

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

4/6/2018

ADDENDUM # 6

To prospective Proposer(s) on RFP # 52308 – Solar “Carport” Photovoltaic (PV) Power Generating System at the Port Authority of New York & New Jersey’s Stewart International Airport:

- RFP was due April 5, 2018 at 2:00 PM
- RFP now due April 19, 2018 at 2:00 PM

I. CHANGES/MODIFICATIONS

The following changes/modifications are hereby made to the solicitation documents:

- A. RFP, Section 1, Paragraph B, entitled, “B. Brief Summary of Scope of Work”, page 4, delete the third paragraph in its entirety and replace with the following:

“Proposers are required to submit at least two (2) cost proposals, one for a 25-year term (the “25-Year Proposal”) and the second for less-than-25 years (the “Less-Than-25-Year Proposal”), that accomplish the sale of a PV system through the use of a Power Purchase Agreement (“PPA”). These cost proposals shall be submitted using the cost proposal forms contained in Exhibit 3 of the RFP. In addition, Proposers are invited to submit, at their option, additional PPA cost proposals and/or cost proposals that make use of delivery vehicles other than PPAs. For more detail, Proposers should refer to Section 8 of this RFP, “Proposal Submission Requirements.”

- B. In the RFP, Section 1, Paragraph E, entitled, “E. Submission of Proposals”, page 6, delete the first paragraph in its entirety and replace with the following:

"Every response package submitted shall contain all the information required in Section 8 of the RFP – Proposal Submission Requirements, including pricing information for the required 25-year PPA cost proposal, the required less-than-25-year PPA cost proposal and any optional cost proposals (See Exhibit 3). Proposers do NOT have to supply separate response packages for the 25-year PPA proposal, the less-than-25-year PPA proposal and any optional proposals, as it is anticipated that most of the non-pricing information required by the RFP will be the same for all cost proposals. In any case where any of the non-pricing

Addendum # 6

information is not the same for the different cost proposals, Proposers must make it clear when supplying this other information what cost proposal it applies to.

Each response package shall include one reproducible original (containing original signatures and clearly designated as such), ten (10) double-sided paper copies, along with two (2) USB flash drives, and must be submitted on or before the Proposal Due Date and sent or delivered to the RFP Custodian at the address specified on the cover page. Each copy of the proposal as well as the parcel(s) used for shipping must be conspicuously marked with the Proposer's name and address as well as the Proposer's Vendor Number, if available. In addition, the outside of the package must clearly state the title of this RFP, the number of this RFP and the Proposal Due Date. Failure to properly label proposal submissions may cause a delay in identification, misdirection or disqualification of proposal submissions. Respondent shall submit its proposals in accordance with the instructions in Section C, above."

- C. In the RFP, Section 1, Paragraph L, entitled, "L. Aid To Proposers", page 8, delete in its entirety and replace with the following:

"As an aid to Proposers, the Port Authority provides the following as attachments to this RFP:

- Exhibit 2A: Historical kW and kWh consumption data for the Premises. The Port Authority makes no representation, guarantees or warranties that the historic kW and kWh values provided herein are accurate predictors of future values and shall not be responsible for the conclusions to be drawn therefrom.
- Exhibit 2B: The main terminal electrical one-line diagram.
- Exhibit 2C: Designated Staging and Parking Areas
- Exhibit 2D: Subsurface Conditions Report"

- D. In the RFP, Section 2 entitled "Scope of Work", page 9, insert the following after the first paragraph:

"All proposals must be responsive to the requirements laid out in Attachment D, Scope of Work and Technical Specifications."

- E. In the RFP, Exhibit 2, page 34, is renumbered as Exhibit 2A. The following Exhibits are inserted after Exhibit 2A and are included with this Addendum:

- Exhibit 2B: Main Terminal Electric One-Line Diagram
- Exhibit 2C: Designated Staging and Parking Areas
- Exhibit 2D: Subsurface Conditions Report

- F. In the RFP, Attachment D, Section 1), entitled, "1. SCOPE OF WORK AND SPECIFICATIONS", page 45, insert the following paragraph after the third paragraph which starts with "The system shall be capable of producing..."

"The Authority does not have a maximum kW or kWh requirement but the maximum kW capacity of the system and/or the maximum amount of kWh energy that the System may cause to be exported to the Central Hudson Gas and Electric Company ("CHG&E") system will be regulated by CHG&E's solar net-metering and remote net metering regulations."

