REQUEST FOR PROPOSALS – ADDENDUM 1
ELECTRIC VEHICLE SUPPLY EQUIPMENT – MAY 2, 2025

Duluth Transit Authority
2402 West Michigan Street • Duluth, Minnesota 55806-1988

Addendum# 1

This Addendum is issued to issue corrections and provide responses to questions and requests for clarification submitted by prospective proposers. The information provided herein is intended to assist all participants in understanding the DTA's requirement and expectations.

Unless explicitly stated otherwise, all terms and conditions of the original RFP remain unchanged. In the event of any conflict between this Addendum and the original RFP or previously issued Addenda, the terms of this Addendum shall prevail.

This addendum is organized as follows:

1. **General Corrections to RFP**
2. **Answers to Questions & Requests for Clarifications**
3. **Exhibit A – (Site Photos).**

1. General Corrections to RFP

1. Cable Size – AC Supply Input from Breaker Panel to Charging Stations:
The existing AC power supply cable to DTA's EVSE is 3 AWG copper, not 4 AWG as originally stated in the RFP specifications.

This larger gauge may allow for EVSE solutions with higher power output or other performance benefits without requiring replacement of existing wiring or related infrastructure (e.g., conduits), as might have been necessary with 4 AWG wiring.

The list of approved infrastructure upgrades in the RFP—including those related to upsizing wiring—remains unchanged, as do the evaluation criteria and methodology. However, this updated information may influence the degree to which EVSE solutions requiring up to 2 AWG would confer additional benefits or performance gains.

2. Charging Protocol Requirements:
EVSE Proposed are NOT required to support OCPP 2.0.1. EVSE must, however, support OCPP 1.6J, and charging solutions that support OCPP 2.0.1 must be able to support vehicles using OCPP 1.6J as well as OCPP 2.0.1.

3. RFP Schedule/Proposal Due Date:
Proposal Due date has been extended to **Monday, May 12, 2025 at 11:00 AM.** This change does not modify other deadlines originally stated in the RFP.

2. Answers to Questions & Requests for Clarifications

This section presents questions and requests for clarification ("questions") from prospective proposers received by the April 25, 2025 deadline, and are presented in below in a tabular "Q&A" format. While the DTA makes every effort to preserve the meaning and intent of questions submitted, the DTA reserves the right to modify the wording of questions, split, or combine questions and answers, for the sake of clarity, length, redundancy, or other reasons, as deemed appropriate by DTA staff.

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Item	Question	DTA Answer
1	Can any photos, electrical diagrams, etc. be provided of the existing charger layout?	Refer to Exhibit A for available site photographs. Electrical diagrams and as-built drawings will not be provided. The designated BEB charging area includes eight (8) Proterra/Tritium RT50 electric vehicle supply equipment (EVSE) units, configured in two (2) parallel runs of four (4) charging stations each, mounted on individual concrete pads, spaced appropriately to allow up to four (4) battery-electric buses approximately 40-50 ft in length to be parked end-to-end in each, and connected to individual charging stations using manufacturer-supplied dispenser cables. Charging ports are located on the right side of each bus, aft of the rear wheels. A traffic lane is in-between each run of chargers to allow sufficient space for parallel parking and maneuvering of buses adjacent to the chargers.
2	Can DTA provide drawings from when the charging stations were first installed?	No, however, no run exceeds 300 feet.
3	Can DTA provide some dimensions for the conduit run from the electrical panels to each charging station? Length of run, number of drops, size of conduit, etc.	Comprehensive conduit run measurements will not be provided. Much of the conduit is routed through the ceiling and is not readily accessible without removing ceiling panels. No individual run exceeds 300 feet in length. From the breakers, AC power supply is conveyed via 3 AWG cabling that enters the ceiling via 2" EMT conduit approximately 20 feet above the floor. Within the ceiling, the conduit transitions to 1¼" EMT drops into the concrete pads near the charging stations. Each charging station is also served by a separate ¾" EMT conduit that that is believed to contain Ethernet or other low-voltage communications wiring. Both conduits are routed through concrete pads (the length and direction of the conduit below the surface of the pad varies slightly based on the pad dimensions but is consistent within each of the two charging runs). Refer to Exhibit A for site photographs illustrating existing infrastructure. Refer to Section 6 – General, Special, and Technical Specifications, particularly Part C.2 – Compatibility Requirements (Site Conditions and Infrastructure), as well as relevant clarifications and responses provided in this Addendum, including any verbal descriptions included herein.
4	Can DTA provide the specifications of each sub-panel that serves the current EV chargers? (amperage rating, breakers, etc.)	Each of the two (2) breaker panels is rated to 800A. Currently, the circuit breakers supplying the EVSE are 80 A each. They can be upgraded to up to 125 A each without additional modifications upstream.
5	Can DTA provide detailed photos of each sub-panel that serves the current EV chargers?	See Exhibit A for site photos.
6	Can DTA provide detailed photos of the area surrounding the panels?	See Exhibit A for site photos.

