

Addendum #1

Q&A and Time extension

1. Is the award from the MassCEC grants referenced in Town of Cohasset June 16th [committee meeting minutes](#) available to all solicitation respondents?

The Town is aware that the MassCEC had funding to support electric bus demonstration projects and knows of at least one grant award as referenced in the meeting minutes. Cohasset is not aware of the specifics of the overall MassCEC grant program with respect to how much is available and for what purpose, but has confirmed that the Town would be willing to be a host for a demonstration project. There may be several potential grant programs available, and the Town is looking for the bidders to access any possible grants as a way to reduce the price of their proposed lease prices.

2. Is the planned project a behind-the-meter, front-of-the-meter, or a microgrid interconnection? Depending on the interconnection format, Vehicle-to-Grid operations may be used to reduce lease price to the Town of Cohasset.

The Town has not developed any specifics as to the type of interconnection. The Town is open to potential configurations available to reduce the lease costs to the Town, including Vehicle-to-Grid operations.

3. Does the Town or School Department plan to transition more of its school buses to electric vehicles, and over how long of a period?

The purpose of this demonstration project is to gather data and information for the Town to make an informed decision as to whether to pursue a fleet conversion and on what timeframe. Timing of a potential conversion is likely to depend on economics, availability of grants/subsidies, and policy requirements.

4. Is the Town or School Department planning to apply for EPA Clean School Bus program funds as part of this procurement?

The Town leases its school buses and understands that the funds from the EPA in the first round are prioritizing replacement of school buses that are over 10 years old and in towns with higher poverty rates. Therefore, the Town does not intend to apply for the first round of EPA grants, but encourages bidders to do so if they have an old school bus to replace and require a host town such as Cohasset to lease the new bus.

5. Does the Town have additional information on the FEMA BRIC grant application with expected award in July 2022? Will successful award of BRIC funding for the Cohasset Microgrid Project (submitted January 28, 2022) be related to the Electric School Bus Demonstration Project (awarded by MassCEC)?

The Town has not yet received any updates from FEMA regarding the BRIC grants, but expects to do so this summer.

The Electric School Bus Demonstration project is unrelated to the BRIC grant. That said, the Town would be open to a demonstration project with electric school buses that also supports another service such as vehicle-to-grid, microgrid support, ancillary services, non-wires alternative, mobile storage for backup power, or other complementary functions that an electric school bus may be designed to deliver for the Town directly or as an offset to the cost in addition to student transportation.

6. Is National Grid providing financial or technical support for interconnection or EVSE development?

The Town is aware that National Grid has offered different levels of support in the past, but does not know the current status of those programs. The Town encourages bidders to coordinate with National Grid directly.

7. Is the annual mileage 1,000 miles for the bus? What is the average daily mileage?

The average miles per day is 125 per day and per bus.

I. GENERAL INFORMATION

A. Proposal Submission-Please replace the due date below to state August 2, 2022 at 11:00am.

Sealed Proposals (official response) officially submitted are due at Cohasset Town Hall ,41 Highland Ave Cohasset, MA 02025 by **July 29 at 11:00 A.M.**