



Dated: April 16, 2021
RE:ADDENDUM NO. 1 TO REQUEST FOR
APPLICATIONS (RFA) PACKAGE
RFA 21107
ELECTRIC VEHICLE DIRECT CURRENT FAST
CHARGING NETWORK PROGRAM TO SELECT
FAST CHARGING SITES

EMAIL TO: All RFA recipients on record.

The RFA Package is hereby clarified or changed as follows:

SPECIFICATIONS AND TECHNICAL

Item #1: Section 5.1 RFA Electronic Submission, page 10, should now read, "RFA 21107 applications should be sent electronically to Lois Lemus at procurement@aidea.org. To be considered for the first round, AEA must receive complete application no later than 4:00 pm Alaska Time on May 5, 2021. Applications received after the deadline may be rejected, or considered in a subsequent round.

Item #2: Section 2.1 DCFC Network Program Overview, page 5 last paragraph now reads, "Applications will be reviewed on a rolling basis until the funds have been committed. The first round of the RFA is from March 15, 2021 through May 5, 2021. Subsequent rounds will be continued on a rolling basis for a period of 30 days thereafter. Once a fast charge project site is selected for a specific 50-100 mile highway segment, subsequent applications for that segment may or may not be eligible.

Item #3: Section 3.14 Charging Equipment, page 4 now reads, "The equipment must come from AEA's approved list of EVSE Suppliers. The list can be found at AEA's website: <http://www.akenergyauthority.org/What-We-Do/Energy-Planning-ProjectDevelopment/Qualifying-EVSE-Suppliers>. The equipment must be new and unused, and cannot be refurbished or remanufactured. The most current technology available at the time of proposal submittal shall be used.

All charging equipment must connect to a network via Wi-Fi, cellular or other connection. All charging equipment must be networked, capable of collecting and storing the data noted in Attachment B, and capable of remote monitoring, management, and preventative maintenance.

All DC fast chargers must use both CHAdeMo and CCS charging connector standards, with at least one of each connector per site to maximize usefulness to drivers and be capable of charging at power levels of 50 kilowatts (kW) or greater. Each DCFC station will consist of at least one 50kW or greater DCFC and one L2 charger for redundancy and safety with a minimum of two charging spaces dedicated for EV use only.

Consider the average daily temperature during the winter, equipment must meet temperature thresholds of at least -22 F or -30 C.

Item #4: Section 3.18 EVSE Maintenance, page 8 first paragraph should read, "The Grantee shall operate and maintain each charging station for at least five (5) years from the date the station becomes fully operational. The EVSE Package shall include a **3-year warranty** and a **5 year maintenance and service agreement** that covers service, parts and labor. The Grantee shall be responsible for ensuring payment of all operating and maintenance costs including, but not limited to, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply for the charging equipment and supporting elements, such as area lighting."

Item #5: Section 3.18 EVSE Maintenance, page 9 add last paragraph to read, “Describe the 3-year warranty and the 5-year maintenance and service agreement as it pertains to service, parts and labor. Provide supporting documentation. Attach a station EVSE management and maintenance plan for ongoing operation and maintenance of the charging site. This plan shall include a description of available technical resources, qualifications of personnel who will assist during maintenance events, expected response times, and any specific, foreseen challenges/barriers to maintenance. The plan shall also provide a summary of planned maintenance activities by frequency of schedule and a communications strategy to keep AEA informed about operations and maintenance activities. Note any special maintenance requirements unique to the site. Describe how malfunctions and repairs will be addressed to ensure sites are operational at least 97 percent of the time based on 24 hours a day and 7 days a week service, with the exception of service outages for situations beyond the Site Host or EVSE Supplier’s control such as power failures behind the meter.”

Item #6: Section 4 Schedule, first paragraph will now read, “The following timetable provides an overview of the first phase of the DCFC Network Program and associated deadlines. Applications will be reviewed on a rolling basis until the funds have been committed. The first round of the RFA is from March 15, 2021 through May 5, 2021. Subsequent rounds will be continued on a rolling basis for a period of 30 days thereafter. Once a fast charge project site is selected for a specific 50-100 mile highway segment, subsequent applications for that segment may or may not be eligible.

Applications will be held confidential until funding is not available and/or applications are no longer being received and all phases of this project have been completed.

Item #7: Section 6.6.1 EVSE Package, Charging Equipment, page 13, should now read, Charging equipment must be selected from AEA’s qualified list of EVSE Packages, which can be found here: <http://www.akenergyauthority.org/What-We-Do/Energy-Planning-Project-Development/Qualifying-EVSE-Suppliers>. Describe the charging equipment proposed to be installed and how it will meet the goals of the program. Consider the average daily temperature during the winter for sites from Trapper Creek north. **Charging equipment must meet the minimum temperature standard -22 F to -30 C to -35 C.**

Item #8: Section 6.7 Project Budget, page 14 first paragraph, should now read, “Applicants must complete and submit the Budget Form detailing the breakout of costs, including those associated with: project management; equipment and materials; project design and installation; permitting; operations (where applicable); Three year warranty and a five year maintenance and service agreement that covers service, parts, labor, and network; and any other contracted services or direct costs. All related expenses must be included and itemized on this form; any costs not included on this form may be disallowed for reimbursement. Provide backup documentation or quotes that support the budget.

Item #9: Section 7, Scoring Criteria, page 15, should now read, “Proposals will be scored based on the areas identified in Table 2 and the criteria described below. Applicants will be competing against other applicants within the same highway segment or adjacent highway segments. **Applicants that provide an additional voluntary cost share are eligible to receive up to 10 points in this category. One point will be awarded for each additional 1% match provided beyond the required match.**

Table 2. Fast Charge Site Selection Proposal Scoring

Category	Maximum Points
Application and Supporting Documentation	5
Project Organization, Staffing, and Qualifications	5
Financial and Ownership Structure	5
Site Suitability	20
Conceptual Site Configuration Plan	10
Project Implementation Plan and Schedule	10
Project Budget	10
Community Support	5
Site Location	20
Voluntary Match and/or beyond base project	10
Total	100

QUESTIONS AND ANSWERS

Question #1:

Is the intent to have sites located on the Highway segments listed on page 3...? Or can we propose sites within Anchorage that are not directly on the highway system (from page 3: "In addition, the Anchorage bowl was designated as its own segment as there are multiple objectives for locating fast charging stations in the state's most populous city.")...

Answer: Yes, interested parties can propose sites within Anchorage as it is its own segment.

Question #2: Is the webinar that was hosted by AEA on March 30th available to view online.

Answer: AEA will post the webinar when we have access to it.

Question #3: Our firm is interested in presenting an EV site in Delta Junction, AK. These two RFA's are specific to EV sites from Kenai to Fairbanks. Would a Request for Applications be accepted since we are outside of the prescribed range?

or

Will there be future RFA's for this section of the state?

Answer: The goal of the program is to locate one fast charging station approximately every 50 to 100 miles along the highway system from Homer and Seward to Fairbanks, as funding and existing power supply infrastructure allows. In the event that the goals of the program are not met, AEA may consider DCFC locations outside the designated area. Note that Section 7, Table 2 outlines the scoring criteria which includes site location and suitability; a project that falls outside the bounds of the designated area will receive fewer points than those within.

All other terms and conditions remain the same.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,



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