

#	Question	Answer
1	Is HTEC the Owner's engineer?	No, HTEC is the Owner's integrator providing technical expertise.
1.1	What are the evaluation criteria and weighting factors?	Please refer to Table 6: Scoring Categories and Weights within Section 3: Scope of Work & Specifications.
1.2	Can you provide a RACI (Responsible, Accountable, Consulted and Informed) matrix for review and comment? It is needed to understand what HTEC will do and what the bidder will do. Will the contractor specify, purchase, install and commission all equipment?	The expectation is that the successful bidder will develop a RACI schematic in conjunction with the Owner and HTEC to ensure timelines and deliverables are met. The contractor will state within their proposal what equipment, price, installation methodologies, and commissioning processes they will use to provide the equipment components of the project.
2	What is the project budget and what is the source of funds. How about phase 2?	The source of the funds is legislative appropriation from the WA Dept. of Commerce, local grants, and private sector investment. We are developing the total cost of the project based on the submission of the proposals in response to this RFP. Phase 2 will be funded through the same mechanisms and is anticipated to be fully funded by Summer 2023.
3	Please clarify fueling profiles of LD vehicles at 0700 and 0800? Total kg/day comes out to 1300 kg. We have attached a "corrected version" or table 3 for your approval.	The table within the RFP shows the potential maximum fueling necessary on a daily basis, once all hydrogen fueling equipment is in place. The anticipated date of all equipment arrival is Fall 2025.
4	HD 70 fills will require a fast fill nozzle and LD 700 bar fills do not. Section 3A-1. indicates only 2 nozzles are required. Is this correct?	The HD 70 fill protocols have not been completely finalized and as such will not be implemented in Phase 1 of the RFP. Phase 2 will require the inclusion of a HD 70 dispenser. Phase 1 would essentially be an extended LD fill into a larger tank, and we expect to hit cooling/flow limitations.
5	Will your civil contractor provide a geotechnical investigation report with foundation design recommendations?	A geotechnical report, which includes foundation design recommendations, will be provided.
5.1	Will your civil contractor provide a site survey including gpr down to 5 feet below grade? It should also extend 50 feet beyond any limits of planned construction.	A topographic survey has been completed for the project area. The civil contractor will be responsible for providing construction staking. GPR is not included in the scope at this time, but can be specified if warranted.
6	Please confirm the intent for your civil contractor to pour all foundations and provide all paving in accordance with final design details. We will provide equipment details including center of mass and anchor bolt locations for him to design foundations and perform seismic analyses. Please confirm this is the intent.	All site preparation will be completed to the specifications of the equipment manufacturer prior to the arrival of all equipment.
7	The fueling profile implies that in phase 1 there will need to be 2 700 bar nozzles – one for fast fill (HDVs like class 8 tractors) and one for slow fill (LDVs). Please confirm that in Phase 1 only 1 350 bar nozzle is needed for buses and 1 700 bar nozzle is needed for LDVs. We propose to ignore the "H70 HD" portion of the phase 1 profile and use only 35 (HD) in phase 1. Please confirm this is acceptable.	The Phase 1 dispenser requirements include a 700 bar dispenser and a 350 bar dispenser managed by separate station support modules. Phase 2 will include 70 HD fast fill capabilities at such time that the protocols have been well established and implemented.

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8	<p>We want to confirm the fills in the hour 8 to 9am. There are two rows and we assume both should be added. So the number of LDVs between 8am to 9am would be 14 in total? This probably cannot be done with one hose. We max out a single hose during this time of day for phase 1, will that be acceptable? We propose to use a 5 minute fill with 1 minute to reposition the next car so 6 minutes total, which would mean a maximum of 10 LD vehicles per hour under and circumstances from the same nozzle.</p> <table border="1"> <caption>Table 3. Phase 1 - 1000kg/day fueling profile at full capacity (ideal, some adjustments may be required).</caption> <thead> <tr> <th>Time of day</th> <th>Number of Fills</th> <th>GH2 Transferred (kg)</th> <th>Fill Protocol</th> <th>Vehicles</th> </tr> </thead> <tbody> <tr> <td>5:00</td> <td>5</td> <td>150</td> <td>H35/H70 (HD)</td> <td>HDV</td> </tr> <tr> <td>6:00</td> <td>5</td> <td>150</td> <td>H35/H70 (HD)</td> <td>HDV</td> </tr> <tr> <td>7:00</td> <td>4</td> <td>50</td> <td>H70 (LD)</td> <td>LDV</td> </tr> <tr> <td>8:00</td> <td>6</td> <td>40</td> <td>H70 (LD)</td> <td>LDV</td> </tr> <tr> <td>8:00</td> <td>8</td> <td>40</td> <td>H70 (LD)</td> <td>LDV</td> </tr> <tr> <td>9:00</td> <td>8</td> <td>40</td> <td>H70 (LD)</td> <td>LDV</td> </tr> </tbody> </table>	Time of day	Number of Fills	GH2 Transferred (kg)	Fill Protocol	Vehicles	5:00	5	150	H35/H70 (HD)	HDV	6:00	5	150	H35/H70 (HD)	HDV	7:00	4	50	H70 (LD)	LDV	8:00	6	40	H70 (LD)	LDV	8:00	8	40	H70 (LD)	LDV	9:00	8	40	H70 (LD)	LDV	<p>The fill chart described in Table 3 is a fully implemented conceptual model for fueling all future Twin Transit equipment. There is some variability in this analysis given the uncertainty of when both funding and equipment will be completely operational.</p>
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9	<p>Will the agency please confirm that this project will be subject to Lewis County Prevailing Wage Rates?</p>	<p>Yes, the project will be subject to Lewis County prevailing wage rates.</p>																																			
10	<p>Will this project be subject to Davis-Bacon wage rates?</p>	<p>The contractor will be required to file a Prevailing Wage Intent with the Department of Labor and Industries, which ensures that all levels of prevailing wage determinations are met. More information can be found here: https://lni.wa.gov/licensing-permits/public-works-projects/contractors-employers/#identify-the-required-prevailing-wage-rate-to-pay-employees</p>																																			
11	<p>Will the awarding body please confirm that there is no established SBE / DBE utilization goal?</p>	<p>As a recipient of federal funds, WSDOT is required to establish a three-year goal based on its own contracting opportunities and those of its grantees. WSDOT's DBE goal is 5.58 percent until further notice. In line with this goal, Twin Transit invites vendors registered as Minority or Woman-Owned Business, or as a Federal Disadvantaged Business Enterprise (DBE), with the Washington State Minority and Women's Business Enterprise Office to participate in all relevant procurements. When selecting a vendor, Twin Transit frequently consults the consolidated list of DBE certified vendors, an online resource found at https://omwbe.diversitycompliance.com/</p>																																			
12	<p>Please clarify Civil and Structural scope split with JSA Civil and HTEC Inc. Does the bidder need to provide design or construction?</p>	<p>All civil engineering and site construction work are separate from this RFP and will be issued under an additional RFP solicitation anticipated January 2023. Initial survey and topography, environmental assessment, and permitting are currently underway and will be the foundation of the civil/site solicitation forthcoming.</p>																																			
13	<p>Please clarify Electrical and Mechanical scope split with JSA Civil and HTEC Inc.</p>	<p>Electrical and mechanical are being provided by JSA Civil, HTEC, and additional sub-contractors and should not be factored in as a part of the cost proposal for this RFP.</p>																																			
14	<p>Is the bidder expected to pave the whole lot as shown on Figure 1</p>	<p>This RFP is specifically for equipment; we are not asking for any construction, design, or permitting activities.</p>																																			
15	<p>Please clarify if bidder is limited to the equipment areas shown on figure 1 and figure 2</p>	<p>These are conceptual models and if there are modifications necessary for equipment placement that may be allowable post RFP award.</p>																																			
16	<p>Referring to Table 4: Req 5. Considering H2 storage expandability and future layout, what is the expected daily usage for H70 and H35/H70 for Phase 2?</p>	<p>Please refer to responses in Question 7.0 and 8.0 above.</p>																																			

