



[Banning Unified School District](#)

Request for Proposals (RFP) #27-001

**For an Energy Conservation/Public Works Project under Government Code
§4217**

Transportation Yard Solar, Storage, and VGI Demonstration

RFP#27-001 Schedule	
Request for Proposals Issued	September 3, 2026
Site Walk	September 18, 2026
Questions Due	September 21, 2026
Proposals Due	November 6, 2026
Interviews, if necessary	Week of November 16-20, 2026
Selection	December 1, 2026
Board Approval	December 16, 2026



Overview

The Banning Unified School District (BUSD or the District) seeks proposals from solar and storage companies (each a “Proposer”) with demonstrated qualifications, resources, expertise, and experience to undertake and complete the Project on a timely and cost-efficient basis. The company selected by the District will be fully responsible for: (i) securing any and all necessary permits and utility agreements; (ii) planning, designing, scheduling, constructing, installing, and commissioning the systems; (iii) complying with all AHJ requirements; and (iv) providing training and ongoing operations and maintenance services.

The purpose of this document is to provide BUSD’s potential solar + storage proposers with key parameters to submit proposals. The project scope is based on one site, the Maintenance and Transportation Yard (MOT) at 350 E Lincoln St., Banning, CA 92220. Proposals should include all details outlined in this document so BUSD officials and its Board can execute a contract transparently, in accordance with California Government Code 4217.

