

**NH VW Environmental Mitigation Trust DCFC Infrastructure RFP
AMENDMENT #1
11/01/21**

NHDES is amending NH VW Environmental Mitigation Trust DCFC Infrastructure RFP, released on September 17, 2021, as follows:

1. In response to the need to provide Applicants with adequate time to coordinate with utilities to ensure the full completion of the Utility Assessment Form including estimates of full costs, **NHDES is extending the proposal due date by three weeks to January 28, 2022.** NHDES reserves the right to revisit extending the Proposal Due date at some point in the future if this is considered to be in the best interests of receiving qualified proposals for the installation, operation, and maintenance of EVSE along the specified corridors. NHDES announced this extension on October 13, 2021.

2. Section 4.2 (Operation Requirements) on Page 18, Item 1.e. has been amended as follows:

Ensuring the DCFC and Level 2 EVSE are operational at least 97 percent of the time ***on an annual basis.***

3. Section 4.3 (Site-Host Agreements) on Page 20-21 has been amended as follows:

In the event that Applicants to this RFP propose a charging station site or sites on properties not owned by the Applicant, a binding Site-Host Agreement must be secured, executed and provided to the State **no later than 90 days after the Governor and Executive Council approval of the contract resulting from this RFP. The grant is subject to such Agreements submitted to the State within the timeframe. Failure to submit such Agreement within this time frame may result in termination of the resulting contract with the State, the withdrawal of the award offer and the selection of a competing proposal.**

The Agreement must be signed by the Applicant and the individual with the authority to make such an agreement on behalf of the host site. Under the terms of the contract with the State, the Applicant will remain legally responsible for the continued operation of the EVSE in compliance with the terms and conditions of the RFP and the contract and for continued maintenance of the site and access to the EVSE, but will not be required to directly own and/or operate the charging stations. At a minimum Site-Host Agreements must:

- a. Include provisions regarding the Applicant's legal right to place the EVSE on the site;
- b. Allow the Applicant and any sub-contractors to install the specified EVSE on the site and for the equipment to operate on the site for a minimum of five years;
- c. Explain in simple terms the legal agreement between the Applicant and the Host, including responsibilities relative to the installation, operation and maintenance of both the EVSE and the site as a whole;
- d. Specify that the Applicant or its sub-contractors will have access to the site as necessary to maintain the equipment, signage, and other appurtenances;

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- e. Require full public access to the EVSE during all operating hours;
- f. Specify which party is responsible for ensuring the site is accessible and inviting;
- g. Include provisions for any sale of the site (purchase, lease or rental of real-estate are defined as non-eligible costs); and
- h. Provide recourse for the Applicant should the Host decide to discontinue operation of the EVSE on the site.

Finalized Site-Host Agreements, if available, should be included in the application. If an Agreement has not yet been concluded Applicants should include a sample Site-Host Agreement.

4. Section 4.1 (Charging Station Requirements) on Page 14, Item 3 (Equipment Requirements) has been amended as follows:

DCFC must be capable of providing a minimum of 50 kilowatt charging for a single vehicle. Applicants should prepare the site and utilize equipment that can be upgraded to deliver up to 150 kilowatts when warranted by technology and demand. Level 2 chargers must be capable of providing a minimum of 9.6 kilowatts for a single vehicle. **If an applicant is not able to propose 9.6kW chargers due to lack of commercially available models then an applicant should state such and may propose the use of a minimum of 7.2kW Level 2 chargers as an alternative.**

5. Section 3.3 (EVSE Location Within the Corridor) on Page 14 has been amended as follows:

The State will not award a contract for a proposed site that is within 20 miles of an existing publicly accessible DCFC charging station that includes both SAE Combo (Combined Charging System) and CHAdeMO connectors **unless an additional charging location can be justified due to population and traffic in the area. For example, existing chargers in the Manchester area may not preclude proposals for additional charging in the Concord area. Additionally, should a party feel that there are extenuating circumstances to an existing DCFC site, such as reliability issues or hours of operation, that could result in the need for additional DCFC in that area, a proposal may be submitted that includes relevant information demonstrating the need for the additional DCFC site. "Existing" means a station that has both connector types, is either operational or has obtained all necessary permits and is under construction, and is available 24 hours a day every day of the year.**