

Questions and Answers
City of Alameda Public Electric Vehicle Charging
Request for Proposals
April 30, 2024

Question: The City applied for but was not awarded a Charging and Fueling Infrastructure (CFI) grant from the United States Department of Transportation for this project.

- Does the city have information on the timing of the next CFI funding opportunity? When are proposals due and when would you find out if you have been awarded?
- Are there any other grants/rebate programs that City could apply for DC fast chargers that you know of?

Answer: The City does not have any information about when the next round of CFI grants may be available. The City is aware of the CALeVIP program for DC fast chargers, but does not know when those grants might become available again. The City is interested in working with the potential provider to identify funding sources.

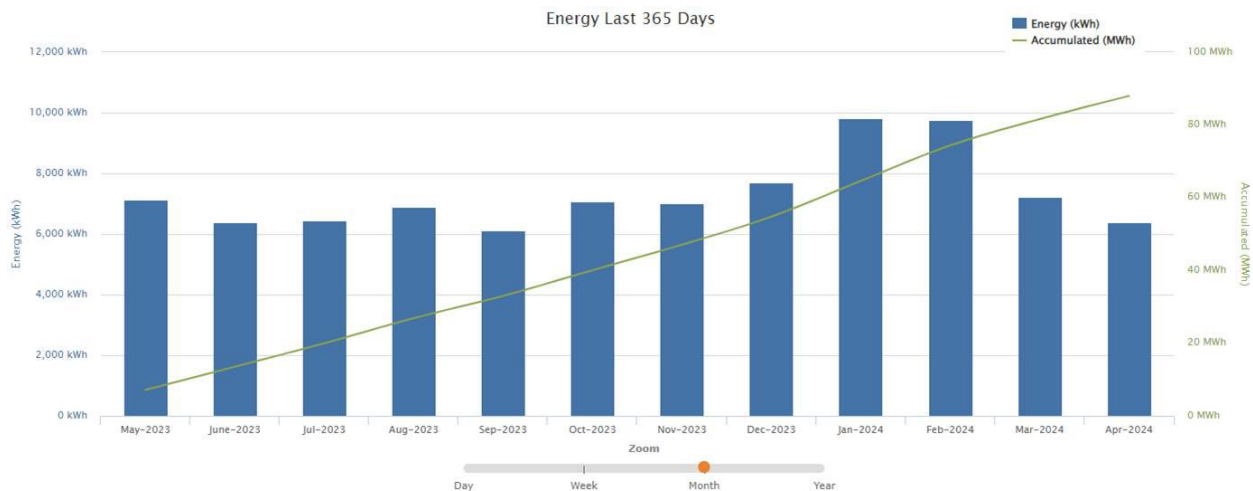
Question: There is a total of 68 public charging ports in Alameda with 24 as DCFC and 34 as Level 2 chargers. “Take over management and maintenance of Civic Center Garage and Seaplane Lagoons EV charging stations that are currently owned by the City.”

- Could the city please clarify whether the qualified provider would assume responsibility for all 58 stations, or solely for the charging stations located at the Civic Center Garage and Seaplane Lagoons?

Answer: The City is only seeking takeover and management of the Civic Center Garage and Seaplane Lagoon EV charging stations that are owned by the City.

Question & Answer: We require the following details regarding the existing charging stations:

- capacity **Chargepoint / CT4000 / 40A**
- Network provider **Sierra Wireless LTE**
- Installation dates **Qty. 2 – 2014 / Qty. 6 - 2024**
- Status of prepaid software or warranty if any **Entering Year 2 of a 5 Year Charge Point as A Service Agreement**
- Utilization information (historical kWh per year per charging station) **See below snippet of Energy used over 365 days.**



Question: Is the city open to a rip-and-replacement approach for any of these stations to install new charging stations and new network?

Answer: The City’s interest in a rip and replace depends on what information a cost benefit analysis provides. Preferably, there would be zero cost to the City.

Question: Are there considerations for a change in software on the existing chargers?

Answer: A change in software depends on what information a cost benefit analysis provides. Preferably, there would be zero cost to the City and equal or better performance.

Question: Regarding the Tesla stations at the South Shore Center, is there an existing agreement with Tesla for these stations? If so, we would need clarification on the terms. Does the City collect revenues on these charging stations? Does city have ability to collect LCFS credits on these charging stations.

Answer: The Tesla stations are not owned by the city and are not located on City property. The Tesla agreement is between the owner of South Shore Center and Tesla.

Question: Are there any charging stations whereby the city would not be allowed to generate and collect LCFS credits?

Answer: We are not aware of any charging stations where the city would not be allowed to generate and collect LCFS credits.