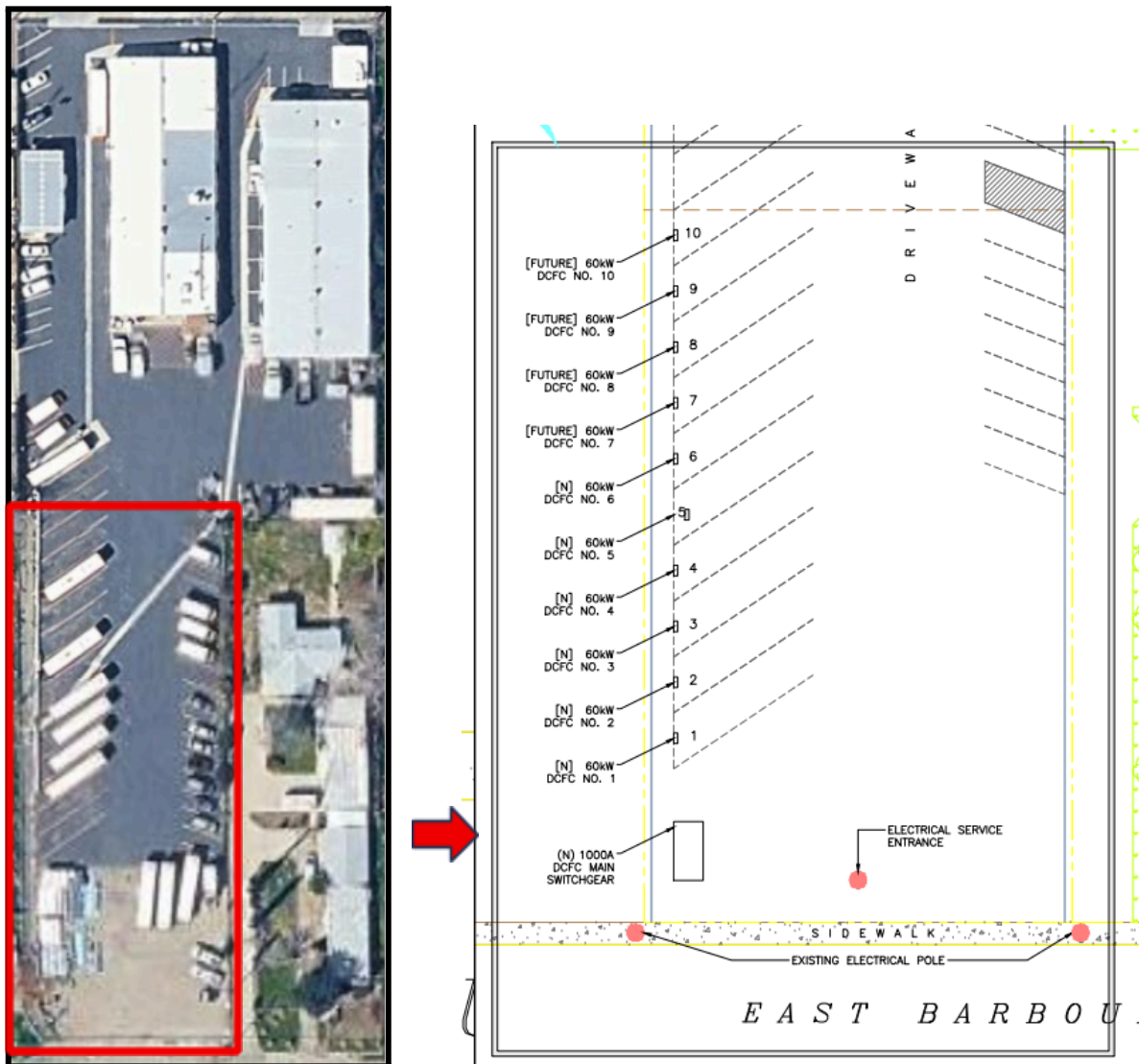
New Service for Electric Bus Charging

The utility serving the site is city-owned Banning Electric Utility. BEU is establishing a new service at the MOT Yard for 10 Nuvve 60 kW electric bus chargers. Six chargers will be installed in 2026 with four additional bus parking stalls made “charge ready” to receive additional 60 kW chargers in the next few years. The District is ordering six electric buses through current grants and plans to expand to 10 buses in the future.

According to Nuvve, the 60 kW VGI (Vehicle Grid Integration) charger is a high-powered, bidirectional DC fast charger designed specifically to turn fleet electric vehicles and electric

buses into active grid assets. Nuvve's cloud-based GIVE platform supports advanced vehicle-to-grid (V2G) capabilities, allowing fleets to charge efficiently while sending energy back to the grid to earn revenue and help the utility meet peak demand. This capability will become part of the microgrid function. The electric buses are also bidirectional.

While the project is still in engineering, the District expects to install a new 1,000-amp switchgear. Banning Electric Utility will install a new transformer and establish new service to the electric bus charging function only. No other MOT yard loads will be connected to this new service.



Preliminary Electric Bus Charging Installation Plans

Banning Ebus Charging through Banning Electric				
Chargers	kW	Total kW	Hours at Max Charging	Total Daily kWh
6	60	360	3.4	1,200
		Annual kWh (210 days)		265,000
*120 miles per day @.6 kWh per mile is 200 kWh per day per bus				

Anticipated Annual Load Before Solar and Storage

The solar + storage system target size is based on achieving PV generation capable of sustaining six Ebus chargers using solar and battery capacity to fill the electric buses through the microgrid and limit supplemental energy imports from the utility, and to limit exports of surplus solar power to the utility given BEU's relatively low excess energy export rate. The roofs at the MOT yard are deemed unsuitable for solar arrays. As such, the District is considering two layout options for adding solar shade structures and energy storage system (ESS) equipment. The District is open to considering alternative configurations. Please note that the structure is subject to change and will be communicated through formal RFP amendments.

