



REQUEST FOR QUALIFICATIONS
Electric Vehicle Charger Engineering Services
DULUTH TRANSIT AUTHORITY

Addendum #1

February 27, 2024

Questions and Clarifications to date:

1. The DTA conducted a presubmittal meeting on February 20, 2024³. Attendees were: Lyssa Goranson, Ayres and Associates; Mike Iallonardo, Mark Reiersan, TKDA, Mark Ness, Nancy Brown, DTA.
2. Correction, DTA has a 250 kW back up generator, not a 500 kW charger.
3. Correction. The Request for Qualifications notes in the submission section that signed certificates A through E must be returned. Please correct the instructions to state Certificates A through F must be returned with the rest of the submission requirements.
4. DTA staff summarized the DTA's current electric charging infrastructure, including 8 chargers installed in 2018. They were originally manufactured by Tritium and DTA purchased them from Proterra in conjunction with the purchase of seven battery electric buses.
5. The chargers performed well in the first year, but it should be noted that the buses were not being used to the greatest extent possible while the DTA was testing and revising the route assignments. In the second year of use, the chargers began to experience significant maintenance issues and their reliability has steadily decreased as the chargers age.
6. DTA staff evaluated the charger capabilities and determined that the chargers were not built for the kind of duty cycles that the DTA needs. Staff is working on funding for different chargers, but that is not included in this scope of work.
7. All of the electric conduit and wiring for the chargers, including the new chargers, is in the overhead plenum. The charger infrastructure, including the transformer, switch gear and breakers and has capacity for 20 chargers, (50kW each).
8. Each charger has a separate electric meter to monitor usage. Individual meters will be required for the new chargers as well.
9. DTA anticipates that the new chargers will be capable of charging a minimum of two buses at a time.
10. Because the bus storage area is an engineered slab, all infrastructure must be mounted on pedestals. New chargers may be located within a bus lane or on the side passage area, as long as the distance between the base and the charger nozzle does not cause a reduction in the amount of power delivered to the buses.
11. The DTA will not consider roof mounted chargers.
12. The selected engineer will be requested to assist the DTA in evaluating the optional placement of the new chargers, and must be aware of the turning radius of the buses when entering the bus lane. Because of the length of the bus, they must be able to arc the bus into the lane and maneuver around a charger unit, particularly when another bus is parked in the adjacent lane.
13. The selected engineer may be requested to perform construction oversight services, but that work will not be awarded until after the bid process for the installing the chargers.

14. The DTA may consider purchasing the chargers directly to ensure that warranties and service requirements are assigned to the DTA. The bid specifications may only entail installation of the selected chargers. The determination will be made in conjunction with the selected engineer.
15. Electronic submissions are preferred.