

# STATE OF ALASKA INVITATION TO BID (ITB) AMENDMENT NO. 1



## AS NEEDED RENTAL VEHICLES FOR INCIDENT SUPPORT

ITB 2026-1000-0293  
ISSUED 4/27/26

THIS ADDENDUM HAS BEEN ISSUED TO ANSWER QUESTIONS FROM VENDORS AND EXTEND THE BID DEADLINE.

### IMPORTANT NOTE TO BIDDERS:

Bidders are required to sign and return this addendum page with their bid. Failure to do so may result in rejection of the bid. This addendum modifies only the ITB terms and conditions specifically identified herein. All other terms and conditions of the ITB remain unchanged. This addendum is incorporated into and made part of the ITB and consists of **two (2) pages**.

### CONTRACTING OFFICER

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*Company Name:*

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*Alaska Business License No.:*

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*Phone Number:*

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*Email Address:*

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*Authorized Representative Name:*

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*Authorized Representative Signature:*

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*Date Amendment Signed:*

## Questions submitted by potential offerors and answers from the state:

**Question 1:** Delivery & Pick Up section in the SOW currently states that DFFP can choose to utilize a flat delivery fee or per-mile rate, whichever is most advantageous. If DFFP requests vehicles be delivered across the state and applies the flat rate this could result in a disadvantage for vendors. The current language makes it difficult to accurately bid this portion of the solicitation. Can you provide some clarification on the Delivery & Pick Up section of the SOW.

**Answer:**

The intent of the Delivery & Pick-Up provision is not to use the flat delivery rate for long-distance or cross-state transport in a way that would disadvantage vendors.

To clarify:

- The **flat delivery fee is intended for local or standard service area deliveries** where a fixed rate is appropriate and predictable.
- The **per-mile rate is intended for longer-distance or out-of-area deliveries**, including cross-region or statewide mobilizations.
- At the time of order, DFFP will select the pricing method that is most appropriate **based on the nature and distance of the delivery**, not solely to minimize cost.

As outlined in the ITB, delivery charges are limited to the rates provided in the Bid Schedule, and no additional delivery-related fees are permitted.

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**Question 2:** The Tires section requires a minimum 8-ply tire for all 4x4 pick-ups. 8-ply tires do not come standard on 1/2-ton pick-ups. Can this requirement be amended to include stock tires for 1/2-tons?

**Answer:**

The minimum 8-ply tire requirement for 4x4 pickup trucks was included intentionally based on the operating conditions these vehicles are expected to work in. As outlined in the SOW, vehicles may be used in rough, off-highway, and remote wildfire environments where durability and reliability are critical.

We recognize that 8-ply tires are not standard on many ½-ton pickups. However, we've also seen consistent issues with lighter-duty tires such as increased flats, downtime, and added administrative burden during incidents. The requirement is intended to reduce those impacts and keep equipment operational in the field.

Vendors are welcome to propose ½-ton pickups, but those vehicles would need to meet the minimum tire specification if offered under this contract. Alternatively, vendors may choose to propose equipment that already meets the requirement without modification.

At this time, the State does not plan to amend the requirement to allow stock tires for ½-ton pickups, but we do appreciate the feedback and understand the concern.

**Question 3:** Operating Conditions and Wear & Tear section states "Cosmetic damage alone, regardless of extent, is not eligible for a claim." Can you clarify this statement? Will cosmetic damage as a result of negligence be eligible for a claim?

**Answer:**

The intent of the statement that "cosmetic damage alone, regardless of extent, is not eligible for a claim" is to address the types of minor surface damage that are reasonably expected during wildfire and off-highway operations (e.g., light scratches, scuffs, paint wear, dust-related impacts). These types of conditions are considered normal wear and tear and are accounted for in the contract rates.

That said, **negligence is always considered independently.**

- If damage—cosmetic or otherwise—is the result of **negligence, misuse, or wrongful acts**, it may be eligible for a claim.
- The "cosmetic damage" language is not intended to waive responsibility for negligent damage, but rather to **minimize claims for minor, unavoidable wear** inherent to the operating environment.

For example:

- Minor scratches or paint damage from brush and field conditions → **not eligible**
- More significant damage (e.g., a dented door caused by improper operation or handling) → **may be evaluated as a claim if negligence is determined**

All claims remain subject to review and determination by the State in accordance with the contract.

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**Changes to the RFP:**

**Change 1:** The deadline for bids has been extended. The original deadline was 4/28/26 at 2PM AKST. The new deadline for bids is 5/5/26 at 2:00PM AKST.

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**End of Amendment No. 1**