Double Row T-Structure + One Single Cantilevered Structure – ~ 300 kW



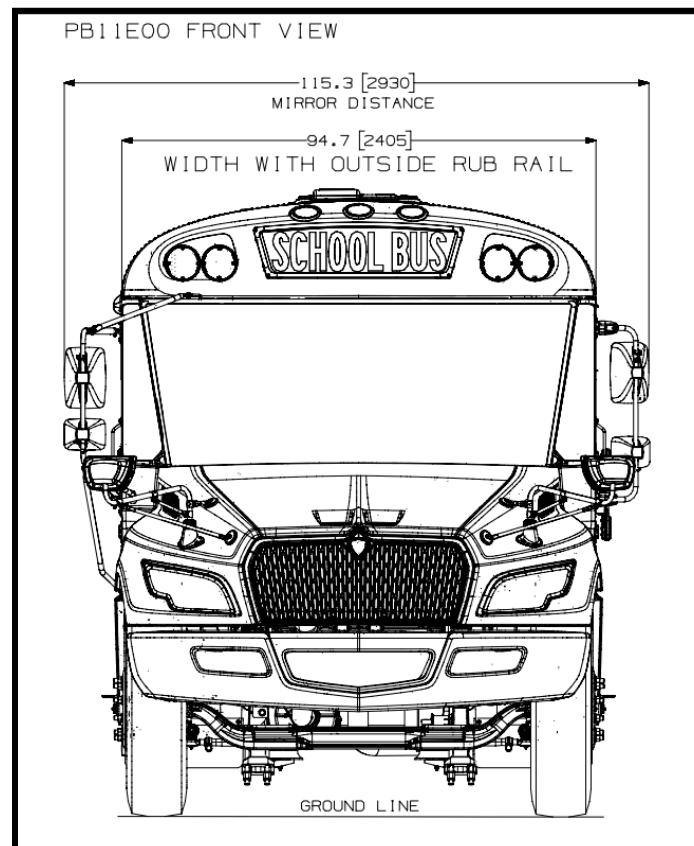
The T-structure on the left is about 40 feet wide and would tilt 5 degrees to the west. Space the center columns according to the new bus parking stall widths, 23-27 feet apart. Assume two parked buses between columns. Electric buses are 12.8 ft high, 9.6 ft wide, and 40 ft long. Dimensions are included in this RFP. The minimum height of the west-side structure should be 13 ft. The inverters should be small enough and mounted high enough on the columns to be out of the way of the buses. The PV conduit runs will run south to the switchgear.

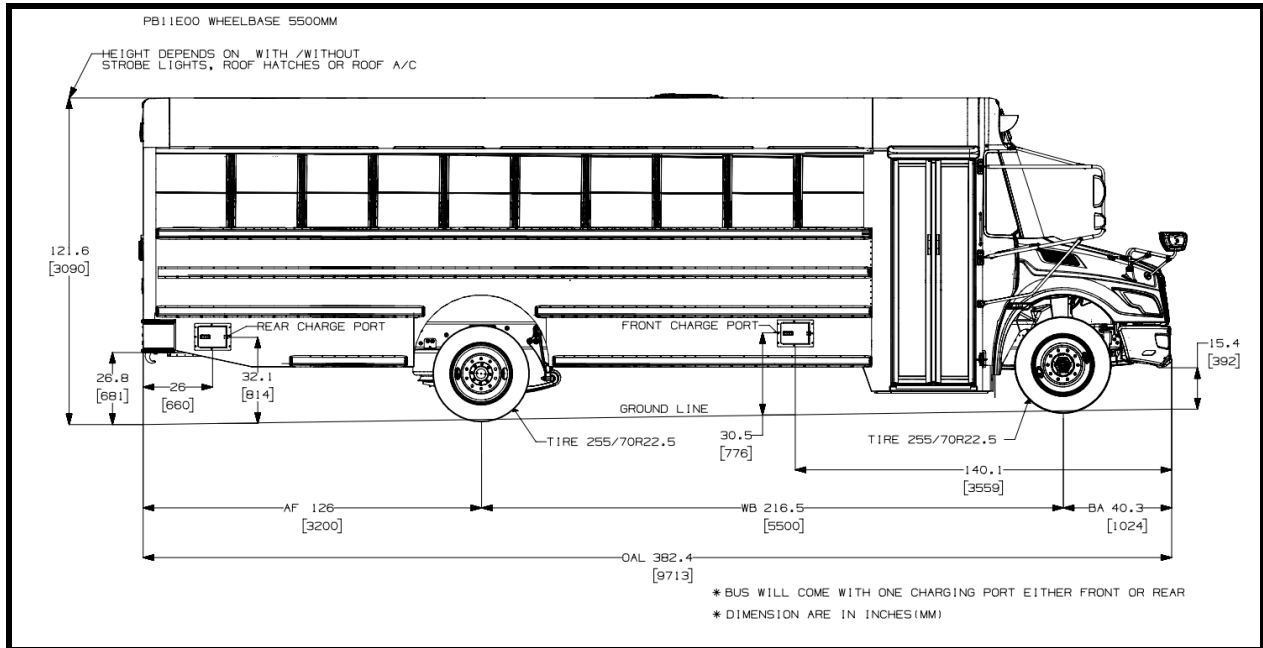
The single cantilever structure on the right will tilt 5 degrees to the east. The minimum height will be 13 ft. Conduit runs will travel to the switchgear. Locate ESS equipment adjacent to the new switchgear at the southwest corner of the lot. The expected ESS footprint is expected to be ~110 square feet.

