VVTA RFP 2018-17 BATTERY ENERGY STORAGE AND DEMAND RESPONSE
ADDENDUM NO. 1

Monday, August 20, 2018

This addendum is provided to all know interested parties who have shown interest in this solicitation, for clarification of the subject Request for Proposal (RFP).

The following are questions from potential proposers who attended the Pre-Proposal Conference and Job Walk, on Thursday August 16, 2018, along with answers from VVTA Staff:

Q1: "Is VVTA interested in owning and/or operating the battery storage system? Would VVTA consider the option of having the proposer own and operate the battery storage system?"
A1: This could be acceptable, so it should be proposed as an option.

Q2: "The resulting contract will not exceed 270 days? What is the reason for the contract being in place for less than a year?"
A2: It was a guestimate Staff discussed while working on the RFP document. If the bidders would provide a timeline which would reflect the time needed to complete the project, we can discuss.

Q3: "How do you define 'Key Personnel'?"
A3: Key Personnel are those who will directly work on the project with VVTA.

Q4: "In the data that you posted there is no solar production between 8/9 and 10/6. Should we assume that the lack of data is a result of it not being metered?""
A4: The inverters were non-operational between those dates due to a maintenance repair.

Q5: "Is the VVTA flexible in the use of the 1MW of solar production so that it could be used to charge the battery?"
A5: Yes

Q6: "Will you provide us with your solar system specifications?"
A6: All we can provide is the output history.

Q7: "What are the specs of the batteries on the proposed buses."
A7: Current bus order will have 466 Kwh batteries on the 2- 40' units and 388 Kwh on the 5 - 35' units.

Q8: "What are the specs or model of the bus charging stations including max output per station."
A8: The first 7 chargers will be 62.5 Kw ChargePoint model Express 250 chargers (hand outs of specification sheets available). The second phase a few years down the road will be 156Kw chargers.

Q9: "What is the operational plan or design for charging of the bus fleet?"
A9: This is new to us and we will be learning as we go but we expect to do some charging during the day but most at night.

Q10: "What time will charging start?"

A10: It will vary as there will be some switch outs during the day but buses start coming in at 6pm and continue coming in until 9:30pm.

Q11: "What time will it need to be completed?"
A11: Usually between 5 and 9am. Estimates of capacity at start and needed capacity at end. 20% at start to 100% at end.

Q12: "Will these need the same charging 7 days per week, Monday-Friday, or mix?"
A12: 7 Days a week.

Q13: Are the buses electric only or hybrid?
A13: BEB (Battery Electric Buses)

Q14: "Will the buses have an opportunity to return for charging during the day?"
A14: Sometimes.

Q15: "What is the brand of solar inverter that VVTA has?"
A15: Satcon

Q16: "How long are the buses going to be in route, 4 hours?"
A16: At an average of 17 MPH and a maximum of 140 miles some of the buses should be in route longer than 4 hours.

Q17: "What kind of fuel pressure is coming in to your facility?"
A17: Approximately 120 PSI

Q18: "What kind of tariff schedule is VVTA on?"
A18: CNG and Administration are on TOU-GS-3-R We don't know what the bus charging will be on at this time.

Q19: "Is the solar tied into just one meter?"
A19: No, 60% of the 1MW system goes to the 17150 Smoke Tree meter, and 40% of the system goes to the CNG meter on 9585 E Ave.

Q20: "Is there an opportunity to put the electric buses onto the current meter?"
A20: No; this must be a dedicated meter for bus charging only.

Q21: "Is there any desire for backup power?"
A21: Possibly for bus charging only.

Q22: "Is there a load or something VVTA would find advantageous to provide backup power to?"
A22: Bus charging only as VVTA already has back up power for the operations and buildings along with the CNG station.

Q23: "Are there electric as-builts?"
A23: Yes – a copy is being shared with all known interested proposers via Dropbox.

Q24: "Can VVTA provide the electric as-built diagrams in PDF?"
A24: Yes

Q25: "The contractor must apply for SGIP, has VVTA contacted anyone on this? Did VVTA ever file an application for incentive reservation?
A25: No.

Q26: "Is there any issue with the agency signing a long term agreement if the system was contractor owned or leased to the agency, regardless of time?"
A26: No but would require Board approval.

Q27: "Where is the electrical at?"
A27: Please see Q9

Q28: "Will the sign-in sheet be posted?"
A28: A copy of the sign-in sheet is included with this Addendum as "Exhibit 1"

Q29: "Are the 2 meters on the north wall in the electrical room for car chargers?"
A29: Yes

Q30: "Is VVTA on net metering?"
A30: Yes

Q31: "Is there potential to jeopardize the net metering with the additional meter and project?"
A31: As the additional meter for the bus charging it should not affect the net metering.

Q32: "Do you have a preference of owning the system or not?"
A32: No; whichever is the most advantageous to VVTA. Please provide the options in your proposal.

Q33: "When was the solar installed?"
A33: Around 2011

Q34: "The express charger has 2 nozzles according to the brochure handed out, is VVTA charging multiple buses per charger?"
A34: No not on the original 7 and only one at a time from the newer 156k big box chargers in the future.

Q35: "Is the charger 65kW per nozzle or total?"
A35: 62.5kw total and only one nozzle at a time will be used.

Q36: "If VVTA has 7 buses and dual port chargers, why do you have 7 chargers?"
A36: That is what will be needed as each charger will only charge one bus at a time.

Q37: "Does VVTA have any open breakers to tie into?"
A37: For what?

Q38: "What does VVTA think about putting the system where the trash bins are?"
A38: We need to keep the trash bins where they are unless someone can provide a solution which includes a suitable location for the trash bins.

All other terms and conditions of the RFQ remain the same.

As stated in the RFP, all addenda must be acknowledged. