

City of Boston's Response to Questions for EV-00012564 Public/Private Partnership to Deploy EV Charging at Curbside Locations (Model 1) and EV-00012514 Electric Vehicle Charging Stations and Related Services (Model 2)

We have done our best to identify which RFP a question is referring to as noted at the beginning of a question. If there is no Model listed at the beginning of a question it is unknown which RFP the question refers to, or it may be a general question that pertains to both models. Use your best judgment.

- The link we provided to the price proposal template is broken. Click here to access [the price proposal template for Model 1](#).
- Do not include a price proposal for Model 2, only a technical proposal. If you are prompted to enter a price when submitting in the supplier portal, **enter '1'**; the portal requires something other than 0 to proceed.

Question: (Model 1) What locations does the City have in mind for "curbside"? Does this solely refer to street parking, or does it also refer to 'curbside pickup' at retail stores and other locations such as EV dealerships which have a curb at their storefront?

Answer: All curb space that is located alongside City owned streets and City owned sidewalks, and where parking is legally allowed, may be considered.

Question: If there are space constraints, what is the maximum size allowable for a battery-backed DC Fast Charger? Due to the battery, our system will take more space than a traditional DC Fast Charger

Answer: Installation of any equipment within the public right of way will go through the [Public Improvement Commission](#) for approval. The [Boston Public Works Department's Roadway Design Guidelines](#) includes typical cross sections of city streets. For the most part all equipment in the public right-of-way will need to fit within the 'furnishing zone', leaving a minimum 5' - 8' clear pedestrian path, depending upon the location. There may be areas of the City where sidewalks are wide enough to support a large equipment footprint in the furnishing zone and still maintain a 5'-8' clear pedestrian path. There may also be instances where sidewalks are wide enough and the land use conditions are appropriate for electrical equipment to be located on the building/property side of the sidewalk zone. You may install electrical equipment on private property, however the City would not be involved in that process. Further, see the Model 1 Public/Private Partnership to Deploy EV Charging at Curbside Locations RFP Section 3.1 for details on identifying locations.

Question: 'DCFC charging ports must have a continuous power delivery rating of at least 50 kilowatt (kW) and supply power according to an EV's power delivery request up to 50 kW.' Is there a typo in this sentence? According to this sentence, the minimum power delivery rating is 50 kW, but the max power supplied is also 50 kW. Would 350 kW DC Fast Charging (up to 900V) to EVs be permissible?

Answer: The sentence should read 'DCFC charging ports must have a minimum continuous power delivery rating of at least 50 kilowatt (kW) and supply power according to an EV's power delivery request up to 50 kW. So the minimum power delivery rating and ability to supply power must be a minimum of 50Kw, allowing for higher kW stations.

Question: (Model 2) The RFP intends for stations to be installed within 6 months of a signed contract. When does the City intend to reach a signed contract with awardees?

Answer: The contract process can take up to three months. The contract process begins once the City selects a vendor and the vendor confirms they want to proceed. It is likely that the contract will not be fully executed until October or November of 2023.

Question: (Model 2) --- it was mentioned during the pre-bid meeting that many of the funds are going to be federally provided, which I assume is through the Bipartisan Infrastructure Law (BIL). In the BIL, there are Buy America, Build America (BABA) requirements for construction materials. Do the EV charging stations need to meet BABA requirements or any other country of origin requirements, such as Buy American Act (BAA) or Trade Agreement Act (TAA)?

Answer: We will be using City of Boston operating funds for the initial implementation of these RFPs, which are not held to the same requirements as federal funds.

Question: What is the City's Deployment Plan?

Answer: For Model 1 Public/Private Partnership to Deploy EV Charging at Curbside Locations, under section 3.4 the RFP states 'The CSO is responsible for creating a project timeline that is realistic, details important milestones, identifies potential challenges that may cause delays, and anticipated timing of those delays. The City wishes for EV charging stations to be installed within 12 months of the signed agreement. The CSO should identify how many charging stations they will install within 12 months of the signed agreement, and how many charging stations they will install for each consecutive 12 month period, for the duration of the initial five year agreement. The CSO should not assume that all sites will have existing electrical infrastructure and should include the timing needed to install new electrical infrastructure. For Model 2, in the RFP under Project Timeline we state 'The City intends for the EV charging stations to be installed and operational within six (6) months of the signed agreement. The City is identifying 15 locations where there will be a minimum of four (4) AC Level 2 ports, or one (1) DCFC at each location.the sites will be ready for the EV charging stations to be installed, with the electrical infrastructure, wiring, and concrete base in place for the station to be attached.'