7	DTA mentioned that their EV charging software provider is Viriciti. Does DTA intend on using Viriciti when the new chargers are installed?	At this time, the DTA does not plan on changing software providers. If the proposer's equipment requires that the DTA use a different software in order to install, commission, and/or operate, or monitor the proposed equipment, or any other capabilities or functionality the proposer is claiming, this requirement, (including any associated costs for the software and all pertinent details, including any capabilities and costs of the proposed software) must be explicitly indicated on the Proposal forms, and detailed with supporting documentation referenced therein.
8	If the DTA intends to continue using Viriciti, is the subscription to Viriciti going to be handled solely by DTA?	Yes.
9	Will a site map and site photos be made available?	A site map will not be provided. See Exhibit A for available site photos.
10	Can you provide photos of the service panel?	See Exhibit A for available site photos.
11	What is the capacity of the EV charging *service panel(s) overall?*	1600 amps is the total incoming. With two 800 amp panels.
12	Are upgrades to existing breakers or wiring expected to be provided by the selected proposer or a third party?	No. Any such required upgrades are not included in the scope of work for this procurement, however, if required for installation and commissioning of the Proposer's EVSE, the DTA will take such requirements into account for the purpose of making its "best value" determination as the basis for supplier selection.

13	Can your amperage capacity exceed 125a or is this dictated by upstream power (gear) limitations?	The existing panel will only allow up to 125 amp breakers. The DTA does not wish to make additional modifications to the infrastructure "upstream" of the breakers.
14	Would you be open to a power cabinet/separate dispenser architecture? This would require a power cabinet to be set near where the wooden crates are now.	The DTA will consider proposals using a "split system" or a centralized cabinet/dispenser setup, including those requiring installation near the wooden crates visible in the video, and shown in some of the photos in Exhibit A. If any additional equipment is needed, other than that explicitly specified in Section 6, for the Proposed EVSE to be installed, commissioned, operated, and supported to satisfy the DTA's and/or the manufacturer's specifications, it must be included in the proposal price and installation requirements described. Additionally, the DTA is not willing to encroach upon the current bus parking, traffic lanes, or ceiling clearances. To the extent feasible, all required infrastructure modifications - stated or implied - will be factored into the DTA's "best value" determination, based on a reasonable assessment of the Proposal made in good faith. While a power cabinet near the wooden crates shown in some of the site photos in Exhibit A would not be automatically disqualifying, solutions that preserve site flexibility and layout may have a slight edge, all else being equal.
15	Are you open to a split system (with a master power cabinet, then four dispensers (in this case CCS1) of your choosing)? I understand there are additional civil components here for installation (concrete work) to complete; (the system we have in mind would be up to 100 meters from the dispensers, so parking configuration would remain the same; however, your dispensers would no longer need their 3-ph inputs as those would be going directly to the power cabinets. You can likely keep all the conduits, which saves on installation but the wiring will be only for the dispensers. The islands where you have all-in-	

