



## A D D E N D U M # 2

### FINANCE DEPARTMENT

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### 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](mailto:cselberg@southportland.org) by no later than 4:30 P.M., Thursday, February 24, 2022:

**THE BID OPENING DATE HAS BEEN EXTENDED TO FRIDAY MARCH 4, 2022 via email to [cselberg@southportland.org](mailto:cselberg@southportland.org):**

1. Page 1, Section 2, Background. The City states that it is seeking approximately 36 EVCS (in some combination of level 2 or level 3 (DC Fast Chargers)). Can the City clarify if this means 36 individual charging ports, as opposed to charging stations which can offer single or double ports depending on the model?

Already answered – question 7

2. Page 3 Section 3, Scope of Work. Does the City **require** removal of charging equipment at the end of the ten year term or does it have flexibility in allowing assignment of ownership or allowing ongoing ownership at the end of the term, depending on the site involved?

We are open to possibilities at the end of the term, but our preference for the 10-year term is for the selected firm to own and operate the units.

3. Page 4, Table 4.1- List of potential EVCS. Can the City provide more specific information about the initial proposed locations it wants to have considered? This information might include available parking, aerial photos of specific locations, any City prioritization of locations based on its stated factors?

We understand it is difficult to propose or envision a project that does not have set locations, however we have opted to leave the site selection process for after a firm has been selected as to fully assess feasibility at each site and to not exclude any possible site.

Appendix II offers a photo of each site. Below is a list of the proposed sites and their addresses, which is the best we can offer on short notice.

Redbank Community Center – 95 Macarthur Cir W

Wilkinson Park – 112 New York Ave

Westcott St School Complex – 130 Westcott Rd

Cash Corner Fire Station – 360 Main St

Wainwright Field – 125 Gary L Maietta Way

South Portland Community Center – 21 Nelson Rd

Legere Park – 110 Waterman Dr

South Portland City Hall – 25 Cottage Rd

Hamlin/Planning Office – 496 Ocean St

South Portland Public Library – 482 Broadway

Hutchins School – 24 Mosher St

Bug Light Park – end of Madison St  
Willard Beach – 46 Willow St  
Jordan Park – end of Brickhill Ave  
Forest City Cemetery – 232 Lincoln St  
Yerxa Park – end of Bagley Ave  
Hinckley Park – 288 Highland Ave

Our main goal here is spatial diversity of charging sites across all neighborhoods. The City prefers sites that are City-owned as well.

Are any of these locations deemed by the City to be more appropriate for future expansion of charging resources given these factors (which has a bearing on the sizing of the supporting electrical infrastructure)?

Of the listed sites, the City maintains 4 chargers at the Hamlin/Planning Office, 3 chargers at the South Portland Community Center, and 2 chargers at City Hall. Hamlin and City Hall are both lower priority as it is unclear how long the City will occupy these sites. Other than those two, factors such as parking availability, proximity to 3-phase (or whatever is required) electricity lines, and location in relation to dense residential or commercial activity, will determine what sites are highest priority.

Has the City received inquiries relating to adding charging resources at any of these?

No, we don't have a record of inquiries for EV charging at these sites, nor do we have usage data, but anecdotally, the City's 10 publicly-available chargers are used on a daily basis by the public. We aim to do a crowdsourcing survey to determine public preference for various sites as part of the site selection process.

Is there a minimum number of locations that the City seeks to electrify?

The City aims to add 36 EV charging ports with this project, with no preference for number of sites.

Would the City be open to areas surrounding the Maine Mall/turnpike access points? Does it own any property in that area?

We are supportive of projects that are in the proximity of various turnpike access points, however, the City owns very little property in the west end of the City (see Appendix I for a map of City-owned properties.) We encourage this thinking as some federal funding (specifically the NEVI Formula Program) will only be available along designated alternative fuel corridors, however, any non-City owned properties will need to involve a third-party property owner.

