REQUEST FOR PROPOSALS (RFP)

Via Mobility Services Renewable Energy Microgrid Project
RFP No. 25-01

DUE DATE:
5:00 PM MDT, November 18, 2025

Submissions, site visit appointments, and questions must be made via email to:

Ryan Avery, Grant and Contracts Manager, ravery@viacolorado.org

Cc:
Bill Patterson, Chief Financial Officer, bpatterson@viacolorado.org

Marques Mason, marques@re-volv.org

PART I. PROJECT BACKGROUND

1. Organizational Background

Via Mobility Services (Via), a nonprofit transportation provider headquartered in Boulder, CO, is soliciting proposals from qualified firms to provide design, engineering, procurement, installation, and commissioning of a **renewable energy microgrid system** at its Boulder Operations and Fleet Maintenance Center.

Via is a 501(c)(3) nonprofit with a mission to promote independence and self-sufficiency for older adults, people with disabilities, and others living with mobility limitations. Founded in 1979 as Special Transit, Via has grown into a regional mobility provider offering paratransit, microtransit, and fixed-route services across the Denver/Boulder metro area and rural Colorado counties.

Via has adopted an ambitious **Net-Zero by 2035 goal**:

- By 2030, electrify all 16 HOP fixed-route buses and power them with renewable energy.
- By 2035, electrify 30-40 paratransit and cutaway vehicles.
- Operate all facilities on 100% renewable energy.

The Renewable Energy Microgrid Project at Via's Boulder campus will directly support these objectives by enabling resilient, renewable-powered fleet operations.

The project is supported by the Colorado Clean Transit Enterprise (CTE) with a total budget of **$3,000,000**, including up to $1,500,000 in CTE funds and $1,500,000 in Federal Section 48E Investment Tax Credit (Direct Pay). Technical support and financing (48E Direct Pay portion) for the project for Via is being provided through the Colorado Governor's Office by RE-volv (https://re-volv.org/).

PART II. SCOPE OF WORK

2.1. Project Purpose and Goals

The project will deliver both operational resiliency and cost efficiency as Via transitions to an all-electric fleet.

Primary Goals:

1. **Resiliency and Continuity of Operations**

- Maintain facility operations and limited fleet charging for at least 8 hours during grid outages.
- Provide at least ~**500 kWh of daytime PV charging capacity** during emergencies to sustain critical fixed route HOP service and or Via paratransit operations.

2. **Renewable Energy Utilization and Cost Management**

- Optimize generation and storage to minimize energy costs and demand charges.
- Reduce overall electric costs though renewable energy credits and rebates from Xcel.

2.2. Existing Fleet Description and Operational Considerations

Demand-Response Fleet (Paratransit and BOC Vehicles)

- Eight battery-electric 14-passenger Body-on-Chassis (BOC) vehicles with ~115 kWh batteries and 100–120 mile range.
- Operate on flexible demand-response routes often exceeding 150 miles per day.
- Require midday charging from stored solar energy.
- BESS should support charging for at least 4 BOC vehicles per day.

Fixed-Route Fleet (The HOP for City of Boulder)

- Eleven battery-electric buses (3 Proterra, 8 Gillig) with 450–490 kWh batteries.

- Eight used in daily service.
- Diesel backups to be fully retired within five years.
- Charged overnight using the dedicated transformer.

2.3. Busport Solar Canopy Design Requirements

Via intends to prioritize solar installation on the **new busport canopy** before any rooftop expansion. The total amount of solar PV is expected to be **500kW,** with approximately 300kW on the canopy and 200kW rooftop. However, proposers are expected to **recommend the appropriate amount of solar to meet project goals within the budget.**

Design and Functional Requirements:

- Cover at minimum all existing DC fast chargers and associated parking positions.
- Provide some weather protection for vehicles and charging infrastructure.
- Ensure adequate clearance; tallest bus is 11′11″.
- Assess the long-term integrity of existing pavement in the busport area. Repaving this area within the project scope is highly desirable if feasible within budget and time constraints as long as it does not interfere with the overall project purpose and function of the project.
- Orient the canopy to address snow load, drainage, sun, shade, and ice.
- Optimize tilt and orientation for maximum solar production and operational access with consideration for bus operators, parking, and plugging in for charging.
- Integrate solar with existing electrical infrastructure and building transformer.
- Support Via's public sustainability image through a clean, functional design.

