

**Questions & Answers**  
**RFP #24386**  
**EV Green Highway Charging Stations**

Questions Listed in numeric order, Answers are highlighted in blue:

- 1) “This RFP will solicit proposals for one or more qualified firms to supply, install, maintain, and operate electric vehicle supply equipment (EVSE) that meets the specifications and business needs of ODOT and WSDOT. Firms may partner with responsible firms for specific design, installation, or maintenance services but only one firm must be the “Prime” contractor for purposes of the proposal and subsequent contract.”
  - a) Is ODOT asking the prime contractor to select the site partner locations?  
Some work on site location has already begun and it is anticipated that when the firm or firms are selected to deliver the project, ODOT will work cooperatively with the selected firm to select the optimal, strategic locations to complement the statewide EV charging network. Also, on page six of the RFP; it clearly states that ODOT will have the right to reject a location at its sole discretion.
  - b) If this is not the case, is ODOT asking only for quotation for the supply installation and operation etc. of the equipment or is ODOT expecting a site survey and quotation for electrical upgrade to the site?  
Obviously, since all of the sites have not been identified, ODOT does not expect the prime to provide a quote for extending 480V, 3-phase power or additional electrical upgrades that would be site specific. What would be most helpful for comparison purposes would be to bid the fixed costs (EVSE, installation, operation, etc.) and menu of variable costs (trenching, conduit, circuit upgrades, etc.) that will vary by site.
- 2) Will ODOT consider a time extension for the proposal submittal date beyond January 24, 2011?  
Due to time constraints placed upon ODOT by the funding agencies, ODOT will continue with the current schedule.
- 3) What is ODOT’s position or preference on end user (motorist) charges for use of the EV charging stations?  
ODOT is interested in hearing from proposers their plans for this. The only preferences are those stated in the RFP.
- 4) There are a number of potential business models for cost sharing among the implementation team, property owners, ODOT, and others. May a proposer present alternative business models within its proposal?  
Yes.
- 5) Some business models may require direct negotiations with the parties involved, and/or policy direction from ODOT. How should alternative business models and assumptions be presented in the proposal?

ODOT would like to hear from each proposer, their recommendation for the optimal turn-key solution to fulfilling the requirements of the federal grant. If the proposer would like to present alternative business models, they should also identify their preferred approach and rationale.

- 6) How will an ‘apples to apples’ comparison be made between different cost sharing/pricing models?  
The evaluation team will use “best value” comparisons as developed by ODOT to reasonably and fairly evaluate proposals.
- 7) Are their sub-criteria comprising the Price/Value score other than what is stated in section 2.2.5? (e.g., net cost to ODOT, net cost to end users, price certainty, etc.)?  
Answered in #6 above.
- 8) Can you clarify what is meant by providing basic pricing since one part of the RFP makes it sound like pricing information will only be requested should you advance in the process, but then under the criteria pricing is listed and basic pricing is requested in 2.2.5?  
Detailed pricing will be negotiated for those Consultants/Contractors who are selected to enter into a Price Agreement. The Price/Value section in 2.2.5 is to provide your best educated price/value for services and equipment that we are requesting.
- 9) Is there a list of host sites available already or do we need to find the host sites?  
Please see question #1 for answer to this question.
- 10) RFP #24386 says approximately eight locations, how many chargers per location?  
There are eight locations identified in one of the federal grants. Initial plans are for one charger at each location. The solicitation anticipates additional installations in the future, subject to funding resources being available.
- 11) Should the basic pricing information include the installation of the charging system, or just the equipment cost?  
See response to 1(b)
- 12) Will ODOT be selecting the sites or are you looking for the contractor to do the siting?  
Please see question #1 for answer to this question.