

1. What is the expected number of EV charging stations, type of charging stations (Level 2, DCFC), and number of sites expected under the scope of this RFP?

The city expects the vendor to provide their solution to reflect the entire city. The city has grant funding to help with two installations near City Hall off of Front Street. Charging stations should be compatible with current EV vehicles and be universal with a mix of Level 2 and DC Fast-charging stations.

2. Are there limitations to what the \$30,000 in grant funding can be put towards?

Yes, the \$30,000 is to help with the installation of two chargers near City Hall off of Front Street in the parking lot leading into the Boat Launch.

3. Are there any particular EV charging project requirements, (reporting, ADA accessibility, or charging equipment requirements) in order to utilize the grant funding?

All new projects need to meet the ADA accessibility requirements. The RFP explains the type of chargers we are looking to have installed.

4. Are there any prevailing wage requirements?

Yes, all government contracts must meet Department of Industrial Relations and prevailing wage requirements.

5. What licenses and/or certificates is the City of Rio Vista requesting of the vendor to show? Contractor license? EVITP certification?

Licenses necessary to complete the work, such as Electrical Contractor's license or other trades as defined by the California Contractor's License Board. Additionally, a City Business license would be required.

6. Per Section 3 - Scope of work does not contain much information on the actual scope of work. Hence, does the scope of work actually refer to Section 1 Introduction, Item 3c where there's an identified task list table?

The scope of work is the proposal you would be submitting to include the items listed in the table. The total number of locations other than the two covered by grant funding would be an additional consideration of your proposal. We are looking for a turn-key solution to EV Charging stations citywide.

7. Please advise where we could include the identified task list table as per your requested response outline:

- Cover Letter
- Background and Project Summary Section
- Methodology Section

- Staffing
- Qualifications
- Fee Proposal

How the identified task list is address is up to the proposer. It can be included in multiple sections or in one section such as Project Summary Section or Methodology Section.

8. Please advise whether there's a fee proposal template/form that supplier needs to complete or provide their own formatted version?

Own format in a separate sealed envelope.

9. Please advise how do we price without any specific scope in terms of specific sites and number of chargers to be installed?

The price would be based on what you are proposing. We are asking the proposer to provide a turn-key solution for EV Charging throughout the City. We are looking for a comprehensive charging solution that would include multiple chargers throughout the city where the proposer best thinks they would be utilized. The city requires two charging stations off of Front Street in our boat launch parking lot.

10. Please advise what are the desired terms for the maintenance agreement?

The city is looking for a full-service contract to provide, install and maintain EV Chargers throughout the city. The term could be 5 years, 10 years or even longer if desired by the proposer.

11. Please clarify as per the identified task list table who will be procuring the EVSE charging stations, charging software etc.?

The proposer.

12. Please advise if there's an opportunity to conduct site walks for when the sites are identified?

Yes. The city is looking for sites within the public right of way and the city can be visited prior to submitting the proposal. The exact locations can be identified during the contract negotiations however the total number of chargers should be identified in the proposal.

13. Does the City have an idea of what units they are looking for, or is the city open to recommendations? (Level 2, Level 3 or a mix of both)

Mix of both. There may be additional opportunities for the proposer to negotiate with private property owners such as the Trilogy HOA and the LGI HOA, which both have club houses and large parking lots. Anything on private property would not be part of the city contract, however the city can make suggestions during the contract negotiations on possible sites.

14. Does the City have any locations planned for the deployments, or is the city open to recommendations?

The city has identified two locations off of Front Street in the boat launch parking lot for the grant funded locations. We are open to recommendations for the remainder. The city also has a Municipal Airport parking lot and other facilities which could be accessed by the public for additional locations besides on-street parking spaces.

15. Does the City have a planned use case for the Chargers? (Public, Private, Fleet, or a mix of all of the above?)

Currently just Public. The proposer is open to negotiate with private property owners as well. We currently are not looking at Fleet charging stations, however this could be something in the future we would like to add.

16. Would the station operator own the charging stations, or would the City of Rio Vista own the charging stations?

The station operator would own the charging stations.

17. Does the city have pre-selected locations that these stations would be installed at?

Two would go in the parking lot next to City Hall at the Boat Launch near Front Street. All other locations are open to the proposer.

18. Is there a set minimum amount of stations the city wants installed?

Two.

19. Do we need to stay under the \$30,000.00 grant funding?

The grant funding is to assist with the installation of two stations. All other costs would be burdened by the proposer as the turn-key solution provider. The provider would recover their costs via the charging costs.

20. Can you tell me if the chargers would be available for the school district's use and their employees?

The chargers would be open to the public and would be in the public right of way. The proposer could work with the school district on locations within their sites, however these would not be part of the city contract. Same for private property owners.

21. What is the proposed timeline for the installation?

The initial two should be installed by June 2024. The timeline for the remaining installations will be negotiated with the selected vendor.

22. Does the city currently have any chargers installed? If so, how many, where, and what is the charger model(s)? Is there a service provider for those chargers?

The one charger is obsolete and will be removed. This site will no longer be used for charging. It is city owned and is in a location that floods during high tides.

23. Is the grant of \$30,000 the max budget or will the city accept higher bids?

The grant is the only funding the city will be contributing. The city expects the turn-key vendor would own, maintain and operate the charging stations throughout the city. The city expects the vendor to recover their costs by charging for the usage of the charger and power costs.

24. Is 30K\$ budget for the total 5 year contract duration?

The \$30,000 grant is for the initial installation of two charging stations and would not cover any maintenance or operational costs. The grant funds would need to be fully expended on construction costs by June 2024.

25. Is there existing utility electric service available on future site locations? if no, is contractor responsible to get separate utility service per site location?

The contractor/proposer will be responsible to get separate utility services per site location.

26. Are chargers going to be installed at City Owned parking locations? if yes, are there any preferred locations?

The grant funding two locations will be installed on the city owned parking lot. The other locations proposed by the vendor will be negotiated during the contract and could include on street sites or other city parking lots.

27. Is there any existing location with available power infrastructure to feed the chargers (208-240Volts, with 40-100 Amps)? If yes, what is the estimate of

available power and locations? if no, Is it expected by City that the contractor plan, design, permit, and install the infrastructure?

No, the City expects the contractor to plan, design, permit and install the infrastructure which will be owned by the proposer. The city will contribute \$30,000 for the two locations identified in the Boat Launch Parking lot off Front Street.

28. Is city interested to handle the design and infrastructure installation by itself and just outsource charger, charger installation, and charger operation? or city prefer all work to be outsourced by a contractor team?

The city prefers all work to be done by the proposer or their sub-contractors.

29. What is the estimate of total number of existing EVs registered in the city of Rio Vista.

I only know of one charging station which is outdated and will be removed from service located at City Hall. There two located on private property at the Rio Vista Sands Hotel.