

WVPA RFP Round 2 Q&A Log

October 18, 2024

1. Are the two rest stop locations predicated on passage of Senate Bill 4989 (RECHARGE Act) that would lift the federal prohibition on fueling at rest stops on federal highways (excluding travel plazas)? What happens if the bill does not pass?
WVPA is exempt from the federal prohibition. The senate bill 4989 does not apply to this project.
2. How is this solicitation different from the one released in June besides the additional location and differences in quantity of units at each location?
Refer to Article 1 – RFP Overview; Project Overview. WVPA is seeking proposals from Developers and WVPA will be purchasing and installing electric vehicle supply equipment (EVSE). WVPA was previously just providing the land.
3. Do the sites already have adequate power? If not, what are the plans to provide adequate power?
Refer to Section 3.5 – Technical Site Design and Configuration. Additional coordination with the utility (AEP) will be required for the Camp Creek Lot and MP 69 Rest Area sites. Utility coordination completed to-date with Bluestone and Beckley will be shared with the selected Developer.
4. Since WVPA will be holding title to the charging equipment, what role will reliability play in the decision-making process? How will reliability be assessed?
Refer to Section 2.5.6 Uptime (Reliability), 2.5.8 Data Sharing
5. Will the state be providing lighting and video security of the charging locations or will that be the responsibility of the developer?
Refer to Article IV Evaluation of Proposals Sections Section 4.3 Evaluation Criteria and Selection. Developers should address physical safety features in proposals, as physical safety is an evaluation criteria.
6. Is West Virginia Parkways Authority going to purchase the services, or will the vendor own and operate the station?
Refer to Article I – RFP Overview, Project Overview and Project Description. WVPA is seeking proposals from Developers for the purchase and installation of EVSE. Developers must provide an O&M plan as a part of the proposal process.
7. Why use skid-mounted stations instead of permanently installed ones?
It is the preference of WVPA.
8. Are you counting on the passage of Senate Bill 4989 for this, or what is the plan if that doesn't pass?
Refer to the response for question #1.

9. Would a cement block work instead of skid-mounted for the station?
Refer to Sections 2.1.2 and 3.5. Developers should follow guidelines in the RFP.
10. Is the three-hour service time a hard requirement given the remote locations?
Refer to Article I – RFP Overview, Project Description. Developers should adhere the requirements in the RFP.
11. Will the charging system require satellite or cell signal for communication?
Refer to Sections 2.1.2 and 2.5.1. Developers should propose the project's communication approach as outlined in the Basis of Design Package and Load Management and Demand Response.
12. Can you elaborate more on the type of federal funding received or any NEVI (National Electric Vehicle Infrastructure) funding for this project?
Refer to Article I – RFP Overview, Project Overview. There is no Federal Funding associated with this project.
13. Can you confirm that the funding will go to the awardee versus just awarding the real estate, as was done in a previous RFP?
Refer to the response in question #2.
14. Will the switchgear and transformer be provided by the state or part of the bid? Has there been a study on existing utilities at the sites?
Refer to Section 2.1.2. Developer should include information on plans for electrical distribution switchgear metering. Refer to Section 3.5 – Technical Site Design and Configuration. Coordination with the utility (AEP) will be required for the Camp Creek Lot and MP 69 Rest Area sites.
15. Regarding vehicle fires, does this imply the need for a full-time attendant to manage the situation?
Refer to Section 2.3.3. Developers shall include specific ERP guidance regarding vehicle and electrical fires. In the event of a vehicle fire, the Developer shall comply with all state and local regulations, work instructions, authorities, and firefighting association guidelines. Developers should propose an ERP in alignment with Developers capabilities.
16. Is it required for the charger to have four charging ports, as most chargers typically have two ports?
Refer to Article I – RFP Overview, Project Description. The table outlines the total charging stalls required under the RFP.
17. Does the term "8 stalls" mean four dual chargers or eight single-port chargers?
A charging stall refers to charging port and means the ability for one vehicle per stall to be charged. Refer to Addendum #2.