	one systems now would simply have dispensers.) This charging solution provides parallel charging and/or dynamic charging. As one bus pulls in, the chargers automatically split the load based on state of charge.	Proposers must review all site constraints outlined in the General, Special, and Technical specifications of the Request for Proposals, as those that require extensive or prohibited modifications may result in the disqualification of the Proposal or elimination from the competitive range. Please also note that the Proposal must include sufficient equipment and dispensers to charge up to eight (8) DTA buses simultaneously regardless of physical configuration.
16	Is OCPP 2.0.1 required for your eBus fleet?	All else being equal, EVSE solutions with dual compatibility for OCPP 2.0.1 and 1.6J are desirable, for advanced smart charging and remote diagnostics features on vehicles that support OCPP 2.0.1. Given the DTA's mixed fleet, proposed EVSE solutions must, at a minimum, be compatible with DTA vehicles that do not support OCPP 2.0.1, including its 2017 Proterra Catalyst buses. Additional considerations may include software compatibility and integration factors. The ability to automatically detect and switch between supported charging protocols without requiring software reconfiguration or manual protocol selection is strongly preferred. The DTA does not intend to dedicate separate chargers for specific vehicles based on protocol support and seeks to leverage the benefits of OCPP 2.0.1 where available, while minimizing operational risk and potential for user error. Proposals that offer dual-compatibility and are equipped with more than one dispenser, for which charging protocol is selected via dispenser selection will be considered compliant. Proposals that include EVSE supporting only OCPP 1.6J will be considered provided they are fully compatible with all DTA fleet vehicles, including those capable of utilizing OCPP 2.0.1. The DTA acknowledges that EVSE limited to OCPP 1.6J will not support the enhanced capabilities available through OCPP 2.0.1, even when paired with vehicles that support the newer protocol. Proposers are encouraged to submit detailed information in addition to their proposal forms with respect to the OCPP compatibility of their proposed charging solution, and in the case of dual-compatible EVSE that support both OCPP 2.01 and OCPP 1.6J, additional details on how the equipment detects and switches charging protocols, switched, and
17	What charge management software (CMS) is DTA currently using to monitor the existing Tritium equipment?	The DTA does not use charge management in the traditional sense. We use it primarily for monitoring, troubleshooting, and diagnostics. We currently use Viriciti and Tritium Pulse.
18	Can contractors propose an alternative CMS system?	Yes, proposals are welcome with pricing and capabilities of the CMS. The Proposer must indicate if the alternative CMS is required or optional for the EVSE proposed and must provide additional supporting detail and documentation related to capabilities, requirements, etc. to support the DTA's ability to evaluate the proposal in its entire to make a "best value" determination.

