

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
CITY AND COUNTY OF HONOLULU

ADDENDUM NO. 1

TO THE

REQUEST FOR INFORMATION

FOR THE

HONOLULU RAIL TRANSIT PROJECT

RENEWABLE ENERGY AND
ENERGY EFFICIENCY TECHNOLOGIES AND STRATEGIES

REQUEST FOR INFORMATION NO. RFI-HRT-1800689

ISSUED: March 23, 2018

NOTICE TO ALL INTERESTED OFFERORS:

This Addendum is hereby made a part of the Request for Information RFI-HRT-1800689 (RFI) for the Honolulu Rail Transit Project (HRTP), Renewable Energy and Energy Efficiency Technologies and Strategies and it shall amend the said RFI in the following respects:

ITEM NO. 1 – Submittal Deadline

The deadline for information to be submitted has been revised.

1. The Notice of Request for Information shall be revised to reflect the date and time set forth in Section VII below.
2. Section VII RFI Submittal Instructions and Deadline shall be deleted in its entirety and replaced with the following:

“VII. RFI Submittal Instructions and Deadline

HART requests that responses be submitted by no later than **2:00 p.m., Hawaii Standard Time (HST) on May 11, 2018**. Responses shall be submitted in writing to the following:

Hand delivered or mailed to:
Honolulu Authority for Rapid Transportation
1099 Alakea Street, Suite 1700

Honolulu, Hawaii 96813
Attn: Procurement Division

An envelope containing the RFI response is to be clearly marked with “RFI-HRT-1800689” and include an electronic thumbdrive or DVD of the RFI response.”

ITEM NO. 2 –RFI Instructions to Respondents

The RFI Instructions to Respondents, Section IV RFI Response Format has been amended to add a new subsection “C” Segregation of Confidential Information and amends the solicitation to include the following:

“C. Segregation of Confidential Information:

Respondents replying to this RFI shall designate, in writing, those portions of their submitted response they deem to be confidential as trade secrets or other proprietary data that are to remain confidential. The material so designated shall be readily separable from the submittal in order to facilitate inspection of the nonconfidential portions of the submitted response.”

ITEM NO. 3 – QUESTIONS AND RESPONSES

The following questions were timely received in the Transit Mailbox. The responses provided by the Honolulu Authority for Rapid Transportation (HART) are as follows and are herein incorporated as part of the RFI:

Question #1

Do you have any modeled demand data or consumption profiles?

HART Response #1

Modeled demand or consumption profiles are not available. Annual energy consumption for the 20-mile system in the opening year is anticipated to be in a range of 80,000 MW-HR. The 15-minute peak demand for the opening year is anticipated to be in a range of 15 MW.

Question #2

What do your loads look like at each location?

HART Response #2:

A location breakdown of current load projections is not available at this time, but may be the subject of future discussions.

Question #3

Is there a map of the tie in points and the interconnection specifications?

HART Response #3:

This information is not available.

Question #4

Are there existing electrical drawings?

HART Response #4:

The record drawings are still being compiled and are not available at this time, but may be the subject of future discussions.

Question #5

Are there any existing As-Built drawings for any rooftops? (i.e.: Rail Operations Center, etc.)

HART Response #5:

The record drawings for the Rail Operations Center are still being compiled and are not available at this time, but may be the subject of future discussions.

Question #6

TMK's (Tax Map Key) for all properties open to PV or Energy Solutions?

HART Response #6:

HART engages in a variety of land use agreements for properties related to the development of the H RTP. This information may be the subject of future discussions based on the parameters of potential projects.

Question #7

Would PV along the barriers interfere with any maintenance corridors?

HART Response #7:

Assuming the Photo Voltaics (PV) are mounted on the inner wall of the barrier, maintenance is not likely affected by the installation of PV along the barriers. However, there are structural design restrictions that may be applicable.

Question #8

Are there any other access requirements that we should be aware of as "Keep Outs"?

HART Response #8:

Safety, maintenance, and operational considerations all factor into access requirements to individual properties and equipment. Access requirements for each site will be considered on a case-by-case basis based on these and other individual requirements.

Question #9

Do you have pre-approved drill and bolt with epoxy solutions that we can design around?

HART Response #9:

HART would be interested in Respondents' relevant standard construction practices required for the development of proposed integrations. Please include such information in your response.

Question #10

Can inverters or other equipment be mounted to the guideway below the overhang under the flange?

HART Response #10:

HART recommends installing equipment at grade whenever practicable to avoid falling hazards and potential structural engineering conflicts. HART is interested in learning Respondents' mounting requirements for individual proposed projects. Please include such information in your response.

Question #11

Can the Park and Ride areas be completely covered with solar canopies?

HART Response #11:

Use of the Park and Ride facilities is governed by a variety of different land use agreements which would affect the ability to erect solar canopies. HART is interested in

learning about Respondents' requirements that would be necessary in order to assess the viability of these types of PV projects. Please include such information in your response.