- G. In the RFP, Attachment D, Section 1), entitled, "1. SCOPE OF WORK AND SPECIFICATIONS", page 45, after the paragraph numbered "vii" add the following paragraph:

"viii. System requirements not specifically listed above can be found in the Port Authority Construction Standards and Specifications, which are available at <http://www.panynj.gov/business-opportunities/engineering-documents.html>."

- H. In the RFP, Attachment D, Section 2), entitled, "2. System Design", page 46, fourth paragraph, delete in its entirety and replace with the following:

"The Provider shall be responsible for identifying and obtaining all required permits, completing necessary submittals, and paying associated fees required by local, state, and federal governing departments. These departments include, but are not limited to utility providers, building departments, etc."

- I. In the RFP, Attachment D, Section 2), entitled, "2. System Design", top of page 47, paragraph a), replace the hyperlink at the end of the paragraph with the following:
https://www.faa.gov/airports/environmental/policy_guidance/media/airport-solar-guide.pdf

- J. In Addendum 2, entitled: "POWER PURCHASE AGREEMENT", PART II page 40, entitled, "SCOPE OF WORK AND TECHNICAL SPECIFICATIONS", after the paragraph which starts with "The system shall be capable of producing..." insert the following paragraph:

"The Authority does not have a maximum kW or kWh requirement but the maximum kW capacity of the system and/or the maximum amount of kWh energy the System may cause to be exported to the Central Hudson Gas and Electric Company ("CHG&E") system will be regulated by CHG&E's solar net-metering and remote net metering regulations."

- K. In Addendum 2, entitled: "POWER PURCHASE AGREEMENT", PART II, page 40, entitled, "SCOPE OF WORK AND TECHNICAL SPECIFICATIONS", after the paragraph numbered "vii" add the following paragraph:

"viii. System requirements not specifically listed above will be found in the Port Authority Construction Standards and Specifications, which are available at <http://www.panynj.gov/business-opportunities/engineering-documents.html>.

II. 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.

The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

Q1. Is the underground utility plan available?

A1. No. The underground utility plan is not available to Proposers due to confidential critical infrastructure. The utility plan will be made available to the successful proposer after meeting the requirements of the Port Authority's Information Security Handbook.

Q2. What is the maximum sustained and gust wind speeds the structure has to withstand?

A2. System requirements such as this can be found in the Port Authority Construction Standards and Specifications (see above Changes/Modifications, item G).

Q3. What is the minimum and maximum KWH size that Port Authority would consider?

A3. The Port Authority does not have a minimum kWh requirement but does have a 1,500 kW-DC minimum capacity requirement described in section 1 of the Scope of Work in Attachment D of the RFP and Part II of the PPA which was issued as an attachment to Addendum 2.

Likewise, the Authority does not have a maximum kWh requirement. Please see above Changes/Modifications, Item F.

Q4. The general array of installation area is shown. However, the parking lot has many other areas that possibly can be used for solar installation. Can we come up with some design that is little differently laid than shown on bid documents?

A4. No. The designated areas were determined after significant discussions with the tenants and other stakeholders at the Airport. Please see above Changes/Modifications, Item D.

Q5. Can we propose as a Joint Venture (JV) company?

A5. Yes. See the RFP, section 3, entitled "Proposer Prerequisites" and section 4 of the RFP entitled "Financial Information" for more information.

Q6. What is the maximum snow load the structure needs to be designed?

A6. System requirements such as this can be found in the Port Authority Construction Standards and Specifications (see above Changes/Modifications, item G).

Q7. Can snow fall data be made available for last 10-20 years?

A7. Neither the Port Authority nor the Airport maintains such data.

Q8. Does the Port Authority require union labor?

A8. No, but proposers' attention is directed to page 7 of the RFP, section I, entitled "Union Jurisdiction," and clause 9 of Attachment E, the Authority's Standard Contract Terms and Conditions, entitled "Harmony".

Q9. We request to receive the following existing condition drawings: Electrical single line

A9. The electric one-line diagram for the main terminal is attached as Exhibit 2B attached to the RFP (see above Changes/Modifications, item C).

Q10. We request to receive information that is available related to existing Water Management and Soil Conditions.

