**Question:** Will the State be owning these charging station and contracting with a vendor to procure, install, operate, and maintain the two stations OR are you looking for an entity to own and operate the stations on the State’s property?

**Response:** This is the first time the State has pursued installation of publicly available charging on state-owned property. Therefore, we are interested in learning more about the costs and operational implications of both state ownership and simply providing space on state-owned property for a third party vendor. Applicants are encouraged to submit a proposal for the model they feel offers the best opportunity to provide a quality charging experience at a reasonable price. We envision either of the two models described below being viable, but look forward to seeing the recommendations and proposals from qualified applicants.

Vendor A may propose to provide the equipment, provide the network access and maintain the chargers for a specific fee (monthly, annual, term of contract, etc.), but retain ownership of the equipment and retain any proceeds, minus the cost of electricity for each charging session which shall be reimbursed to the State.

Vendor B may propose to sell the charger to the State for a specific amount, and then provide pricing for installing and maintaining the charger and for providing the network services. The State would then work with the vendor to learn from their expertise and establish pricing at a level that covers, at a minimum, the cost of the operation and maintenance of the system.

**Question:** The state is only offering dedicated parking and access to pre-existing electrical power and conduit infrastructure on their end. They offer no further subsidy? If true, why is the project pricing a concern as one of the weighted criteria?

**Response:** The RFP is silent as to how much of the cost of the project will be covered to encourage competitive proposals. For clarity the RFP should have specified that an applicant may propose any costs that are eligible under the terms of the VW Trust. Costs are heavily weighted in the scoring criteria to ensure the most effective use of limited VW Trust funds. Applicants should submit proposals that they feel provide them a fair compensation while remaining competitive.

**Question:** The state only seeks reimbursement of its electricity costs. Would any other revenue be allowed to go to the applicant doing the installing and hardware purchasing? Stated alternatively, who owns the chargers?

**Response:** As stated above, applicants may propose that the State would own the chargers or that the Applicant would own them. An Applicant may propose additional revenue streams and must include a description of such in their proposal.
**Question:** Can you tell us what the rate class is for this meter/electrical service and if demand charges might apply?

**Response:** The rate class is G-2 and it is subject to demand charges.

**Question:** Any way to get more information on the electrical usage of the building and any current demand charges that have applied to it?

**Response:** The building is new and was just turned over to the State. Attached is a copy of a recent invoice.

**Question:** In the worst case scenario, would the State allow a separate service to be put in?

**Response:** We would be receptive to allowing a separate meter to be installed to monitor the electrical usage of the vehicle charging stations.

**Question:** Would the state share the payment for the demand charges, where they could be triggered by building usage as much as vehicle charging?

**Response:** We would be willing to entertain a plan that is simple and equitable.

**Question:** Here at SemaConnect we are not equipped to install the equipment or manage the property. We do however offer a charging station and platform that meets all the requested deliverables in the RFP. Do you know of any construction/management companies that are preparing a proposal that would be looking for and interested in including our charging station in their proposal?

**Response:** Unfortunately, we have no way of knowing who is interested in or intending to submit a proposal.

**Question:** Does anyone from the state police the lot to insure it is being used properly? Will they help prevent combustion vehicles from parking in the spaces?

**Response:** State House Security personnel have camera surveillance of the parking lot and monitor the building and parking lot periodically as part of their security checks, but they are not staffed to insure that it is used properly or to prevent combustion vehicles from parking in the EV designated spaces. Though they generally do not issue tickets to improperly parked vehicles, should there be any consistent misuse of the EVSE parking spots, remedies could be explored in consultation with State House Security.
**UNITIL**

**AMOUNT DUE** $817.06

**ACCOUNT NUMBER** 1061960000

**BILL DATE** 03/18/20

**PLEASE PAY BY** 04/13/20

**NEXT METER READING DATE** 04/14/20

**33 GREEN ST, CONCORD**

**TURN**

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**BALANCE FORWARD**

$0.00

**MESSAGES**

Effective 6/1/2020, your Electric Energy Service prices will change for the period 6/1/2020-11/30/2020. We will notify you of the new rates in May.

UnPay allows your payment to be automatically deducted from your checking account 25 days after the bill date noted on your bill. It is a convenient way to pay your bill every month, hassle-free. Call us or visit us online at unitil.com to sign up.

**PAYMENT INFO**

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Questions about your bill? Visit unitil.com or call (800) 852-3339 (Capital) and (800) 852-7276 (Seacoast).

More information on reverse.

**UNIL**

P.O. BOX 981077
BOSTON, MA 02298-1077

**VISA**

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