Shade Structure Specifications

- The columns and beams should be painted in a color of the District's choosing
- The base of the columns should be flush with the asphalt with no cement encasement
- Each solar shade structure will have LED lighting under the canopy
- The solar structures need to have enough domestic material to qualify for IRS Direct Pay incentives

Bus Specifications





ESS Dimensions (LxDxH): 22 ft by 5ft by 8 ft, with a 6x DC Cabinet plus inverter



Banning has no battery brand preference. The Generac system shown above provides footprint guidance. Space next to the 1,000 Amp switchgear will be limited.

Battery and Microgrid expectations

The designed system must operate like a microgrid, providing ongoing services in islanded mode during grid outages. Proposers must present solutions and controls that allow microgrid

operations during emergencies and are fully integrated with the BEU system during normal operations.

The ESS should store as much solar-generated kWh as possible. Each Ebus charger is expected to dispense 120 kWh a day at a rate of 60 kW. The ESS system needs to be capable of storing and discharging at least that amount every day. When solar power is not available, the ESS should draw utility power at a low and steady rate, not to exceed 50 kW.

The planned performance target size for the ESS is 360 kW and 1,200 kWh. However, factoring in battery degradation, a larger starting size may be preferable. Proposers should select equipment that offers good value with minimal annual degradation. The best value may be found in ESS sizes up to 500 kW/1,500 kWh.

Financing

The District is seeking both a cash price and financing options (power purchase agreement). In either case, Proposers should maximize access to incentives. Domestic content, avoiding FEOC issues, and completing the project by December 31, 2027 are all required. The financial partner, if applicable, must be named in the proposals with financial and experience credentials.

Proposal Requirements

Proposals submitted in response to this RFP shall be submitted as follows:

- **Introduction (maximum of 2 pages):** Narrative summarizing the Proposer's interest in providing the PV and ESS Systems, work and services described in this RFP. Please include unique attributes and commitments to the District including but not limited to, responsiveness, warranties, partnerships, qualifications, pricing, monitoring system capabilities, maintenance, etc. A statement that the proposal shall remain valid for a period of not less than 120 days from the date of submittal. Signed statement attesting that all information submitted with the proposal is true and correct.
- **Pricing:** State the total cash price as well as any PPA or lease terms offered. Present cost information for PV and ESS separately.
- **Proposer Contact Information (maximum of 1 page):** Identification of Proposer who will have contractual responsibility with the District. Identification shall include legal name of company, address from which the services will be managed, telephone number and e-mail address of the contact person identified during the period of proposal evaluation.
- **Contractor Licenses (maximum of 1 page):** Specify the number and classification(s) of the contractor license issued to the Proposer by the California State Licensing Board (CSLB), together with any other licenses, registrations, and/or certifications held by the Proposer and relevant to the planning, design, construction, installation, or commissioning of the Project. In addition, specify the number(s) and respective classification(s) of any and all other CSLB contractor licenses: (i) previously held by the

Proposer; and (ii) previously or currently held by any of the Proposer's principal owners and/or officers.