Question: What is the initial vision regarding the deployment of the chargers?

Answer: For Model 1 See section 2.2. For Model 2 see section 1.2.

Question: Are the PIC Process and Checklist hyperlinks mentioned in section 3.2 only for repairs needed on a potential down charger? OR does this need to be completed for each site before installation?

Answer: Each site will go through the PIC process for approval. The most efficient way to do this is to have multiple sites ready for review and to walk them through the PIC process at the same time.

Question: (Model 1) Are you wanting locations identified for the RFP submissions (if so, how many sites are you looking for) or will we work with the city to identify sites upon an award?

Answer: Responses will be evaluated based on the criteria detailed under Section 9. This criteria includes evaluating the locations proposed. We recommend you identify some locations in your submission. The number is not as important as the thought process that goes into selecting the locations, and the feasibility of the locations and operating plan being able to sustain EV charging station operations for the length of the initial five year contract term.

Question: Can the City provide any mapping of streets, avenues, boulevards, roads, or highways in the public right-of-way?

Answer: Data and maps can be found on <https://data.boston.gov/group/geospatial>, <https://data.boston.gov/harvest/boston-maps-arcgis-online?page=2>, and <https://bostonopendata-boston.opendata.arcgis.com/>

Question: (Model 1) The City of Boston Supplier Portal has a section to enter pricing – however in the description it says “Do not enter price.” Do you want us to submit pricing or not for this bid?

Answer: For Model 1, where you are asked to enter a price enter zero.

Question: (Model 1) Who is responsible for the EV charging units if they are vandalized?

Answer: For Model 1 the vendor is responsible for all operations and maintenance, including vandalism. Should there be a location where vandalism becomes a recurring issue, the City may work with the vendor on measures to reduce rates of vandalism.

Question: (Model 1) Regarding rebates, I assume if the vendor will be owning, operating and maintaining the equipment in Model #1, will we be able to apply for the EV rebates and have them issued to us?

Answer: If the rules of the rebate include a private operator of EV charging stations, then yes. You are responsible for applying for and receiving the rebate.

Question: (Model 2) Regarding Model #2 where we will just be installing the equipment at designated areas where the infrastructure is already in place, will we be applying for rebates on behalf of the City of Boston for the equipment?

Answer: You will be installing EV charging stations at locations where the infrastructure is already in place. You will not be applying for rebates on behalf of the City.

Question: (Model 2) I think this question was addressed on the call, but will the City of Boston release the locations of where we are suppose to install the EV charging units for Model #2?

Answer: No. The locations will be ready for you to install EV charging stations, with all electrical equipment in place and ready for the EV charging stations to be connected.

Question: Prevailing wages?

Answer: See https://www.boston.gov/sites/default/files/file/2023/05/lw_form_lw-8_fy24.pdf for more information.

Question: I wasn't able to open the rfp for the EV charging stations so I am writing to you directly. How many total? How many for North Dorchester?

Answer: You can find the RFPs on the City of Boston's supplier portal <https://procurement.boston.gov/psp/prdsp/SUPPLIER/ERP/h/?tab=DEFAULT>. Search for EV-00012564 and EV-00012514. For Model 1 we are asking private operators of EV charging stations to identify locations to install a minimum of four (4) AC Level 2 ports, or one (1) DCFC, For Model 2 the City of Boston is installing a minimum of four (4) AC Level 2 ports, or one (1) DCFC For Model 2 we are installing a minimum of four (4) AC Level 2 ports, or one (1) DCFC at 15 locations. No locations are identified.

Question: Can you provide access to the pricing template(s)? When using the link provided in the RFP, it does not allow access. We did “request access” through that link but did not receive any response.

Answer: Apologies for that. You should be able to [access this link](#) with no problems.

Question: (Model 2) Page 10 of the RFP lists the sections for the Technical Response which includes sections 1.1 through 1.5 which is Supplemental Information which requires detail pertaining to costs. Since nothing related to costs or pricing should be in the Technical Response, can you confirm that this section be part of the Pricing Proposal?

Answer: Do not submit pricing information with your technical proposal. This will cause your response to be immediately rejected. Your technical proposal is just that, technical. We are evaluating whether your proposal meets the technical specifications of the RFP regardless of how much it may cost the City. This helps us make decisions that aren't solely driven by the cost of equipment and services. See Section 5.2 on page 13 for the separate price submittal instructions. You may reference portions of your technical proposal in your price proposal, if you want to link them together.

