

**The State of Hawaii
Department of Transportation**

December 31, 2019

ADDENDUM 1

TO

**Request for Proposals
Solicitation No. RFP-20-001-HWYS**

**ELECTRIC VEHICLES AND CHARGING
INFRASTRUCTURE SERVICES**

Questions regarding this solicitation have been answered and are displayed below.

Q1: How many vehicles?

A1: The State Departments have approximately 1,300 sedans in its fleet. The number of vehicles that will be battery electric vehicles will be determined in each service addendum.

Q2: Are these vehicles replacing existing fleet vehicles? Or are these net new additions to the existing fleet?

A2: The battery electric vehicles will be replacing existing fleet vehicles and could be additions to the existing fleet.

Q3: How are the vehicles to be used?

A3: The battery electric vehicles will be used on a daily basis to transport employees and equipment to various destinations in order to perform official business.

Q4: How often are these vehicles replaced? (after how many miles and/or years)

A4: Replacement of the vehicles will primarily be dependent on the battery degradation and maximum range of the vehicle.

Q5: Are these vehicles shared? Or are they assigned? If assigned, are the cars parked at the driver's homes overnight?

A5: Vehicles will be both assigned to individuals and shared. Some of the assigned vehicles will be parked at an employee's residence.

- Q6: Where are the vehicles parked during the day and during the night?**
A6: During the day the vehicles will be parked at the department/agency parking lots or places of business. During the night the vehicles will be parked at the department/agency parking lot or employee's residence.
- Q7: A major determinant of cost and risk will be permitting and constructing charging infrastructure.
What is the available capacity (in terms of amperage) at the electrical panels the chargers are envisioned connecting to?
For each location, what is the estimated distance between where these vehicles will be parked and the closest electric panel?
Will trenching be required? If so, through concrete or cement?**
A7: Electric panel capacity, distance between parking and electric panel(s) and trenching requirements will be determined when the service addendum is negotiated.
- Q8: Can site information outlining electrical infrastructure at each installation site be provided ie: Electrical Line Diagrams and panel schedules**
A8: Electric line diagrams and panel schedules, if available will be provided when the service addendum is negotiated.
- Q9: Are EVSE installations in outdoor or indoor parking areas**
A9: Electric vehicle supply equipment installations may be in outdoor or indoor parking areas.
- Q10: Will installation sites be confirmed to have available electrical capacity to support EV charging. (ie: 40A per EVSE)**
A10: Electric panel capacity will be determined when the service addendum is negotiated.
- Q11: Will installation sites require pedestals or wall mounted EVSE**
A11: Installation sites will vary. Offeror to determine if a pedestal or wall mounted EVSE is required.
- Q12: Can sitemaps be provided for each site**
A12: Site maps can be provided when the service addendum is negotiated.
- Q13: What Utility electric tariff is applicable to the building locations the vehicles are parked? (is it HECO schedule J or HECO schedule P... or does the DOT have special electricity tariff)**
A13: The DOT does not have a special electricity tariff.
- Q14: How is the DOT considering the business case? ... examples in sub bullets below
Variable Savings Only (Fuel and O&M savings)
And/or Total Cost of Ownership (Upfront investment and ongoing variable)
And/or environmental benefits**
A14: The proposal will be evaluated based on the criteria in the RFP. The proposer needs to make the best business case they are able to offer.

