

VVTA RFP 2025-08 INTERIM HYDROGEN FUELING SOLUTION

ADDENDUM NO. 2

Wednesday, June 18, 2025

The following questions were posed prior to the deadline for questions on Monday, June 16, 2025, as well as the answers from VVTA Staff:

Q1: “Is the stated minimum of 8 buses and a maximum of 13 buses within the fueling window considered ideal?”

A1: VVTA’s preferred number of buses to being able to fuel within the fueling window is 13. The minimum requirement is 8 buses within the fueling window.

Q2: “Should proposers consider ambient temperature variations?”

A2: Yes, proposers should include information and options that account for ambient temperature variations in their proposals.

Q3: “Should proposers include redundant fueling systems as a requirement or an optional enhancement?”

A3: Proposers are encouraged to include redundant fueling system options in their proposals.

Q4: “Do you have a preference for gaseous or liquid hydrogen?”

A4: VVTA will consider either gaseous or liquid hydrogen solutions. Proposers may include both gaseous and liquid hydrogen options in their proposals if feasible and provide VVTA with the proposers recommended solution.

Q5: “Should proposers identify and price out the required power capacity?”

A5: VVTA can provide the necessary electrical service, or the Awarded Contractor can provide the necessary electrical service, but the information must be mentioned in the proposal and pricing added to the pricing forms. If VVTA is to provide the necessary electrical service, the Awarded Contractor must provide the necessary information for VVTA, no later than 5 business days after the kickoff meeting.

Q6: “Should proposals include a method for crediting residual fuel left in the system?”

A6: Yes, the proposers must include a method for crediting any remaining fuel in the system upon return to the vendor, back to VVTA.

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Q7: "Must proposals specify equipment details, including dispenser dimensions and nozzle orientation?"

A7: Yes, proposals must clearly specify all equipment details, including dispenser dimensions and nozzle orientation.

Q8: "Can you please provide civil, mechanical, and electrical drawing sets for the facility?"

A8: Please use the following link to access the drawings
(https://www.dropbox.com/scl/fo/ffltmzv9sqok06k4g0n8w/ACoEZ8l4_hYRKePypKchf4E?rlkey=zonaqok4m22i4pzv9s7b5lfr1&st=llxdnm13&dl=0)

Q9: "Are you willing to sign up for a minimum guaranteed monthly qty of LH2?"

A9: No, VVTA will not consider signing up for a minimum guaranteed monthly quantity of hydrogen, gaseous or liquid. VVTA will not consider a minimum take or pay.

Q10: "Please confirm the delivery window for LH2 is 24 hours per day."

A10: All fuel deliveries must be made between the hours of 7:00 AM to 5:00 PM - and must be delivered within 24 hours of the scheduled delivery.

Q11: "Does the hydrogen supply need to be 33.3% renewable?"

A11: Yes, the hydrogen supply needs to be at least 33.3% renewable.

Q12: Does Davis-Bacon apply to the mobile fueling project?

A12: Only for work that would be considered a prevailing wage determined work. So, any work that requires electrical, digging in the ground, or work changing VVTA's facility and/or parking area. If you are proposing this kind of work, then Davis Bacon applies.

Q13: Will performance and payment bonds be required for this project?

A13: If the proposer proposes using subcontractors, a payment bond will be required – this will be negotiated with the awarded contractor.

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VVTA has made a change to the Scope of work with the following information:

The fueling window has been updated from 9:00 PM – 3:30 AM to 7:00 PM – 3:30 AM.

As stated in the RFP, all addenda must be acknowledged. Please use Attachment E included in the RFP package to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this RFP may be a cause to deem Potential Proposer as “non-responsive.”

***** End of Addendum No. 2 *****