Question: We are curious if you are open to extending the deadline so we can finalize our decision internally and response to the bid.

Answer: No. The deadline for submissions is July 26 2023 Noon EST. Submissions must be received through the Supplier Portal and will not be accepted by email or mail. We recommend you take the time to become familiar with submitting proposals through the supplier portal well before the submission deadline.

Question: Will there be a requirement for approved electrical contractors when it comes to installation? Or is the city organizing a group to do this work?

Answer: All employees and subcontractors that will be installing, maintaining, and operating the chargers must have the appropriate licenses, certifications, and training to ensure that the installation and maintenance of chargers is performed safely. This includes: a) All electricians installing, operating, or maintaining EVSE must meet one of the following requirements: (a) Certification from the EVITP. (b) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation; b) For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program; c) All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.

Question: Could you send a pdf or xls file showing the pricing template examples please?

Answer: We will upload an xls file of the pricing template to each RFP page in the supplier portal. The link to the templates we provided was broken. You should be able to [access this link](#) with no problems.

Question: Could you confirm the boundary for curbside EV charging is Boston proper's boundary?

Answer: All EV charging stations will be installed within the City of Boston, and on City of Boston owned property.

Question: Does Boston have an EV siting plan it could share?

Answer: The City of Boston does not have an EV siting plan. You can see resources the City of Boston has by visiting www.boston.gov/rechargeboston. Please refer to the RFP for site location criteria.

Question: Could we have a 1–2-week extension due to coordination challenges with other entities over the July 4 week?

Answer: No. The deadline for submissions is July 26 2023 Noon EST. Submissions must be received through the Supplier Portal and will not be accepted by email or mail. We recommend you take the time to become familiar with submitting proposals through the supplier portal well before the submission deadline.

Question:For EV00012564 could you clarify if we need to submit a \$0 cost price? How do we handle?

Answer: Refer to the RFP for submission requirements. Section 7 states you will only be submitting a technical proposal. Some language in that section could cause confusion and we will highlight this in our question and answers responses being released on July 14, 2023.

Question: I am reaching out to confirm the pre-bid meeting for July 12 at noon ET. Can you confirm this time and date, as well as the conference login?

Answer: The Bidders Conference (pre-bid meeting) was held on June 23 2023. The video, questions and answers, and attendee contact information from that meeting was uploaded to the RFP websites. July 12 2023 is the deadline to submit written questions. After that date we will not answer any additional questions. All questions received will be published on July 14 2023 so all bidders have access to the same information. Responses are due by Noon on July 26 2023.

Question: The RFP specifically limits the scope to Level 2 and DCFC chargers. Would the City accept proposals for curbside public Level 1 charging? Level 1 charging would open up a wider range of possible curbside applications and increased access and scalability in underserved neighborhoods. Level 1 provides enough charge to address many urban residential use cases and can alleviate pressure on the grid.

Answer: The scope is for Level 2 and DCFC chargers. However, the intent of the RFPs are to implement demonstration models that provide access to curbside charging in a way that may be scalable citywide. We do not believe Level 1 charging is a viable solution for charging EVs in a dense urban environment, however, if there is an operating model you believe would work, by all means include this in your submission. We suggest the submission also address the scope of the RFPs, which is for the installation of Level 2 and DCFC stations.

Question:(Model 1) Is the city willing to have its own electrical assets such as street lights, traffic lights, etc. tapped into for the purpose of providing access to curbside charging?

Answer: Yes. However the proposal needs to have clear detail on how this infrastructure will support the operations of EV charging stations. We have explored using the City's street lights for EV charging station infrastructure and have been told it is not possible due to power capacity and operational limitations. How would a proposal to use this infrastructure address this?

Question: (Model 1) If chargers are wired directly into city owned electrical assets, would the city be willing to alter sensors, etc. to provide for 24/7 electrical feed to these locations if they are currently only receiving electricity at certain times of day? If not, would the city be willing to waive the 24/7 access requirement due to no electrical service at the location (e.g. street lights not receiving electricity during the day)?

Answer: The City is willing to work within our departments to change how existing infrastructure operates. We will need to defer to the department that maintains the infrastructure on making this decision.

Question: (Model 1) If chargers are wired directly into city owned electrical assets, would the city be willing to enter into a flat fee compensation agreement with the vendor to cover the costs of the electricity being used?

