



Dated: March 8, 2021  
RE:ADDENDUM NO. 1 TO REQUEST FOR  
INFORMATION (RFI) PACKAGE

RFI 21096  
ELECTRIC VEHICLE DIRECT CURRENT FAST  
CHARGING NETWORK PROGRAM FOR  
INTERESTED SITE HOSTS

EMAIL TO: All RFQ recipients on record.

The RFI Package is hereby clarified or changed as follows:

## QUESTION AND ANSWERS

### QUESTION #1:

I have a few clarification questions regarding “who” can respond to the RFQ, RFI, and RFA below that I was hoping you would be able to shed some light on. I believe I am interpreting everything correctly, but I was curious if you had a few minutes to help clarify the email below before we respond.

### ANSWER:

The RFQ is intended to qualify EVSE Suppliers of EVSE hardware, software, and networking services. Only EVSE Suppliers should respond to the RFQ. AEA will only contract or enter grant agreements for projects that include EVSE Suppliers that meet AEA’s minimum qualifications.

The RFI is intended to identify property or business owners interested in hosting charging sites. This information will be provided to the list of EVSE Suppliers qualified through the RFQ process.

The Request for Applications (RFA) to competitively select charging station locations will be released shortly. It was initially intended that it would be the responsibility of the qualified EVSE Supplier to submit the program application in response to the RFA on behalf of the Site Host and site. However, **AEA will accept applications from the Site Host or other entities on behalf of the Site Host, including the EVSE Supplier, utility, site designer, or project manager.** Interested Site Hosts can contact AEA-approved vendors directly or other qualified entities to determine the suitability of their site for a fast charging station. Qualified EVSE Suppliers may also approach prospective Site Hosts and utilities to assess fit with the technology and program. Successful responses to the RFA will require the Site Host to work with the EVSE Supplier and consult with the appropriate utility and other contractors to develop a site configuration plan and cost estimate to complete the procurement and installation and operate and maintain the charging station for a period of five years.

### QUESTION #2:

Can you tell me if Palmer is included in Phase 1? I couldn’t quite tell from the map that was provided.

### ANSWER:

Sites in Palmer will be considered based on the distance from the highway and compared to other potential sites proposed that meet the DCFC Network Program goals.

### QUESTION #3:

Can you confirm that I am correctly reading what AEA is offering with the 80%:

If a site is selected, AEA is offering to pay 80% of the costs of the equipment and installation. Additionally, if the site is among the first 10, AEA will pay an additional \$10,000.

However, AEA is not offering to pay any ongoing maintenance or operating costs once the unit is installed (such as demand charges from the utility). Is that correct?

**ANSWER:**

The VW funds will cover 80% of the cost of the equipment, installation, and maintenance and network services for a period of five years after activation, not to exceed \$100,000 per site.

Using separate funds, AEA will provide a \$10,000 incentive for the first 10 sites selected that meet the program goals (e.g., one site every 50-100 miles) provided AEA is invoiced by June 30, 2021. The incentive funds are available for the equipment and/or installation.

AEA will not pay for the electricity, any costs to purchase or lease real-estate, other capital costs (e.g., construction of buildings, parking facilities, etc.) or general maintenance (i.e., maintenance other than of the chargers themselves) as these are not eligible expenses under the VW settlement agreement.

All other terms and conditions remain the same.

**END OF ADDENDUM**

We appreciate your participation in this solicitation.

Sincerely,



Lois Lemus,  
Contracting Officer  
907-771-3909  
llemus@aidea.org