



133 V Street
Eureka, CA 95501

A Public Entity Serving Humboldt County Since 1976

Office: (707) 443-0826
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www.hta.org

April 5, 2024

Qualified Bidders,

Subject: Request for Proposals (RFP) for Humboldt Transit Authority's Hydrogen Refueling Station Project 23-01 – Questions and Answers

Dear Qualified Bidders,

Notice is hereby given that Humboldt Transit Authority is issuing answers to all questions received by the deadline of **5:00pm PDT on March 28, 2024.**

Question 39: Per 4.1 Design-Build Agreement, 5. Contract documents, order of Precedence pg. 5, What specifically is #10 Third Party Agreements referring to? Does this include the Master Agreement between HTA and CA DOT?

Answer to Question 39

- Item #10, "Third Party Agreements," in Section 5, Order of Precedence, of the Design-Build Agreement was included in error. "Third Party Agreements" is not a defined term. Addendum #5 has been issued to strike "Third Party Agreements" from this Section of the Design-Build Agreement. Addendum #5 also includes consistent and clarifying revisions to the use of this term in the General Conditions.

Question 38: Per 1.7 in the RFP, this refers to proposals by corporations, joint ventures, and partnerships, however, this section does not include LLCs. Can HTA please advise what information/documents are needed for a proposal by an LLC, and executed by whom?

Answer to Question 38

- An LLC is included in the RFP definition of "Proposer or Respondent" under the general description as "or entity." All references to "Proposer" in the RFP, including in Section 1.7, apply to and include LLCs. A Proposal submitted by an LLC shall be executed in the LLC's name and be signed by the managing partner or member.

Question 37: In your bid you state "The anticipated budget for the Work is expected to be \$8,000,000 to \$10,000,000." Work is defined on page 14 of 4.2 Design-Build General Conditions (see below) where it states "...may include related services...Operations and Maintenance Services, and Fuel Supply..." Does this anticipated budget of \$8,000,000 to



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\$10,000,000 include the initial 2 year supply of liquid hydrogen and O&M or is it only the anticipated budget for the Design/Build/Install?

Work—The entire design and construction or the various separately identifiable parts thereof required to be provided under the Contract Documents. Work includes and is the result of performing or providing all labor, services, and documentation necessary to produce such construction; furnishing, installing, and incorporating all materials and equipment into such construction; and may include related services such as testing, start-up, commissioning, Operations and Maintenance Services, and Fuel Supply, all as required by the Contract Documents.

Answer to Question 37

- The anticipated budget is expected to include Capital One-Time Charges and Annual O&M Fees over the Initial Term.

Question 36: Per section 2.11, Can HTA please provide a breakdown of vehicle count, fueling pressure (350 or 700 bar), and fill volume per vehicle type for all requested scope (base, future, & option)?

Answer to Question 36

- The table below correlates with Table 4 in Section 2.11. It reflects a conversion of HTA's existing fleet to hydrogen based on HTA's Zero Emission Transition Plan (available on the Procurement Website). The table reflects roughly 85% of all HTA fleet vehicles as replaced with hydrogen vehicles by 2035 (100% replacement is planned by 2040). The table assumes minimal growth in fleet size. Note, max fill amounts labeled with a "*" are guessed.

Fleet and Vehicle Type		Pressure	Max Fill (kg)	Count			% 2035 Consumption
				2026	2030	2035	
HTA Fleet	Lowfloor	350 bar	53	11	17	26	62%
	Microtransit Van		5 *			4	3%
	11,500 GVWR Cutaway		??			7	5%
	14,200 GVWR Cutaway		??			2	2%
	26,000 GVWR Cutaway		35 *		2	6	8%
	Over-the-road Coach		70 *		2	3	14%
	LD Staff Vehicles		5		2	7	<1%
Public	LD	700 bar	5		3	10	1%
	MD		20 – 30 *		2	5	5%

- HTA LD Staff Vehicles in the table present an additional, albeit very minor, fuel demand not reflected in Table 4 of Section 2.11 (see also Question 33).

