

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER
150 GREENWICH STREET, 21ST FL.
NEW YORK, NY 10007

12/7/2018

ADDENDUM # 3

To prospective Proposers on RFI # 55144: Solar Energy Development and Community Solar at JFK Long-Term Parking Lot:

- RFI now due January 3, 2019 at 2:00 PM

I. PROPOSER'S QUESTIONS AND ANSWERS

The following information is available in response to questions submitted by prospective Proposers. The responses should not be deemed to answer all questions, which have been submitted by Proposers to the Port Authority. It addresses only those questions, which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by Proposers does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Proposer, by submitting its Proposal, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, oral or in writing, shall impair or limit the effect of the warranties of the Proposer required by this Proposal or Contract and the Proposer agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

- Q1. Can the Port Authority provide on-site electric consumption data for JFK Airport?
A1. Approximate total electric consumption for JFK Airport for the past 3 years is as follows:
- 2017: 357,334,720 kWh
 - 2016: 366,733,896 kWh
 - 2015: 370,070,972 kWh

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- Q2. Please provide the annual consumption profile (kWh) and demand profile (kW) for the “Manhole” I/C point, Long Term Parking Lot, AirTrain, and Van Wyck substations.
- A2. The Con Edison “manhole” mentioned in the RFI is directly connected to Con Edison’s Brownsville distribution network, and feeds the Port Authority’s existing Bergen Substation; there is no meter specifically for this manhole. The 2017 consumption and demand profiles for the existing Bergen Substation and the other requested substations is provided below:

Van Wyck Substation

Electric

| 2017 | kWh | kW |
|-----------|-----------|----------|
| January | 2,827,960 | 4,380.00 |
| February | 2,241,930 | 4,220.00 |
| March | 2,676,730 | 4,340.00 |
| April | 2,415,940 | 4,020.00 |
| May | 2,393,310 | 4,080.00 |
| June | 2,557,840 | 4,440.00 |
| July | 3,082,030 | 4,980.00 |
| August | 3,028,700 | 4,800.00 |
| September | 2,822,470 | 4,740.00 |
| October | 2,398,570 | 4,300.00 |
| November | 1,625,580 | 6,480.00 |
| December | 3,086,400 | 4,820.00 |

Bergen Substation Electric

| 2017 | kWh | kW |
|-----------|-----------|----------|
| January | 3,520,590 | 5,220.00 |
| February | 3,125,325 | 5,610.00 |
| March | 3,446,190 | 5,340.00 |
| April | 2,778,285 | 4,650.00 |
| May | 2,555,955 | 4,470.00 |
| June | 2,628,120 | 4,800.00 |
| July | 2,613,480 | 4,740.00 |
| August | 2,543,265 | 4,500.00 |
| September | 2,278,725 | 4,290.00 |
| October | 2,075,025 | 4,080.00 |
| November | 2,075,775 | 7,590.00 |
| December | 2,392,350 | 3,690.00 |

Air Train Substation Electric

| 2017 | kWh | kW* |
|----------|-----------|----------|
| January | 3,475,200 | 5,557.60 |
| February | 3,590,400 | 5,155.20 |
| March | 2,918,400 | 5,076.00 |
| April | 3,187,200 | 5,557.60 |
| May | 2,284,800 | 5,155.20 |
| June | 2,553,600 | 5,076.00 |

| | | |
|-----------|-----------|----------|
| July | 2,649,600 | 5,557.60 |
| August | 2,476,800 | 5,155.20 |
| September | 3,225,600 | 5,076.00 |
| October | 2,592,000 | 5,557.60 |
| November | 2,976,000 | 5,155.20 |
| December | 2,745,792 | 5,076.00 |

*data is extrapolated, not actual reads

LT Parking Lot 5kV

Substation Electric

| 2017 | kWh | KW |
|-----------|--------|-------|
| January | 47,600 | 80.50 |
| February | 11,900 | 72.80 |
| March | 25,200 | 74.20 |
| April | 17,500 | 79.10 |
| May | 19,600 | 74.20 |
| June | 20,300 | 70.00 |
| July | 18,200 | 67.90 |
| August | 21,700 | 67.90 |
| September | 21,000 | 67.90 |
| October | 24,500 | 67.20 |
| November | 42,000 | 67.20 |
| December | 18,900 | 68.60 |

