

SO-1843 Hill Center Electrical Design Services Q&A

Q1) What is the size of the solar array at Hill to help with the need to determine battery storage size needs?

A1) Solar array is 1867 kW DC and 1250 kW AC.

Q2) Is there a time scheduled for a walk through on site if available?

A2) Todd Coe will be available at the Hill Center, 5815 Wise Rd, Lansing on Monday, October 6, 10am and Wednesday, October 8, 10am. Please meet him in the south parking lot by the southeast corner of the building.

Q3) What is the EV bus model?

A3) Thomas C2 Jouley

Q4) Has a load study been conducted to confirm if the existing school service and transformer can handle the EV load?

A4) This is expected to be done as part of the A&E design services.

Q5) What is the time frame expected for full completion of the project?

A5) The design should be completed within 5 to 6 months of the award.

Q6) Will the system be sized only for EV bus charging or is it wanted to use as backup feed power back to the grid?

A6) Yes, expect to go back to the grid.

Q7) Has it been discussed with Lansing Board of Water and Light the back to grid potential?

A7) Yes, they are aware of our plans.

Q8) What is the charging time expected to be while EV buses are at Hill Center?

A8) The primary plan is to have buses charged on a daily basis for regular school year needs at the Dean Transportation bus depot for deployment. The Hill Center charging will be primarily for longer charging and storage needs; such as over the summer, weekends, or other times buses not needed for regular daily use.

Q9) How many chargers will be installed at Hill Center.

A9) The current plan is to have a minimum of six (6) charging stations installed.

Q10) What type of charger is being installed?

A10) Neo-Infrastructure was selected as the supplier during the RFP for that purchase, current charger brand selected is Heliox 44 KW DC V2G fast chargers. Please note that the chargers at Hill Center must be bi-directional.

Q11) Please clarify the required duration of operation for the facility while in islanded mode, in the absence of utility power?

A11) 12 hour to 24 hours with standard critical, priority, and non-critical load tiering parameters. Please treat PV (using worst-case winter conditions as baseline) and any V2G as runtime extensions.

Q12) What size battery do you anticipate having on site?

A12) The Owner has not predetermined battery system size or location and requests that respondents, as part of their design process, evaluate building loads and resiliency goals to recommend an appropriately sized and sited BESS.

Q13) What is the average run time or miles per day expected for the buses?

A13) Based on the 2024-25 school year data the average was 82 miles per day for 50 routes, with low of 50 and high of 110 depending on the route. This was for regular to/from school routes and not including mileage for field trips, athletic events, or other special trips.

Q14) Will there be a follow up interview after proposals are submitted?

A13) Yes, please plan to have someone available to discuss with our team if selected for further follow up during the AM of Friday, October 10. Please identify the contact person(s) when submitting your proposal.

Q15) The battery system is referred to as a “potential battery energy storage system” in the project overview and is then listed as a main project goal. Can you clarify if the BESS is required or if it is a potential “add-on” depending on size and pricing.

A15) The District intends for the design team to develop a recommended BESS configuration and siting strategy, but the procurement and installation of the BESS will depend on final sizing, cost, and funding availability. In other words, the design of a BESS is expected in the scope of services, while its implementation is contingent on budget and Owner approval.

Q16) Can you elaborate on the use of the BESS? Would you consider alternative system designs to a BESS?

A16) The primary goals for the BESS are to enhance resiliency and support critical load coverage, while complementing on-site solar generation and integrating with electric school bus charging infrastructure for potential vehicle-to-grid (V2G) or vehicle-to-building (V2B) applications.

Q17) Does Hill Center facility have an emergency/stand-by generator and if so, do you want it to have a role in the microgrid operation?

A17) Yes, the Hill Center is equipped with an emergency generator that serves life-safety and emergency electrical loads. The generator will remain in place and may be leveraged as part of an overall resilience strategy; however, it is not intended to serve as the primary resource for the proposed microgrid.