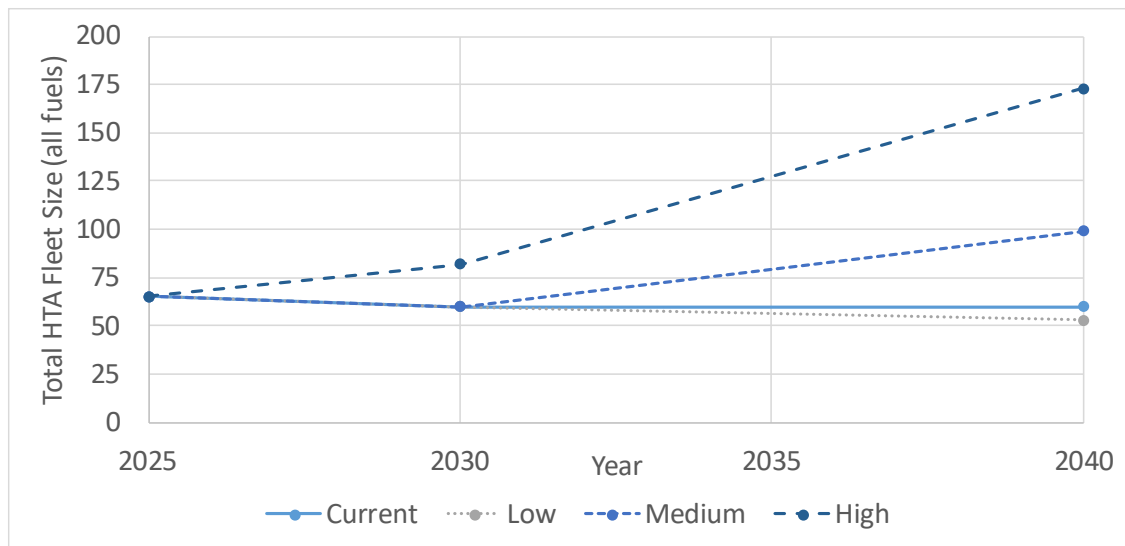


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- Vehicle count in the table reflects total fleet size, not number of vehicles in the field on a given day.
- For additional perspective, HTA's fleet size, and number of FCEVs, is planned for aggressive growth per the Regional Transportation Plan (available on the Procurement Website). The following graph shows potential growth of HTA's fleet across Low, Medium, and High ridership growth models. This growth is across all vehicle types. This is solely provided for information purposes to the extent it may be helpful, and is not intended to replace or modify the fuel demand projections in Table 4 of Section 2.11 of the RFP.



Question 35: Per section 2.1D, Can HTA please elaborate on the requirements associated with "management of fuel sales" as part of the incremental O&M costs for the light duty dispenser.

Answer to Question 35

- Design-Builder will be responsible for managing point-of-sale transactions, ensuring compliance of sales transactions with all local, State and Federal regulations, ensuring the H70 LD station maintains compliance with all local, State and Federal regulations regarding certifications required to sell fuel, and ensuring compliance of sales transactions with the LCFS regulation.
- HTA will own the H70 LD station, will set the price of fuel, and will receive all fuel sales revenue.
- HTA will negotiate with the successful Proposer the specific details of the O&M requirements for the H70 LD station for inclusion in the Contract.



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Question 34: Per Section 2.1. Can HTA please share any studies associated with anticipated heavy duty 700 bar volume for non-buses for the future private dispenser and the optional public dispenser?

Answer to Question 34

- HTA has added Attachment 4.15 which is a study recently completed by the Redwood Coast Energy Authority per Addendum #5.
- The fuel demand projections in Table 4 of Section 2.11 of the RFP do not consider this study, and lean towards a very conservative near-term estimate of potential growth of FCEVs in the County. In addition, the size of HTA's hydrogen station indicated in this study is outdated. This study is solely provided for information purposes to the extent it may be helpful, and is not intended to replace or modify the fuel demand projections in Table 4 of Section 2.11 of the RFP. The RFP takes precedence over this study.
- HTA reiterates that the planned future H70 MD/HD dispenser(s) are intended as a primary fuel supply only for HTA fleet vehicles. The future H70 MD/HD dispenser(s) are not intended as a primary fuel supply for other MD/HD vehicles in the area, but are intended to be a resiliency backup for MD/HD fleet vehicles and/or as a temporary fuel source to help encourage consideration and adoption of FCEVs.