- Q3. Provide the last 12 months of utility invoices and/or total kWh for the meters servicing the Van Wyck substation's section feeding the 2x 5kV gear sections at but just outside the Long Term Parking Lot fence.
- A3. The Port Authority has a meter for the 5 kV substation at the Long Term Parking Lot. Please see response A2. above.
- Q4. Provide the last 12 months of utility invoices and/or total kWh for the meters servicing the AirTrain substation's section feeding the 1x 15 kV to 480V and 1x 15 kV to DC gear in the Long Term Parking Lot.
- A4. The AirTrain substation does not serve the Long Term Parking Lot. Please see response A2. above for consumption data for the Van Wyck substation, which serves the 5 kV substation at the Long Term Parking Lot.
- Q5. Prior Port Authority solicitations did not have a community solar aspect. Does the Port Authority have a specific interest in community solar, if so what is the motivation?
- A5. Yes, the Port Authority is interested in community solar, where practical and feasible, as a means to provide a community benefit to the JFK host community in addition to the environmental benefits of generating renewable energy. The Port Authority would be interested in offering and targeting participation in any community solar project first and foremost to the Environmental Justice communities in the JFK vicinity.

- Q6. Has the Port Authority completed any interconnection analysis in regards to the 5KV onsite network and the offsite Con Edison Point of interconnection?
- A6. The Port Authority has not completed a formal interconnection analysis. Interconnection at the identified Con Edison manhole has been discussed between the Port Authority and Con Edison, and *may* be approved by Con Edison.
- Q7. Can the Port Authority provide the location of the Con Edison “27Kv Manhole”?
- A7. Please see the attached schematic which identifies the relative location of potential points of interconnection (including all JFK substations) in relation to the Long Term Parking Lot. A detailed map cannot be provided. For reference, the straight line distance between the Con Ed 27 kV manhole and the 5 kV substation at the Long Term Parking Lot is approximately 0.7 miles.
- Q8. Is there a site map available with the potential points of interconnection and a preferred route for cables to take above or below ground to the point of interconnection? If we interconnect to the Port Authority’s network, is there an assumption we can make for potential interconnection costs for the system?
- A8. Please see response A7. above. At this time, we do not have a preferred route for cables or an estimate for potential interconnection costs.
- Q9. Is the Port Authority aware if there is an existing underground trench or path to interconnection with the Con Edison system?
- A9. No, the Port Authority is not aware of any existing trench or path between the Long Term Parking Lot and the identified Con Edison manhole.
- Q10. What is the specification of the existing conduits and the feeder cable feeding the (E) 5 kV switchgear at the LOT 9 Long Term Parking? Are there any spare conduit runs from the Van Wyck Substation to this 5 KV step down substation?
- A10. The Port Authority does not have details on the existing conduits and cable feeding the 5 kV switchgear and the Long Term Parking Lot. The Port Authority does not believe that there are any spare conduit runs from the Van Wyck substation to the 5 kV substation at the Long Term Parking Lot.
- Q11. How is the 5 KV substation metered at LOT 9? Is there a central utility meter at the Van Wyck substation or is there a separate utility/billing meter at this LOT 9 substation?
- A11. There is a Port Authority-owned meter for the 5 kV substation at the Long Term Parking Lot (Lot 9). Please see response A2. above for consumption data.
- Q12. Can you elaborate on the future infrastructure changes happening at the Van Wyck substation? We would like to understand how this might potentially affect the solar interconnection.
- A12. The existing Van Wyck and Bergen substations will be combined into one new substation (approximate anticipated completion date in 2022). The location of the new Bergen/VanWyck substation is shown on the attached schematic.
- Q13. Can we interconnect at the Passenger station substation at the Long-term Parking? if so, could you please provide the single line drawing for this substation, ideally

