

03/13/2025

Siting Analysis for North State Hydrogen Fuel Station Network Request for Proposals Addendum:

The following information is an addendum to the Siting Analysis for North State Hydrogen Fuel Station Network RFP issued on February 21, 2025. RFP questions were due on Friday, March 7, 2025. Answers to the questions received follow this addendum.

Section V. PROJECT TIMETABLE

Revisions are shown in **red**.

V. PROJECT TIMETABLE

The following dates represent HCAOG's best estimate of the schedule that will be followed with regard to this RFP process. HCAOG hereby reserves the right, at its sole discretion, to modify this tentative schedule as it deems necessary, including, without limitation, extending the deadline for submission of Proposals.

<i>February 21, 2025 (Fri.)</i>	<i>Request for Proposals (RFP) released</i>
<i>March 7, 2025 (Fri.)</i>	<i>Deadline to submit questions regarding RFP</i>
<i>March 14, 2025 (Fri.)</i>	<i>HCAOG deadline for responding to questions regarding RFP</i>
<i>5:00 p.m. April 11, 2025 (Fri.)</i>	<i>Closing date for receipt of proposals</i>
<i>April 25, 2025 (Fri.)</i>	<i>HCAOG completes review and evaluation process</i>
<i>May 1, 2025 (Thur.)</i>	<i>Staff recommends award to Technical Advisory Committee</i>
<i>May 15, 2025 (Thur.)</i>	<i>Staff recommends award to HCAOG Board</i>

Closing Date

*Complete proposals must be received via electronic delivery (email) no later than ~~4:00 p.m. Pacific Standard Time (PST) on Friday, March 28, 2025.~~ **5:00 p.m. Pacific Standard Time (PST) on Friday, April 11, 2025.** By submitting a proposal, the Proposer certifies that his or her name or the consultant firm's name, as well as the name of Proposer's subcontractors, does not appear on the Comptroller General's list of ineligible contractors for federally assisted projects. All proposals received prior to the closing date and time specified above may be withdrawn or modified by respondent's written request. Any modification, to be considered, must be received in writing (via email), prior to the closing date for receipt of proposals. Any modifications received late shall not be considered. Proposals will become HCAOG's property after the submission deadline has passed.*

As noted in the original RFP, Addenda issued by HCAOG interpreting or modifying any portion of this RFP shall be incorporated in the Proposal. When addendum have been issued, an Addenda Cover sheet shall be signed and dated by the Proposer and submitted to HCAOG with the Proposal.

Responses to questions received:

- The RFP mentions a 14-month project schedule. Can you confirm whether that is more of a duration to accommodate scheduled meetings or do you envision 14 months of effort? If the project team can complete the work in less time, is it acceptable to propose a condensed schedule? We would like to confirm whether the project budget of \$222,000 must be for a 14-month schedule or whether we can work within that budget but on a condensed timeframe.
 - The 14-month project schedule is primarily designed to accommodate the scheduled meetings outlined in Task 5 of the Scope of Work. Specifically, we want to ensure the consultant can attend and present at the Far North Transit Symposium, which takes place in either June or July.
- Will the winning bidder have access to additional layers of GIS data not publicly available for use on this project only? As it relates to available information for site selection purposes.
 - All GIS data would be publicly available.
- From the RFP: The Schatz Energy Research Center has a graduate student developing a methodology for hydrogen fuel siting within Humboldt County. This will benefit in attracting future public-private partnerships and grant funds to support the build out of the network. To what extent are proposers expected to use this methodology? Is there a link to more information?
 - The contractor is not required to use the methodologies implemented in the resources referenced in the RFP. The contractor should consider these resources and reference them in their analysis. Should project results have notable differences from these resources, contractor should consider addressing these differences in order to provide guidance and clarity to stakeholders. The document has been added to the RFP web page.
- Approximately how many fueling stations are envisioned?
 - The proposer is expected to provide recommendations on this.
- Which transit providers in the 16 county North State Region are expected to participate in the hydrogen fleet transition, as stakeholders in the project and in the workshops?
 - There aren't imposed requirements. However, it is anticipated that a more successful project will see participation by all transit agencies who are considering hydrogen fuel in their transition plans.
- Please provide more detail on stakeholder workshops: How many stakeholders will be participating?
 - This is left to the proposer to answer.