19	Please elaborate on how you define "proprietary" software. For example, some manufacturers offer hardware that only uses their own in-house operating system (aka network or cloud plan, ChargePoint being the primary example) while other hardware can use various operating systems (however changing software is never as easy as promised). This is separate from offering APIs that allow for integration for fleet management software such as Viriciti.	The DTA respects all Proposers' rights to utilize proprietary software for certain aspects and functions. Our desire has always been to utilize third-party software for monitoring. If the proposer does not allow the use of third-party software, we will accept the bid but will make note of the proprietary software in the decision making of best value. If use of a specific proprietary software is required for the installation, commissioning, operation, or monitoring of the proposed EVSE, the proposer must explicitly state this condition in their Proposal.
20	In the pre-bid call, you indicated you didn't want to get charged separately for a software subscription. Is it possible Proterra provided free software when you originally took delivery of the RT50s that allowed you to access Viriciti?	No. The DTA's Viriciti software was procured separately.
21	If (Proterra in fact, provided free software when the DTA took delivery of the RT50s that allowed you to access Viriciti), is DTA aware that any station you purchase today will require at least some sort of software as an operating system in order to integrate the Viriciti Fleet Management system?	The DTA's Viriciti software was procured separately. The requirement to include software in the proposal price ensures the DTA will not face additional or unforeseen fees for installing, commissioning, or operating the replacement EVSE that are related to software. This also protects the DTA from unexpected price increases and prevents vendor lock-in to a specific software provider or pricing model that may not align with the DTA's interests.
22	The operating systems for any provider typically have subscription terms from 1 to 5 years (sometimes up to 10). What term length should we include in our bid?	The term length shall be a minimum of eight (8) full years from the date of the commissioning of the EVSE. The DTA will give preference to those that are included with the purchase of the equipment or that do not require the use of a specific proprietary operating system software.
23	Can you confirm whether the hardware needs to be FTA compliant or fully BABA compliant?	The EVSE proposed must comply with the Buy America requirements if the proposal amount will exceed $150,000, and all other applicable provisions included in the Request for Proposals.
24	Will longevity and financial stability of the manufacturer be taken into account?	Yes, the longevity and financial stability of the manufacturer may be taken into account as part of the overall evaluation. These factors may be considered particularly in instances where concerns arise that suggest potential long-term risks to performance, support, or contract fulfillment. The evaluation team reserves the right to review publicly available information, references, or other relevant indicators to inform its risk assessment. It is important to note, however, that any such considerations—along with any identified risks—will be reviewed within the broader context of the RFP's "best value" determination, which serves as the basis for supplier selection.

25	Please confirm whether a product with a 16-week delivery time would be automatically disqualified	Product availability and lead time are important factors in the DTA's supplier selection criteria. Proposals offering products with a lead time of 16 weeks or more will likely be excluded from the competitive range, as the DTA anticipates receiving proposals from suppliers able to meet the specified availability requirements. Limited exceptions may apply to certain optional equipment that can be delivered after the installation, commissioning, and operation of the EVSE within the specified lead times. Any such exceptions must be clearly identified in the DTA Proposal Forms. The DTA reserves the right, at its sole discretion, to evaluate and accept or reject any such proposed exceptions in accordance with its best interests.
26	Will you want both rental and purchase pricing?	The DTA requests purchase pricing only.
27	Are all EVSE proposed required to comply with Buy America requirements?	All proposals for which the total contract value (including labor and options, and not just the value of the goods purchased), exceeds $150,000, require the Proposer to certify per the Buy America requirements included in the RFP. If the contract value for the Proposal is $150,000 or less, no certification is necessary. Please be mindful that the DTA is not permitted to "split" or break up procurements in order to stay under the $150,000 threshold. It is not permissible to omit or withhold the inclusion of an item or service for the purpose of remaining below the $150,000 threshold. This applies to the items specified in the Request for Proposals, including any labor within the scope of work listed in the RFP and any options offered for the DTA's consideration.
28	If the vendor intends to submit multiple solutions, should they submit more than one proposal?	The Proposer shall submit one (1) proposal document using the provided forms. Proposals will be evaluated with respect to the specifications and evaluation criteria included in this Request for Proposals.
29	Section G-11 CONTRACT FORM AND CHANGES denotes that contractors must submit any proposed changes to the sample contract no later than 10 days prior to the proposal deadline. Please confirm the deadline for submitting modifications is April 29 based on the current proposal deadline.	Section G-11 states that proposed changes to the contract shall be submitted no later than ten (10) days prior to Proposal due date. Proposals are due on May 9, 2025, and therefore, proposed changes to the contract are/were due on April 29, 2025.
30	Do you have a list of attendees from the Pre-Proposal Meeting on the 22nd? (we would like to find an installation contractor to partner with on this RFP and we can provide the EV charging hardware and software). Any assistance you can provide or recommendations on a contractor to partner with would be greatly appreciated.	Installation is not included in the current scope of work for this procurement so a list of attendees will not be provided.