- showing the feeder cable size feeding this substation? And provide where the physical location of this substation is.
- A13. The AirTrain passenger station at the Long Term Parking Lot is powered by cables from the main AirTrain substation (for which consumption/demand data is provided above). The AirTrain passenger station has a relatively small load from station lighting, elevator/escalators, signage and HVAC and therefore the Port Authority does not believe it is a practical interconnection point.
- Q14. Where is the utility meter located for the Air Train substation?
- A14. Meters are located at the substation. See above for consumption/demand data.
- Q15. Is there a spare breaker at the Air Train substation that we could possibly use for Solar interconnection?
- A15. The Port Authority believes that there is at least one 13.8 kV spare circuit breaker at the AirTrain substation; however, this would need to be verified.
- Q16. Could you provide the single lines for the Air train and the Van Wyck substation?
- A16. The Port Authority does not have up-to-date one line diagrams for these substations.
- Q17. The current “per Premise” system size limit is 7.5 MW-dc while the LT parking lot could fit much more than this amount. What is the Port Authority’s intention for the site? Max out system size by trying to change a rule with NYSEERDA? Or play within the existing rules and build a 7.5 MW system at the premise?
- A17. The Port Authority is currently in discussions with the New York State Public Service Commission and Con Edison regarding the system size limit for this project. While an exception to the system size limit for distributed generation is not expected, it is the hope of the Port Authority that development of a distributed generation project would not impact the amount of solar energy that may be generated for on-site consumption at JFK.

As stated in the RFI, the Port Authority is interested in efficiently and cost-effectively maximizing solar energy production at the Long Term Parking Lot, through a community solar program, on-site consumption at JFK, or both. Given the above potential scenarios, Respondents may offer information or ideas for more than one development scenario.

- Q18. Due to the fact that the Port Authority receives power from NYPA the Port Authority doesn’t believe there will be a project that would be eligible for a storage incentive under the existing rules unless there is a rule change (or unless the Port Authority has paid into the SBC fund, which I don’t believe it has). Could you please confirm whether the Port Authority has paid into the SBC fund and, if not, if there is another pathway that the Port Authority anticipates pursuing in order to capture a storage incentive for this project/these projects?
- A18. No, the Port Authority does not pay a System Benefits Charge (SBC). The Port Authority is not aware of any alternative pathway to capture this incentive. Respondents should be aware that while a formal study has not been done,

interconnection of the solar PV system with the AirTrain substation may require battery storage or an alternative means to address harmonics.

Q19. Is there a preferred construction schedule? What is the required available capacity for the parking lot during construction? Is the Port Authority considering working in phases vs closing down the parking lot for construction?

A19. The parking lot would remain in use during construction so phasing would likely be necessary. At this time the Port Authority cannot provide, for example, a number of parking spots that could be taken out of service at a time. A preferred schedule would be one that minimizes disruption to the parking lot facility. Any developer selected to complete a solar panel installation would need to work closely with the JFK facility on construction planning.

Q20. Are there any specific compliance components required to be provided to comply with FAA requirements?

A20. As part of the final design documents, any selected Contractor would be required to complete FAA Form 7460 including a glare analysis and crane notification. The Port Authority makes all submittals to the FAA but documents must be prepared by the Contractor.

Q21. Is there a union or prevailing wage requirement?

A21. No, but labor harmony will be the responsibility of the on-site installer.

Q22. We understand the Port Authority is interested in different solar energy development scenarios, would we be able to propose the scenario that we think is most feasible for the Port Authority? Would we be disqualified if we only choose to propose one?

A22. You may propose one or more than one scenario or suggestion.

This communication should be initialed by you and annexed to your submission.

In case any Proposer fails to conform to these instructions, its Proposal will nevertheless be construed as though this communication had been so physically annexed and initialed.

