

Request For Proposals (RFP) Autonomous Neighborhood Electric Vehicles (ANEV) Feasibility & Development

Issued by FISTech for collaboration on next generation infrastructure

1. PURPOSE

FISTech invites proposals from current or future manufacturers, mobility technology firms, and electric vehicle developers to assess:

The feasibility of designing, producing, and commercializing Autonomous Neighborhood Electric Vehicles (ANEVs) suitable for deployment as privately owned, ride-share-enabled assets supporting first/last mile mobility.

The objective is to determine whether ANEVs can be manufactured at scale and operated economically as:

- income-producing assets
- mobility infrastructure extensions
- battery-enabled distributed energy units from V2G or V2H

2. PROGRAM CONTEXT

FISTech is evaluating ANEVs as a potential solution to:

- Improve access to public transit
- Address first/last mile transportation gaps
- Enable employer-sponsored commuter access
- Support electrification and grid resiliency
- Create a privately owned, revenue-generating asset class

ANEVs are envisioned as:

- Similar in size and weight to large golf carts
- Capable of transporting up to four passengers
- Operating within ~2-mile station-based service zones
- Dispatched via integrated ride-share platforms

3. OBJECTIVES OF THIS RFP

Respondents shall provide:

A. Cost Feasibility

- Identify whether ANEV can be produced at:
 - target range: \$30,000–\$50,000 per unit
- Validate potential for cost reduction at scale

B. Financial Structure Support

- Evaluate compatibility with:
 - private ownership models
 - financing structures (including On-Bill Repayment / ITC-enabled models)

C. Deployment Readiness

- Provide timeline to:
 - prototype
 - pilot
 - scaled manufacturing

D. Barrier Identification

- Clearly articulate:
 - technical barriers
 - regulatory barriers
 - cost barriers
- Provide recommended mitigation strategies

4. SCOPE OF RESPONSE

Respondents must address the following:

4.1 VEHICLE DESIGN & SPECIFICATIONS

Provide detailed description of:

- Passenger capacity (target: 2–4 riders)
- Size and weight classification
- Compliance with California DMV regulations for ANEV's.
- List of other state DMV's that have current or proposed ANEV's regulations
- Drive system:
 - electric (required)
 - autonomous / assisted / manual options
- Range (target: local circulation, high daily cycles)
- Speed (low-speed urban / neighborhood use)

4.2 COST STRUCTURE (CRITICAL)

Provide detailed cost breakdown:

A. Initial Cost (per unit)

Component	Cost Range
Vehicle manufacturing	
Battery system	
Autonomy / control systems	
Safety systems	
Assembly / logistics	
Total Expected Unit Cost	

B. Operating Costs (annual)

- Energy consumption (per mile/day)
- Maintenance (routine + major components)
- Battery lifecycle / replacement
- Insurance assumptions
- Software / platform costs

C. Scaling Costs

- Cost reduction at:
 - 100 units
 - 1,000 units
 - 10,000 units
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4.3 ECONOMIC FEASIBILITY

Provide modeling (or estimates) for:

- Expected lifespan of vehicle

4.4 REGULATORY & COMPLIANCE

Identify all regulatory requirements:

- DMV classification (low-speed vehicle, etc.)
- Road eligibility criteria
- Autonomous driving approval pathways (if applicable)
- Local/state/federal compliance needs

4.5 TECHNOLOGY & PLATFORM INTEGRATION

Describe:

- Compatibility with ride-share dispatch systems
- Fleet management requirements
- Data outputs:
 - trip data
 - performance metrics
 - utilization
 - Declined rides due to demand exceeding supply of ANEV's.

4.6 ENERGY & INFRASTRUCTURE

Provide requirements for:

- Charging systems (Level 1 / Level 2 / fast charging)
- Charging frequency and downtime
- Integration with:
 - utility programs
 - off-peak charging
 - potential V2G and V2H / battery applications

4.7 BARRIERS & RISKS

Respondents must explicitly identify:

Technical Barriers

- manufacturing complexity
- autonomy limitations
- durability concerns

Economic Barriers

- cost thresholds not achievable
- utilization risks

Regulatory Barriers

- road legality
- safety certification

4.8 FEASIBILITY ENABLERS

Respondents must identify:

What current factors make ANEV feasible now (vs 5–10 years ago)

Examples to address:

- battery cost trends
- micro-mobility adoption
- autonomy advancements
- manufacturing improvements
- policy/environmental incentives

4.9 DEPLOYMENT STRATEGY

Provide:

- Minimum viable pilot design:
 - fleet size
 - geography
- Time to launch:
 - pilot
 - scaled rollout
- Recommended initial markets (station types)

5. DELIVERABLES

Respondents must submit:

- Executive summary
- Detailed technical proposal
- Cost and economic model
- Barrier and feasibility assessment
- Deployment timeline

6. PROCUREMENT STATUS

This RFP:

- Is non-binding
- Is issued for:
 - feasibility assessment
 - market testing
 - data collection
- Does not constitute procurement commitment

7. STRATEGIC POSITION

This initiative seeks to determine whether ANEV can function as:

Privately owned mobility infrastructure
Income-generating assets (~\$500+/month potential)
Extensions of public transportation systems
Battery / energy assets with secondary value

FINAL POSITION

This RFP is designed to validate whether ANEV can become a scalable, financeable, privately owned mobility platform that bridges transportation, energy, and infrastructure.