Question 33: Per section 2.1. Can HTA please provide anticipated volume needed by the HTA fleet vehicles for the light duty dispenser?

Answer to Question 33

- See Answer to Question 36.
- HTA now recognizes that, given the Category D design requirement (Section 2.1(D) in the RFP) for the light duty add alternate, the microtransit vans, 11,500 GVWR cutaways, and 14,200 GVWR cutaways listed in the Answer to Question 36 could potentially be fueled from the light duty dispenser and/or the future MD/HD H70 dispenser(s). HTA would prefer fueling these vehicle types from the future MD/HD H70 dispenser(s), but will consider proposals to fuel these vehicle types from the H70 LD dispenser. HTA does not anticipate that the Category D maximum fill limit will be sufficient for the 26,000 GVWR cutaways given the routes and duty cycles served by this vehicle type.

Question 32: Can HTA confirm they expect the provider to provide 10 years of updates to manuals, parts lists and procedures for all systems, equipment, or components of the H2 system as issues for a period of 10 years following Final Acceptal of Construction Work?

Answer to Question 32

- Yes, if and when those updates are available.



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Question 31: Can you provide additional attachments (i.e., a schematic of the house) outlining specifics as it relates to the demolition required on site?

Answer to Question 31

- HTA has added Attachment 4.14 per Addendum 4 which provides a schematic, dimensions, and square footage calculations for the house to be demolished.

Question 30: The bid specifies an 18,000 gallon tank. Storage of this size requires Process Safety Management (PSM). Are you familiar with what that entails as HTA will be responsible for PSM regardless of whether the tank is leased or owned?

Answer to Question 30

- HTA should not be required to be covered under the OSHA PSM standard.

Question 29: During the site visit it was referenced that the final survey with the CAD files was expected to be available on 3/11 for scoping. Is this available and if so, how may we obtain it?

Answer to Question 29

- The design survey deliverable is delayed. CAD files are now expected early April. They will be added to the Attachments once received. An updated pdf of the current draft of the design survey has been added per Addendum 4.

Question 28: In Form Q: Cost and Price Proposal, the LH2 bulk tank is listed under "Equipment Purchases" (see below). Is it HTA's intent to purchase the liquid hydrogen tank or is a tank lease an option?

Equipment Purchases (Including Warranties & Minimum Two Years O & M)		
LH2 bulk storage vessel		
Gaseous H2 storage (buffer or cascade)		
Balance of major H2 wetted equip. (pump, vap., dispenser, etc)		
Metering and Distribution Electrical Switchgear		
Misc. Mech. & Elec. Materials (Electrical conductor, piping, VJ)		
Misc. Mech. & Elec Equipment (air compressor, valve panels, etc.)		
Spare Parts (Capital Spares)		
Initial Term Transitional O&M Services ⁷⁾		
Sales Tax @ 9.25%		
TOTAL - Equipment (total of cells C8 through C16)	\$ -	\$ -

Answer to Question 28

- HTA will not consider leasing the tank.



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Question 27: Per 2.1, are there any specifications for the exterior fencing.

Answer to Question 27

- HTA staff assumes Proposer is referring to perimeter fencing.
- Any fencing installed can match existing chain link perimeter fencing. Specifications include:
 - 2.25" and 3" structural pipe framing with pressed cap
 - 9 GA G.B.W. (2" mesh) Class 1 KK Chain Link Fabric
 - 6 foot height
 - 3 strands of 4 pt. barb wire on 45 deg. pressed steel barb wire arm
 - Aluminum and/or galvanized required

Question 26: Please confirm if local Fire and other AHJs have been notified of this project.

Answer to Question 26

- Yes, the City of Eureka (AHJ) and Humboldt Bay Fire (local fire district) have been notified of this project.