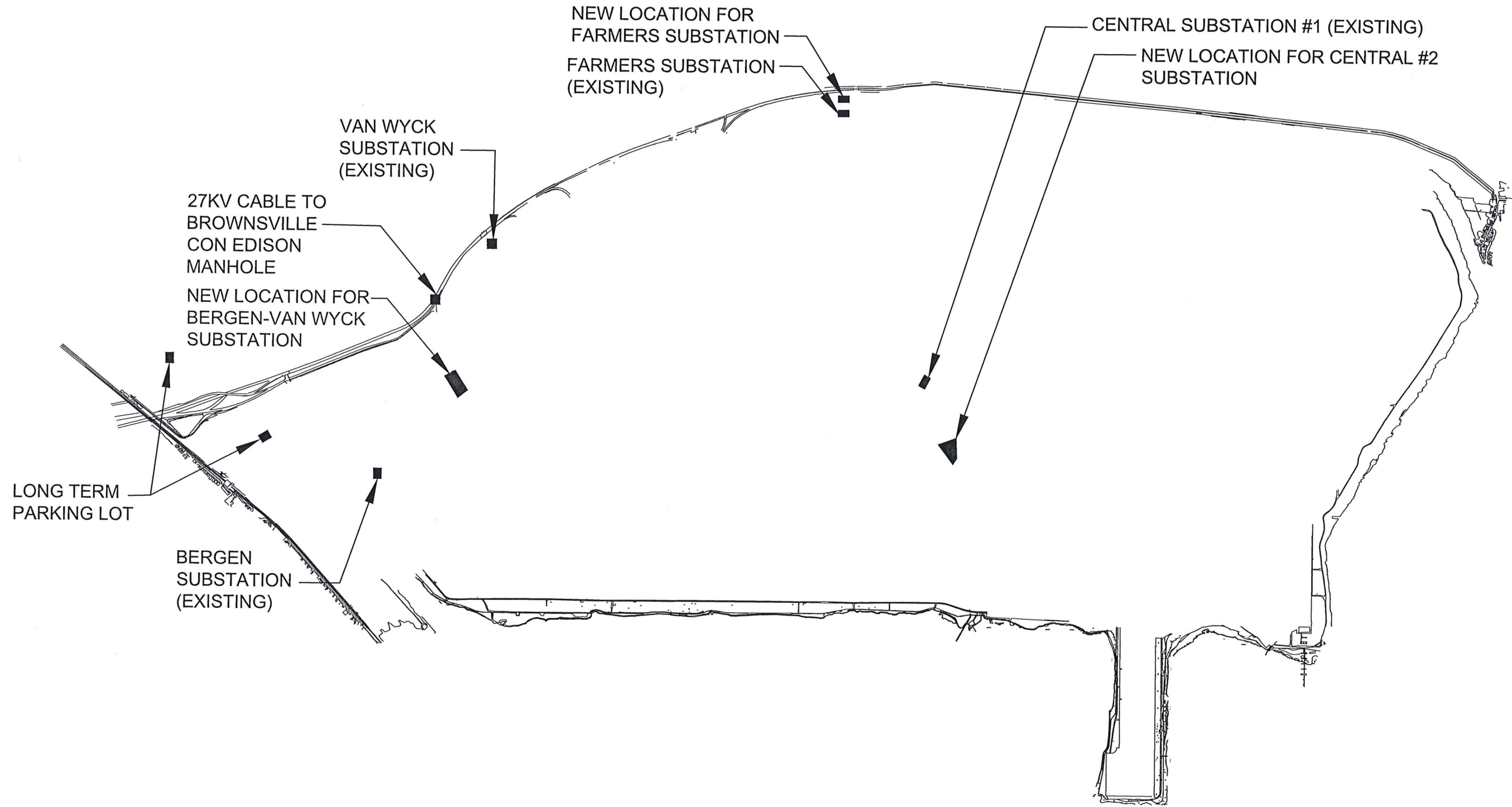
THE PORT AUTHORITY OF NY & NJ
Selene Ortega, Manager
Commodities and Service Division

PROPOSER'S FIRM NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO
Richard Grehl, WHO CAN BE REACHED AT (212) 435-4633 or at rgrehl@panynj.gov.



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