

RFP - Questions and Answers submitted for Fleet and Electrification Assessment and Strategic Plan

1. **What is the expected start date for the project?**
 - As soon as possible, the project must be completed by December 15, 2025.
2. **Is there an estimated budget for the project?**
 - Estimated project budget for the Fleet and Electrification Plan is between \$65,000 and \$75,000.
3. **How many references from similar projects is the firm required to provide?**
 - Provide at least three verifiable references.
4. **Can you confirm that the firm will have access to Ride Connection's fleet data and other relevant information (e.g., routes, annual mileage, vehicle records, parking locations, etc.) needed to execute the project?**
 - Yes, Ride Connection will provide this data. A few high-level supporting documents have also been uploaded at the same time the Q and A was.
5. **How many parking/garages do Ride Connection and their partner agencies have?**
 - Currently, there are about 26 different locations where we park vehicles. This number could increase or decrease depending on the outcome of this project and the availability of charging facilities.
6. **Do you have the capacity to add fast charging at these facilities?**
 - Ride Connection and its Partner agencies do not have the land or capacity for fast-charging infrastructure. However, there may be opportunities to partner with local power companies, the city, or the state to install fast chargers. Exploring these options is part of the project scope.
7. **Would autonomous vehicles be an option for your fleet?**
 - No, autonomous vehicles are not an option for our fleet.
8. **Do you currently rely on any federal/state incentives for the purchase or use of your fleet?**
 - Yes, Ride Connection relies on federal, state, and other local grants for vehicle and charging station purchases.
9. **How do you distribute usage between fleet and volunteers?**
 - The question is unclear. However, Ride Connection and our Partner agencies use both paid and volunteer drivers across all vehicle types.

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10. **What form will collaboration with Ride Connection's community partners take? What is the firm's expected role in the community engagement process, including meetings and interviews with stakeholders?**
 - Ride Connection's community partners operate many of these vehicles in their respective local areas. The firm is expected to engage with these partners, facilitate discussions, and incorporate their input into the strategic plan.

11. **Have key stakeholders been identified, or will it be the firm's responsibility to identify them?**
 - A combination of both. Ride Connection has already identified several key stakeholders but will rely on the firm's expertise to identify additional relevant stakeholders.

12. **Does Ride Connection have partnerships with any regional public transportation authorities? If so, will the firm be expected to liaise with them to understand their carbon footprint goals (assuming there is an intention/timeframe to extend electrification efforts to partners)?**
 - Yes, Ride Connection has partnerships with regional public transportation authorities; however, liaising with them to understand their carbon footprint goals will not be part of this project.

13. **Is Ride Connection currently working towards aligning with the Advanced Clean Car Act (II) and Advanced Clean Truck Act?**
 - Ride Connection is working towards meeting the goals of Oregon's 100% Clean Energy for All Act, which refers to House Bill 2021 (HB 2021), signed into law in 2021.

14. **If EVs turn out to be the best decarbonization option, is the firm expected to facilitate discussions with local power companies to find potential charging locations for the fleet?**
 - Yes, facilitating discussions with power companies to identify charging locations is part of the project's Scope of Work.

15. **Is Ride Connection interested in virtual power plant revenue-generating opportunities for electric vehicles?**
 - This is not the primary focus of this project. However, if it aligns with the Fleet Electrification and Strategic Plan Scope outlined in the RFP, we would be open to discussions, provided time and funding allow.

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16. Would it be possible to extend the submission deadline?

- Ride Connection has extended the timeline and added time for clarification of answers to questions submitted.

17. How does Ride Connection define "community partner"?

- For this project, Ride Connection defines a 'community partner' as a social service agency, community center, or community-based organization that operates Ride Connection Network vehicles. This also includes Multnomah, Clackamas, and Washington Counties, as well as city governments and local electric companies.

18. Will Ride Connection or the selected contractor form a steering committee that includes community partners?

- Yes, the steering committee will include both community partners and community members.

19. Does the analysis also include light-duty cars and vans that Ride Connection uses for door-to-door and car-share services?

- Yes, we have supplied a list of our current fleet which includes vehicle type, year, make, model, odometer and fuel type.
- We have included a breakdown of vehicles by Vehicle category and the number in our current fleet.

