



PROJECT INFORMATION

Project: Hydrogen Refueling Station Deployment ("**HRS**") Project

Project Identification No.: 0020045

The Georgia Department of Transportation ("**GDOT**") intends to issue a Request for Proposal ("**RFP**") in February 2024, for solicitation of Proposals from interested Developers desiring to take part in the Project.

This document ("**Project Information Sheet**") has been released in connection with the Notice of Intent to Advertise dated December 1, 2023 ("**NOIA**") in order to provide a high-level summary of certain additional information regarding the Project. Capitalized terms not defined herein have the meanings given in the NOIA.

Feedback may be given on the below during the virtual one-on-ones contemplated in the NOIA. In the virtual one-on-ones, GDOT welcomes feedback on any element of this Project Information Sheet, and has indicated below certain items where feedback is particularly sought. However, GDOT is under no obligation to address any or all suggestions or feedback provided.

The information provided herein is high level and subject to change. GDOT makes no commitments or representations the RFP or Project will reflect the below details. The terms of the RFP and/or HRS Agreement may vary from those set out below to reflect feedback from the market, changes in the project specifics, or for any other reason. The RFP, if and when released, will supersede this Project Information Sheet and accompanying NOIA.

1.	Parties	<p>(1) GDOT; and</p> <p>(2) Developer</p> <p>It is anticipated the Developer will be required to organize its team and contracting relationships to carry out the full Project – the design, construction, operations and maintenance, including securing equipment and fuel supply.</p> <p>It is anticipated that any contracts for equipment supply or fuel supply included within the Proposal will be required to be non-exclusive to a single Proposer team.</p> <p>Herein, a response to the RFP will be referred to as a "Proposal", and the entity or team responding will be referred to as the "Proposer".</p>
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2.	Term	<ul style="list-style-type: none"> • The "Term" will expire after an O&M period of [5] years from Services Commencement of the Permanent HRS. • Option to extend at the expiry of the Term, at GDOT discretion. <p><i>[Note to interested parties: feedback is invited on the Term and any options to extend]</i></p>
3.	Grant of Rights	<p>The Developer will be granted the right to operate the HRS and generate revenue from the sale of hydrogen fuel at the HRS.</p> <p>The only revenue source will be sale of hydrogen fuel at the HRS, and the Developer will not be permitted to operate any other amenities on the Site (revenue generating or non-revenue generating).</p> <p>Hydrogen fuel at the HRS shall be provided on an open access basis (open to all commercial vehicles).</p>
4.	Project Site and Property Interest	<p>The Project Site is anticipated to be in Bryan County Georgia. At this time, GDOT is considering the site identified in Attachment 1 (Map 1) (the "GDOT Identified Site").</p> <p>GDOT is also considering other locations, including the possibility of a site identified by Proposers in the Proposal.</p>
5.	Permitting / NEPA	<p><u>NEPA</u></p> <p>If the Project is on the GDOT Identified Site, it is anticipated at this time the process to obtain NEPA approval will commence during procurement, and the property may be cleared prior to NTP 1.</p> <p>If (as contemplated in Item 4) a site other than the GDOT Identified Site is used (including a Proposer identified site), this will have a different NEPA timeline and process based on the specifics of such site (once identified).</p> <p>Further details of the responsibility and process for obtaining NEPA approval will be provided in the RFP.</p> <p><u>Other Permits</u></p> <p>It is anticipated the Developer will be obligated to obtain all other required local, state and federal permits.</p>

