NAPA VALLEY TRANSPORTATION AUTHORITY

LOC NO. 1

Date: April 2, 2025

To: Prospective Bidders

From: Napa Valley Transportation Authority (NVTA)

Re: LETTER OF CLARIFICATION NO. 1 to No. 25-R24 – BMF EV CHARGER BUILDOUT

This Letter of Clarification is being issued by the Napa Valley Transportation Authority (NVTA) to provide the following information, correction and/or clarification made to the informal notice to bidders under CUCAAC Request for Bids: 25-R24 as follows:

1. Bidder Submitted Question: *"Does the Contractor need to install conduit to connect bus chargers to panels?"*

   No, all major conduit runs were pre-installed during building construction. The only conduit that should be necessary for this project is from the existing pull boxes to new foundations for the CT4000 in the east parking lot and, Powerlinks, and Powerblocks in the west parking lot.

2. Bidder Submitted Question: "*How are conduits routed between the Powerblocks and Powerlinks and Powerblocks and MSB?"*

   Existing conduit runs are shown on the plans from the west lot MSB to the future Powerblocks and from the future Powerblocks to the future Powerlinks.

3. Bidder Submitted Question: "How are conduits routed from CT4000 charger pull boxes in the east lot to panels RL1 and RL1A?"

   The two (2) southernmost CT4000 units are routed to panel RL1A in the Operations building and Janitor's room. The three (3) northernmost CT4000 units are routed to panel RL1 in the Operations building electrical room.

4. Bidder Submitted Question: "What is the length of existing conduits?"

   Project plans are to scale, and conduit layouts accurately reflect actual field placement. Use the plans to scale Powerblock and Powerlink conduit run lengths. For the CT4000 units in the east lot, assume shortest path routing from pull box to panel.

5. Bidder Submitted Question: "What additional equipment will be necessary to connect charging units to the panels or MSB?"

   Contractor should assume new breakers and appurtenances are required for each EV charger to MSB or panel connection and bid prices should reflect this assumption.

6. Owner issued change to requirements:

i. Contractor (Prime or Sub) must be certified by ChargePoint's "Product Micro-Credential" Certification for both the CT4000 and the ChargePoint Express Plus Chargers by the time installation is scheduled to begin.

ii. All micro-credentials consist of eLearning modules and are offered for free on ChargePoint University, available via this link: https://docs.chargepoint.com/ref-docs/content/pdfs/8-t&d/how-to-register/how-to-register-and-take-the-certification-exam-en-us.pdf.

7. Owner issued change to requirements:

   Bid form attached.

8. Owner issued change to requirements:

   Bid bond will be accepted by mail if postmarked by the dated deadline for receipt of bids; currently, April 9th, 2025.

This document is being provided to you as additional information. All the documents which have been issued after the release of the RFB will serve as the basis of the work product that will be the ultimate result of this procurement.

We thank you for your continued interest in this procurement and look forward to receiving your response to our solicitation.

Bidder Questions and Answers Matrix for 25-R24

BMF EV CHARGER BUILDOUT

No.	SEC & PG NO.	QUESTION/COMMENT	*RESPONSE*
1.		Does the contractor need to install conduit to connect bus chargers to panels?	*No, all major conduit runs were preinstalled during building construction. The only conduit that should be necessary for this project is from the existing pull boxes to new foundations for the CT4000 in the east parking lot and, Powerlinks, and Powerblocks in the west parking lot.*
2.		How are conduits routed between the Powerblocks and Powerlinks and Powerblocks and MSB?	*Existing conduit runs are shown on the plans from the west lot MSB to the future Powerblocks and from the future Powerblocks to the future Powerlinks.*
3.		How are conduits routed from CT4000 charger pull boxes in the east lot to panels RL1 and RL1A?	*The 2 southernmost CT4000 units are routed to panel RL1A in the Operations building janitors room. The 3 northernmost CT4000 units are routed to panel RL1 in the Operations building electrical room.*
4.		What is length of existing conduits?	*Project plans are to scale and conduit layouts accurately reflect actual field placement. Use the plans to scale Powerblock and Powerlink conduit run lengths. For the CT4000 units in the east lot, assume shortest path routing from pull box to panel.*
5.		What additional equipment will be necessary to connect charging units to the panels or MSB?	*Contractor should assume new breakers and appurtenances are required for each EV charger to MSB or panel connection and bid prices should reflect this assumption.*
6.		Does the contract need to be certified by ChargePoint for installations?	*Yes, by the time installation begins the contractor needs to have ChargePoint product micro-credentials for both the CT4000 and ChargePoint Express Plus chargers. All micro-credentials consist of eLearning modules and are offered for free on ChargePoint University.*

No.	SEC & PG NO.	QUESTION/COMMENT	*RESPONSE*
			Information on becoming certified is available here https://docs.chargepoint.com/ref-docs/content/pdfs/8-t&d/how-to-register/how-to-register-and-take-the-certification-exam-en-us.pdf

Attachment
(Fillable Excel at : https://nvta.ca.gov/procurements/25-r17-informal-notice-rfb-bmf-ev-charger-buildout/)

No.		BID ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
1		Traffic Control System (on-site Traffic and Pedestrian Control)	LS	1		$ -
2		Job Site Management	LS	1		$ -
3		Temporary Concrete Washout	LS	1		$ -
4		Class 2 Aggregate Base (CY)	CY	7		$ -
5		Hot Mix Asphalt (Type A)	TON	10		$ -
6		Tack Coat	LS	1		$ -
7		Remove Asphalt Concrete Pavement (SQFT)	SQFT	450		$ -
8		Structural Concrete (EV Concrete Footing)	CY	14		$ -
9		Guard Post (Bollard)	EA	21		$ -
10		Detectable Warning Surface	SQFT	40		$ -
11		Minor Concrete (Sidewalk/Flush Curb)	CY	2		$ -
12		Remove Concrete Sidewalk/Flush Curb	SQFT	20		$ -
13		Painted Stall Lines and Pavement Markings	SQFT	125		$ -
14		Installation of owner provided electric vehicle charger (7-15KW)	LS	5		$ -
15		Installation of owner provided electric bus charger system (<20KW)	LS	2		$ -
16		Modification of existing switchgear for bus charger system	LS	1		$ -
17		Mobilization (5%)	LS	1		$ -
		TOTAL - BID ITEMS				**$ -**