Question 25: Per 2.1, please confirm if PG&E has been notified of this project.

Answer to Question 25

- PG&E was invited to a community stakeholder project kick-off meeting but did not attend. HTA has not opened a new interconnection ticket for this project.

Question 24: Per section 2.1, please clarify if a target dwell time of 10 min at the fueling island is inclusive of active fueling time, leak check time, fueler dwell time (FMT and dispenser operation), and drive up/pull away.

Answer to Question 24

- The performance requirements specified in Section 2.6 are to be followed and take precedence.

Question 23: Per section 2.1 Please clarify what "make-ready" provisions shall be included in the bid price (i.e. foundations, conduit, electrical service, etc).

Answer to Question 23

- A description of the proposed "make-ready" provisions are provided on page 35 of the RFP, under the sentence "Make-ready provisions may include, but are not limited to:"



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- As a general description, "make-ready" shall include any provisions that could avoid future demolition or equipment replacement that would be necessary for the addition of future H70 process equipment, piping, tubing, and electrical. Examples include:
 - Conduits embedded in concrete foundations
 - Electrical grounding pig-tails protruding from concrete near future equipment.
 - Switchgear capacity and design.
 - Concrete foundations, when future equipment weights/sizes can be reasonably estimated.
 - Process piping connections that could avoid future hot-work and pipe/tube cutting/demo.
- **See also Answer to Question 15.**
- **HTA encourages the Proposer's to reach out to CARB staff to discuss potential requirements in the expected updates to the LCFS regulation later this year, and consider these updates in the "make-ready" provisions.**

Question 22: Is HTA aware of any contaminated soils on the site? Can HTA share any soil reports or surveys done for the site?

Answer to Question 22

- HTA is not aware of contaminated soils on the site.
- It is worth noting that the parcel associated with the project site is listed on the California State Water Resources Control Board Geotracker as a LUST Cleanup Site. All contaminated soils were removed and the case was closed.
- HTA has added Attachment 13 per Addendum 4 a 2015 soils report associated with the installation of the existing fuel canopy and above-ground diesel tank. Also included are civil drawings of the footings used for these two structures.

Question 21: What is the extent of the lead used in the house? Is it limited to piping or is it also used in the paint?

Answer to Question 21

- The extent of lead as currently known to HTA is represented in Attachment 4.7. Design-Builder is responsible for complying with all local, state and federal requirements associated with asbestos investigation and removal, if there is any.

Question 20: What is the extent of the asbestos used in the house? Is it limited to the ventilation system, or is it throughout all the insulation?

Answer to Question 20



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- The extent of asbestos as currently known to HTA is represented in Attachment 4.7. Design-Builder is responsible for complying with all local, state and federal requirements associated with asbestos investigation and removal, if there is any.

Question 19: What would be the fueling window for the transit 700 Bar vehicles? Would it also be 6.00 pm to 12.00 am?

Answer to Question 19

- Yes. However, HTA should not be excluded from fueling 700 bar transit vehicles outside this window.

Question 18: Would HTA be interested in purchasing the temporary fueler if the economics make sense, instead of leasing it? Would it be open to considering both options?

Answer to Question 18

- Yes

Question 17: Per section 2.3B, What are the qualifications required for the HSSE personnel?

Answer to Question 17

- It is the responsibility of the Design Builder to qualify HSSE personnel based on best business practices.

Question 16: Per section 2.1. Can HTA please share any studies associated with the anticipated light duty public volume? This will help the proposer size the optional station accordingly.

Answer to Question 16

- The following publications may be of use:
 - 2022 Annual Evaluation of Fuel Cell Electric Vehicle Deployment and Hydrogen Fuel Station Network Development: <https://ww2.arb.ca.gov/sites/default/files/2023-12/AB-8-Report-2022-Final.pdf>
 - North Coast and Upstate FCEV Readiness Plan: https://redwoodenergy.org/wp-content/uploads/2017/08/10_19_17.FINAL_FCEV_Infrastructure_Plan.pdf
- Note that the fuel demand we assumed does not pull directly from these studies. We assumed 10 public/fleet light duty and 5 public/fleet medium duty vehicles. It's very possible the demand could be higher, but given the significant uncertainty in growth of the light duty FCEV market HTA erred on relatively low demand.