2.4. Existing PV System Assessment

Via's facility includes a **97 kW rooftop system** on the most favorable rooftops at the facility, installed in 2012 by **Lighthouse Solar**. Performance data is available through the eGauge web portal, which access will be provided to upon request.

Proposers should assess the operational status of this system, including visual inspection, functional testing, and recommendations for integration, repair, or replacement within the microgrid design. **AND OR** propose whether this system should or should not be integrated in the new system.

2.5 Charger and BESS Configuration

- **Dedicated EV Transformer (700kW):** 8 DC fast chargers (13 ports), nighttime rate ~3.5¢/kWh for HOP fleet charging. **This configuration is not expected to be included in the scope of this project**, other than the busport canopy to provide some coverage over the chargers, as chargers sometimes malfunction during extreme cold and heat.
- **Building Transformer (500kW):** 4 DC fast chargers (5 ports), flat rate ~16¢/kWh for daytime fleet charging and facility loads.
- **BESS:** Connected to building transformer for midday load management/peak shaving and backup resiliency. BESS should be between 500kWh-1MWh based on existing and future needs and budget constraints. Battery location should be determined by the contractor with consultation with Via staff. We have ideas on locations based on facility operations and proximity to the connected transformer line.

PART III. TERMS AND CONDITIONS OF THE RFP, OFFER, AND AWARD

3.1. 48E Direct Pay Requirements

- **Domestic Content:** All steel and iron must be U.S. manufactured; at least 40% of manufactured product costs must be U.S. sourced (55% after 2026). Certifications required. Exceptions may be made if there are significant cost savings of more than 10% of the entire project budget.
- **Prohibited Foreign Entity Rules:** No equipment or subcontracts may involve prohibited foreign entities (China) unless 5-10% of such equipment is safe harbored by 12/31/2026. Supplier certifications and cost transparency required.

3.2. Environmental Review (NEPA)

- This project is funded by Colorado's **Clean Transit Enterprise (CTE),** administered by **CDOT,** and is subject to a **National Environmental Policy Act (NEPA)** review. Although not federally funded, CDOT requires completion of NEPA prior to construction.
- The review is anticipated to qualify as a **Categorical Exclusion (CatEx)**. Proposers must support this process by providing necessary technical information and documentation. No construction may begin until NEPA approval is issued.

3.3 Project Completion Deadline

The project must be **completed no later than December 31, 2027**, with a **preferred completion date of June 30, 2027**. Proposers should demonstrate their ability to meet these deadlines and identify any risks that could delay the project.

3.4 Insurance and Indemnification

- Via Mobility Services shall require its general contractor and any subcontractor who works on the project to provide certificates of insurance.

- Via Mobility Services shall ensure, prior to the effective date of its contract with its chosen contractor that (A) its contractor has secured all licenses, certifications, permits, and other authorizations required to perform their obligations under such contract, and (b) shall ensure that all employees, agents, and subcontractors secure and maintain at all times during the term of their employment, agency, or subcontract, all licenses, certifications, permits, and other authorizations required to perform their obligations in relation to any subcontracts, and (c) all contractors and subcontractors agree to indemnify, save, and hold harmless CTE, its employees, agents, and assignees (indemnified Parties), against any and all costs, expenses, claims, damages, liabilities, court awards, and other amounts (including attorneys' fees and related costs) incurred by any of the Indemnified Parties in relations to any act or omission by such contractor or its employees, agents, subcontractors, or assignees in connection with any contract or subcontract.

- Via Mobility Services shall be responsible for reimbursing the selected vendor within forty-five (45) calendar days after acceptance of the Capital Asset(s).

PART IV. MINIMUM BID SUBMISSION REQUIREMENTS

Proposers are expected to be experts in solar, battery energy storage, microgrid design, construction, and commissioning. Proposers are expected to decide what is the most relevant information to submit for Via to make an informed decision. There are no formal page limits, but approximately 20 pages is expected, excluding photos.

It is anticipated that proposers will gather sufficient information by conducting a thorough site visit with Via staff and should therefore be scheduled as soon as possible. Access will be provided to any utility records, electrical and control rooms, site schematics, and all else requested which is immediately available and necessary to develop proposals. **Proposers may ask questions, request information, and conduct site visits up to the RFP due date.**

Proposals should include at minimum:

- **Construction/installation and design/engineering team qualifications:** Describe the roles, responsibilities and qualifications of primary team members involved in the project.

