or agents. This includes incidents occurring to contractors, vendors, visitors, or members of the public that arise from the performance of Authority contract work. An immediate verbal notice followed by a written incident investigation report shall be submitted to Authority's Project Manager within 24 hours of the incident.
- C. A final written incident investigative report shall be submitted within seven (7) calendar days and include the following information. The Current Status of anyone injured, photos of the incident area, detailed description of what

happened, Investigative photos of the existing conditions and area around the injury/incident scene, the contributing factors that lead to the incident occurrence, a copy of the company policy or procedure associated with the incident and evaluation of effectiveness, copy of task planning documentation, copy of the Physician's first report of injury, copy of Cal/OSHA 300 log of work related injuries and illnesses, the Cal/OSHA 301 Injury Illness Incident Report, and corrective actions initiated to prevent recurrence. This information shall be considered the minimum elements required for a comprehensive incident report provided to OCTA.

- D. A Serious Injury, Serious Incident, OSHA Recordable Injury/Illness, or a Significant Near Miss shall require a formal incident review at the discretion of the Authority's Project Manager. The incident review shall be conducted within seven (7) calendar days of the incident. This review shall require a company senior executive, company program or project manager from the Contractors' organization to participate and present the incident review as determined by the OCTA Project Manager. The serious incident presentation shall include action taken for the welfare of the injured, a status report of the injured, causation factors that lead to the incident, a root cause analysis (using 5 whys and fishbone methods), and a detailed recovery plan that identifies corrective actions to prevent a similar incident, and actions to enhance safety awareness.
 - 1. <u>Serious Injury:</u> includes an injury or illness to one or more employees, occurring in a place of employment or in connection with any employment, which requires inpatient hospitalization for a period in excess of twenty-four hours for other than medical observation, or in which an employee suffers the loss of any member of the body, or suffers any serious degree of physical disfigurement. A serious injury also includes a lost workday or reassignment or restricted injury case as determined by the Physician's first report of injury or Cal/OSHA definitions.
 - 2. <u>Serious Incident:</u> includes but not limited to property damage of \$500.00 or more, an incident requiring emergency services (local fire, paramedics and ambulance response), news media or OCTA media relations response, and/or incidents involving other agencies (Cal/OSHA, EPA, AQMD, DTSC, Metrolink, FTA, FRA etc.) notification or representation.
 - 3. <u>OSHA Recordable Injury / Illness:</u> includes and injury / illness resulting in medical treatment beyond First Aid, an injury / illness which requires restricted duty, or an injury / illness resulting in days away from work.
 - 4. <u>Significant Near Miss Incident</u>; includes incidents where no property was damaged and no personal injury sustained, but where, given a slight shift in time or position, damage and/or injury easily could have occurred.

1.4 PERSONAL PROTECTIVE EQUIPMENT

Contractors, and all associated subcontractors, vendors and suppliers are required to provide their own personal protective equipment (PPE), including eye, head, foot, and hand protection, respirators, reflective safety vests, and all other PPE required to perform their work safely on Authority projects.

1.5 LANGUAGE REQUIREMENTS

The Contractor for safety reasons shall ensure employees that do not read, or understand English, shall have a bilingual supervisor or foreman when on the Authority property or projects.

1.6 WARNING SIGNS AND DEVICES

The Contractor shall provide signs, signals, and/or warning devices to be visible when and where a hazard exists. Signs, signals, and/or warning devices shall be removed when the hazard no longer exists.