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17	Referring to Table 4: Req 11. Does this requirement consider dwell time? What is the expected dwell time between H35 and H70 fills?	Please refer to Table 4 System Requirements: Req 10 and Req 17.
18	Referring to Table 4: Req 11. Is this requirement for back-to-back performance fueling requirement for item 1, 2, and 3?	The Back-to-back requirement only applies to #1.
19	3A-2: Exclusions, 2. Does structural include Civil Foundations for equipment?	Yes, structural includes Civil Foundations for equipment.
20	If Twin Transit intends designer (HTEC), can they share drawings for bidders review and comments?	Please refer to attached Preliminary Civil Drawings and Topographic and Survey files.
21	If Design is outside the scope of this bid, will a drawing package be provided in order to bid on the Electrical and Mechanical construction	Yes, a drawing package will be provided.
22	Please clarify if bidder is limited to the equipment areas shown on figure 1 and figure 2	Please refer to Question 15.
23	Table 3: Phase 1 @ 8:00. Can Twin Transit clarify the 6 fills of 300kg 700 Bar? Should this be 30kg @ 700 Bar?	Yes, this is an error. It should be 30 kg @ 700 bar.
24	1C:2. Will the contract document be provided during the bidding phase?	No, a contract document will not be provided during the bidding phase.
25	Please confirm if the bidder can provide an exception to the targeted completion date of December 31, 2023. Current Lead times for Electrical and HRS equipment is over 56 weeks.	Obviously supply chain issues will have an impact and influence over desired timelines and schedule; individual adjustments will be made as necessary depending on the availability of information at the time of decision-making.
26	Please confirm what performance test criteria will be utilized at the time of commissioning to confirm station performance	FAT and SAT testing, along with any additional federal, state, or local requirements. Further, specific testing verification and certification is highly likely based on the individual vendor products.

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27	3A-1: Phase 1: 4. Please confirm if 1000kg of usable storage is required on site, at anytime.	The specifications of Phase 1 require 1000kg of on-site storage at any time.
28	3A-1: Phase 1: 4. Please confirm usable storage means hydrogen is able to be dispensed at cascade fueling	We are requiring that the station have the capacity to accept externally sourced fuel for intermittent and emergency response. It is also required to provide the capability of fueling 450 bar gaseous trailers to be used by regional off-taker clients.
29	3A-1: Phase 1: 5,6. Please clarify what future infrastructure is needed for future expansion (i.e. conduits, wires, etc.)	Future-proofing is a major consideration in this effort and based on the interpretation of each proposing vendor, a varying degree of technical design to allow for future infrastructure, equipment, and capability to be designed and installed.
30	3A-2: Please clarify if design for Site safety devices shall also be excluded.	Design for site safety devices shall be excluded.
31	3A-2: Please clarify if interconnection for Site safety device shall also be excluded.	Spare I/O for site safety devices shall be included. See Section 3D-4.
32	3A-2: Please clarify if utility upgrade cost will also be excluded.	All utility connections are excluded from any costs associated with this RFP.
33	3A-3: Please confirm if there is preferred point of sale system	There is no preferred vendor.
34	Can the Twin Transit please confirm which side of the HD H35/H70 FCEB has the fueling port (driver side or passenger side)?	This is difficult to confirm given that each manufacturer of the vehicles makes that determination.
35	Can the City confirm they want a 24 months all inclusive (parts, labor, and travel) spare parts from the CSD vendors?	The specifics surrounding this question should be covered in the warranty section of your proposal.
36	Can the transit please confirm the amount of liquidated damages and the contractual language associated with it, \$/day and/or a cap of total contract value?	These items will be negotiated in the terms of the contract surrounding this project.

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37	Does Twin Transit have fueling profiles for Phase 2? Requirements similar to Table 3 and Table 4?	No fueling profiles are available for Phase 2 at this time.