- **Department of Industrial Relations Registration:** This is a public works project and is subject to compliance monitoring and enforcement by the Department of Industrial Relations (DIR). When submitting a proposal for this work, the Proposer shall evaluate and include the cost of complying with all labor compliance requirements under this contract and applicable law.
- **Labor Code:** For all projects, the contractors and subcontractors must furnish electronic certified payroll records to the Labor Commissioner. Pursuant to provisions of Labor Code Section 1775, the Contractor shall forfeit, as penalty to the District, not more than two hundred dollars (\$200) for each laborer, workman, or mechanic employed for each calendar day or portion thereof, if such laborer, workman or mechanic is paid less than the general prevailing rate of wages herein before stipulated for any work done under the attached contract, by him or by any subcontractor under him, in violation of the provisions of said Labor Code.
 - Attention is directed to the provisions in Sections 1777.5 and 1777.6 of the Labor Code concerning the employment of apprentices by the Contractor or any subcontractor under him.
 - Provide printout(s) of the page(s) from the California Department of Industrial Relations ("DIR") website evidencing that the Proposer and each of any subcontractors that the Proposer may, but is not required to, designate in its Proposal are currently registered with the DIR pursuant to Labor Code Section 1725.5 and/or 1771.1.
- **Key Personnel (maximum of 2 pages):** Identify all "key" management and superintending employees whom the Proposer intends to assign to the Project, specifying their respective qualifications and experience completing projects similar to the Project. Include individual resumes or profiles for such key personnel as attachments to the Proposal (maximum 1 page each).
- **System Proposed:** Proposer must provide the District with a complete description of all solar components proposed, notably the solar shade structures, PV modules, inverters, batteries, balance of system, wiring, disconnects, optimizers, rapid shutdown, and any other relevant components, including, without limitation, datasheets with images of the structures and other major components.
 - Proposer must provide a microgrid controller capable of coordinating solar, storage and eBus/charger VGI as well as operating when the grid goes down.
- **PV Monitoring System:** Proposer must provide a revenue-grade monitoring system at each site capable of certifying MWh counts for Western Renewable Energy Generation Information System (WREGIS). The monitoring system should be internet-accessible to

the District and include a suitable online, public-facing dashboard. This must be included for 25 years.

- **System Performance:** Proposer must present projections of the site's combined annual system performance (kWh) and must state expected annual degradation and provide a minimum 90% (or greater) Performance Guarantee for the duration of the contract.
- **Construction Schedule:** Proposer must present a proposed critical path construction schedule setting forth anticipated milestones and periods from contract award to completion and must, without limitation, allocate appropriate time for permitting and approvals and for obtaining BEU Permission to Operate. The project must be completed by December 31, 2027 and include the following:
 - Contract Award Date
 - Application for construction permits
 - Detailed construction period
 - Substantial Completion
 - Final Completion
 - Completion by December 31, 2027
- **Experience (maximum of 2 pages):** Proposer must describe its experience installing PV, ESS, and microgrids in Southern California.
- **References:** Proposer must provide a list of three clients for which it has performed services that were the same or similar to those specified in this RFP, preferably in Southern California. The list should include the installation date, contact person and information, address, and a summary of the work performed.
- **Organizational Structure (maximum of 1 page):** Proposer must disclose joint venture relationships and/or subcontracted service providers that will be needed to carry out the objectives of the scope of work in this RFP.
- **Insurance Certificates (maximum of 3 pages):** Each Proposal must include: (i) a letter from the Proposer's insurer that certifies the ability of the Proposer to obtain from the insurer all of the general liability, automotive (vehicle) liability, professional liability, worker compensation, and other insurance as described in, and with the coverage amounts specified in, this RFP and the Installation Agreement; and (ii) a list of the insurance coverage/policies to which such certification applies.
- **Acknowledgment of Insurance Requirements:** Complete and submit Section A - "Acknowledgment of Insurance Requirements" with the proposal package.
- **Include a sample of any Power Purchase Agreement.**