A10. A subsurface conditions report is attached as Exhibit 2D (see above Changes/Modifications, item C).

Q11. We request to receive (or be provided with authorization to obtain directly from the utility) interval meter data for CHG&E Account # 8121-6500-02-5.

A11. Interval data will be made available via direct download. In order to access the data, Proposers must send an email request to John Butterly at jbutterly@panynj.gov with a CC to Richard Grehl at rgrehl@panynj.gov and David Nowak at dnowak@panynj.gov on all requests.

Q12. Evaluation Criteria is well described in Section 5 of the RFP, and it is noted that items A through E are listed in order of importance. However, could The Authority please provide further clarification as to the relative weighting of each evaluation criteria?

A12. No. As noted, the criteria are listed in order of importance.

Q13. Please provide avoided cost data (electric bills) for the past 12 months for purposes of modeling expected savings?

A13. The Port Authority will be performing its own savings calculations. Proposers are not required nor requested to calculate savings. However, should proposers wish to do so for their own purposes, historic kW and kWh as well as the name of the relevant CHG&E rate schedule have been supplied as Exhibit 2A attached to the RFP as part of this addendum. Proposers can use this information to calculate avoided costs.

Q14. Does the PA have any expectation for the PPA escalation rate that it wants for the PPA?

A14. No.

Q15. Please provide additional information on the Port Authority's Electrical Vehicle (EV) charging program that was referenced at the site walk (name of awarded bidder(s), number and anticipated location of EV charging stations in the parking lot, etc.)?

A15. The EV Charger project was mentioned at the site walk for information only that another project may be working in the same area and the Authority expects its contractors to cooperate and take advantage of any synergies between the work in such situations (i.e. joint trenching, synchronizing schedules, etc.).

Q16. Is it expected that the proposal include cost of repaving/resurfacing the parking lot?

A16. No, the Contractor will not be required to repave/resurface the parking lot beyond repairing any holes or trenches made as part of installing the System.

Q17. Is there a particular financial metric that is being used to assess the project (i.e. payback, ROI, IRR, NPV, nominal savings, etc.)?

A17. The Authority intends to use NPV as discussed in Section 5A of the RFP, but may also use other metrics to further its analysis.

Q18. Does the Port Authority anticipate any building additions that would increase on-site consumption?

A18. A small addition to the main terminal has been approved but current plans call for this addition to have its own CHG&E service and account.

Q19. Please provide an anticipated Commercial Operations Date for the project?

A19. Each proposer is required to supply its own project schedule including Commercial Operation Date. However, proposers should note that Addendum 2 to the RFP, the Power Purchase Agreement ("PPA") requires in Sections 2 and 3, that the Commercial Operation Date be achieved within one year of the date the PPA is executed by the Parties. Assuming the PPA is signed in the second quarter of 2018 then Commercial Operation should begin sometime in the second quarter of 2019.

- Q20. Please provide details for the snow removal equipment that is and will be used at the site and any additional detail on snow removal protocol that is or could be relevant to the carport system design as it pertains to snow removal requirements?
- A20. All impacts of the SWF snow removal equipment have been reflected in the technical requirements listed in Attachment D of the RFP – Scope of Work and Technical Requirements.
- Q21. Does the Port Authority have any anticipation of interconnection costs with CHG&E? Either from the previous awardee applications for interconnection or from other projects having been interconnected with CHG&E?
- A21. The Port Authority cannot provide any information about interconnection costs with CHG&E. Note that Change / Modification F to the RFP, above, and the fourth paragraph of Part II, Section 2 System Design of the Power Purchase Agreement provided in Addendum 2 both state that the Provider is responsible for providing all required submittals and fees to utility providers.
- Q22. Please provide any details regarding the previous canceled contract that may be helpful to proposers of this RFP? (i.e. what happened with the previous contractor for this project and why is it now being re-solicited?)
- A22. Contractor left the solar market and pursued other business objectives.
- Q23. Can a site visit be scheduled for the purpose of accessing the main electrical room where the PV system will be interconnected?
- A23. No, as the main electrical room is not where the PA wants the interconnection. See Attachment D to the RFP, Section 1) SCOPE OF WORK AND SPECIFICATIONS fourth paragraph reads:
“The Port Authority prefers that the PV system be connected to the primary side of the service on the Airport’s side of the Central Hudson meter located in the existing medium voltage switchgear.”
This medium voltage switchgear is located on the lawn area between the terminal and parking lot. Proposers design should include interconnecting at this location.
- Q24. If a site visit cannot be arranged, can the facility provide a single-line diagram as well as detailed pictures of the electrical room and clear pictures of the nameplates on the MDP?
- A24. A one-line diagram has been provided as Exhibit 2B attached to this Addendum.
- Q25. Can the facility provide us with a designated equipment staging area as well as an area for temporary construction parking?
- A25. Exhibit 2C, attached to this Addendum, delineates designated staging areas.
- Q26. Per RFP “the Port Authority prefers that the PV system be connected to the primary side of the service on the Airport’s side of the Central Hudson meter located in the existing medium voltage switchgear.” Could you confirm there is a spare breaker for us to tap into?

