



## **ADDENDUM NO. II**

**DATE:** May 25, 2022  
**TO:** All Potential Proposers  
**FROM:** James McKeehan, Assistant Purchasing Agent, City of Knoxville  
**SUBJECT:** Addendum No. II to RFP - Electric Vehicle Charging Installation  
**PROPOSALS TO BE OPENED:** June 1, 2022 at 11:00am Eastern Time

This addendum is being published to provide clarification regarding the above referenced RFP. This addendum becomes a part of the contract documents and modifies the original specifications as follows:

**Please Note: The deadline for proposals has been extended until June 1, 2022 at 11:00am Eastern Time.**

**Item 1:** There are ten (10) parking spaces identified. Are we required to install a charger for each parking space? Is there a minimum number of chargers we must install?

Response: Vendors are permitted to propose any number of chargers that will fit within the site footprint. Final square footage will be agreed upon based on the awarded proposal. This may result in an overall smaller footprint of the identified area.

**Item 2:** Angled parking spaces often pose a problem for EVs with the charging port located at the rear of the vehicle. Are there any plans to reconfigure the parking spaces?

Response: Due to flow of traffic and safety, parallel or angled parking are the best options.

**Item 3:** Is there a minimum power requirement for the chargers?

Response: The City anticipates a successful proposal to provide 150KW delivery.

**Item 4:** What area around the parking spaces has been allocated for support equipment, such as transformer, switchgear, and power cabinets for high-power chargers?

Response: The fence line is designated as TDOT ROW. The City prefers that you work within the given footprint, if you have a request to utilize nearby locations, include any expanded areas in your proposal for consideration.

**Item 5:** Are we able to locate this equipment in the grassy area to the North of the spaces, or in the grass/gravel area between the angled spaces and the parallel spaces to the South, directly across from the intersection of S. Central and Union Ave? The Google Street View of this location shows a sidewalk with parking meters in the middle of the sidewalk and then a chain link fence not far behind the sidewalk. Is the plan for the chargers or dispensers to be located in



place of the parking meters, or will they be located in the parking spaces, alongside to the sidewalk?

Response: The City will remove parking meters to make room for the EVSE installation. We anticipate vendors may have their own preference about whether to place on the sidewalk, at the front of the stall, or between stalls.

**Item 6:** Where is the right-of-way line in regards to the location of the fence and sidewalk?

Response: The fence line is designated as TDOT ROW. The City prefers that you work within the given footprint, if you have a request to utilize nearby locations, include any expanded areas in your proposal for consideration.

**Item 7:** The City is expecting compensation for parking meter revenue that will be lost by the installation of the chargers. Do you have a rough estimate of the monthly revenue currently received from these parking meters?

Response: The standard permit cost to displace a 10-hour parking meter is \$1,095 per meter.

**Item 8:** Will we be able to brand the chargers with our logo?

Response: Signage will be subject to city approval. Vendors are strongly encouraged to submit typical of signage. A logo will likely be acceptable; however, advertisements will not be allowed.

**Item 9:** If the City terminates the Agreement without cause prior to the end of the 10 yr. term, will the contractor be required to remove the charging stations? If so, will the City compensate contractor for such removal costs?

Response: If the City terminates the contract prior to the end of the contract without cause, the City shall pay for the cost of removal of the equipment and to store the equipment for thirty (30) days at a location owned by the City. Causes for termination where the City will not pay for the cost of removal and storage include:

- Vendor negligence
- Breach of contract by Vendor

**Item 10:** Is it required for the submitting entity to have a TN or City of Knoxville business license?

Response: The winning bidder will be required to obtain a valid Tennessee business license prior to a contract being awarded

**Item 11:** Is it required for the submitting entity to be registered with the State of Tennessee?

Response: It is not required to be registered with the State to submit a proposal, but proposers must be registered as a vendor with the City of Knoxville. Instructions on registering may be found on the city's purchasing office's website.



[https://www.knoxvilletn.gov/government/city\\_departments\\_offices/purchasing/vendor\\_registration](https://www.knoxvilletn.gov/government/city_departments_offices/purchasing/vendor_registration)

**Item 12:** Are we able to propose Level 2 19.2kw/80amp charging instead of the DCFC?

Response: L2 EVSE installations will not be considered

**Item 13:** What kW are you proposing for the DCFC?

Response: See response to item 3

**Item 14:** You mentioned possibility of <10... What is your desire if <10?

Response: The City anticipates successful proposals to include not less than two (2) active charging ports.

**Item 15:** What wiring is currently on site?

Response: No existing secondary appropriate for DCFC supply is present; however, this location is one of the few public parking locations with 480V ready feed nearby.

**Item 16:** Are we able to pull power and reimburse the city?

Response: Independently operated systems will be highly preferred. If a DCFC solution identifies financial need, the City reserves the right to evaluate partnership opportunities for compelling projects.

**Item 17:** Would the City consider an alternative Proposal to provide turnkey services for Level 2 Charging stations instead of DCFCs within the 400 Block of S. Central Street?"

Response: See response to item 13

**END OF ADDENDUM NO. II**