



ADDENDUM # 1

FINANCE DEPARTMENT

ELLEN SANBORN
Finance Director

COLLEEN C. SELBERG
Purchasing Agent

Bid #27-22

TO INSTALL AND MAINTAIN ELECTRIC VEHICLE CHARGING STATIONS (EVCS) IN SOUTH PORTLAND

Please note the following clarifications to the above stated bid due via email to cselberg@southportland.org by no later than 4:30 P.M., Thursday, February 24, 2022:

1. *Is the city interested in only private owner operated EVSE? Would the city consider owning and [company] operating and maintaining the EVSE if we could help the city get 90% of the capital costs paid for and the first 5 years of the operations and maintenance of the city owned EVSE funded through grants that are available? Much of the \$550B in the [Bipartisan Infrastructure Law] is appropriated for municipalities in the form of grants or matched funding. Projects considered for funding range from EV charging infrastructure to microgrids, as well as other green energy projects.*

The short answer is yes, the City would absolutely be open to this option. We will prioritize proposals that are in the best interest of the City financially as well as operationally (i.e. the City is not in a position to manage O&M). Proposals that come at zero cost to the City are preferred, but we will consider proposals that come at a cost to the City as long as the benefit to the community is central to the proposal and the proposed City match is used efficiently. We recognize that there may be significant opportunity for funding for EV charging as a result of the Bipartisan Infrastructure Law, and welcome proposals that incorporate the programs that will come out of that Law. City funding will be subject to City Council approval and if approved, will be available starting July 1, 2022.

2. *The technical requirements call for Level 3 150 kW DCFC chargers. In some cases, there may not be enough power available in a location that's a good application for faster charging. Will you allow us to use 50 kW DCFC chargers if the power isn't available?*

Yes, we would consider use of 50 kW fast chargers at sites that have prohibitive power constraints. We will be involving Central Maine Power (CMP) in the charging station site selection process who will assist in determining feasibility and viability of various charging speeds at each site.

3. *Is the Certificate of Insurance required at the time of our response to the RFP or before the start of work? For the additional insured, should it be "The City of South Portland" or for the address of City Hall?*

It would be required before the start of work. "The City of South Portland" is required to be listed as an Additional Insured.

4. *Are applicants responsible for electrical work between the meter and charger stub-out?*

Yes, however Central Maine Power (CMP) will be involved in the discussions from the beginning of the process and they may offer technical or financial assistance, such as the Electric Vehicle Charging Make-Ready Infrastructure Pilot they offered last year. Many other grant programs relating to EV charging have included financial assistance for not only the units, but the site work and electrical work involved in installing them. We intend to weigh a number of factors in the site selection process, including ease of installation and minimizing electrical work. As seen from the photos included in Appendix II, many of the proposed sites include buildings or structures that may allow for wall-mounted units.

5. *Will the City look to integrate with a fleet and public works system in the future?*

In short answer – possibly, but not in the near term. There are still many unknowns with regards to our fleet electrification plans. Currently, we plan to keep paid-for, public charging separate from our fleet charging needs. As the City operates over 220 vehicles and dozens of properties, it may be advantageous in the future for the City to utilize public charging stations for fleet use in some scenarios, but it would likely only ever be for light-duty vehicles.

6. *Are the chargers for fleet or public usage?*

These chargers will be primarily for public usage, but may be utilized by fleet vehicles on occasion.

7. *How many L2 and DCFC chargers is the project looking for?*

This project aims to add 36 EV charging stations (which could be served by 18 dual-plug chargers or 36 single-plug chargers or any combo). We will consider proposals that are not precisely 36, too. We do not indicate how many need to be Level 2 or Level 3, but a combination of both is preferable.

8. *How many chargers are you looking to install in each of the sites?*

Site selection will take place once a proposal has been chosen. A number of factors indicated in the RFP (including property ownership, high potential for public use, spatial diversity, etc.) will determine which sites are selected, and how many chargers are feasible at each site.

9. *Are we allowed to charge the customers for usage of the chargers?*

Yes, it is expected that the selected firm will charge customers for use of the chargers.

10. *Who gets to own the related carbon credits?*

This is something that can be negotiated once a firm has been selected.

11. *Are there any existing EV chargers that are needed to be replaced?*

This is something we would consider. Currently, the City operates 11 Clipper Creek Level 2 chargers and 1 Nissan DCFC. They vary in age, and some have been replaced in the last few years.

Colleen C. Selberg
Purchasing Agent

Please sign and return with your proposal.

Receipt of Addendum #1 to the City of South Portland Bid #27-22 is hereby acknowledged.

Signed: _____
(Corporation, Firm or Company)

By: _____
(Officer, Authorized Individual or Owner)

Title: _____

Mailing Address: _____

Zip Code: _____ Date: _____

Telephone: _____ Fax: _____

Email: _____

NOTE: Bids must bear the handwritten signature of a duly authorized member or employee of the organization making the bid.