- The RFP mentions freight and transit usage. What is the relative expected demand for transit vs. freight fueling?
 - This is left to the proposer to answer.
- We see that stakeholder engagement will involve gathering vehicle specifications. Are there any current known specifications? How precise will the specifications be that we receive? Will there be particular models chosen?
 - This is left to the proposer to answer.
- What assumptions should be made about the transit network for the siting analysis? Will existing transit routes be maintained? Would they be modified? ...according to what limitations or priorities?
 - The proposer is not expected to develop transit or freight service routes or plans. The proposer's analysis should be based on a snapshot in time of current and future projected fleet operations.
- To allow proposers additional time to update their approach and proposal based on your answers to submitted proposer questions, would HCAOG consider granting a one-week extension to the proposal submission deadline?
 - Yes, HCAOG will be extending the deadline for proposals for this project. Addendum to follow.
- We note that uncertainty around the acceptability of shared infrastructure for different uses, as well as the need to optimize for one user group's preferences over another, creates significant complexity in developing an actionable siting plan. Would HCAOG consider an alternative technical approach that analyzes potential station locations for freight and transit users separately?
 - Yes. However, cooperative use and/or siting of shared fueling infrastructure should be addressed with sufficiently justified conclusions.
- What traffic (or origin-destination) data required for the analysis will HCAOG provide, or would the selected contractor need to secure this independently?
 - If contractor requires origin-destination data, contractor will need to secure this independently. Some counties in the study area are known to have travel demand models. Other counties may not.
- To what extent will the selected contractor be expected to use the tools, methodology, and resources provided by the Schatz Energy Research Center and associated staff, including the existing micro-siting analysis, or would an alternate technical/methodological approach be acceptable?

- The contractor is not required to use the methodologies implemented in the resources referenced in the RFP. The contractor should consider these resources and reference them in their analysis. Should project results have notable differences from these resources, contractor should consider addressing these differences in order to provide guidance and clarity to stakeholders.
- Given the fact that development of these sites is likely to occur over the medium-long term, as well as the fact that development of hydrogen stations for freight will likely require significant private investment and input from market players, how would HCAOG value an approach that focused on site characteristics and a replicable process for identification, assessment, and prioritization, rather than an approach focused on identifying specific parcels or sites? This approach would be recommended to provide an “evergreen” resource and avoid expending funds on detailed siting analysis that may become obsolete.
 - HCAOG will allow this approach. The proposed approach should still address all requirements in the RFP scope of work and consider identifying examples of specific parcels that meet the characteristics. Considering parcel-level data as described in the RFP is assumed to be valuable in developing the site characteristics proposed in this question. HCAOG encourages siting to be as granular as can be justified. For example, developing guidelines for jurisdictions to develop overlay zones or zoning districts could be a potential project outcome (this example is not a requirement and is intended solely to provide perspective on why the RFP is requesting parcel-level analysis if justified).
- In what way(s) are the anticipated outcomes of this effort expected to contribute to raising the profile of the region as an economically attractive H2 demand and supply region with reasonable H2 cost?
 - This question would be best posed to the stakeholders of this project. HCAOG imagines the answer would build off the ARCHES effort (see <https://archesh2.org/>) and Shasta County’s efforts to develop a Shasta Regional Hydrogen Hub (see <https://www.srta.ca.gov/DocumentCenter/View/5616/Project-Management-for-Shasta-Regional-Hydrogen-Hub-RFP>).
- Based on the extensive scope of the RFP and stated award ceiling, is HCAOG considering or open to pursuing additional resources to support this effort that could produce more robust results, recognizing that proposers may not be able to deliver a fully optimized approach within the stated award ceiling?
 - This is something that can be discussed during the contract negotiation process.

- What will be the consecutive phases for the region after completion of this initial siting analysis phase?
 - HCAOG anticipates developing short, medium, and long term action items for project stakeholders based on results of this project.
- What is the encumbrance date for the available funding for this project?
 - We have set a goal to have the project completed by June 2026, but this can be extended if needed.