18. Can you clarify if the construction completion dates in the RFP are targets or actual deadlines for completion of the ongoing construction at the sites?
Refer to Addendum #2.
19. Do you have approval from utilities for temporary connections for the skid-mounted system?
Refer to Addendum #2.
20. What details are required to meet the 30% of the basis of design submission at the time of proposal submission?
Refer to Section 2.1.2. Developers should follow RFP instructions on requirement for the Basis of Design Package.
21. Is it mandatory to submit at least 30% of the design work, and is a site visit needed before submission?
Refer to Section 2.1.2. Developers should follow RFP instructions on requirement for the Basis of Design Package. Refer to Article I – RFP Overview, Pre-Submission Site Visits. Developers interested in inspecting or visiting a project site or project sites, ahead of formal proposal submission, shall notify the authority for approval and coordination of time and date for the visit. Please contact WVPA Highway Production Manager, Andy Hambrick. 304-926-1900 or ahambrick@wvturnpike.com.
22. Is there a rendering requirement at the time of submittal?
Refer to Section 2.1.2. Developers should follow RFP instructions on requirement for the Basis of Design Package. Also, refer to Section 3.5 “The Proposal’s technical design approach should include site renderings at roughly 30% of full site design.”
23. Should utility coordination be completed before proposal submission to determine power sources?
Refer to Addendum #2.
24. Is this project being funded by Federal funds, Federal Grant (e.g. NEVI/CFI) funds or State/WVPA funding sources?
Refer to response on question #12.
25. Are sites required to be NEVI compliant, or only the chargers? If the sites are required to be NEVI compliant, the Camp Creek Lot site will require 2 additional stalls (4 minimum)
Please refer to Article 1 – RFP Overview, Project Description. Only equipment must be National Electric Vehicle Infrastructure (NEVI) compliant.
26. Is intent for “stall” to be served by a single charging port and parking space?
Refer to response on question #17.
27. Is WVPA’s intent for all the EV Sites to be NEVI compliant (150kW minimum) for all stalls? Or for the site to be NEVI compliant with a minimum of four (4) 150kW stalls with the balance of stalls to be below 150kW?

Refer to Article 1 – RFP Overview, Project Description. Equipment must be National Electric Vehicle Infrastructure (NEVI) compliant.

28. Are other shipping services (FedEx, UPS) acceptable forms of delivery to WVPA or only USPS Mail for bid response?

Refer to Article III Proposal Requirements, Section 3.1. All Proposals submitted in response to this RFP will become the property of WVPA. Proposals must be delivered in person, by courier, or by USPS with a written receipt.

29. Can WVPA please provide the format of the Bid Pricing Page? It does not appear to be in the RFP document.

Refer to Addendum #2.

30. The Bid Price Sheet was not included in the released RFP documents. Please release to bidders ASAP with instructions. Please consider additional time for the bidders to review and prepare the budget information. As of the questions due date there are less than 10 days to prepare the budget. The bidders are unclear as to the level of detail required and need to work with our partners to develop the budgets.

Refer to Addendum #2.

31. Has WVPA had discussions with the Utility regarding power needs for each of the sites? If so, can the utility provide the necessary upgrades to each of the sites?

Refer to response to question #3.

32. Does WVPA have an anticipated timeline for installing each of the sites?

Refer to Article 1 – RFP Overview, Construction Completion Dates.

33. The Beckley Travel Plaza Site renderings indicate 16 DCFC charger stalls. However, the RFP indicates 8 charging stalls. Is the WVPA's intent to install 8 charging stalls for this scope of work and make-ready for the remaining 8 charging stalls? If so, are the 2 pull-through stalls part of the initial installation?

Renderings are provided for reference. Developers should propose site layouts in alignment with RFP requirements.

34. What electrical infrastructure will be in place for Bluestone & Beckley? (i.e. Transformers, Duct Bank, etc.)

Developers should propose all infrastructure as a part of each proposal.

35. The Bluestone Travel Plaza Site renderings indicate 12 DCFC charger stalls. However, the RFP indicates 4 charging stalls. Is the WVPA's intent to install 4 charging stalls for this scope of work and make-ready for the remaining 8 charging stalls? If so, are the 2 pull-through stalls part of the initial installation?

Renderings are provided for reference. Developers should propose site layouts in alignment with RFP requirements.

36. The RFP calls out the need for Skid/Platform chargers – Please explain the use case for this requirement & what locations this requirement will be applicable. Skid/Platform chargers will alter the ADA requirements and utility integration.

Refer to response to question #7.

