

**COMMERCE LNG/LCNG FUEL STATION
FUEL SUPPLY AND MAINTENANCE RFP**

REQUEST FOR INFORMATION

1. Is it possible to bid on the operation, maintenance and training portion only without bidding on fuel supply?

ANSWER: *We feel it would be in the best interest of the City to have both items bids together, whether it would be by 1 company or 2 companies in a joint-venture (with one of them as the lead contractor).*

2. Paragraph 2.1 - we do not recommend ability to dial-into the PLC to check level as the person dialing in can accidently modify programming. The supplier should install their own system to remotely monitor tank level.

ANSWER: *We agree with this comment.*

3. The RFP I downloaded from the web site reads "Copies of the Facility Plans and equipment list are attached" at the bottom of page 3 of 40 (Scope of Work Requested). Please provide this information as it was not included in the RFP.

ANSWER: *A set of reduced plans have been posted on the City website for this project.*

4. Would it be OK to visit the facility to better understand the facility layout, equipment, etc.?

ANSWER: *Yes*

5. What is the size of the City's fleet, and what is the fleet using for fuel now?

ANSWER: *The City's current fleet totals approximately 110 vehicles. The large majority of these vehicles are gasoline-powered light trucks and sedans. The City currently operates seven (7) CNG powered 35' transit buses, four (4) CNG powered para-transit vans and one CNG powered Ford truck. These vehicles are fueled outside the City. The City currently has two remaining diesel transit vehicles that are scheduled for replacement in 2010 and 2011.*

6. How many fuel dispensers and there, how many will be public, how many will be private?

ANSWER: *There will initially be one public W&M LNG dispenser with a provision for a second. There will be two two-hose CNG dispensers, one public, and one private.*

7. Is the Supplier allowed to charge non-City customers what they choose?

ANSWER: *Yes, but the price will need to be competitive for other stations in the area. The City will want to extract a surcharge from that profit to cover city expenses. The price selected will be subject to negotiation.*

8. Can the City please define "Catastrophic" as referenced in the bid?

ANSWER: *As used in the RFP, there is no usual definition of the word "catastrophic". The normal definition of the word is as follows: "a sudden and widespread disaster; a final event or conclusion, usually an unfortunate one; a disastrous end; a sudden, or violent disturbance."*

9. What is the size of the City's fleet, and what is the composition? How many buses, refuse trucks, light duty vehicles and what is the breakdown of the fuel they are currently using? How many CNG vehicles, LNG vehicles, gasoline, diesel.

ANSWER: *Please see the answer to question 5.*

10. How many fuel dispensers are contemplated? How many will be public, how many will be private?

ANSWER: *Please see the answer to question #6.*

11. Is it permissible for the supplier to set forth a different price point for the non-city customers?

ANSWER: *Please see the answer to question #7.*

12. Can the City please define "Catastrophic" as referenced in the bid?

ANSWER: *Please see the answer to question #8.*

13. Can we get a list of the spare parts we will need to keep?

ANSWER: *The facility maintenance manual and spare parts lists are due just prior to facility acceptance in January 2010. Thus we cannot provide the requested information.*

14. What is the cities expected usage for LNG and CNG? Is there any minimum LNG usage guarantee?

ANSWER: *Currently, the City of Commerce is using approximately 74,065 GGE of CNG for transit buses and vans. We estimated that BNSF yard tractors will use approximately 58,500 gallons of LNG annually.*

15. Page 10 and 23 of the RFP state that the contractor will follow the recommended maintenance schedules for the various pieces of equipment, as outlined in the LNG Maintenance Manual. Furthermore, the RFP states that the contractor shall be responsible to maintain an available stock of required spare parts, supplies and consumables for routine maintenance and repair activities and that this inventory shall be developed based on the spare parts listing provided by the station equipment manufacturers/design-build contractor. In order to provide a responsive and complete maintenance offer, Clean Energy requests that the City share the recommended maintenance schedules and required spare parts, supplies and consumables inventory referenced above. If the LNG Maintenance Manual referenced is complete, this document should suffice. Please let me know if you have any questions or if there is someone in particular we can contact to gain a better understanding of the maintenance schedules and spare parts, etc. inventory.

ANSWER: *The facility maintenance manual and spare parts lists are due just prior to facility acceptance in January 2010. Thus we cannot provide the requested information.*

16. If you could clarify who will set the retail price for CNG fuel or how it will be determined that would be great.

ANSWER: *The setting of the price should be by the City. It will be based on the cost of basic fuel from the supplier, but it needs to be competitive within the area served (much as commercial gasoline stations are). Typically the City will charge themselves or "special" users a given price. Others "the public", will have that same basic price plus a slight (but competitive) surcharge to help pay for maintenance and operations.*

17. Will the City provide a list of questions received and answers provided?

ANSWER: *Yes, we send all interested parties a list of all the questions and answers.*