1.7 REFERENCES

- A. CCR Title 8 Standards (Cal/OSHA)
- B. FCR Including 1910 and 1926 Standards
- C. NFPA, NEC, ANSI, NIOSH Standards
- D. Construction Industry Institute (CII)
- E. Board of Certified Safety Professionals (BCSP)
- F. OCTA Yard Safety Rules

END OF SECTION

ATTACHMENT D

PRE-BID CONFERENCE IFB 4-2175

Vehicle Charging Stations (Chargers) for Battery Electric Vans



Orange County Transportation Authority



Agenda

- Review of IFB Documents
- Review of the Project Specifications
- Questions and Answers



CAMM NET Registration

Why register on CAMM NET?

https://cammnet.octa.net/

- To receive e-mail notifications of Solicitations, Addenda and Awards
- View/and/wpdate/your/vendor/profile/
- · Required for Award

Key Procurement Dates

- Written Questions/ Approved Equals Due: April 10, 2024
- OCTA Responds:
- Bids Due: April 25, 2024



April 15, 2024

Guidelines for Written Questions

- Questions or approved equal requests must be submitted directly to Sue Ding, Sr. Contract Administrator, in writing, prior to 4:00 p.m. on April 10, 2024.
- E-mail: sding@octa.net
- Any changes Authority makes to procurement documents will be by written Addenda only.
- Addenda will be issued via CAMM NET.
- Nerbal discussions today are non-binding.

NEXT... Bid Instructions

Review of Project Specifications

(Refer to IFB Section I,)

- Bids are due at or before <u>11:00 a.m</u>. on April 25, 2024.
- Bids are to be submitted to the address specified in the IFB.
- Submit/in/a/sealed/package/and/clearly/identified/on/exterior/of/package/as/ specified/in/the/IFB.
- Bid openings will be held via teleconference and in person.
- Attendees to Bid Opening are required to complete the sign-in sheet on Exhibit G to this IFB and email it to sding@octa.net no later than noon April 25, 2024.

Proposal Submittal Instructions (continued)

(Refer to IFB Section I)

• Authority has the right to:

accept or reject any and all Bids;
 withdraw or cancel the IFB;
 postpone proposal opening for its own convenience.
 Bids received are considered public information.

Bid Submittal Instructions (continued)

In addition to Bid Package (Exhibit A to C), Bidders shall complete, sign, and submit all required forms below: Forms:

- EXHWBNT/D////STATUS/OF/PAST/AND/PRESENT/CONTRACTS/F/ORM/
- EXHIBIT F:///LIST/OF/SUBCONTRACTORS

All forms and information required in <u>Section III. Project</u> <u>Specifications, Submittal,</u> must be submitted along with the bid.

(EXHIBIT G: BID OPENING SIGN-IN REGISTRATION)

Key Procurement Information

Contract Type is Low Bid

Lowest Responsive, Responsible Bidder



Key Contractual Terms (Section II)

Key Contractual Terms

Please review the terms so you are aware of the contractual requirements of this project.

Award

Award Process

 Lowest responsive and responsible bidder.
 All firms submitting a bid will be notified of the award via CAMM NET.

Project Specifications (Refer to IFB, Section III)

Sunil Chettiar Project Manager

Project Overview

Key Battery charger specification

- OCTA intends to procure 1 level III 60 kwh and 10 level II
 20 kwh battery chargers.
- Battery chargers are intended to charge Ford battery electric transit van.
- Chargers approved by SCE will be preferred.
- Chargers shall be able to operate under SAE J1722.

• Questions?



- Reminder.... Bids are due @ <u>11:00 a.m</u>. on April 25, 2024.
- Please register on CAMM NET.
- Thank you for your interest in OCTA!



ATTACHMENT E

PRE-BID CONFERENCE REGISTRATION

IFB #: 4-2175

Date: April 3, 2024

Title: Vehicle Charging Stations (Chargers) for Battery Electric Vans

Company Name	Attendee	Email/Phone Number	
Blink Charging Brett Rude		brude@BlinkCharging.com	
Forefront Power Henry Gentle		hgentle@forefrontpower.com	
Blink Charging Janki Gadhvi		jgadhvi@blinkcharging.com	
LilypadEV	Noel DiPaola	Noel.DiPaola@LilypadEV.com	
EO Chargiing Kaleb Wilder		kaleb.wilder@eocharging.com	
Forefront Power	Sam Zantzinger	szantzinger@forefrontpower.com	
Forefront Power Brett Rude		bthorsland@forefrontpower.com	
Shields Harper Bjorn Thorsland		FrankH@ShieldsHarper.com	