6.	Design and Construction	<p><u>Services Commencement</u></p> <p>GDOT's target date for Temporary HRS Services Commencement is no later than May 2025.</p> <p>GDOT's target date for Permanent HRS Services Commencement is no later than June 2026.</p> <p><i>[Note to interested parties: feedback is invited on whether these dates are feasible contractual commitments (with LDs) for the GDOT Identified Site or for any alternative site. Please consider the procurement, permitting, commissioning and training that would be required by May 2025]</i></p> <p><u>Temporary HRS</u></p> <p>The temporary fueling unit ("Temporary HRS") should be able to support fueling commercial heavy-duty class 8 trucks at 700bar with an average demand of 500 kg hydrogen/day, and up to 1,000 kg hydrogen/day.</p> <p>The design and construction scope of work may include, but is not limited to:</p> <ul style="list-style-type: none"> • developing site plans; • civil site work; • permitting; • coordinating utility & internet connections; • commissioning; and • training. <p><u>Permanent HRS</u></p> <p>The permanent hydrogen station ("Permanent HRS") will support fueling service for commercially available heavy-duty class 8 fuel cell trucks, with potential light-duty passenger vehicle access. In order to meet expected demand, this will be a station with liquid hydrogen delivery. The station will have capacity to service demand up to 5,000 kg/day at 700bar. The station is expected to require a high level of reliability and redundancy in system design.</p> <p>The design and construction scope of work may include, but is not limited to:</p> <ul style="list-style-type: none"> • developing site plans; • site civil work; • permitting;
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		<ul style="list-style-type: none"> • coordinating utility & internet connections; • commissioning; and • training. <p>For both the Temporary HRS and Permanent HRS instances of fueling solutions, Developer should consider completing system safety planning and hazards analysis in coordination with the Hydrogen Safety Panel prior to commissioning.</p>
7.	<p>Operations and Maintenance (O&M)</p>	<p><u>Temporary HRS & Permanent HRS</u></p> <p>For both the Temporary HRS and the Permanent HRS, it is anticipated the Developer will perform the following station O&M work:</p> <ul style="list-style-type: none"> • Full operation support, monitoring, preventative maintenance, available spare parts and available technical support and labor to ensure a high degree of station uptime and reliability. The safe, successful and reliable operation of the station is of critical importance. • Preparing the operation manuals and emergency response plan. • Training for personnel and initial training for customers and emergency responders. • Consistent operational and maintenance support during specified Term ensuring a contracted high station uptime. <p>Proposers will be expected to describe in detail in their Proposal their service plan, including response times, to minimize the downtime of the station related to both scheduled and unscheduled maintenance and repairs. The Developer will be expected to be available to receive reports of malfunction 24 hours a day, every day of the year.</p> <p>The station may not be taken offline for more than specified time without the Developer providing an alternate fueling solution.</p> <p>The Proposal shall identify and list both preventive and corrective maintenance tasks and parts and/or equipment that are expected to be replaced under the service plan.</p>

8.	Financial Commitment from Developer	It is anticipated the Developer will be required to make a Private Contribution (as defined in § 672-17-.02 of the Rules and Regulations of the State of Georgia).
9.	Funding Sources	GDOT anticipates funding payments to the Developer from Federal Highway Administration Carbon Reduction Program (CRP) funds and State of Georgia funds.
10.	D&C and O&M Payments to Developer	<p>GDOT is contemplating one or more of the following:</p> <ul style="list-style-type: none"> • Milestone payments to the Developer tied to completed activities. • Availability payments during the operations and maintenance period that will be subject to deductions based on project performance (as contemplated in <u>Item 13 (Key Performance Indicators & Non-Compliance Deductions)</u>).
11.	Hydrogen Fuel Supply & Price Commitment	<p>GDOT anticipates requiring the Developer to commit to delivering a fixed, maximum \$/kg pump price during the project term. The Developer will be required to secure a different hydrogen supply if original supply of hydrogen becomes delayed or is unavailable at no cost to GDOT while maintaining the pump price commitment.</p> <p>GDOT anticipates requiring Proposers to provide a volume and price commitment from its fuel supplier(s) in the Proposal, the format of which will be specified in the RFP (e.g. whether this would be a letter of intent or other commitment).</p> <p><i>[Note to interested parties: GDOT is considering whether to include requirements in the HRS Agreement regarding lower carbon intensity fuel. Feedback is sought on availability of hydrogen produced with a specified (or maximum) carbon intensity.]</i></p>
12.	Revenue Share	GDOT is considering revenue sharing provisions should the project outperform a revenue baseline.

13.	Key Performance Indicators & Non-Compliance Deductions	<p>The Developer will be required to provide data and evaluation of station performance (to begin after the station is fully commissioned) on a continuous basis.</p> <p>The Developer will provide access to an online portal to monitor real-time station performance and equipment status.</p> <p>It is anticipated the Developer may be required to report, without limitation, the following metrics:</p> <ul style="list-style-type: none"> • fueling rate; • fueling time and quantity; • energy consumption by equipment i.e., liquid pumps, dispensers, station, • quantity of fuel delivered and associated costs; • hours of preventative maintenance; • hours of corrective scheduled and unscheduled maintenance; • hours station is available and unavailable. <p>A failure to meet required project performance metrics, particularly including station availability and/or station capability to provide required full vehicle fills in a specified window, may lead to a non-compliance deduction.</p>
14.	Hand back on Termination / Expiry	<p>It is currently anticipated the Developer would hand back the HRS assets to GDOT on expiry of the Term. Assets will be required to meet a specified minimum hand back condition.</p>
15.	Early Termination Payment	<p>It is anticipated that in the event of early termination for Developer default, the Developer may be required to make a payment to GDOT to cover certain losses incurred by GDOT such as re-procurement costs, as will be more fully set out in the RFP (subject to <u>Item 8 (Financial Commitment from Developer)</u>).</p>
16.	Payment and Performance Security	<p>It is anticipated the Developer will be required to provide payment and performance security.</p>

Attachment 1 (Map 1)