37. Will WVPA consider extending the response due date at least 2 weeks from the release of Questions and Answers. This will allow bidders enough to make needed adjustments based on clarifications from WVPA and allow time for delivery of the hard copy proposals.
No extension will be provided under this RFP.
38. Are cover pages/table of contents/supporting pages/spec sheets/etc. part of the total page count for the response?
Refer to 'Article III Proposal Requirements.' Proposals should not exceed fifty (50) pages in length.
39. Will all Questions and Answers for this solicitation be published to the [Purchasing \(wv.gov\)](http://wv.gov) website?
Yes.
40. Do we need to include the utility infrastructure upgrade costs for each location?
Refer to Section 3.9 Budget. Proposals should include a detailed budget for each site and include line-item cost information for design, permitting, utility upgrades, equipment, construction, installation, and O&M (for a period of five (5) years).
41. What are the connector requirements? We would recommend either dual CCS or CCS and NACS.
Refer to Article 1 – RFP Overview, Project Description. Equipment must be National Electric Vehicle Infrastructure (NEVI) compliant.
42. The addendum on your website is not loading for me so I am not sure if anyone has already asked this question.
Addendum #1 can be accessed here:
<https://transportation.wv.gov/Turnpike/Purchasing/Documents/EV%20Chargers%20QA%20Docs/WVPA%20Round%202%20RFP%20Addendum%201.pdf>
43. What are the insurance requirements (e.g. Amount) for the following?: evidence that the Developer will be able to secure the required insurance specified by the Authority.
Refer to Addendum #2.
44. "Article 1: RFP Overview: The section mentions (18) charging ""stalls"". Please clarify ""stalls"" refer to the number of parking spaces the number of dual charging stations? "
Refer to response in question #17.
45. "Article 1: RFP Overview: The RFP title and bid document both make references to ""purchase"" but the bid document also mentions possible revenue sharing options which would only be applicable where the contractor/developer owns and operates the equipment. If the WVPA purchases the chargers, all revenue would be kept by WVPA with the exception of misc fees. Please clarify if WVPA is definitely interesting only in the purchase of the equipment."
Refer to section 3.7. Each proposal must include a 24/7 operations and maintenance (O&M) plan that covers the five (5) years following project site

acceptance from WVPA. The developer is responsible for collecting payment and remitting it to WVPA.

46. "Article 1: RFP Overview: Will WVPA own the stations or do you prefer that the selected vendor/developer be the owner-operator of the chargers at the four locations."
Refer to Article I – RFP Overview, Project Overview. Refer to Article section 3.7. Each proposal must include a 24/7 operations and maintenance (O&M) plan approach that covers the term five (5) years following project site acceptance from WVPA.
47. The RFP mentions that redevelopment work has been conducted at the four site locations. Are the sites equipped with power capacity or have they been prepared for DCFC installation? Please provide details of all pre-construction work being performed by WVPA.
The selected Developer will coordinate with AEP to procure needed power.
48. The RFP Page no. 2 mentions construction completion dates ranging from Dec 2024 - of April 2025 for all four sites. Please confirm that this is the anticipate dates for WVPA to have the pre-construction sites ready for the developers to begin their installation process and not the date expected for full EV installations to be complete.
Refer to Addendum #2.
49. "ARTICLE 3 – Proposal Requirements: Section 3.4: If the chargers are to be owned and operated by the developer, is WVPA expecting revenue share? Has the percentage for revenue share been identified?"
Refer to section 3.7
50. "ARTICLE 3 – Proposal Requirements: Section 3.5: The RFP submissions require technical design approach including site rendering at roughly 30% of full site design. With the timeline allotted, it is impossible to create full site designs, especially without guided site walks. We request that WVPA detail what specifically you require in the RFP response that constitutes the 30% referenced."
Refer to section 3.5. Developers should follow instructions in the RFP.
51. The recommended pre-proposal conference was held on 10/09. Several relevant questions were asked. The WVPA has not released responses to the questions from the conference on the website or bid prime. We request an extension of 10 business days once final Q&A are distributed to all vendors.
Refer to Section 1.4 – Key Dates.
52. Please provide the referenced document "Master Service Subscription Agreement" and Addendum 1 for review.
Refer to Addendum #2
53. Will a list of the attendees on the pre-bid call be published?
Attendees are listed below. Please note that this list may be incomplete:
- **Rakesh Nune - HNTB**

- **Margaret Vickers** - West Virginia Parkways Authority, Director of Purchasing
- **Megan Stein** - HNTB
- **Madeline Reynolds** - Moz Tech, Business Analyst
- **Jim Bernas** - National Car Charging
- **Anna Rittenhouse** - DC America
- **Chuck King** - Synergy LLC
- **Dustin Legg** - BPI Incorporated
- **Lula** - Sustainable Energy
- **Mike Vena** - Charge Point, Partner Account Manager
- **Sean Coning** - Charge Point, Regional Account Executive
- **Brian Kuhn** - Francis Energy
- **Matthew Wooten** - DC America, County Executive
- ****Name Not Captured** - **Charge Point, Proposal Manager
- **Bob Folding** - TSI, Partnering with Blink
- **Janki Gadhvi** - Blink Charging, Grant Coordinator
- **Bijou** - Sustainable Energy

54. Section 2.3.2 Incident Response says the Developer shall "Take appropriate action when an incident occurs." Can you elaborate on this? It implies the Developer should have firefighting equipment and personnel at each site.

Refer to Section 2.3.2. Developers should propose and document processes in the Emergency Response Plan (ERP) in alignment with RFP requirements.

55. Section 3.5 says "The Proposal's technical design approach should include site renderings at roughly 30% of full site design." Can you confirm this? This is a big investment to make on a very short response window.

Refer to section 3.5. Developers should follow instructions in the RFP.