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Question 15: Per section 2.1. Is HTA planning to apply for the LCFS credits and HRI credits system?

Answer to Question 15

- HTA will take advantage of all credits either with the Design-Builder and/or a third party. Please also review Section 2.1(D) of the RFP which states the following:
 - *Design-Builders should note that it is critical that H35 fueling, H70 LD fueling and the future H70 MD/HD fueling all be separately metered; the design must provide this capability in order to comply with LCFS requirements for receiving capacity credits. In addition, the future H70 MD/HD fueling cannot impact the capacity and availability of the H70 LD system, in order to maintain compliance with LCFS capacity credit requirements.*
- Note, the price of fuel provided in the Proposal should not include LCFS credits, as described in Addendum 4.

Question 14: Will HTA be using any federal/FTA funds to fund this project?

Answer to Question 14

- No

Question 13: Can HTA confirm that there is no DBE goal for this project?

Answer to Question 13

- There is no DBE goal for this project.

Question 12: Is this project subject to Skilled and Trained Workforce requirements?

Answer to Question 12

- Yes, this Project is subject to Skilled and Trained Workforce (STW) requirements. See Public Contract Code § 22164(c)(1). This provision states the following:
 - *A contracting entity shall not be prequalified or short-listed unless the entity provides an enforceable commitment to the local agency that the entity and its subcontractors will use a skilled and trained workforce to perform all work on the project or contract that falls within an apprenticeable occupation in the building and construction trades, in accordance with Chapter 2.9(commencing with Section 2600) of Part 1.*
- The STW requirements do not apply if certain types of project labor agreements are in place. (PCC § 22164(c)(2).)



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Question 11: Will HTA confirm that this project will be subject to Federal, Davis-Bacon wage determinations, IN ADDITION to California Prevailing Wage Rates?

Answer to Question 11

- The Project is subject to California Prevailing Wage rates only.

Question 10: Will HTA please confirm that the applicable prevailing wage determinations will be those effective on 09/11/2023 when Request for Qualifications No. 23-01 was issued by HTA? Will HTA confirm the prevailing wage determination number?

Answer to Question 10

- Proposers are directed to use DIR prevailing wage rate determinations 2024-1.

Question 9: Can HTA allow another follow up site visit for a more comprehensive engineering evaluation?

Answer to Question 9

- No additional site visits are scheduled.
- The location of HTA's yard and the project site within the yard are fully visible from the surrounding public right of way and can be observed at any time by all bidders.

Question 8: Given the extensive scope of work, which includes building demolition, existing equipment relocation, retrofitting of an existing canopy, temporary fueling system considerations, and the integration of both a light-duty and a heavy-duty 700 Bar station with a 350 Bar system for the transit, would HTA please extend the deadline for the proposal submission by an additional 6 weeks to ensure a comprehensive and high-quality proposal? To elaborate further, this potential proposal and fueling system could be the first of its kind, which will involve multiple equipment OEMs and subcontractors to put together the preliminary design for accurate pricing.

Answer to Question 8

- Given that all Qualified Bidders have requested a time extension, HTA rescinds the answer to ~~Question 7~~ Question 6 and agrees to extend the RFP due date to **3:00 PM PDT May 6, 2024**. In order to keep the procurement schedule aligned with Board meetings, HTA will not extend a full 6 weeks.
- Additional events in the Schedule of Events have also been updated, as detailed in Addendum #3.
- HTA reminds the Qualified Bidders that the pilot FCEB is scheduled for delivery in December, 2024 and is already entered into the manufacturer's production schedule.



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Question 7: Can HTA provide the name and phone numbers for local approved contractors that you have used in the past for items included in the scope of the bid (i.e., building demolition, site preparation, utility relocation, etc.)?

Answer to question 7

- HTA cannot provide contact information as this would be construed as endorsement for these contractors. As indicated in the answer to Question 1, HTA is able to negotiate division of responsibilities after proposals have been submitted.