- Q15: Will these vehicles be insured under an existing HDOT policy? In not, the project operator will need to send every driver through an insurance qualification process.**
- A15: The vehicle insurance will most likely be covered under the department/agency policy. Exact requirements will be determined when the service addendum is negotiated.
- Q16: Does the contract need to include a safe driving program? Or are there existing fleet safety programs that will apply to these vehicles and drivers?**
- A16: There isn't a specific safe driving program required for the proposal. Each department/agency may have an existing fleet safety program.
- Q17: Are vehicle telematics required on the vehicles? If so, what reporting is required?**
- A17: Vehicle telematic requirements will be determined when the service addendum is negotiated. Offerors may include available telematics in the proposal.
- Q18: Is roadside assistance required?**
- A18: Roadside assistance requirements will be determined when the service addendum is negotiated.
- Q19: Does HDOT have a set of pre-qualifying electric vehicles in mind?**
- A19: There is no set of pre-qualifying battery electric vehicles.
- Q20: What contractors licenses do you require or expect the Offeror and Contractor to hold?**
- A20: The Offeror or Contractor will be required to have contractor licenses necessary for the performance scope offered.
- Q21: What is the SOH's process in managing damages and mileage on these vehicles? Will there be a check in and check out process? If so, please describe**
- A21: Damage and mileage reporting and check in/check out process will be determined when the service addendum is negotiated. Requirements of the offeror may be included in the proposal.
- Q22: Will there be a State point person managing the use, securing keys, and scheduling maintenance of these vehicles?**
- A22: Each department/agency will have a point of contact.
- Q23: Who will install and bear the cost of the State Seal, LED Hazard/Safety light bar/beacon labor & removal?**
- A23: Cost for the State Seal, LED Hazard/Safety light bar/beacon labor and removal will be determined when the service addendum is negotiated.
- Q24: Who is authorized to have access to these vehicles? What is the minimum age of the authorized users of these vehicles?**
- A24: All department/agency employees with a proper driver's license will have access to the battery electric vehicles.
- Q25: Can there be two Contractors? One for the vehicles and one for the Charging Infrastructure?**

A25: An offeror may have more than one contractor to meet the requirements of the Statement of Objectives. See the RFP regarding subcontractors.

Q26: Who will handle maintenance of vehicles when needed?

A26: Maintenance of the battery electric vehicles will be determined when the service addendum is negotiated.

Q27: EAN Vehicles Mileage • Should mileage driven exceed 6,000 in one year can the vehicle remain in use?

A27: Yes, battery electric vehicles driven more than 6,000 miles in a year may remain in use.

Q28: When do the vehicles need to be delivered by? The start date of the contract is (tentatively) noted as March 27, 2020 (without delays), but it looks like there is a built in lag time as the different departments get to choose the vehicle color.

A28: Delivery of vehicles will be determined when the service addendum is negotiated.

Q29: Can the vehicles be delivered in waves (i.e. 10/20 vehicles are delivered on a certain date and then 10/20 more a month later)?

A29: Delivery of vehicles will be determined when the service addendum is negotiated.

Q30: What color vehicles are required? The requirements state that the departments reserve the right to choose the color during the ordering process, but some colors (because of the paint) are more expensive than other colors, therefore we need the colors required to properly calculate the cost of the vehicle.

A30: Color of the vehicles will be determined when the service addendum is negotiated.

Q31: There is little mention of installation of EVSE. How should installation costs be accounted for when they can vary substantially? Will HIDOT require the labor to be union or prevailing wage?

A31: Installation costs of EVSE can be included in the usage charge structure. State laws regarding prevailing wage rates will apply.

Q32: What kind of access guarantees will the State grant for servicing of the EVSE?

A32: Access to service the EVSE will be provided.

Q33: Can we assume each site already has adequate power?

A33: Electric panel capacity will be determined when the service addendum is negotiated.

Q34: The RFP states the estimated usage for each vehicle is 6,000 miles/year. Is this based on historical gasoline car usage or is this estimated a different way?

A34: Information provided in Section 9.1 of the RFP is for the example only.

Q35: Do you envision the provider owning all of the underlying infrastructure up to and possibly including the service panel?

A35: Charging infrastructure installed by the offeror will be owned by the offeror.

Q36: Will the EVSE be on separate meters from the rest of the property?

A36: Metering for the EVSE will be determined when the service addendum is negotiated.

Q37: How many cars (non-trucks or specialty equipment) does HIDOT operate in the state currently?

A37: The Hawaii Department of Transportation, Highways Division operates approximately forty-five (45) light duty vehicles, primarily sedans, in the state.

Q38: Will it be up to the provider whether a site uses Level 2 or DCFC?

A38: The use of Level 2 or DCFC charging infrastructure can be determined when the service addendum is negotiated.

Q39: Do you require the vehicles to be DCFC-capable?

A39: Charging options on the vehicle will need to be consistent with the charging infrastructure provided.