

REQUEST FOR PROPOSALS: Addendum #1

EMS Onsite Energy Generation

VTA Project #: 2018-04

From: Angela E. Grant, Administrator

Subject: Project VTA #2018-04 Request for Proposals

The following are changes to the initial RFP:

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A Mandatory Pre-Submission Conference will commence on Friday ~ February 9, 2018 at 12 noon at the VTA Operations and Maintenance Center located at 11A Street, Edgartown, MA 02539. Only prospective respondents attending the Mandatory Pre-Submission Meeting will be permitted to submit responses. Following the conference, non-mandatory tours of the Premises will be offered by the VTA. Respondents interested in attending must confirm attendance by contacting Angie Grant at angie@vineyardtransit.com. In the email correspondence, Respondents are required to provide the number of attendees, up to three (3), and the full contact information for the key contact person attending the pre-bid conference.

Changed to:

A Pre-Submission Conference will commence on Friday ~ February 9, 2018 at 12:00 PM at the VTA Operations and Maintenance Center located at 11A Street, Edgartown, MA 02539. Following the conference, non-mandatory tours of the Premises will be offered by the VTA.

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Questions posed verbally at the pre-bid conference must be submitted in writing to the Awarding Authority in electronic form after the pre-bid conference. Final inquiry date: All questions and inquiries concerning this RFP must be submitted in writing no later than Wednesday, February 14, 2018 by 12:00 PM. E-mail to: angie@vineyardtransit.com.

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Schedule:

Due date for RFP **has been changed** to Wednesday March 14, 2018 at 12:00 PM.

Attendees at Pre-Submission Meeting

Joel Lindsey, Ameresco 508-661-2265
Ron Howard, Nadeau Corp 508-399-6776
Ryan Baily, Borrego Solar 508-240-4256
Scott Sullivan, Florence Electric 617-480-8881
John Johnson, Con Ed 781-264-1930
Jen Rand, Town of West Tisbury
Angie Grant, VTA
Lauren Thomas, VTA
Scott Morgan, VTA
Rob Meyers, SMC

Sample Contract

Is posted on the website and can be accessed using this link:

http://www.vineyardtransit.com/Pages/VTA_WebDocs/current_rfps

The following are notes from the pre-submission meeting. No formal written questions were received by the deadline for questions, however these notes contain some information that respondents may find useful.

VTA Project #2018-04 Onsite Generation

Pre-Submission Meeting Notes

February 9, 2018 – 12:00 PM

VTA Operations & Maintenance Facility, Edgartown, MA

Project Introduction:

- Bus fleet replacement – 32 buses total with 6 arriving in June '18. After that, 4 buses per year expected to be replaced – intent is to charge buses with renewable energy. Charging for first 6 buses will be installed in May 2018.
- First in MA to go all-electric.
- Goal is long term sustainability, redundancy and reliability for the VTA. Overall system will include a diesel generator as well, installed by VTA.
- Looking for above-grade product due to geographical elements (salt water corrosion, etc.)

Q – How did you come up with this site study, what went into it?

A – Looked at potential power density of site/parking lots, took into account FAA challenges, glare analysis (App B-1).

Q – Have you gone back and forth with FAA with permitting?

A – Yes, final has not been submitted yet. Not having everything permitted will allow the opportunity to take the info from this meeting and fold it into the process. However, the VTA views this opportunity as a true partnership and has done a significant amount of outreach to our permitting agencies/boards and intends to be the face of the project throughout. Discussion followed.

Energy Storage:

- VTA recipient of ACES grant, which will be used towards ESS
- Ideal storage would be 1 megawatt
- Storage to be used for backup power, reduce time of use/demand charges, and possible proposed Eversource access.

Project Timeline:

Spoke about the project proposal time line and noted key dates, which can be found in the bid package.

Q – What is the scalability of the project, is VTA looking for a scaled install (i.e. 200kw now, 200kw later)?

A – Ideal would be to build all at once.

Deployed Induction Charging in the Future:

- Highlighted 4 proposed inductive charging locations on Island map – Church Street, Edgartown; Aquinnah Cliffs; West Tisbury Town Hall; Ocean Park, Oak Bluffs. Solar may be an option as several of these locations and the VTA may look at this RFP and select a preferred solar vendor.
- Inductive charging would be subject to scalability within the overall VTA project, but not required for this RFP.

Q – What is the address on Church Street?

A – 29 Church Street, Edgartown, MA 02539.

Q – Can you talk about the term of no less than 5 years – it's a short term for financing?

A – Transitioning entire fleet is a big risk; there are many unknowns. Five years will allow the VTA to budget soundly on the fixed cost of electricity during this period and past 5 years will help to budget for the future. Having these preliminary figures will help with accountability to MassDOT.

Q – Have you considered the tax penalty for transference of ownership?

A – Yes, but did not want to allow that to limit the scope; wanting to be flexible and inclusive of all possibilities, hence the 20 years on the submission sheet. It was noted that submitters should adjust the submission sheet to meet their design, but include the information on the sheet. Submitters are also encouraged to submit more than one submission sheet, if they want to present more options.

Q – How are you tied in with MassDOT?

A – They are the VTA's primary funding partner. VTA also receives Federal funds for rural authorities (we are 1 of 3 in MA) that are administered by MassDOT. The VTA's project is getting a lot of attention and many people are curious to see the outcome of our success and areas where we stumble.

Q – After 5 years, do you think you will be leaning more one way or the other in regard to higher buyout vs. more savings?

A – No, there are several directions it could go in – basically looking to keep up with the cost of doing business.

Site Walk Around

- Glare
- 3 phase
- CDL course
- Back corners
- Drainage basin
- Possible complications of fuel storage
- Noted tree removal and light post removal and install lighting and security cameras into canopies

Q – Is the building roof a standing seam metal roof?

A - No.

Returned to conference room- approx. 1:45 PM

Q – Will the bus operating schedule change from what it currently is to accommodate the electric bus deployment?

A – The schedule already changes 3-4 times a year to accommodate seasonal demand.

Q – Is a 20 year PPA acceptable?

A – Yes, but the VTA knows we will need all electric produced by year 7 or 8.

Q – Can the present roof structure support the weight of 2lb/sq ft?

A – Not known.

Q – What type of interconnections?

A – Information can be found within bid package specs.