Request for Proposals

EV Charging Contractor Services
Quileute Tribe
Washington Electric Vehicle Charging Program
La Push, Washington

Issued by: Quileute Tribe
Issue Date: Friday November 6th, 2026
Proposal Due Date: Friday December 4th, 2026 @ 3:00 PM Pacific Time
Project Location: Quileute Reservation, La Push, Washington
RFP Contact: Annie Foster, Grants & Special Projects Manager
Email: grant.writer@quileutetribe.com
Phone: 360-374-6782

Site Visit Questions & Answers

A site visit was held on November 17th at 10 AM in La Push, WA. This document contains questions asked by bidders in attendance and corresponding answers.

Site 1:

Location - Ocean Side Resort
Address - 330 Ocean Drive, La Push, WA 98350
Project Type - 2 dual port level 2 EV chargers (4 ports total)

Q1. Does this project require ADA compliance? The Quileute Tribe does not concede that Title III of the Americans with Disabilities Act ("ADA") applies to it. However, the Tribe would like the electric vehicle charging stations to meet or exceed Title III's accessibility standards and the "Design Recommendations for Accessible Electric Vehicle Charging Stations" available at https://www.access-board.gov/tad/ev/. Contact information for technical assistance is also available at that link.

The Tribe would like a minimum of one accessible charging station meeting or exceeding those standards at each site. If the respondent believes one or more of the desired standards would be impractical or cost-prohibitive, the respondent may include an explanation of that and a proposed alternative in the respondent's proposal.

Q2. The location identified on Appendix A - Site 1 Plan would require significant leveling and grading to accommodate an ADA compliant stall. Is there another location at the site that may be more suitable for the project? At this time, respondents should bid the proposal as identified following Appendix A – Site 1 Plans.

Q3. According to the Appendix A - Site 1 Plan, a new meter base is required for this site location. The plan makes it seem that the meter base has been relocated from where it currently exists. Please confirm where the new meter base is to be located. The new meter base should be installed where the existing meter base is located. Appendix A - Site 1 Plan has been updated to include a photo visual to confirm the meter base location. **See updated Appendix A.**

Q4. What is the minimum size required per port? L2 Chargers must be capable of at least a 6.0 kW power output per port when no other ports on site are in use. At each site with power-sharing, Level 2 ports must provide no less than 4.0 kW when multiple ports are in use.

For all equipment, installation, ongoing maintenance and service requirements please review the RFP in its entirety.

Additional Information:

- The Site 1 location is next to a dry well. For your reference, the dry well location has been added to the updated **Appendix A - Site 1 Plan.**

Site 2:

Location - River's Edge Restaurant
Address - 41 Main Street, La Push, WA 98350
Project Type - 2 dual port level 3 EV chargers (4 ports total)

Q1. Does this project require ADA compliance? The Quileute Tribe does not concede that Title III of the Americans with Disabilities Act ("ADA") applies to it. However, the Tribe would like the electric vehicle charging stations to meet or exceed Title III's accessibility standards and the "Design Recommendations for Accessible Electric Vehicle Charging Stations" available at https://www.access-board.gov/tad/ev/. Contact information for technical assistance is also available at that link.

The Tribe would like a minimum of one accessible charging station meeting or exceeding those standards at each site. If the respondent believes one or more of the desired standards would be impractical or cost-prohibitive, the respondent may include an explanation of that and a proposed alternative in the respondent's proposal.

Q2. What is the minimum size required per port? All Level 3 Chargers must be capable of at least a 150 kW power output per port when no other ports on site are in use. At each site

with power-sharing, Level 3 ports must provide no less than 75 kW when multiple ports are in use.

For all equipment, installation, ongoing maintenance and service requirements please review the RFP in its entirety.

Additional information:

- A feasibility study was conducted in 2025 in which cost estimates and electricity requirements for each site were compiled and coordinated through discussions with the Clallam County PUD. Site 2 assessments identified that a 3-PH Riser and 3-PH Pad mounted transformer would be required for 2 dual port level 3 chargers. Bidders should contact Clallam County PUD to confirm utility requirements and cost estimates at 360-374-6201, cmiller@clallampud.net.
- The Quileute Tribe is currently developing a Marina Improvement Plan. This plan includes identifying strategies to improve issues related to congestion, parking, circulation, and space constraints which includes the shared parking lot of the River's Edge Restaurant. Bidders should be aware that the location for the EV charging project as identified in Appendix B – Site 2 Plan may be slightly changed or adjusted pending proposed solutions identified through our marina master planning efforts. **Bid proposals should be made using the Appendix- B Site 2 Plan as identified. Any potential adjustments/modifications will be negotiated with the contracted bidder.**

Additional RFP Questions and Answers

Additional questions regarding the Quileute Tribe EV Charging Project RFP were received via email. This document contains responses to questions that were submitted by potential bidders no later than November 20th, 2026, at 3:00 PM PST.

Q1. The preliminary site plans in Appendix A and Appendix B reference to specific equipment models ("LED Trail Single Port AC500-G" and "LED Trail Dual Port DC180"), while Section 4 of the RFP specifies general performance standards. Will the Tribe confirm that proposals featuring equivalent commercial charging hardware meeting all technical, grant, and certification requirements will be accepted as fully responsive equals?

Proposals featuring equivalent commercial charging hardware meeting all technical, grant, and certification requirements will be accepted as fully responsive equals; specific equipment models referenced are not required.

Q2. Section 4 requires that contractors "dispatch maintenance technicians in a timely manner and address malfunctions and repairs within 48 hours of initial notice." Given the remote coastal location of La Push, does the 48-hour requirement apply to remote diagnostic triage and dispatch initiation, or must physical technician arrival and physical repair completion occur within 48 hours? Furthermore, are delays due to severe weather, road closures, or utility outages excluded from this timeframe?