Answer: If there is a scenario where it is not possible to separately meter the EV charging stations, we are open to discussing ways in which electricity costs can be paid for.

Question: (Model 1) Is the city paying for the under the ground electricity work? If not, and if the city will own the electricity connection after the 5+5 years, is there any compensation for the amount that we will pay for the connection, even if it's at the end of the contract? Are our contractors able to do that work or are we reliant on Eversource? We are concerned that there is no constraint on what Eversource will charge. Does the city have any pre-agreed pricing that we can leverage?

Answer: No, the City is not paying for the underground electricity work. No, there is no compensation - this is a no cost to the City model. Your contractors are able to do all work that Eversource doesn't require to be done by them. This would be considered a typical construction project and the degree to which your contractors could complete the work would be similar to other projects where electrical connections are involved. There is no requirement to work with Eversource through the Make Ready program. We do not have pre-agreed pricing.

Question: Is it necessary to provide a RFP response for both the L2 and DCFC charging stations – or – can a response be provided for just the DCFC charging stations?

Answer: No, it is not necessary to provide a response for both Level 2 and DCFC charging stations. Yes, a response can be provided for just the DCFC charging stations.

Question: Will the City of Boston be awarding one or multiple EVSE vendors?

Answer: The City may award more than one EVSE vendor.

Question: What will be the electric infrastructure power provided by the City of Boston for the L2 and DCFC charging station deployments (i.e., 480kW? 240kW? 208kW)?

Answer: The City of Boston will not provide the electric infrastructure for Model 1, it is the responsibility of the Charging Station Operator (CSO) to do so. As such, the CSO can work with the local utility to determine what level of service can be made available. The price sheet for Model 2 should include the electrical specifications/volts required to operate the charging station equipment. The City is responsible for the installation of the electric infrastructure and will choose the best equipment to meet our needs.

Question: For awarded contracts, will the City of Boston utilize the VEH102 Advanced Vehicle Technology Equipment, Supplies and Services Contract?

Answer: We are not using the VEH102 contract for this RFP, however we are familiar with the contract. We have used VEH102 to procure EV charging stations and services.

Question: Where/how do you submit an application for this RFP in the Supplier Portal? As of 8pm on 7/11, there does not appear to be a button to click on to start or submit a bid.

Answer: Information on using the Supplier Portal is available on the City's website. See <https://www.boston.gov/departments/procurement/how-use-supplier-portal> for detailed instructions. If you continue to have questions you may contact the Procurement Office at 617-635-4564 and purchasing@boston.gov

Question: (Model 1) What level of specificity is required for location identification in the proposal? Is a neighborhood-level sufficient at this stage, or is the City looking for greater detail (e.g., specific blocks, points of interest, or addresses)?

Answer: Be as specific as you are able to be.

Question: Please clarify how many ports are needed per charger, two or four?

Answer: We want to see a minimum of 4 LV 2 Ports or 1 DCFC at each location. To reduce the amount of equipment located in the Right of Way it would be ideal for each LV 2 station to have 2 ports; I am not aware of a charging station that has 4 ports. We welcome responses that include DCFC stations that are able to charge more than one vehicle at a time.

Question: (Model 1) There is a discrepancy between RFP sections 3.1.2 and 3.3: 3.1.2: “The location must have the power capacity to support the minimum number of chargers required, be in a well lit and visible environment, and have space to accommodate at least four (4) AC Level 2 ports, one (1) DCFC, or a combination thereof.” (p.7) 3.3: “The CSO is responsible for the installation and operations of EV charging stations at curbside locations that are agreed upon between the CSO and the City of Boston. Each location should have a minimum of two (2) network-connected AC Level 2 charging ports, or one (1) DCFC port, or a combination of DCFC and AC Level 2.” (p. 8)

Answer: Thank you for catching this. We want to see a minimum of 4 LV 2 Ports or 1 DCFC at each location.

