



Dated: April 30, 2021
RE: ADDENDUM NO. 2 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: Remove and Replace RFA 21107 EVSE Fast Charging Application with, RFA 21107 EVSE Fast Charging Application Addendum #2.

QUESTIONS AND ANSWERS

Question #1: What's the difference between Mandatory Match Cash, Mandatory Match in-kind, and Voluntary Match Cash?

Answer: VW Trust funds can only be used to fund 80% of the project, not to exceed an amount of \$100,000 of VW Trust funds per site. Twenty percent of the total project cost for which VW funds will be used is required as "mandatory" match. The \$10,000 incentive funds can be used toward the 20% mandatory match requirement. In addition, the mandatory match can be provided as cash match or in-kind (e.g., labor, equipment). Voluntary match is the amount of cash an applicant is willing to put towards the project above and beyond the mandatory 20% match. AEA issued an addendum regarding the scoring of projects to provide extra points for applications that include voluntary matching funds. Below are several example scenarios.

Project 1. The total project cost is \$50,000. The applicant is requesting \$40,000 in VW funds which requires \$10,000 from the applicant to meet the mandatory 20% match. The applicant will apply the \$10,000 incentive funds toward the mandatory match and there are no additional mandatory matching funds required. The applicant is not providing any additional voluntary funds for the project.

VW Funds: \$40,000 (requires \$10,000 total in mandatory matching funds)
Incentive Funds: \$10,000 (put towards the \$10,000 mandatory match requirement)
Mandatory Match Cash: \$0 (no additional mandatory match required after incentive funds)
Mandatory Match in-kind: \$0
Voluntary Match Cash: \$0

Project 2. The total project cost is \$100,000. The applicant is requesting \$80,000 in VW funds which requires \$20,000 from the applicant to meet the mandatory 20% match. The applicant will apply the \$10,000 incentive funds toward the mandatory match and will provide the remainder in matching cash. The applicant is not providing any additional voluntary funds for the project.

VW Funds: \$80,000 (requires \$20,000 total in mandatory matching funds)
Incentive Funds: \$10,000 (put towards the \$20,000 mandatory match requirement)
Mandatory Match Cash: \$10,000 (additional mandatory match required after incentive funds)
Mandatory Match in-kind: \$0
Voluntary Match Cash: \$0

Project 3. The total project cost is \$100,000. The applicant is only requesting \$40,000 in VW funds, which requires \$10,000 from the applicant to meet the *mandatory* 20% match **for the portion of the project that will be funded by VW funds**; she plans on funding the remainder of the project herself. The applicant will apply the \$10,000 incentive funds toward the mandatory match. The applicant is *voluntarily* funding the remainder of the project.

VW Funds: \$40,000 (requires \$10,000 total in mandatory matching funds)
Incentive Funds: \$10,000 (put towards the \$10,000 mandatory match requirement)
Mandatory Match Cash: \$0 (no additional *mandatory* match required after incentive funds)
Mandatory Match in-kind: \$0
Voluntary Match Cash: \$50,000

Project 4. The total project cost is \$125,000. The maximum \$100,000 of VW funds is being requested, which requires \$25,000 from the applicant to meet the *mandatory* 20% match **for the portion of the project that will be funded by VW funds**. The mandatory 20% match is being provided by the \$10,000 incentive funds, \$10,000 in cash from the applicant, and \$5,000 as in-kind by an electrician that is going to donate 50 hours of his time for which he typically bills out at \$100 per hour. The applicant is not providing any additional voluntary funds for the project.

VW Funds: \$100,000 (requires \$25,000 total in mandatory matching funds)
Incentive Funds: \$10,000 (put towards the \$25,000 mandatory match requirement)
Mandatory Match Cash: \$10,000 (additional mandatory match required after incentive funds)
Mandatory Match in-kind: \$5,000 (additional mandatory match required after incentive funds)
Voluntary Match Cash: \$0

Project 5. The total project cost is \$200,000. The maximum \$100,000 of VW funds is being requested, which requires \$25,000 from the applicant to meet the *mandatory* 20% match **for the portion of the project that will be funded by VW funds**. The mandatory 20% match is being provided by the \$10,000 incentive funds, \$10,000 in cash from applicant, and \$5,000 as in-kind by an electrician that is going to donate 50 hours of his time for which he typically bills out at \$100 per hour. The applicant is going to voluntarily fund the project costs that exceed \$125,000.

VW Funds: \$100,000 (requires \$25,000 total in mandatory matching funds)
Incentive Funds: \$10,000 (put towards the \$25,000 mandatory match requirement)
Mandatory Match Cash: \$10,000 (additional mandatory match required after incentive funds)
Mandatory Match in-kind: \$5,000 (donated electrician time of 50 hours x \$100/hour)
Voluntary Match Cash: \$75,000

Question #2: As discussed, the June 30 deadline is for the project to be underway, but not necessarily completed. Correct?