31	Could you please add us to the bidders list for the RFP?	The DTA does not maintain an official "Bidders List" for the purpose of prequalification of vendors. As such, all qualified vendors are welcome to submit a proposal for the DTA's consideration.
32	What are the DTA's future plans for EV's?	The DTA currently has seven (7) 45' battery-electric buses (BEBs) in its fixed-route fleet, and two (2) new 40' BEBs expected to arrive late 2025. Presently, Electric vehicles (EV's) constitute less than 20% of the DTA's fixed-route fleet, with remaining fixed-route, paratransit, maintenance, and support vehicles rely on traditional fuels such as diesel and gas. Because the DTA does not currently have any specific plans to expand the use of EVs within its fleet, proposals will be evaluated based on "best value" with respect to our current fleet composition (including the two BEBs expected to arrive later this year).

3. Exhibit A. (Site photos)

Photographs of the DTA's existing site and EVSE/charging stations and portions the visible electrical infrastructure are pictured below on subsequent pages. Captions are positioned below each image.

Figure 1- Breaker panels serving DTA's existing charging stations. Each breaker panel is 800 A and circuit breakers are 80A each. Each circuit breaker panel serves a charging "run" consisting of four (4) EVSE/charging stations. Conduit extending from panels into ceiling is 2" EMT.

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Figure 2 – View of DTA existing EVSE showing that there are two runs of EVSE/charging stations, with a parallel traffic lane between them. A 2017 Proterra Catalyst bus receives a charge from a Tritium RT50 Charger. This example also illustrates the pedestal chargers mounted on concrete pedestals.

