

Request for Information (RFI 13-42)
Renewable Natural Gas Supplies

The Port of Seattle (Port) is seeking information regarding the purchase of renewable natural gas (RNG) produced in the state of Washington for use at Seattle-Tacoma International Airport (Airport). The airport is interested in exploring using renewable natural gas in the Airport Terminal Building and Airport Vehicle Fueling Facility to meet our operational needs while also achieving the goals of the Port's Century Agenda. These include "Be the greenest, and most energy efficient port in North America", and "Use our influence as an institution to promote small business growth and workforce development". Furthermore, the Port believes the use of renewable natural gas could be an effective tool in meeting our goal of "Reducing Airport owned and controlled greenhouse gas emissions by 15% below 2005 levels by 2020."

Further details on the natural gas use at the Airport's facilities are provided below:

- **Airport Terminal Building** - The airport terminal operates 24 hours a day/seven (7) days a week. Natural gas is used at the airport's central mechanical plant boilers to provide heating to the airport terminal building. The average annual natural gas consumption is estimated at 270,000 MMBTUs annually. Usage is not expected to change significantly. The Port intends to use interruptible Schedule 87T transportation services for from Puget Sound Energy for this service.
- **Bus Fueling Facility** - The Airport operates a fleet of vehicles that includes over 40 natural gas-powered buses and 45 natural-gas powered passenger cars and light duty trucks. All natural-gas fueled vehicles owned by the airport are typically fueled at the Bus Maintenance Facility, which dispenses approximately 50,000 MMBTU annually in fuel for these vehicles. The airport does not expect significant growth in our vehicle fleet in the future. The Port intends to use non-interruptible schedule 41T transportation services from Puget Sound Energy for this facility.

The Port requires natural gas supplies to be delivered at the City Gate delivery point at which Puget Sound Energy (PSE) receives natural gas from the Northwest Pipeline for distribution to SeaTac Airport and Airport Facilities.

Parties submitting information to the Port in response to this RFI should provide the following:

Gas Production Facility

- Location and RNG source. Where in the state of Washington is your facility located, and what is the source of your renewable natural gas? For example, is your RNG generated from landfill gas capture, a wastewater treatment plant, or an agricultural digester?
- Feedstock. What is the current and future feedstock of the facility?
- Status of the facility & gas delivery. If the facility is not currently injecting RNG into the pipeline, what is the current state of physical and contractual development for the facility? When will the facility be (or anticipated to be) operational and injecting RNG into the pipeline?
- Gas production. What is the current or projected average daily pipeline-quality gas production (in MMBTUs) of the facility?
- Capacity. For existing facilities, how long has the facility been generating RNG? How has the quantity of RNG produced changed over time or is projected to change? What is the total production of fuel from your facility now and in 20 (?) years and how much could be available to the Port now and in 20 years?
- Timing. For proposed facilities, when does the potential vendor expect to have RNG available for Port use? Will facility production meet the capacity for the Port's vehicle fuel, boiler fuel, or both, and if so, in what year?

Environmental & Societal Benefits

- What are the environmental benefits of the proposed fuel, including attributes such as carbon intensity, especially upstream carbon reductions? Are there other environmental impacts such as process changes that reduce or increase environmental pollution elsewhere? Please include information about what tool was used to calculate the environmental benefits (e.g., GREET, California Air Resource Board, etc.)
- How does your facility impact small business growth and workforce development?
- Describe the economic impact of the Port's use of RNG from the facility.

Terms & Pricing

- Based on historical data, provide range of prices and purchasing structure for RNG used as vehicle fuel, including any discounts for RINs and including any tariffs or charges for delivery to the Airport,
- Based on historical data, provide range of prices and purchasing structure for RNG used as boiler fuel, including any tariffs or charges for delivery to the airport,
- Maximum and minimum volumes available to, or required for purchase from the Port. Is there opportunity to sell (either back to seller or third party) unused fuel?
- Average length of time for a contract, and why a contract duration is needed.
- Example chain of custody of environmental attributes such as carbon credits, and mechanisms the vendor would provide to ensure the Port retains ownership, if possible.

RESPONSES

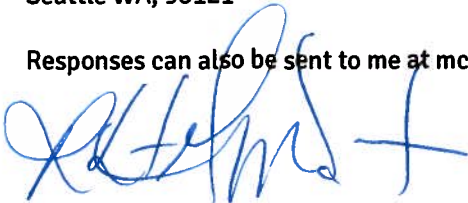
Interested responders should review above information to become familiar with the Port of Seattle's requirement, complete and return corresponding questionnaire.

All information relative to the documents contained herein shall be returned no later than November 20, 2013.

Replies shall be sent to the following person and address.

Robert McMartin, Senior Buyer
Port of Seattle – Central Procurement Office
2711 Alaskan Way Pier 69
Seattle WA, 98121

Responses can also be sent to me at mcmartin.r@portseattle.org



Robert McMartin
Senior Buyer, Central Procurement Office