Answer: Correct. The June 30, 2021 progress and invoice deadline is required to be able to receive the \$10,000 incentive funds. To receive these funds AEA would like a final design plan/drawing, Host Site Agreement between all relevant parties and other contractor or procured equipment invoices that add up to at least \$10,000 to be submitted to AEA no later than June 30, 21.

Question #3: If only one site gets awarded a grant, is it okay for that grant to be split between the two?

Answer: It is difficult to answer this question without seeing all of the proposals. However, AEA is open to considering different options after we review all of the proposals. Each site must still meet the minimum requirement of one DC fast charger of 50 kW or greater and one Level 2 charger. If you are interested in this scenario, clearly indicate that on your application for each site. Also include a budget for any scenario you are considering in each application as the amount of requested funds and matching funds would be different for each scenario.

Question#4: Is it okay to split the charging station types? At the Chamber, it makes sense to have two fast-charging stations. At the hotel, because of the overnight stays, two Level-2 stations make more sense.

Answer: This RFA is for the development of a DC fast charging corridor. The RFA defines a fast charging site as having at least one DC fast charger of 50 kW or greater and one Level 2 charger. The level 2 charger is intended for redundancy, reliability and safety. A Site Host can choose to put another DC fast charger at a site in lieu of the Level 2 charger, but each fast charging site must have at least one DC fast charger of 50 kW or more.

AEA will be putting out another solicitation for community-based Level 2 chargers in late spring. There will be an opportunity to install only Level 2 chargers.

Question #5: Could you please clarify what a COMPLETE application package includes? (I am trying to assist our internal and external teams in organizing their package for submittal)

To my understanding a package consists of:

- A completed "Application Form" (AEA has provided a PDF – questionnaire format)
- The items bulleted under 6.1 - list of "Supporting Documentation" that is required to be attached
- Budget Excel Spreadsheet (AEA provided)
- A proposal outlining/describing 6.2 to 6.8 (this must be created by each applicant, AEA has not provided any forms for this correct?)

Answer: This is correct. Please note that an error was found in the Application Form if it is filled out electronically. A corrected fillable pdf Application Form has been posted to the AEA's procurement page. The applicant should also be aware of the maximum page limitations noted in the RFA for Sections 6.2-6.8.

Question #6: Is the webinar that was hosted by AEA on March 30th available to view online.

Answer: A recording of the webinar is not available at this time.

Question #7: Under Item 7, the addendum reads:

"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."

The minimum temperature standard sentence is very confusing. Is it intended that those sites south of Trapper Creek must have an operational temperature rating of -22° F or -30 C and sites from Trapper Creek north must have an operational temperature rating of -31° F or -35 C?

Answer: There was a typographical error in the addendum. Initially, AEA had limited charging sites north of Trapper Creek to use charging equipment that was rated to function at temperatures as low as -40F. For charging sites south of Trapper Creek, AEA required a minimum temperature standard of -22F. Based on feedback received from vendors, AEA has lifted the colder temperature rating requirement for charging sites north of Trapper Creek. To clarify, all charging equipment must meet the minimum temperature threshold of -22F. All of the approved equipment on AEA's website meets this threshold and some are rated to -31F or -40F. In colder regions that typically exceed -22F, as is the case with sites further north and in the interior, we encourage applicants to consider the temperature range of the site and propose a project that either includes charging equipment rated for colder temperatures (e.g., -31F or -40F) and/or include provisions such as a heated enclosure to ensure an uptime of 97% throughout the year.)

Question #8: We have an existing Level 2 charger at our site. Would that qualify as backup?

Answer: We could consider it as backup if the Level 2 charger meets the requirements noted in RFQ #21088 Addendum #1 Attachment C Requirement and Cost 3A,3B,3C, and 3D Spreadsheet; the applicant guarantees to keep it maintained and operable for the 5-year duration of the program; and there is a dedicated parking space for EV owners to use while charging. Alternatively, the applicant could propose to install a new Level 2 charger that meets the RFQ requirements at the location where the current Level 2 charger exists as long as there is a dedicated parking space for EV owners to use while charging.

Question #9: How much match is required for a \$114,000 project?

Answer: VW funds can be used to fund 80% of the project (\$91,200). There is a required 20% match from the applicant (\$22,800). If selected during Round 1, the applicant can apply \$10,000 of incentive funds from AEA towards the mandatory 20% match. The applicant would then be required to provide the remaining \$12,800.

All other terms and conditions remain the same.

END OF ADDENDUM

We appreciate your participation in this solicitation.

Sincerely,

A handwritten signature in blue ink that reads "Lois Lemus". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Lois Lemus,
Contracting Officer
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