Question: (Model 1) Can you please correct/clarify the numbering and references to that numbering in the RFP and associated requirements in the “Criteria 3 & 4” sections? There are also inconsistent references to “Scope of Services” vs. “Scope of Work” (a) In the RFP, “Scope of Services” is misnumbered, should be Section 5 (NOT “Section 6”) (p. 13); (b) “The proposal must describe, in detail, how the standards identified in Section 5 are being met. If the CSO is proposing something other than the standards listed, the CSO should provide detail on why they are proposing a different standard and include justification for doing so. Responses should be organized under each standard heading, such as 5 (1) Connector Type.” (p.21) These references should be to Section 4: (c) “The proposal must include a narrative of how the CSO intends to meet the scope of work requirements identified in Section 6.” This reference should be to Section 5, “Scope of Services”; (d) Responses should identify which scope of work heading is being addressed in the narrative, and this should be identified by including the section number and headline. Section numbers are 6.1, 6.2, 6.3, 6.4, and 6.5.” (p.21). This reference should be to 5.1, 5.2, 5.3, and 5.4.

Answer: Thank you for catching this. You are hired as our copy editor.

- *On page ‘6. Scope of Services’ and it should be ‘5. Scope of Services’; the subsections are correct.*
- *On page 21 under ‘Section 8.2 Criteria 3: Equipment and Operating Standards’ it should read ‘The proposal must describe, in detail, how the standards identified in Section 4 are being met. If the CSO is proposing something other than the standards listed, the CSO should provide detail on why they are proposing a different standard and include justification for doing so. Responses should be organized under each standard heading, such as 4 (1) Connector Type.*
- *On page 21 under ‘Section 8.2 Criteria 4: Approach to Meeting the Scope of Work Requirements’ should read: ‘Criteria 4: Approach to Meeting the Scope of Services Requirements: The proposal must include a narrative of how the CSO intends to meet the scope of work requirements identified in Section 5. Responses should identify which scope of work heading is being addressed in the narrative, and this should be identified by including the section number and headline. Section numbers are 5.1, 5.2, 5.3, and 5.4.*

Question: (Model 1) Given that these services must be offered to the City on an unpaid basis, what pricing information, if any, should NOT be included in the technical proposal? (e.g., revenue sharing model; cost to users). If there is financial information that should not be included in the technical proposal, please outline how bidders should submit it.

Answer: A Price Proposal refers to costs incurred by the City. Since there are no costs to the City, any information on pricing models, revenue shares, etc. are not considered part of a Price Proposal and that information should be provided, as detailed in the RFP. As stated in the RFP, we are not interested in a

revenue share, rather we are interested in seeing any money that could be gained from a revenue share reinvested into installing more charging stations. Or in other words, use those funds to subsidize the cost of charging stations in areas of the city that may not generate revenue.

Question: Front Cover - Project Summary: The City mentions it has "an eye towards future funding opportunities through state and federal grant programs. Has the City has applied CFI?

Answer: Yes

Question: (Model 1) Section 6. Contract Duration: The City shared the "contract term shall be for a minimum of five (5) years with options to extend for five (5) additional years. Is the City open to an initial 10-year term?

Answer: It can be considered. The City Council needs to approve any contracts that are longer than 3 years.

Question: Section 3.1 Identifying Locations: The City states that the "CSO will identify curbside locations in the public right-of-way." However, in the RFP EV00012514, Section 2. Project Timeline, it says, "the City is identifying 15 locations. Can the City share what locations they've identified for charging stations for this make-ready RFP? Are the 15 locations mentioned in RFP EV00012514 potentially the same for the RFP EV00012564?

Answer: An intent of Model 1 EV00012564 is to better understand the scale to which the private market is able to provide public access EV charging. This includes the private market providing locations it believes can be sustained over a period of time - either by fees charged to access the station, or by another revenue model. The City recognizes the challenges to operating EV charging stations in neighborhoods if relying upon fees charged or other revenue models. For this purpose, the 15 sites we are identifying for Model 2 are concentrated in neighborhoods, near multi-unit dwelling and City owned assets (libraries, etc.), and within Environmental Justice communities. We will install City owned charging stations that are being purchased through Model 2 at these locations. There could be a situation where in lieu of a revenue share, a private operator installs charging stations at one of these 15 locations, rather than the City installing City owned stations. This will be something that is discussed through the contracting process.

Question: (Model 1) 10.1 Checklist for Submitting Proposal: The checklist indicates to submit technical and price proposals; however, there is no mention of a Price Proposal on the Checklist. Should bidders assume no price proposal needs to be submitted since the City seeks an agreement that has no cost to the City?

Answer: No price proposal is needed. We overlooked removing that mention of a price proposal.