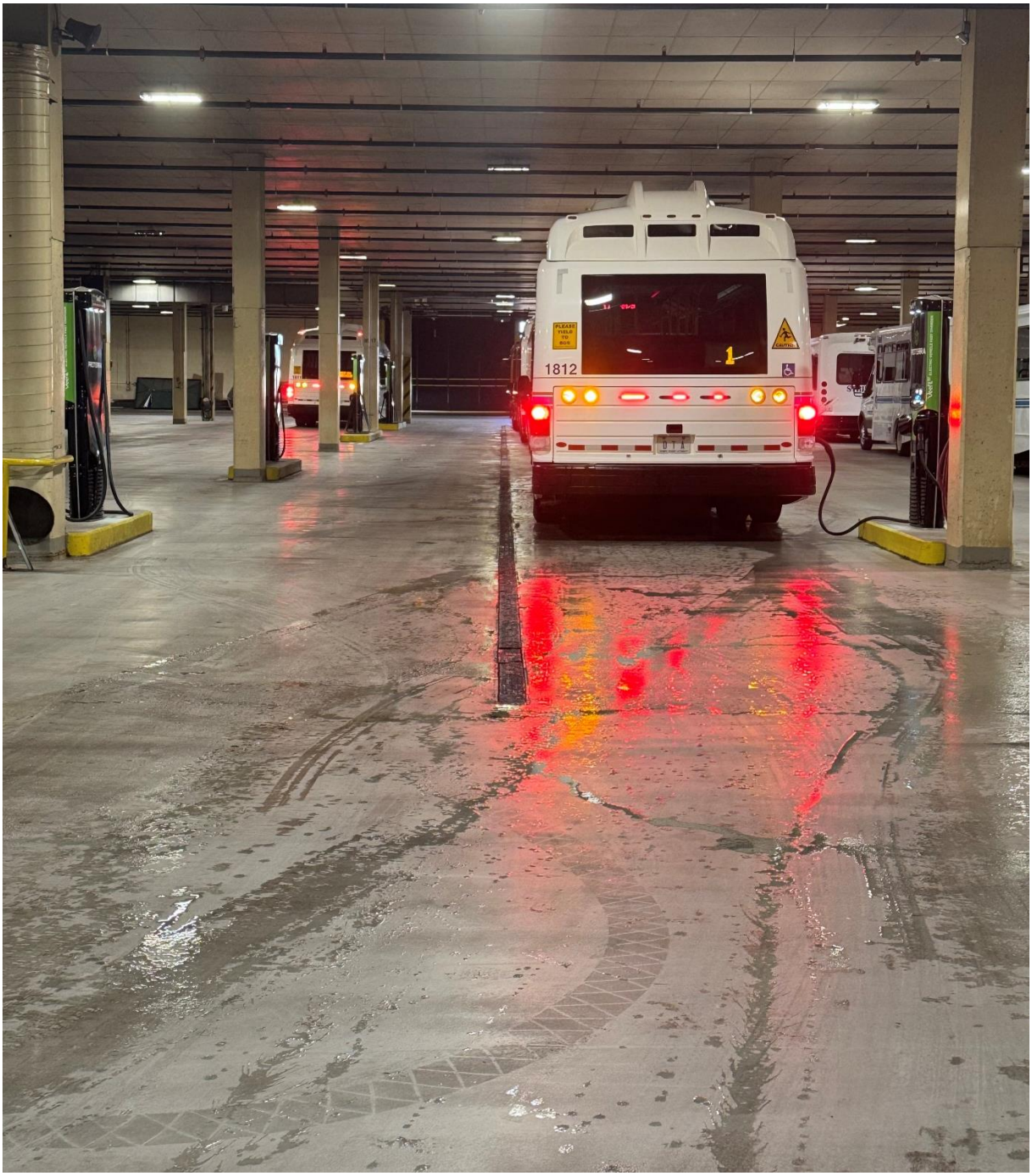

Figure 3- A view from the traffic lane encircling the perimeter of the DTA's bus storage facility taken from the portion of the lane near the breaker panels. Charger layout consists of four (4) EVSE served by each panel, parallel to each other, with EVSE stations mounted on concrete pedestals. A traffic lane to allow the maneuvering of buses alongside the chargers is between each run of chargers. A total of four (4) buses can be parallel parked end-to-end in each run, for a total of eight (8) buses in this area (not all 8 are visible in this image due to obstruction by parked buses).

Figure 4 - Side view of Proterra bus receiving a charge from a Tritium RT50 charger. As you can see, charging stations are mounted on concrete pads and connected to charging portals on the right-rear side of the bus. Please note, that concrete pads upon which chargers are mounted, are variable in length; this concrete pad is the shortest of the series of four (4) chargers. 1 ¼" EMT conduit (and ¾"EMT conduit) extend down from the ceiling into the pad, and are routed through the pad to the EVSE. Conduit enters the pad alongside the concrete pillar; near the coiled red hose.

Figure 5- Panoramic image depicting 2017 Proterra Catalyst 45' bus parked in between chargers. Please note, that this image is not to scale as panoramic lens has been used to capture a wilder field of view and is therefore distorted making the image of the ends appear smaller and the surfaces to appear curved; however, charging cables can reach the bus. The spacing between these two stations/islands (between first and second set of chargers) is a bit greater than other spacing between islands but is sufficient to allow buses to be parked end to end and manufacturer-supplied charging cables to reach the buses.

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Figure 6 - View of EVSE layout, from near pedestrian walkway (yellow lines on floor). This shows the 3rd and 4th chargers in each series of four chargers, with two chargers on each side of the lane on the side of the pedestrian walkway that is hidden from view. Note that these concrete pads are longer, with 1 ¼" EMT drops on the opposite side of the chargers relative to the breaker panel from which the conduit supplying the EVSE originates. Some chargers/concrete pads are hidden from view due to obstructing buses.

Figure 7 – DTA Electrical Infrastructure. Two sets of 2" conduit extend from circuit breaker panels that serve the DTA's existing eight (8) Tritium RT50 charging stations. Circuit breakers inside the twin breaker panels are 80A each. The DTA does not wish to make modifications to the existing electrical infrastructure upstream of the breakers, and is only willing to upgrade 80 A breakers to 125 A.