Per the granting agency, WA Commerce Clean Transportation Unit, "The intent of that requirement is to have technicians onsite for repairs within 48 hours, but given the remote location of these charging sites, we can negotiate a timeline that would fit your needs. Extraordinary events including natural disasters and grid failures are not counted towards charger downtime. The duration of an extraordinary event would also be excluded from the repair timeline, so you would not be expected to meet the same window for repairs during these events."

The Tribe will work with the selected contractor and the granting agency to negotiate a fair and appropriate response time.

Q3. To allow prospective technology vendors and qualified electrical contractors adequate time to form turnkey installation partnerships and coordinate TERO compliance plans, would the Tribe consider a one-week extension of the proposal submission deadline from Friday, December 4, 2026, to Friday, December 11, 2026?

Currently the Tribe does not anticipate extending the proposal submission deadline. This may change if proposal submissions are inadequate. Any extension or modification to the RFP will be made by formal addenda issued.

Q4. The WAEVCP award list shows $50,000 for the 4 Level 2 ports. What funding source and amount cover the 4 Level 3 ports at River's Edge Restaurant?

The Washington Electric Vehicle Charging Program has awarded the Tribe $600,000 for the completion of the Site 2 Project located outside River's Edge Restaurant which includes the 4 Level 3 ports.

Q5. Is there a budget or not-to-exceed amount for either site?
Project budgets must be developed to meet all necessary grant requirements. Project budgets that exceed the award amounts may still be considered but will be subject to additional funding availability of the Tribe.

Q6. For the new service installation, will the Tribe file for new service with Clallam PUD or shall the contractor on your behalf? The contractor should include permitting and application for necessary service upgrades on behalf of the Tribe for this project. Tribal staff assigned to this project will assist where necessary.

Q7. For each location it was mentioned that ADA will need to be included according to the WAEVCP grant requirements. Can you confirm the requirement will need to be included in the design of the EV installs at this time, or can it be provided at a later date by the Tribe? The Quileute Tribe does not concede that Title III of the Americans with Disabilities Act ("ADA") applies to it. However, the Tribe would like the electric vehicle charging stations to meet or exceed Title III's accessibility standards and the "Design Recommendations for Accessible Electric Vehicle Charging Stations" available at https://www.access-board.gov/tad/ev/. Contact information for technical assistance is also available at that link.

The Tribe would like a minimum of one accessible charging station meeting or exceeding those standards at each site. If the respondent believes one or more of the desired standards would be impractical or cost-prohibitive, the respondent may include an explanation of that and a proposed alternative in the respondent's proposal.

Q8. If required, should respondents include civil engineering and design for ADA stall code compliance per Washington State Code? Respondents should include civil engineering and design following Title III of the Americans with Disabilities Act ("ADA") and the "Design Recommendations for Accessible Electric Vehicle Charging Stations" available at https://www.access-board.gov/tad/ev/.

Q9. Do you have existing topographical survey of the parking lot at Ocean Side Resort that you can provide? If not, should the respondents include a topographical survey of the parking area in the RFP response? The Quileute Tribe does not have topographical surveys of the parking area. If this is necessary to complete the project respondents should include this cost in the bid response.

Q10. If the location for the Level 2 chargers changes to the existing ADA stalls, will Quileute file for the transformer upgrade, if we provide engineering? At this time, we are not changing the location for the Site 1 Level 2 chargers. Please respond to bid per Appendix A- Site 1 Plans.

Q11. At the River's Edge Restaurant there are no existing ADA stalls. Do you have an existing topographical survey of the parking lot that you can provide? If not, should the respondents include a topographical survey of the parking area in this RFP response? The Quileute Tribe does not have topographical surveys of the parking area. If this is necessary to complete the project respondents should include this cost in the bid response.

Q12. If at either location additional stalls will need to be used to create the 4 EV stalls (with 1 being ADA compliant) will that be ok? For example, it may take 5 existing stalls to create 4 EV stalls with 1 being ADA). YES.

Q13. For the pricing of the RFP design and installation, should the quotes be provided for the locations identified in the RFP or should we consider the alternate locations that were provided on the site walk Tuesday November 17th? Respondents should use Appendix A – Site 1 and Appendix B – Site 2 Plans for the RFP proposal. Do not include alternative site locations.

Q14. If the survey is part of the scope, will they require the surveyor to be a licensed CFedS? NO.

Q15. Also, we discussed Stainless steel Load center and meter Block. Are you committed to that or would a stainless-steel protective housing for a new load center be acceptable? Cost is an issue; would aluminum be acceptable? Clallam County Public Utilities Department has stated that all protective housing must be stainless-steel. If the PUD accepts an aluminum alternative in our area we would accept their approval.

Q16. River's Edge Restaurant (DCFC): the plan notes a new 3-phase pad mount transformer and pad, a 3-phase riser, and a dead-end pole needing extra consideration. Should bidders include the utility-side work (transformer, riser, pole) in their price, or will that be handled by the utility or the Tribe? Yes, bidders should include all materials, permits, required surveys, and engineering costs necessary to complete site work in the proposal. For information on utility costs bidders should coordinate with Clallam County PUD at 360-374-6201, cmiller@clallampud.net.

Q17. Resort (Level 2): the RFP calls for 2 dual-port Level 2 chargers, while the site plan shows (4) single-port chargers on (2) posts. Should bidders' price to the RFP's 2 dual-port chargers? The proposal must include 4 Level 2 ports meeting minimum requirements; single or dual ports may be specified but bidders should provide rational for selection.