Vehicle Category	# Fuel Type
<i>Cat D: Medium-Size, Light-Duty Bus & Van Chassis</i>	
Gas	73
<i>Cat E 1: Small, Light-duty Bus</i>	
Electric	1
Gas	7
<i>Cat E 3: Modified Minivan</i>	
Gas	36
<i>Cat E 7: Sedan</i>	
Electric	7
Gas	8
Grand Total	132

[Link to Vehicle Category Descriptions](#)

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20. Could Ride Connection provide pricing instructions?

Respondents must provide a detailed and comprehensive pricing proposal that outlines all costs associated with the completion of the Fleet Electrification Assessment and Strategic Plan. Pricing should be clear, transparent, and inclusive of all anticipated expenses.

A. General Requirements

- Proposals must include a fixed price or a not-to-exceed amount for the full scope of work.
- Any assumptions made in developing the pricing should be clearly stated.
- Pricing should be all-inclusive, covering labor, materials, travel, administrative costs, and any other associated expenses.

B. Pricing Breakdown

The pricing proposal must be itemized to reflect the following categories:

- Project Management & Administration
 - Time allocation for project oversight, coordination, and reporting.
- Data Collection & Analysis
 - Costs for gathering and reviewing fleet data, area analysis, and infrastructure assessments.
- Stakeholder Engagement
 - Costs for conducting meetings, workshops, and outreach efforts with Ride Connection staff, partners, and stakeholders.
- Fleet Electrification Feasibility Study
 - Analysis of electric vehicle (EV) options, infrastructure needs, charging solutions, and cost-benefit evaluation.
- Strategic Plan Development
 - Costs for developing and finalizing the Fleet Electrification Assessment and Strategic Plan, including recommendations and implementation strategies.
- Deliverables
 - Development of reports, presentations, and final documentation.
- Travel & Miscellaneous Expenses
 - Any anticipated travel, lodging, per diem, or other reimbursable expenses (if applicable).

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C. Optional Add-On Services

Respondents may propose additional services that could enhance the project’s outcomes. These should be listed separately with corresponding costs.

D. Submission Requirements

- Pricing proposals must be submitted as a separate document labeled “Pricing Proposal” to ensure fair evaluation.
- Proposals should be provided in an Excel spreadsheet or a clearly formatted PDF with itemized pricing details.

21. Would Ride Connection provide current garage location(s), and the number of vehicles?

Ride Connection has provided a list of current zip codes where Network vehicles are garaged. The number and type of vehicles at each location are approximate and subject to change.

Aproximate # of vehicles by Type and Zip Code		
Zip Code	Fuel Type	
	Electric	Gas
97007		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
97013		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
Cat E 3: Modified Minivan		1
97027		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
97030		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		5
Cat E 1: Small, Light-duty Bus		3
Cat E 3: Modified Minivan		3
Cat E 7: Sedan	2	
97038		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		2
97045		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		3
97055		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
Cat E 3: Modified Minivan		1
97062		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		3
Cat E 1: Small, Light-duty Bus		1

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Cat E 3: Modified Minivan		4
Cat E 7: Sedan	1	
97067		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
97113		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
Cat E 1: Small, Light-duty Bus		1
Cat E 7: Sedan	1	
97116		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		6
Cat E 1: Small, Light-duty Bus		1
Cat E 3: Modified Minivan		5
97123		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
Cat E 1: Small, Light-duty Bus		1
Cat E 3: Modified Minivan		5
97124		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		6
97212		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		5
Cat E 3: Modified Minivan		6
Cat E 7: Sedan		1
97213		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		18
97215		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		2
Cat E 3: Modified Minivan		1
Cat E 7: Sedan		1
97219		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
Cat E 3: Modified Minivan		1
97220		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		7
Cat E 1: Small, Light-duty Bus	1	1
Cat E 3: Modified Minivan		6
Cat E 7: Sedan	5	
97222		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		4
97224		
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		3
Cat E 3: Modified Minivan		2

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		97225
Cat E 3: Modified Minivan		3
		97227
Cat D: Medium-Size, Light-Duty Bus & Van Chassis		1
		97282
Cat E 7: Sedan		1