A26. There is no spare breaker at this location.

Q27. Are there any voltage level restrictions on the systems?

A27. Attachment D to the RFP, Section 1) SCOPE OF WORK AND SPECIFICATIONS fourth paragraph reads:

“The Port Authority prefers that the PV system be connected to the primary side of the service on the Airport’s side of the Central Hudson meter located in the existing medium voltage switchgear.”

The primary side of the utility service line is at 13.2 kV.

Q28. Are there any restrictions on the types of inverters used?

A28. No.

Q29. Does the design need to include all of the electrical and structural components? Could you specify the structural and electrical design requirements?

A29. Section H – Proposal, Subsection iv -Management Approach, Paragraph b of the RFP provides a description of the level of design required to respond to the RFP.

Q30. Can several parking spots be eliminated should we require that to meet the PANYNJ’s requirements?

A30. No.

Q31. Would the Proposer need to analyze and modify the drain system?

A31. No.

Q32. What utilities are in there and who is the utility provider?

A32. Most of the underground utilities belong to the Port Authority. The New Windsor Water Department also has some water lines under the Site.

Q33. Will underground conduit be required to be concrete encased?

A33. System requirements such as this can be found in the Port Authority Construction Standards and Specifications (see above Changes/Modifications, item G).

Q34. Will underground conduit be required to be Rigid Galvanized Steel (RGS)?

A34. System requirements such as this will be found in the Port Authority Construction Standards and Specifications (see above Changes/Modifications, item G).

Q35. Is there a maximum height restriction on the canopy, other than FAA requirements?

A35. No.

Q36. Would you like us to simply attach a completed form 7460 for the Federal Aviation Administration to our proposal?

A36. Form 7460 is required after Contract award.

Q37. Please confirm that glare analysis studies are to be performed upon the project award?

A37. Form 7460 is required after Contract award. However, Proposers should become familiar with FAA requirements before preparing their proposals as these can have a significant effect on System design. A link to FAA guidance on solar installations at airports can be found in Attachment D, Section 1, Subsection 2 – System Design, paragraph a) at the top of page 47 of the RFP.

Q38. Are proposals with redline commentary on the Terms and Conditions of the Power Purchase Agreement viewed less favorably?

A38. Please see letter “H” of the RFP.

Q39. Will 3 ring binders be acceptable to package the bid response?

A39. Section 1, Paragraph E (page 6) of the RFP entitled "Submission of Proposals" reads in part "the Port Authority requests all documents submitted to be in a form that can be easily recycled". Three ring binders that can be reused for other purposes, i.e. cover and spine labeling can be easily removed, are acceptable

Q40. The RFP states proposers are to submit at least 2 proposals 25-year and less-than-25 year. I just want to clarify that this is referring to pricing. Each binder will include the 25 year and less than 25 pricing requirements and all other information required. We do not submit 1 original and 10 copies of the 25 year, and 1 original and 10 copies of the less than 25 years?

A40. See Changes / Modification above, Item B.

