

## June 23 2023 Bidders Conference Questions and Answers

Please note: Some of the answers have been edited for clarity.

### Model 1 EV00012564

CITY of BOSTON

**REQUEST FOR PROPOSALS:**  
**Public/Private Partnership to Deploy  
EV Charging at Curbside Locations**

### Model 2 EV00012514

CITY of BOSTON

**REQUEST FOR PROPOSALS:**  
**Electric Vehicle Charging Stations  
and Related Services**

Question: Is there a brand of charger that you want us to use?

Answer: No, we don't have a particular brand of charger but we are looking for stations that will work within a curbside environment that meet standards outlined in the RFP.

Question: (Model 1) Is this a five-year commitment? At what point does the five-year timeline begin?

Answer: The contract period would start the date we sign an agreement. We have the option to extend beyond the initial period up to an additional five years.

Question: (Model 1) Regarding fees such as restoration fees, access fees, etc., how much is the City going to contribute?

Answer: Model 1: The City will waive Occupancy Permit fees: Street or sidewalk closure during construction/dumpster/ heavy equipment on site, and Excavation Permit fees: For all construction on the sidewalk or roadway. The City will not waive Sidewalk Deposit : To ensure that all work done during the construction process is completed and left to ADA and City Compliance. Model 2: As the applicant, the City would waive its own fees. **PLEASE NOTE: THIS WRITTEN ANSWER SUPERSEDES THE ANSWER THAT WAS GIVEN AT THE BIDDERS CONFERENCE.**

Question: Has the City considered net metering?

Answer: No the city has not considered net-metering.

Question: Are you looking at options where the vendor would be allowed to install meter pedestals on the street side or curbside?

Answer: Yes, this is how existing stations have been installed, but we want to reduce the amount of infrastructure, but if there is a model that does not install additional meter cabinets, we would like to see them.

Question: Could you share your pre-designated areas with us and some type of GIS map?

Answer: For Model 1, see page 7 in the RFP for more information.

Question: (Model 2) Is there a list of sites available for Model 2?

Answer: We do not have a specific list of sites to share for Model two, but we are currently exploring sites for Model 2.

Question: (Model 1) Will the city be looking for a portion of the revenue that comes in? Answer: We're not interested in the revenue share, but we are interested in seeing that money reinvested into more charging stations in the city.

Question: Will the owner and operator need to reimburse the city for electricity?

Answer: For model 1, the City will not be responsible for electricity so no reimbursement would be necessary.

Question: (Model 1) How are we defining the location of the chargers based on the required number of ports (4)?

Answer: We are defining a single location as a cluster of a minimum of four EV charging ports. Typically this would be served by a single connection to electrical infrastructure. Each port requires 20 ft of curb space.

Question: Our company connects to power by connecting to adjacent properties. Is that okay if we have one port per charger but we have four chargers on a block?

Answer: Yes. The minimum number is really geared at trying to reduce the amount of electrical infrastructure.

Question: It says in the technical proposal that we shouldn't talk about costs and pricing, but where do we include what we would charge customers and the fees associated with charging costs, etc.?

Answer: Please see page 20 of the RFP. For model 1, section 8.2 criteria 4 asks for details on the proposed fees being charged to a user to access the charging station, as well as ways in which additional revenue may be generated beyond those fees. **PLEASE NOTE: THIS WRITTEN ANSWER SUPERSEDES THE ANSWER THAT WAS GIVEN AT THE BIDDERS CONFERENCE.**

Question: If we do public curbside charging as an example, it's metered in some way. Will those spots change at all? Will it impact the amount of time they can stay without paying for parking?

Answer: Because this is an experiment, there may be room for flexibility in terms of updating parking policy, but we can't guarantee that option.

Question: If we ended up fully funding the infrastructure for the city, you mentioned that you wouldn't be interested in any revenue sharing, but if we were able to make that financing work and share our profit with the city to make up some of that parking revenue loss. Would that potentially be an option?

Answer: We would consider that option.

**Question:** Will this all be City owned property?

**Answer:** Yes, on City of Boston's property. Any MassPort, DCR, MBTA owned streets for example, are not under our control so aren't spaces to consider for these demonstration projects.

**Question:** Is there any interest in car share or rideshare?

**Answer:** We are open to all innovative models.

**Question:** Would the city want us to add a parking fee to our pricing to collect for the city?

**Answer:** Not a requirement.

**Question:** Are non-EV customers allowed to park in metered, charging stations because they are metered?

**Answer:** No.

**Question:** Could you please share the contact information of those who put their own details in the chat?

**Answer:** Yes, please see the contact information from the chat below.