

**STATE OF ALASKA RFP NUMBER 2525H053
AMENDMENT NUMBER TWO (2)**

AMENDMENT ISSUING OFFICE:



Department of Transportation & Public Facilities
Statewide Contracting & Procurement
P.O. Box 112500
(3132 Channel Drive, Room 350)
Juneau, Alaska 99811-2500

THIS IS NOT AN ORDER

DATE AMENDMENT ISSUED: December 3, 2024

RFP TITLE: Strategic Implementation Study for Sustainable Aviation Fuel (SAF) Production, Blending and Storage -Federally Funded

DUE DATE: December 11, 2024 at 2:00 PM. (Alaska Standard Time)

This is a mandatory return Amendment. *Your bid may be considered non-responsive if this signed amendment is not received [in addition to your bid] by the date and time bids are due.*

Vendor Signature: _____

Date: _____

Printed Name: _____

Offerors Name: _____

The purpose of this Amendment #2 is to:

- **Modify sections of the RFP**
- **Provide answers to questions received**

Modifications to Sections of the RFP

Modification #1

RFP Section 1.02 Budget is removed in its entirety and replaced with the following language.

SEC. 1.02 BUDGET

DOT&PF estimates a budget of between **\$450,000.00** and **\$650,000.00** dollars for completion of this project. Proposals priced at more than **\$750,000.00** will be considered non-responsive. This project is funded by a combination of State and Federal funding.

Payment for the contract is subject to funds already appropriated and identified.

End of modifications to sections of the RFP

Answers to Questions Received

Question #1

What is the expected volume for SAF production? Will the contractor project volumes that should either be produced or imported, based on constraints?

Answer #1

The expected volume of sustainable aviation fuel production depends on the availability of biomass resources. It is most likely that the primary feedstock will be woody biomass. For the purpose of evaluating proposals, it is recommended that all parties consider a target production of 500,000 gallons.

Question #2

Is the production/import of SAF aimed at a set GHG reduction target?

Answer #2

The state of Alaska does not have a specific greenhouse gas reduction target. However, the production of sustainable aviation fuel will help industry partners and air carriers that operate through Ted Stevens Anchorage International Airport and Fairbanks International Airport achieve their respective greenhouse gas reduction objectives.

Question #3

What is the target carbon intensity of SAF?

Answer #3

The Sustainable Aviation Fuel Grand Challenge promotes fuels that achieve significant reductions in greenhouse gas emissions. Sustainable aviation fuel with a carbon intensity of 40 gCO₂e/MJ or lower aligns with the long-term goal of net-zero aviation emissions. DOT&PF will use this carbon intensity value until additional information becomes available.

Question #4

Has there been any discussion with the refineries about their participation in SAF production? Will the contractor have access to the refineries for production information?

Answer #4

DOT&PF does not currently have a contractor engaged for refinery construction. However, as these relationships are established, the successful proposal will have access to these discussions and the information generated.

Question #5

Have there been discussions with other asset owners and logistics operators? Will DOT&PF facilitate these discussions with the contractor?

Answer #5

There have been no discussions with other asset owners or logistics operators to date. DOT&PF will participate in these conversations but will likely request that the successful awardees assist in facilitating these meetings and discussions.

Question #6

What is the composition of the SAF Advisory Committee and what interaction would the project team have with this committee?

Answer #6

The Sustainable Aviation Fuel Advisory Committee currently consists of representatives from Alaska Airlines, Atlas, the Alaska Energy Authority, the Alaska Department of Natural Resources, and the Alaska Industrial Development and

Export Authority. This committee is expected to expand as the project progresses. The project team will interact with this committee by participating in meetings, providing updates, and collaborating on strategies to advance sustainable aviation fuel production.

Question #7

Can one respondent submit proposals in response to both RFPs (RFP #2525H053 and RFP #2525H053)?

Answer #7

Yes, a single respondent is welcome to submit proposals in response to both Request for Proposals number 2525H053 and Request for Proposals number 2525H053.

Question #8

Given that the delivery process is expected to be flexible and Agile, and assuming that there may be changes in priorities, can the initial cost be renegotiated later?

Answer #8

Yes, moving forward, if the scope of work expands beyond what was agreed upon when signing the contract, additional tasks may be added on a time and materials basis. This applies to work related to the original proposal but may involve changes in requirements through the agile project management methodology, which can increase the scope of the project.

Question #9

Is there an architectural scope at this stage of the study or will it be needed in the future?

Answer #9

At this stage, the study focuses on evaluating technological and infrastructure upgrades required for phased SAF adoption, storage, and efficient delivery. The primary objectives include examining current refinery and power plant capabilities, SAF production technologies, and safety standards for storage and blending operations. While these tasks inherently involve considerations related to architectural planning, the RFP does not explicitly define a detailed architectural scope. It is anticipated that an architectural scope will be developed in future phases of the project as specific infrastructure requirements are identified.

Question #10

Is the required experience specified in the RFP mandatory for the prime only or for the entire team – including consultants?

Answer #10

Please see RFP Section 1.04 Prior Experience and RFP Section 3.10 Subcontractors.

Question #11

Will the recording Monday meeting be made available on line. I was kicked off the cast around half way through and would like to hear the remainder of the comments.

Answer #11

The pre-proposal meeting is available via Zend to upon request due to the size of the attachment.

Signature: 

Date: 12-3-24

Name: Chris Hunt
Title: Procurement Specialist 5