



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 3
ISSUED FEBRUARY 26, 2024

to

RFP NO. 2-2024
**FURNISH, INSTALL, MAINTAIN, AND OPERATE ELECTRIC VEHICLE SUPPLY
EQUIPMENT AT OHIO TURNPIKE SERVICE PLAZAS**

PROPOSAL DUE DATE: 5:00 P.M. (EASTERN TIME), MARCH 6, 2024

ATTENTION OF RESPONDENTS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON FEBRUARY 21, 2024

Issued by the Ohio Turnpike and Infrastructure Commission through Aimee W. Lane, Esq, Director of Contracts Administration.

Aimee W. Lane

Aimee W. Lane, Esq.,
Director of Contracts Administration

February 26, 2024
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M. ON FEBRUARY 21, 2024:

Q#4 Will the Ohio Turnpike Authority (OTA) Own and Operate the DCFC Stations or will the company submitting the application be expected to Own & Operate? If Company - will they have to present a lease model to OTA vs a normal proposal?

A#4 Please refer to the RFP documents, particularly Part I. and Part III. of the RFP and Appendix A, Section A, Scope of Services.

Q#5 Is there a preferred software (Ie. Electricity America, EvConnect etc) that OTA wants spec'd for the project?

A#5 No.

Q#6 Will OTA allow submissions of 180kW vs 150kW?

A#6 Respondents may propose alternative DCFC power deliveries to the 150 kW specified, provided that each charging port continues to meet an EV's request for power up to 150 kW.

Q#7 On the current schedule of locations - are we to rip and replace current DCFC or is this incremental?

A#7 The existing EVSE is to remain, and will be operational through the term of those supplier contracts.

Q#8 Has OTA assessed that the utility can provide power for (4) 150kW DCFC?

A#8 The Ohio Turnpike and Infrastructure Commission has not performed a utility assessment.

Q#9 What is the current (A) needed per connector CCS1? Output voltage clear, can they clarify the current?

A#9 The Ohio Turnpike and Infrastructure Commission cannot provide the answer to the Amps required per combined charging station.

Q#10 About connectors, if they are asking for CCS1, can they suggest HW ready for NACS for possible retrofit in the future?

A#10 Respondents shall ensure that EVSE equipment be proposed that conforms to the variety of EV standards or specifications in use. In the event one standard or specification becomes dominant, universal, or mandated by law, the Commission will require the Company to offer such equipment that conforms to that standard or specification.

Q#11 POS (Point of Service) needed? Which integration: Cloud to cloud (by backend development) or locally by HW? Any specific POS manufacturer?

A#11 Please refer to the RFP documents, particularly Appendix A, Section B, Scope of Work.

Q#12 Is there a page limit or other formatting guidance for the response to the items in PART III?

A#12 There is no page limit or other formatting guidance for the response to the items in PART III.

Q#13 Will a single affirmative statement of the abilities of the individuals suffice or are Respondent's required to submit individual statements (and do these statements need to be notarized or signed by an officer?)

A#13 The proposed individuals who will be the key representatives of the Respondent under the agreement. Supporting documentation, such as a résumé or statement of qualifications must be provided for each individual. Respondents should list those individuals in order of their importance to the agreement and provide their phone numbers and e-mail addresses. Provide an affirmative statement of the ability of the individuals and the Respondent to perform the required services competently and expeditiously in accordance with the RFP requirements.

The requirement states that respondents should provide a resume or statement of qualifications for each key representative and preferably provide an Org Chart along with a statement affirming that the individuals assigned can satisfactorily perform the required scope of services competently and expeditiously. A single statement is acceptable. The statement does not need to be notarized but should be signed by an individual at the company that has the firsthand knowledge or experience to make the statement.

Q#14 To satisfy the proof of a Respondent's financial ability to perform the scope of services, will financial statements suffice or does OTIC require any other signed attestations from a Respondent's CFO?

A#14 The Commission requests that financial statements or documents be accompanied by a statement from respondent's CFO or similar representative attesting that the documents are true and accurate copies of respondent's business records.

Q#15 Are Respondents with a diversified supply chain and multiple EVSE hardware providers required to list and commit to a single EVSE partner in the proposal, or can they maintain optionality and identify the potential EVSE they will install along with how each is capable of meeting the technical requirements? Regardless, are Respondents required to include detailed spec sheets from EVSE providers in their proposal?

A#15 Respondents are not required to select a single EVSE partner. Please refer to the RFP documents, particularly Appendix A, Section B. Scope of Work in regard to technical requirements of specifications to be provided with their submission.

Q#16 Are Respondents expected to submit an itemized capital and operating budget, as well as their pro forma forecast with financial assumptions?

A#16 Please refer to the RFP documents, particularly Part VIII, Section A(vi.) and Appendix A, Section C, Capital Investment and Operating Budget.

Q#17 For service plazas where there are available paved EVSE spaces, has OTIC determined which specific spaces are being made available to Respondents (or should options be included in proposals)? Similarly, for those service plazas with available paved EVSE spaces, would designs for any future expansion on those sites need to be limited to unpaved areas?

A#17 For service plazas where there are available paved EVSE spaces, OTIC would prefer that those four (4) spaces are utilized. If the four (4) spaces are not adequate for the EVSE services being proposed, the respondent shall provide details on the alternate location/numbers. It is the Commission's preference that uses unimproved property for the buildout of the proposed EVSE.

Q#18 Is there a specific form that Respondents should complete or additional guidance on what is expected from a Respondent in order to demonstrate their coordination with relevant utility companies to identify existing power, required upgrades, and metering configurations to provide the EVSE?

A#18 There is no specific form or additional guidance.

Q#19 What level of detail is OTIC is seeking with respect to interoperability and network connectivity? Will a statement confirming our EVSE and network will meet the various requirements suffice?

A#19 Respondent shall provide enough information to properly evaluate that their submittal meets the requirements of the RFP.

Q#20 Is there a minimum number of ADA compliant charging stalls that OTIC is seeking for each site?

A#20 Respondents shall ensure their proposals comply with all permitting, prevailing wage requirements, ADA, and any other regulatory mandates.

Q#21 Does the scope of work call for the rip/replace of the Electrify America or Tesla units at any of the 14 locations in the RFP?

A#21 Please refer to Question No. 7 of this Addendum No. 3.

Q#22 What is the timeline for implementation? Is there a designated start-end schedule for the project?

A#22 Respondents shall supply with their Proposal a build-out schedule based on an anticipated award at the May20, 2024 Commission Meeting.

Q#23 Is there any information from the OTIC about use demands or projected EV registrations in the areas of the 14 rest stops?

A#23 No information is available from OTIC on the use demands or projected EV registrations in the areas of the 14 service plazas.

Q#24 Is there an ideal number of chargers that OTIC believes would best suit the demand at each site?

A#24 No.

Q#25 There is no indication of where the “Available Paved EV Spaces” are located.

A#25 The available paved EV spaces are adjacent to the 8 existing Tesla Supercharger stalls at the Indian Meadow, Tiffin River, Great Lakes, Towpath, Mahoning Valley, and Glacier Hills Service Plazas.

END OF ADDENDUM NO. 3