Question #12

What is the percentage of EV chargers to traditional parking stalls? 1/100 (law), 2/100, 10/100?

HART Response #12:

Currently, the Park and Ride facilities are not planned with Electric Vehicle (EV) charging in excess of the legal requirement. HART is interested in learning about any solutions for integrating additional EV charging and/or making the facilities EV charging "ready" including electrical infrastructure requirements.

Question #13

Do you have suggested or committed off-takers for the CBRE program (Community Based Renewable Energy)? For each MW of PV you oversize you will need 250 residential customers to sign up or equivalent in C&I consumption.

HART Response #13:

It is expected that the Rail system will consume significant energy load. A number of related City and County services including electric bus and fleet vehicle charging are possible off-takers. HART is interested in information concerning potential CBRE program off-takers and/or other potential partners in possible energy projects.

Question #14

Do you need any of the storage solutions to provide Emergency Backup Power for the rail? If so, what is the extent of the autonomy? Example being: 1 hour, 4 hour, 1 day etc.

HART Response #14:

HART requires backup power for 2 hours, which is projected to be sufficient time to move trains to the nearest stations, alight passengers safely, and shut down the system in the event of extended power outages.

Question #15

Who do we speak with about a Communications plan? We will need our equipment to all be networked to the cloud and/or each other with a central command portal.

HART Response #15:

All network equipment and connections would be through the renewable energy provider. Please provide information on any interface or other requirements the Respondent would require to implement such a communication plan.

Question #16

Does HART need a PPA or other third party financing to fund this project? If a third party investor is involved are there payment guarantees? What is the target savings?

HART Response #16:

HART is interested in information from relevant Respondents concerning Power Purchase Agreements (PPA) and third party financing as a solution to integrate renewable generation and energy efficiency projects. HART seeks responses and information from such entities to enable an assessment of the viability of proposed integrations.

Question #17

Is HART interested in a profit share plan for providing Grid Services to HECO? What is the target revenue stream for HART?

HART Response #17:

HART is interested in Respondents' proposed solutions and requirements to facilitate HECO's grid modernization through Grid Services or any other revenue neutral/revenue positive programs. Please provide such information with your response.

Question #18

Who are the designated Signatories for third party contracts?

HART Response #18:

In accordance with Hawaii Revised Statutes (HRS) Section 103D-204 HART's Executive Director and CEO is the Chief procurement Officer for HART.

Question #19

What is your estimated budget for O&M? What metrics are you using to determine that?

HART Response #19:

Operations and maintenance of the H RTP will be the responsibility of the City and County of Honolulu Department of Transportation Services. The operations plans for the rail component of the integrated multi-modal transportation system are still being developed and it is not possible to provide budget information at this time.

Question #20

Do you have an Emergency Response Plan if the grid is down for several days? Or parts of the grid are down for several days?

HART Response #20:

If grid power is unavailable for an extended period of time, the system is expected to halt operations until power is restored and operations can be safely brought back online.

Question #21

Any special credentials required for our team to work on any part of the Rail?

HART Response #21:

Although no special credentials are required, specialized track safety training will be required for all personnel working on the guideway.

Question #22

What is the projected daily electric load profile of each grid-interconnected HECO meter once the expected ridership is achieved? Or if it is not broken out by meter, please provide it for the entire system.

HART Response #22:

See HART Response #1.

Question #23

What is the projected annual electric consumption of each grid-interconnected HECO meter and/or the entire system once the expected ridership is achieved?

HART Response #23:

See HART Response #1.

Question #24

What HECO tariff should be used for savings calculations?

HART Response #24:

In most cases, HART will be classified as a schedule P ratepayer, but in a few cases will be classified as Schedule DS.

Question #25

What are the processes and timing for the next steps, e.g. the issuance of a RFP?

HART Response #25:

The intent of this RFI is to identify types of renewable energy and energy efficiency projects that can be successfully integrated into the rail project and Respondents' information, solutions and strategies to aid in structuring any potential, future solicitation.

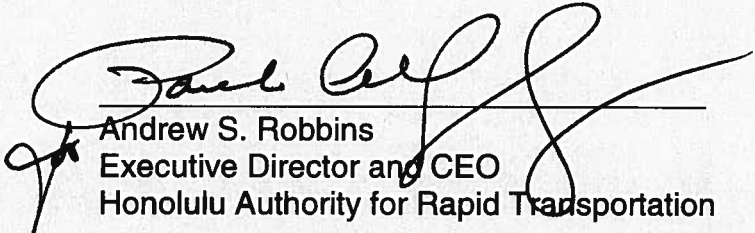
Question #26

Will the RFI responses from respondents be publicly shared?

HART Response #26:

Please see ITEM NO. 2 – RFI Instructions to Respondents set forth above.

APPROVED:



Andrew S. Robbins
Executive Director and CEO
Honolulu Authority for Rapid Transportation