Question: (Model 1) Criteria 4: Approach to Meeting the Scope of Work Requirements: In Criteria 4, it asks for "Details of the pricing models that will be charged to access and utilize the EV charging. This includes fees to start a session, per hour fees, per kW fees, overtime fees, and any other proposed fees that will be charged to the user." The RFP reiterates that if you include pricing information in your technical proposal, your proposal will be rejected in its entirety. Should bidders refer the City to their Pricing Proposals for the answers to these questions under Criteria 4?

Answer: A Price Proposal refers to costs incurred by the City. Since there are no costs to the City, any information on pricing models, revenue shares, etc. are not considered part of a Price Proposal and should be included in your response.

Question: Are parking lots possible, or is the bid only curbside?

Answer: We are only accepting proposals for curbside locations.

Question: Section 2. Project Timeline: The City states that it "is identifying 15 locations..." Are these 15 locations also applicable for the make-ready RFP (EV00012564)? Are parking lots possible, or is the bid only curbside?

Answer: For Model 2, the City will install City owned charging stations at the 15 locations being identified. There could be a situation where in lieu of a revenue share from Model 2, a private operator installs charging stations at one of these 15 locations, rather than the City installing City owned stations. This will be something that is discussed through the contracting process. We are only accepting proposals for curbside locations.

Question: Could you confirm the boundary for curbside EV charging is Boston proper's boundary?

Answer: All EV charging stations will be installed within the City of Boston, and on City of Boston owned property.

Question: Does Boston have an EV siting plan it could share?

Answer: The City of Boston does not have an EV siting plan it can share. You can see resources the City of Boston has by visiting www.boston.gov/rechargeboston. Please refer to the RFP for site location criteria.

Question: Could we have a 1–2-week extension due to coordination challenges with other entities over the July 4 week?

Answer: We will not be extending the due date beyond what has already been amended. Responses are due by Noon on July 26 2023.

Question: (Model 2) For EV00012564 could you clarify if we need to submit a \$0 cost price? How do we handle?

Answer: If prompted to enter a price when submitting through the supplier portal, enter '1'. The Portal requires a number greater than 0 to proceed.

Question: (Model 1) Is the City of Boston only considering a singular CSO, or would the City consider multiple CSOs to operate curbside charging?

Answer: The City may choose more than one CSO to operate charging stations.

Question: (Model 1) Would the City be open to including CSOs in or creating local public engagement events to promote the chargers, and/or solicit feedback regarding potential charger placement?

Answer: Yes, and in fact this would be preferred.

Question: Does the City have any interest in soliciting or suggesting EV charging locations for CSOs? (i.e. favorable locations that are already identified in planning documents).

Answer: We welcome any suggestions for where EV charging stations could be located.

Question: (Model 1) Does the City have any goals for the number of chargers installed under Model 1 in the first 6 months, 1st year, or in the total 5 year contract?

Answer: We are leaving it up to the CSO to identify the number of charging stations they will be able to install. We want to better understand the degree to which the private market can provide public access EV charging in a way it believes is financially sustainable.

Question: (Model 2) Are there any guidelines/criteria for the pricing proposals that are uploaded separately from the technical proposal?

Answer: The RFP provides guidance on what to include in the price proposal. You can [access this link](#) for the price proposal template.

Question: Are chargers restricted to curbside chargers only?

Answer: For these RFPs we are focused on curbside charging.

Question: Can participants bid on one scope of services, like installation only, or are all scope of service required?

Answer: You can bid on as much, or as little of one or both of the RFPs as you like. However, all submissions will be evaluated the same, based on the evaluation criteria included in the RFPs. So if only bidding on a portion of the proposal be sure to address why your proposal does not meet the other evaluation criteria requirements.

Question: It isn't clear to me from this RFP the amount of Level 2's and DCFC's there are. WOULD you be able to provide me a total amount of each so that I can accurately quote?

Answer: Model 1 EV00012564 Section 3.1(2) - 'The location must have the power capacity to support the minimum number of chargers required, be in a well lit and visible environment, and have space to accommodate at least four (4) AC Level 2 ports, one (1) DCFC, or a combination thereof.' There is no number of stations required, however you should account for their being the number of stations described above at each site. Model 1 does not include a price proposal as this is no cost to the City. Model 2 EV-00012514 Section 2, page 9: 'The City is identifying 15 locations where there will be a minimum of four (4) AC Level 2 ports, or one (1) DCFC at each location' - we are looking for a per unit cost and any discounts that may be achieved with purchasing larger quantities. You can find an example of this on the pricing sheets associated with the [State of MA Contract VEH102](#).