This communication should be initialed by you and annexed to your Proposal upon 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

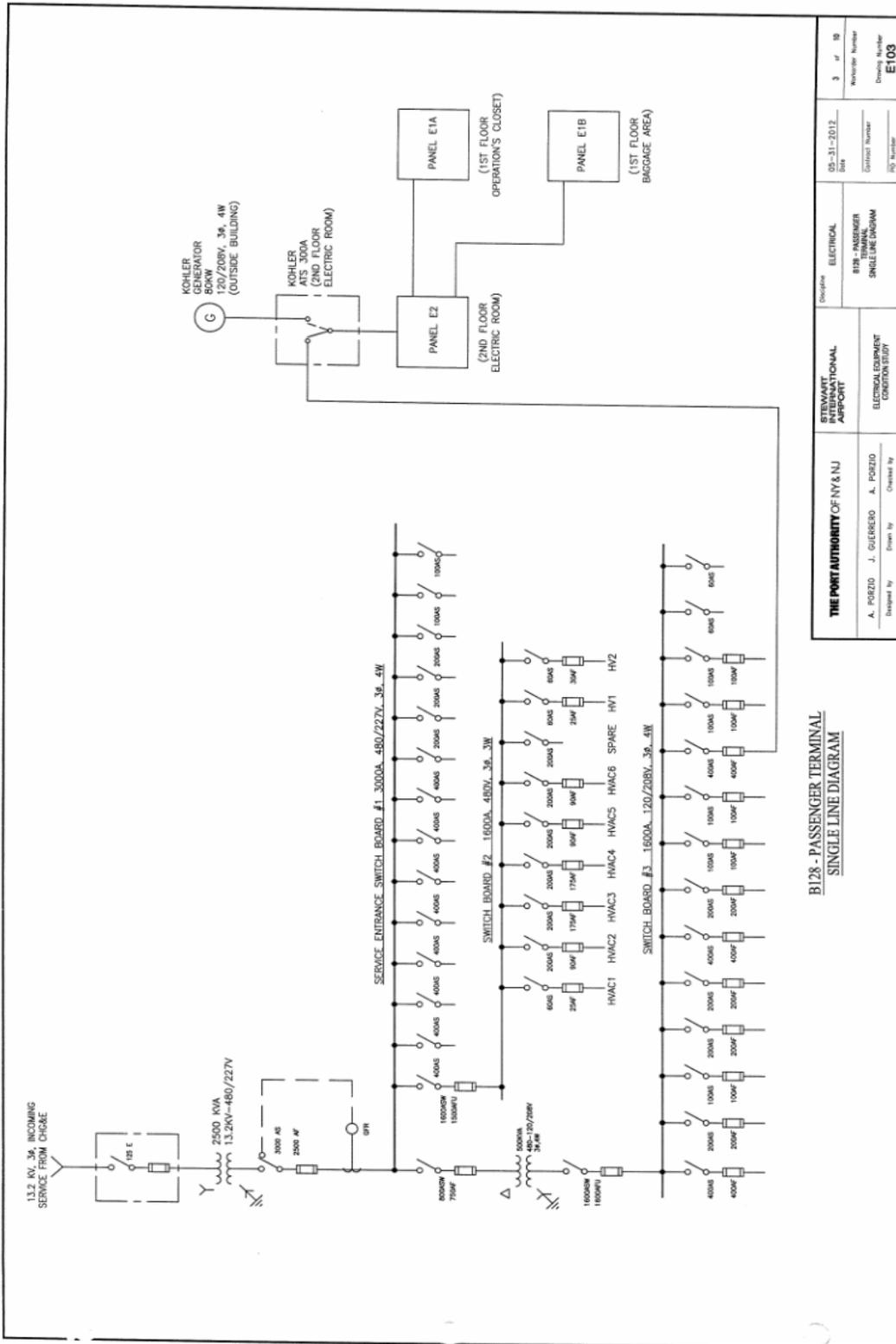
PROPOSER'S FIRM NAME: _____

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.

EXHIBIT 2B – MAIN TERMINAL ELECTRIC ONE-LINE DIAGRAM:



B128 - PASSENGER TERMINAL
SINGLE LINE DIAGRAM

THE PORT AUTHORITY OF NY & NJ A. POZZO J. GUERRERO A. POZZO Designer Designer Designer	STEWART INTERNATIONAL AIRPORT ELECTRICAL SYSTEM CONSULTING	03-31-2012 Date	3 of 10 Worksheet Number Contract Number Revision Number Drawing Number E103
	PROJECT: B128 - PASSENGER TERMINAL SINGLE LINE DIAGRAM ELECTRICAL	03-31-2012 Date	3 of 10 Worksheet Number Contract Number Revision Number Drawing Number E103