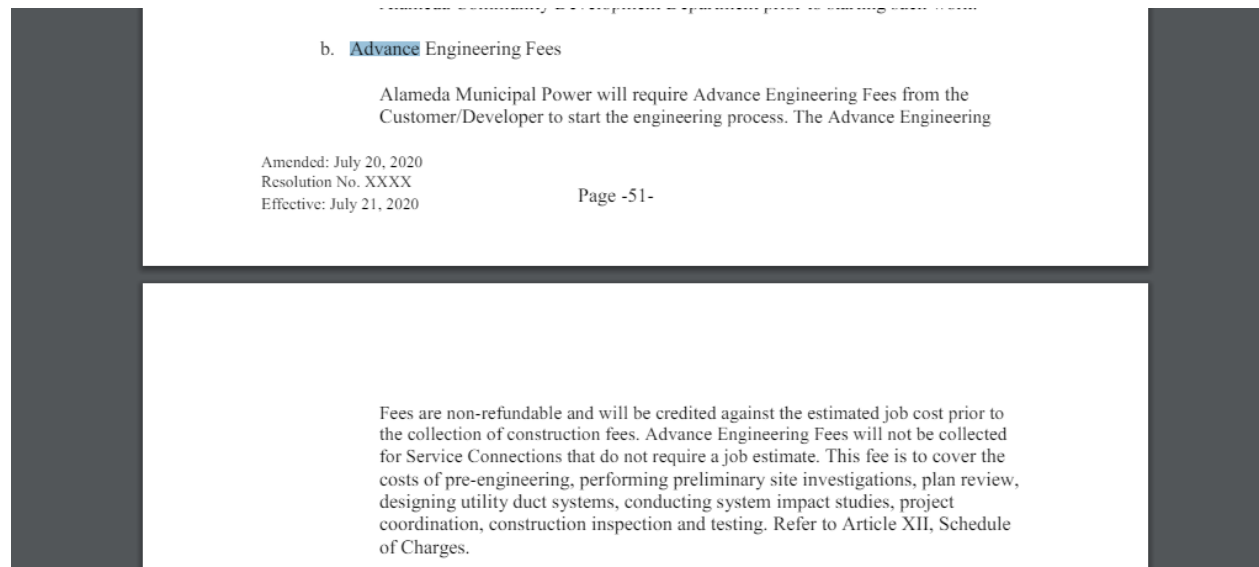
Question: The new, proposed Fast Charging Infrastructure credits for the Low Carbon Fuel Standard would require that DC charging stations are located in low-income/disadvantaged areas. Are there any locations that City is considering for DCFC that meet this requirement? Please identify all sites that meet the low-income, disadvantage community qualification.

Answer: This will depend on which criteria are used to determine low-income/disadvantaged areas. There are no locations in Alameda that meet the federal [Climate and Economic Justice Screening Tool](#), however in Alameda meet [SB 535](#) and [California Climate Investments Priority Populations](#).

Question: The Provider shall work with AMP and the City to establish which identified locations are financially, spatially, and practically feasible for EV charging infrastructure through a feasibility study. The study will examine current electrical infrastructure and determine what upgrades, if any, are required to make the location EV-ready for Level 2 and/or DCFC. Will there be any charges imposed from AMP for the feasibility assessment?

Answer: Once the provider has identified a site and is ready to begin design of a particular site, AMP charges an \$8,000 “Advanced Engineering Fee” for each site requiring the installation of a pad-mount transformer for service. This amount can increase if a loop split or more extensive design/engineering is needed. The amount may also increase the initial \$8,000 is exhausted prior to completion of design. Advance Engineering Fees cover the following as listed in AMP’s Rules and Regulations

<https://www.alamedamp.com/DocumentCenter/View/448/Alameda-Municipal-Power-Rules-and-Regulations-PDF>:



Question: The Provider will enter into a licensing agreement with the City to install, operate and maintain Level 2 and DCFC at identified City-owned locations for an initial period of five years. Will the City consider a minimum 10-year licensing agreement with the option for renewal.

Answer: This City may be open to considering a 10-year licensing agreement.

Question: Page 14. The RFP states in the submittal requirements – Work Plan, Fee Proposal & Schedule. Can you provide more details on what is required in the work plan?

Answer: The RFP states in the submittal requirements – Work Plan, Fee Proposal & Schedule. Can you provide more details on what is required in the work plan?

Question: As the scope of work for this RFP includes sites identification & assessment, does the city require an estimated site budget for site budget proposal?

Answer: Please provide a budget for any costs to be incurred by the City for site identification and assessment.

Question: Do we understand correctly that the city anticipates provider owned and operated EV charging stations for this RFP? Are you open to other business models?

Answer: It is correct that the City is seeking to identify a provider to own and operate the EV chargers. We will always consider other business models, but this is our preferred approach.

Question: According to this RFP, the answers to questions will be available on 05.02.2024, allowing 5 business days until the submission deadline. We request an extension of 10 business days after the Q&A is released due to the complexity & magnitude of the work for the proposal.

Answer: This request has been granted. The new deadline is May 23, 2024 as reflected on the website at <https://www.alamedaca.gov/BUSINESS/Bid-on-City-Contracts/Request-for-Proposals-Alameda-Public-EV-Charging-Provider?transfer=522e4a4c-343c-417d-a4e8-fc1262bdf60f>

Question: The submittal requirements (10.) mention City's standard service provider agreement as Exhibit A. Does this document need to be signed & attached to the RFP submission?

Answer: We do not require the standard Service Provider Agreement to be signed and attached to the proposal, however we do require that the proposer provide written confirmation of ability to meet the City's standard contract requirements to be eligible to submit a proposal. If Provider has questions/concerns related to the Agreement, Provider must submit them in writing with the response to this RFP.

Question: Can you please provide all the documents listed as Exhibit A, Exhibit B & Exhibit C as these are not accessible within the RFP document.

Answer: A revised RFP document with the requested attachments has been uploaded to the bidding website and can be found at <https://www.alamedaca.gov/BUSINESS/Bid-on-City-Contracts/Request-for-Proposals-Alameda-Public-EV-Charging-Provider?transfer=522e4a4c-343c-417d-a4e8-fc1262bdf60f>.