Would the City be open to a more phased approach to project selection and timelines, such that the projects are spread out over a longer period of time to provide more immediate access at higher priority locations followed at a future date by lower priority locations?

We anticipate that not all construction projects will happen simultaneously and thus a phased approach would be fine. We can negotiate an exact timeline.

4. Page 6 Section B, EVCS Equipment Requirements. Would the City allow broader technological diversity in terms of the charging hardware to be used? For example, non-touch screen units which nonetheless have state of the art access interactivity via cell phone and credit card?

Requiring touchscreens eliminates a broad swath of hardware providers that might otherwise meet the charging/network requirements. Would the City allow for power sharing between units for some of the placements (where vehicles likely would spend longer periods parked and not need a full 7.2 kW per port)?

Definitely, yes – the requirement in Sec. 5B applies to any units that have screen displays. If all other requirements (specifically those that allow are easy to access, payment by a variety of means, and instructions for payment) are met, the unit does not need to have an on-unit touch screen display.

It is our strong preference that each port allow for continuous 7.2 kW per port, but would consider power sharing between units at a site where it is difficult or cost-prohibitive to meet the 7.2 kW continuous requirement.

5. Page 7 Section D, Lighting, Signage and Pavement Markings. Will the City require pavement markings at all parking locations? ReVision has found that these do not last long given plowing and sanding and actually last about a year. They also can add considerable cost, especially if the City expects the owner to maintain them.

As specified in Sec. 5D, signage and pavement markings for each site will be determined once a firm is selected. It will be a collaborative process between our City staff and the selected firm and will be informed by past experiences and ensuring that each EV parking space is clearly an EV parking space.

6. Page 7, Section E, Accessibility and Availability. Can the City explain its use of the term "ADA compliant"? Specifically, does the City have a checklist or other set of parameters which can help applicants envision the added scope of work to the site preparation stemming from this requirement?

ADA compliance for an EV parking space will mean:

- The parking space itself will follow all ADA requirements for parking spaces, including sizing of the stall and aisle ([see Sec. 27-1556 of South Portland City Code](#));
- Maintaining ADA compliance of any sidewalks or crossings that are impeded upon as part of the project; and,
- Ensuring the EV charging unit itself is accessible, either by ramp or within reach range of the curb (details [here](#)).

7. Page 7, Section F, Operation and Maintenance. Would the City allow site host agreements that exceed the ten year period and which grant exclusivity, or at least right of first refusal, for the awardee for these sites?

This question is a little unclear to us, but we are open to going beyond the 10-year period, but are not open to exclusivity beyond that point.

8. Page 10, Proposal, Section 6, Subsection 6, Project Schedule. Would the City provide flexibility for the project completion based on the availability of outside funding opportunities? For example, if federal, state or utility funding emerges that would provide additional subsidy but whose programmatic release of funds do not cleanly align with the City's preferred timeframe, will the City allow awardees to delay projects pending application for those third party funds? If so, how much flexibility?

Yes, within reason. We understand there is much undecided as to how/when BIL (and other funds) will be made available to the public for EV charging projects, and we want the selected firm to have the ability to utilize these significant funding opportunities. Terms for waiting for release of various funds are negotiable once a firm has been selected.

9. Page 3, Section 3 Scope of Work. Can the City identify any current or projected source of funds it may use as contribution to the overall cost of these project installations? Would the City consider ownership of some or all sites as part of the proposed model?

The City is currently in the CIP selection process and will be considering an EV charging project as part of that process. Decisions for CIP funds come in June 2022. We have also identified a number of grant opportunities that we plan on taking advantage of, including, but not limited to: the Bipartisan Infrastructure Law, NEVI Formula Program, ongoing Efficiency Maine programs, and ongoing CMP programs.

Already answered – see question 1.

Colleen C. Selberg  
Purchasing Agent

**Please sign and return with your proposal.**

Receipt of Addendum #2 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.