- **Overall Approach:** Describe the recommended design-build process while demonstrating an understanding of transit operations, EV charging, and resilience. Emphasize design/engineering approach that will help Via decide the best fit.
- **Photos/descriptions of completed projects in similar size and scope**
- **Subcontractors:** List all proposed subcontractors and their roles. Indicate whether participation of subcontractors is confirmed or pending. Provide relevant information about each company involved. Contractors must notify Via of any changes to subcontractors.
- **Costs:** Provide itemized estimates as feasible, noting major equipment sources such as BESS, solar panels, and busport materials (if known). Any foreseeable budget constraints that would have negative consequences on the project, short or long term, should be explained in detail with recommendations, if necessary.
- **Project Deliverables and Milestones:** Proposers should list, to the best of their ability, all deliverables and milestones, including, but not limited to, design and engineering documents, NEPA, purchase orders and delivery of equipment, construction start and end dates, and commissioning. The following documents shall be furnished with 45 days of project completion:
    - Operations and Maintenance (O&M) manuals for the facility constructed and equipment installed
    - Guarantees and warrantees associated with the facility and equipment
    - Record or As-built Drawings
    - Final Inspection Report
    - Commissioning Report

Proposals should present a clear vision for delivering a reliable and cost-effective microgrid system. The full $3,000,000 budget should be utilized. Under budget is better than over budget. Any equipment, paving, software, or materials that are recommended, but over budget, should be described if such equipment can be added on in future phases to enhance the project.

PART V. PROPOSAL EVALUATION AND AWARD

5.1 Evaluation Process

Proposals will be evaluated by a review committee composed of Via Mobility Services staff and technical advisors. The evaluation will identify the proposal that is **responsive, responsible, and provides the best overall value** to Via.

The evaluation will consider **technical quality, project understanding, cost, qualifications, and compliance** with funding and regulatory requirements. Via reserves the right to request clarifications, conduct interviews, or negotiate scope and price prior to award.

5.2 Evaluation Criteria

Category	Subcategory	Description	Weight
1. Technical Approach and Project Understanding	a. Project Understanding	Demonstrates a clear understanding of Via's goals, existing conditions, and project objectives (resiliency, cost savings, renewable generation).	15%
	b. Design Approach	Quality, creativity, and technical feasibility of the proposed microgrid design, including solar, BESS, and controls integration.	20%
	d. System Performance, Training, and Future Planning	Demonstrated understanding of power flow, rate optimization, and dispatch of solar + storage to meet operational goals. Includes plans for warranties, operator training, system maintenance, and strategies for future expansion or scalability.	10%
2. Qualifications and Experience	a. Firm experience (construction and design)	Relevant experience with solar microgrid and BESS design-build projects. Experience with transit projects. Qualifications, certifications, and project experience of project managers, engineers, and field staff.	25%
3. Schedule and Capacity to Meet Deadlines	a. Schedule Feasibility	Realistic and detailed schedule demonstrating ability to meet the preferred completion date (June 30, 2027).	10%
4. Cost Proposal and Value	a. Cost Transparency	Level of detail and clarity in the cost breakdown, including design, materials, equipment, labor, and warranties.	10%

Category	Subcategory	Description	Weight
	b. Value and Cost Efficiency	Demonstrated ability to deliver the best overall lifecycle value while maintaining quality and functionality.	10%

Total Possible Score: 100%

5.3 Basis of Award

The contract will be awarded to the proposer whose submission provides the **best overall value** to Via Mobility Services, based on the weighted evaluation criteria above.
If two or more proposals are substantially equal in quality, the award may be made to the **lowest responsive and responsible bidder**.

Post submission interviews/discussions and questions are anticipated. Award decision is expected to be made quickly.

5.4 Reservation of Rights

Via reserves the right to:

- Reject any or all proposals.
- Accept any proposal deemed in the best interest of Via.
- Negotiate price and scope prior to contract award.

Site Layout


New 750 kVA 3PH
277/480V Pad XFMR
Secondary from XFMR to EVSI Equipment
EVSI Equipment
2855 63rd St
rgers
ABB 24Kw
ABB 24Kw
ABB 24Kw
ChargeTronix 60kW
Existing (1) 50kW, (2) 60kW, and
(1) 125kW EV Charger Locations
ABB 124Kw
Solar Busport
ABB 124Kw
ABB 124Kw
ABB 124Kw