Other Project Requirements

- Indicate where wiring is copper and where wiring is aluminum
- Proposers are responsible for restoring parking lots disrupted by trenching, boring, construction, and/or equipment (if applicable)
- Prevailing wages are required for this project
- Specify an Operations and Maintenance Agreement tied to the Performance Guarantee that includes preventive maintenance, annual testing, visual and infrared inspections, training and ongoing technical support for operating the microgrid, verifying VGI functions, and at least one annual module cleaning.
- Please specify where tech support and O&M teams will be located and the distance and approximate time to reach the MOT yard

Construction Timeline

- The project needs to be placed in service before December 31, 2027
- Observe any District requirements regarding MOT site access

Site Information

EcoMotion has aggregated a digital dossier with relevant site and overall project material. [CLICK HERE](#) to access the Google Drive to access the following documents for interested parties:

- Plans and site-related documents
- Proposed single-line diagrams
- Description of proposed switchgear
- Information on BEU added transformer
- Pictures of the site

Proposers Conference and Site Walk

A mandatory proposer's site walk will be on September 18, 2026 at 10:00 a.m. at 350 E. Lincoln Street, Banning, CA 92220

Information Requests

Questions regarding this RFP, or any related matters, may be submitted to EcoMotion and the District, which will make reasonable attempts to answer such questions with the District's input.

Proposers may send questions in writing by contacting Michael Ware at MWare@EcoMotion.us and Monica O'Brien at mobrien@banning.k12.ca.us. EcoMotion will compile all questions and send answers to all Proposers.

Questions will be accepted up until September 21, 2026.

Submission

Send electronic versions of your proposal via email by 5:00 PM on November 6, 2026
to:

Monica O'Brien , Executive Assistant, Business Services
mobrien@banning.k12.ca.us

Michael Ware, EcoMotion
mware@ecomotion.us

Selection Criteria

The District, acting in its sole discretion, will select a Proposer in accordance with this RFP determining the proposed best value in no particular order, on: Pricing, Quality of PV system components, Experience, References, and Construction Schedule.

This RFP does not commit the District to award a contract for the Project to any Proposer(s). The District reserves the right to reject any or all Proposals and to negotiate changes to any Proposal in the event one or more successful Proposer is selected.

Insurance Coverage

Prior to commencing work, the selected Proposer shall procure and maintain at its own cost and expense all insurance coverage required by this RFP designating Banning Unified School District as the Certificate Holder. The cost of such insurance shall, in each case, be deemed to have been included in the pricing specified in a Proposal.

Such insurance policy must provide or be endorsed to provide not less than \$2,000,000 of aggregate coverage. Such aggregate coverage may, in part, be provided through an umbrella or other excess liability policy, provided that the coverage strictly follows (adheres to) the form of the applicable underlying policy.

Type of Coverage	Minimum Requirement
Commercial General Liability Insurance , including Bodily Injury, Personal Injury, Property Damage, Advertising Injury, and Medical Payments	
Each Occurrence	\$ 1,000,000
General Aggregate	\$ 2,000,000

Automobile Liability Insurance - Any Auto	
Each Occurrence	\$ 1,000,000
General Aggregate	\$ 2,000,000
Professional Liability (Per Occurrence)	\$ 2,000,000
Workers' Compensation	Statutory Limits
Employers' Liability	\$ 1,000,000