Exhibit 2C – Designated Staging and Parking Areas



EXHIBIT 2D – SUBSURFACE CONDITIONS REPORT
 Sheet 1 of 3

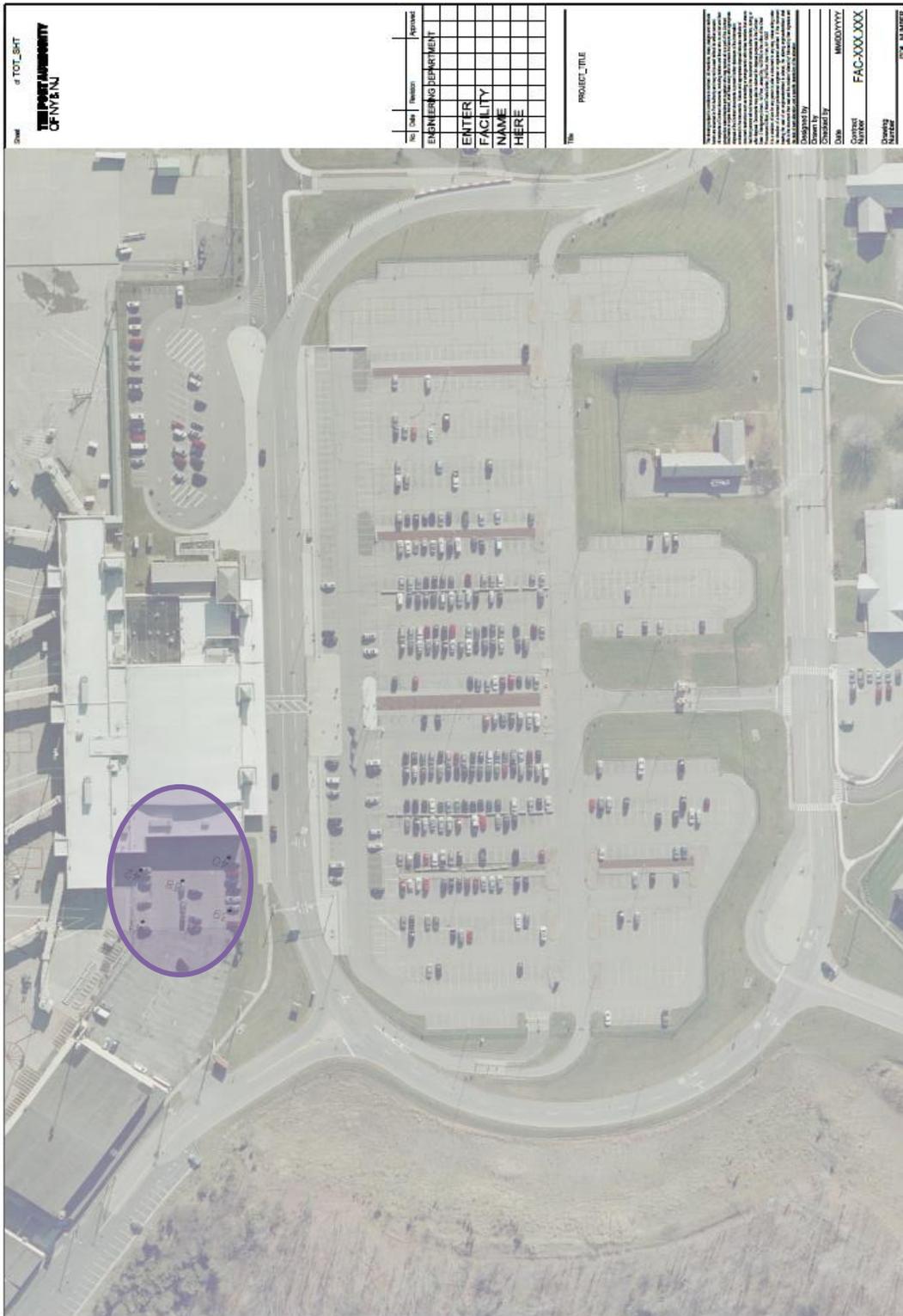


EXHIBIT 2D – SUBSURFACE CONDITIONS REPORT
Sheet 2 of 3

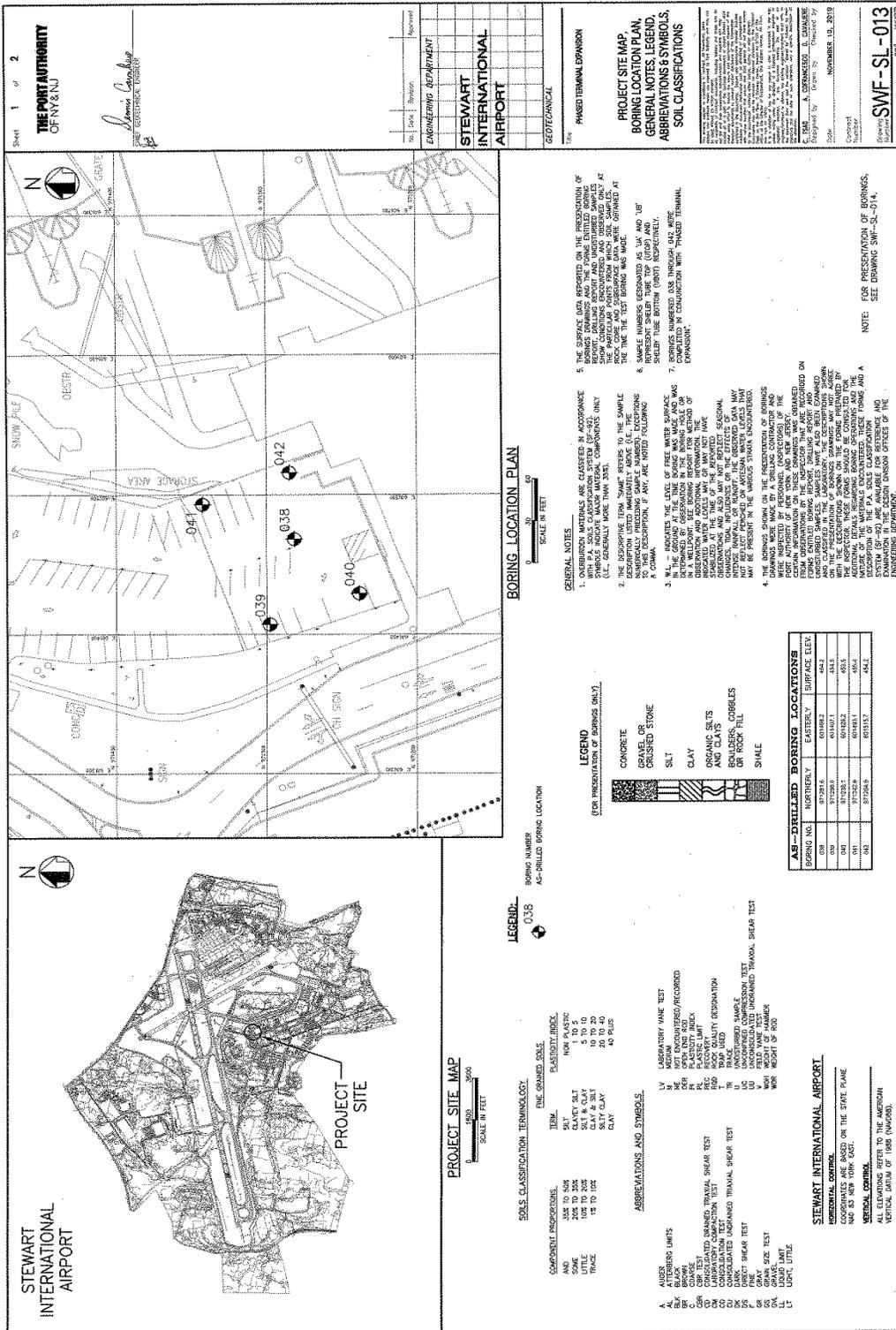
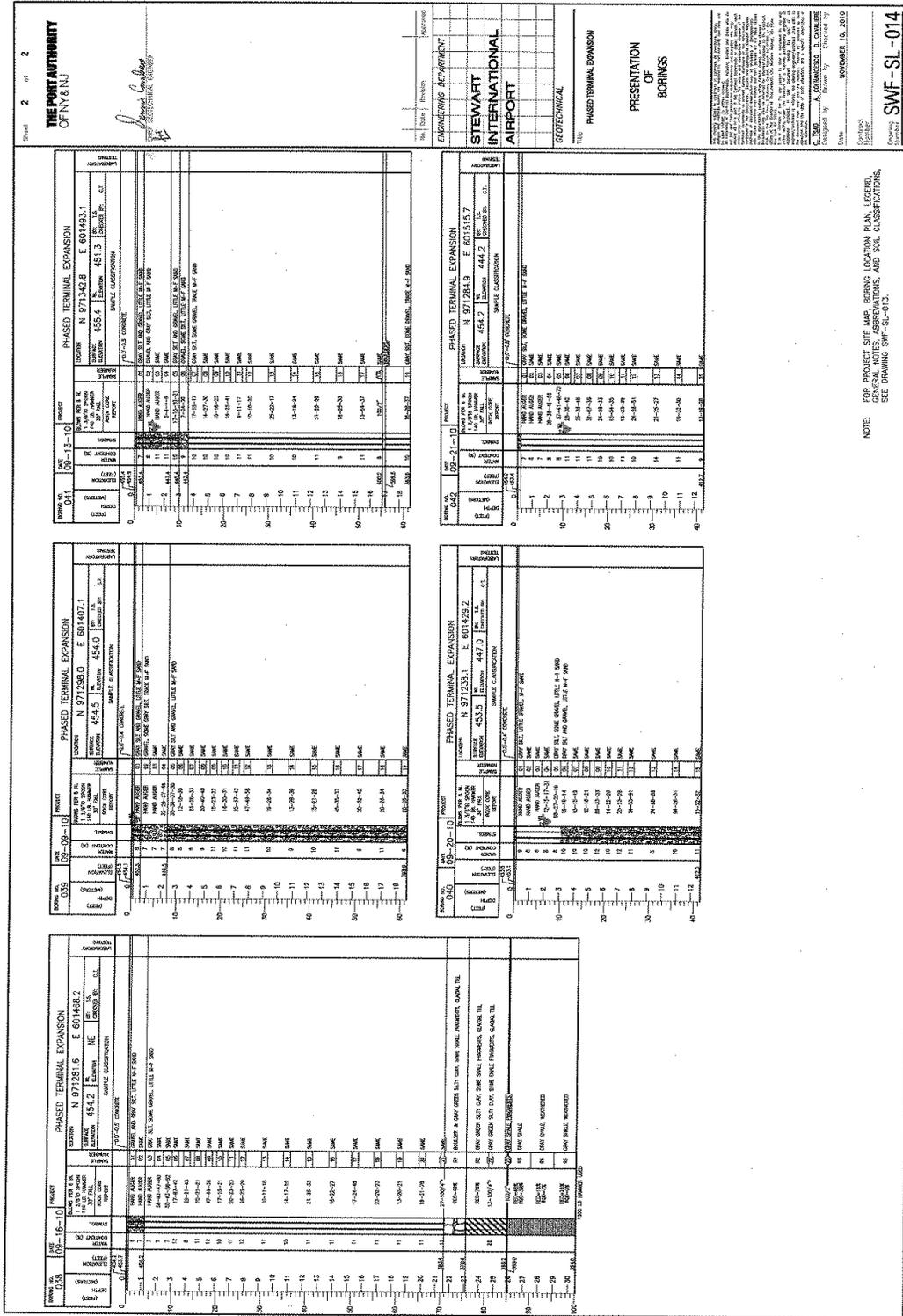


EXHIBIT 2D – SUBSURFACE CONDITIONS REPORT
 Sheet 3 of 3



Sheet 2 of 2
 THE PORT AUTHORITY
 OF NY & NJ

James C. ...
 Director of Engineering

ENGINEERING DEPARTMENT
 STEWART INTERNATIONAL AIRPORT
 GEOTECHNICAL

PHASED TERMINAL EXPANSION
 PRESENTATION OF BORINGS

DATE: NOVEMBER 19, 2010
 DRAWN BY: ...
 CHECKED BY: ...
 SWF-SL-014

NOTE: FOR PROJECT SITE MAP, BORING LOCATION PLAN, LEGEND, GENERAL NOTES, ABBREVIATIONS, AND SOIL CLASSIFICATIONS, SEE DRAWING SWF-S-013.

FORNED BY LARSON, GEOTECHNICAL AND ENVIRONMENTAL SERVICES, INC.