



CITY OF SAN ANTONIO

P.O. Box 839966
San Antonio, Texas 78283-3966

ADDENDUM II

SUBJECT: Fleet Alternative Fuels Acquisition Strategy Study Request for Proposals, (RFP 11-056),
Scheduled to Open: May 3, 2011; Date of Issue: April 15, 2011

FROM: Denise D. Gallegos, C.P.M., CPPB
Procurement Administrator

DATE: April 27, 2011

THIS NOTICE SHALL SERVE AS ADDENDUM NO. II - TO THE ABOVE REFERENCED REQUEST FOR PROPOSALS

THE ABOVE MENTIONED REQUEST FOR PROPOSAL IS HEREBY AMENDED AS FOLLOWS:

1. Page 3, Section II, Scope of Services, Remove Fleet Data Background in its entirety and replace with the following; " Fleet Data Background-
As background, the City of San Antonio has 335 vehicle classes represented in its fleet, (approximately 4900 vehicles/equipment), however approximately 3220 vehicles/equipment are to be included in this study. In addition, the total number of units for the five year period scheduled and to be reviewed as part of this analysis is the following:

2013 @ 614
2014 @ 562
2015 @ 569
2016 @ 767
2017 @ 708

The number of vehicle classes to be reviewed by the consultant is approximately 160. Recommendations/analysis is required for every vehicle scheduled to be replaced in 2013, 2014, 2015, 2016 and 2017. (Approximately 3220 vehicles)."

2. Page 5, Section II, Scope of Services, Deliverables, Item 6; Change forth sentence to read as; "The trend analysis should cover the annual national average price of conventional and alternative fuels and technologies form the year 2007 to 2017."

QUESTIONS SUBMITTED IN ACCORDANCE WITH SECTION X, RESTRICTIONS ON COMMUNICATION:

Question 1a: In the RFP, the City states that the consultant will have to review 160 vehicle classes but that these classes include various configurations of single-type vehicles, such as 18 configurations for a ½ ton pickup. Will the City be providing base Total Ownership Model analysis and configuration information for each of these unit types?

Response: All respondents will need to provide the methodology of their total cost of ownership model in their proposal response. The successful respondent will need to include their methodology and details of their calculations of each Total Cost of Ownership Model they submit.

Question 1b: Will the City want a separate analysis for each of these 18 configurations or can it consolidate the analysis by type (1/2 ton pickup, gasoline, for example)?

Response: It would be a separate analysis per each fuel possibility for each vehicle type. As an example-only, for the 18 possible half-ton pickup configurations that could be fueled by CNG (1), LPI (2), gasoline (3), electric (4), or diesel (5) there would be five (5) separate analysis performed on the half-ton pickup vehicle type.

Question 2: We have reviewed the provided excel for the Total Ownership Model used by the City. Does the City already have records and base information related to any of the following for each of the units requested for analysis?

- Purchase cost (to city)

Response: Yes

- Mileage/Hours of Operation

Response: Yes

- Planned lifecycle in miles/years

Response: Yes

- Engine Types Used

Response: Yes

- Maintenance costs

Response: Yes

- Operational information

Response: Yes

- Other

Response: Any additional items will be discussed with the successful respondent.

Question 3: Does the city have a centralized data management system? Please describe.

Response: Yes. Fleet uses the FASTER fleet information management system.

Question 4: Can the consultant access the City of San Antonio's database remotely for this project and be expected to pull data themselves, or will the City be providing data for use by the consultant?

Response: The City will make all data pertinent to the project available to the successful consultant in an electronic format where available. Method to be determined at a future date.

Question 5: Can the consultant access to the City's Vincentric database and Kelly blue book information for conventional fuel vehicle information or will we need to purchase our own data access?

Response: Consultant is expected to the conduct analysis using a method they deem as appropriate for the project and notify City of the method and details of the calculation.

Question 6: Many of the standard fields in the Total Cost of Ownership model may not have a simple equivalent for alternative fuel analyses, as the markets are much younger. How much flexibility will the City accept in the data gathered and used for alt fuel vehicles and technology?

Response: Refer to Section II, Scope of Services, Deliverables, Item 3: "All recommendations made should be real and implementable as of the date of the report."

Question 7: What alternative fuel infrastructure already exists in San Antonio?

Response: The City of San Antonio has four propane refueling facilities and one CNG fuel site.

Question 8: *"Environmental: Environmental performance quantifying savings of greenhouse gas (CO2) and air quality emissions (NOx) for the purposes of tracking potential reductions in relation to the City's reduction targets (17% reduction for greenhouse gases, 30% for air quality emissions) as well as monetizing if state and federal policies change."*

Is this only considering regulatory changes/legislation, or also financial incentives i.e. grant programs, tax benefits?

Response: The City will want to be able to track potential reductions of CO2 and NOx.

Question 9: *"LCA should be conducted for vehicles/equipment to include the cost of additional infrastructure needed. Cost for additional infrastructure should be listed as a separate line item."*

Should LCA for infrastructure be counted as a separate cost, or incorporated into the cost of alt-fuel vehicles? If the latter, would alt-fuel vehicles in that case specify two separate costs?

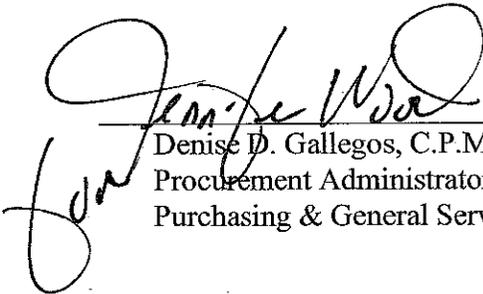
Response: The cost for infrastructure that is recommended should be listed as a separate line-item in each LCA. Also, the total cost of recommended additional infrastructure and all of its major components should be listed as a separate cost. As an example-only, consultant recommends installation of one additional CNG station for an installation price of \$1.5 million and consultant also recommends that the City buy 1,500 new CNG units. Consultant will list \$1,000 as a line-item on each CNG vehicle LCA (\$1.5MM/\$1,000) and also list the cost of installation of a new CNG station separately.

Question 10: *"A market trend for the disposition of alternative fuel/technology vehicles and equipment."*

What type of analysis does the City imagine this to take the form of?

Response: Refer to Section II, Scope of Services, Deliverables, Item 7; "A market trend for the disposition of alternative fuel/technology vehicles and equipment. This trend should be for the last five to seven years and compared with other metro cities in our region. We will need to know if there is a marketing value for resale on these types of assets."

****THIS ADDENDUM MUST BE SIGNED AND RETURNED WITH THE RFP PACKAGE***



Denise D. Gallegos, C.P.M., CPPB
Procurement Administrator
Purchasing & General Services Department

Date _____

Company Name _____

Address _____

City/State/Zip Code _____

Signature