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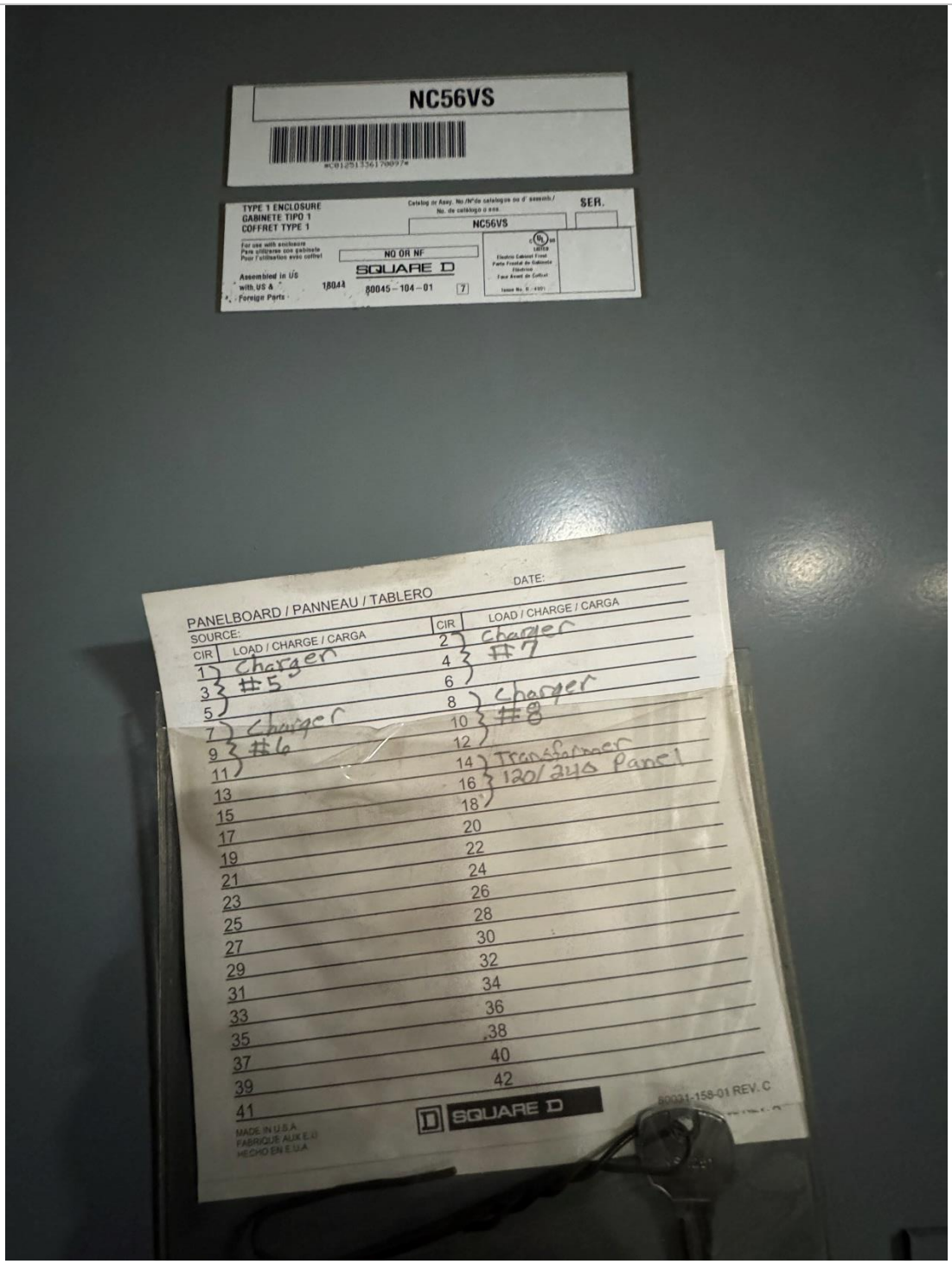

Figure 8- Breaker diagram for Chargers 5-8 (one run of 4 chargers). Another identical breaker panel serves chargers 1-4. However, the other breaker panel does not have anything in positions 14, 16, and 18, and those spaces appear blank. Circuit breakers are 80 A each.