Question 6: Can HTA extend the due date of the bid one month (i.e., May 6th)?

Answer to question 6

- See answer to Question 8.
- ~~HTA prefers to maintain the current Schedule of Events in order to ensure sufficient time to complete the Scope of Work on schedule.~~

Question 5: For the proposed construction staging area at the southeast corner inside HTA's yard, how close can this staging area encroach up to the existing shed to the west of the staging area?

Answer to question 5

- Ideally there would be sufficient vehicle path of travel along the east edge of the existing shed to allow vehicle access to the existing bay door on the east side. However, this is not required, and the Design-Builder could designate a staging area that encroaches closer to the existing shed. HTA would need to retain at least a walking path of travel along the east edge of the shed.
- In addition, access by the Design-Builder to and from this staging area should occur from X St and/or 2nd St, and should not occur from inside the yard. This is to minimize disruption to bus movement in the yard, and to minimize potential safety hazards. There is an existing access gate on X St that the Design-Build could utilize, or the Design-Builder could install their own access gate by modifying the existing chain link fencing.

Question 4: What is the farthest south that the hydrogen equipment can extend in the proposed project area?

Answer to Question 4

- The south edge of the red box shown in Figure 5 of the RFP lines up with the south edge of the existing bus parking stalls. This shows the farthest south that any infrastructure



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can be installed. This is intended to ensure sufficient west-to-east vehicle flow through and out from the existing fuel canopy.

Question 3: What are any limitations for fuel delivery truck access to the yard?

Answer to Question 3

- Fuel delivery access can occur through the access gate on V St or the access gate on the north end of “W St”. Note that “W St” is owned by HTA.
- Fuel delivery is not preferred from the south end of “W St” or from X St.
- The Design-Builder could also design a dedicated access point along 1st St if desired.

Question 2: Regarding the high pressure expansion elements of the project, is HTA looking for a price for the H70 expansion?

Answer to Question 2

- HTA is not looking for a price for installation of anticipated future H70 MD/HD equipment. HTA is looking for the base bid to include “make-ready” design features to support future integration of equipment to support H70 MD/HD fueling. The price of the “make-ready” design elements should be included.
- HTA is looking for the H70 LD mandatory add-alternate to be included, which includes a design and cost.

Question 1: The base bid as defined includes items in the scope that typically fall outside the range of an industrial gas supplier (i.e., demolition, utility upgrades, etc.). Will HTA allow a supplier to submit a bid response for just those portions/items that are within their scope of supply vs. bidding on all the items contained within the Base Bid scope?

Answer to Question 1

- HTA understands that certain elements of the base bid required scope of work are atypical for hydrogen station developers. In order to utilize grant funding for these elements of the project, HTA is required to include these work elements in the scope of the Design-Builder. Furthermore, HTA feels these work elements will be completed more efficiently and are more likely to stay within the Design-Builder's Critical Path Schedule if the Design-Builder manages these work elements.
- To incentivize inclusion of these work elements, HTA tied a Milestone progress payment to completion of the building demolition scope (see the Agreement in Attachment 4.1).
- HTA staff is open to negotiating a division of responsibilities regarding procurement of subcontractor(s) to complete the
 - Building demolition,



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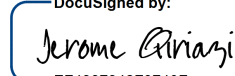
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- Removal of the north entrance gate, and/or
- Move and integration of the existing gasoline dispenser.

Negotiating the division of responsibilities for these work tasks could occur either during the Request for Proposal Revisions evaluation step (should that step be initiated) and/or the Contract Finalization evaluation step. However, HTA will require that invoices for the completion of these work elements come from the Design-Builder in order for HTA to be reimbursed for this work using grant funds.

- HTA sees utility upgrades (if and as needed) as necessarily within the scope of the Design-Builder. In addition, invoices for the completion of utility upgrades must come from the Design-Builder in order for HTA to be reimbursed for this work using grant funds.

Sincerely,

DocuSigned by:

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Jerome Qiriaz

Procurement Coordinator for Project 23-01