

**Franchise Solicitation to Use Certain Public Property for Publicly Available Electric Vehicle Supply  
Equipment  
Addendum 4**

S=Statement; Q=Question; A=Answer

S1	The questions received on the franchise solicitation and the City's responses are below.
Q1	<b>As per the ITB published I understand that the deadline for questions was July 24th. However, with additional sites we have had few more questions. Could you kindly respond to the questions from our end.</b>
A1	Per Addendum 3, the City extended the deadline for questions to August 7, with the City providing responses by August 16.
Q2	<b>Need to know if the additional seven sites are part of the first phase?</b>
A2	The 34 sites provided in the franchise, including the seven sites that were added in Addendum 1, are all eligible to be used for the installation of EV chargers throughout the entire franchise term, including the first phase (first 24 months of the franchise after executing the Franchise Agreement).
Q3	<b>Are they awarding the franchise to multiple vendors or one</b>
A3	There will be one exclusive franchise granted.
Q4	<b>Does the city have any limit to proposing number of DCFC and L2 for the over 10 years of the franchise agreement.</b>
A4	The City does not have a limit to the number of DCFC or Level 2 chargers that can be proposed during the franchise term. Please refer the Invitation to Bid (ITB) for details including scope, conditions, requirements and evaluation.
Q5	<b>Can the vendor pick and choose from the sites in the first phase?</b>
A5	Yes. Bidders are required to propose a Preliminary EV Charger Installation Plan that summarizes the specific facilities (of the provided list of sites) that are of highest interest both in the First Phase of the Franchise (first 24 months of the franchise after executing the Franchise Agreement), and for the full initial 10-year franchise term.  Bidders are not required to propose the installation of chargers at every site.

Q6	<b>Is this a vender owned and operated model?</b>
A6	Yes, the scope of the project requires the awarded vendor to design, install, own, operate, maintain, repair, upgrade, and remove EV chargers at no cost to the City.
Q7	<b>What is the target substantial completion date?</b>
A7	<p>The franchise allows the awarded vendor to install chargers on the eligible properties per their provided schedule.</p> <p>Per the requirements in <b>Section 3.4 Technical Approach</b>, Bidders must submit a Preliminary EV Charger Installation Plan that summarizes the specific facilities that are of highest interest both in the First Phase of the Franchise (first 24 months of the franchise after executing the Franchise Agreement), and for the full initial 10-year franchise term.</p> <p>Per the requirements in <b>Section 3.4 Technical Approach</b>, Bidders must also submit a timeline that details the installation of the chargers in the First Phase of the Franchise.</p>
Q8	<b>Diversity in Franchisees Awarded: Is there a minimum number of chargers/ sites to be developed for a franchisee to be considered?</b>
A8	There is no minimum number of chargers committed or sites to be developed for a Bidder to be considered for a franchise. Bidder’s Technical Approach and minimum charger commitments will be evaluated, as described in <b>Section 1.6 Evaluation</b> .
Q9	<b>Is there a “preferred manufacturer or equivalent” specification?</b>
A9	Proposed charging equipment must comply with the elements in <b>Section 2.3 Equipment and Operating Standards</b> . As noted in <b>Section 3.4 Technical Approach</b> , if proposed equipment does not comply with any of the elements in Section 2.3, the response should include the reasoning or justification.
Q10	<b>Are other energy cost-reducing solutions allowed to be included? Example: “local solar” solutions.</b>
A10	Bidders may propose energy cost-reducing solutions as a part of their response to <b>Section 3.4.12</b> . The franchise ordinance permits the Grantee to use certain public property to design, install, own, operate, maintain, repair, upgrade, and remove EVSE for the use and benefit of the public, including incidental design, construction, and modifications to City infrastructure to further and accommodate such use. Energy cost-reducing solutions will be reviewed for feasibility and ability to meet the franchise ordinance parameters.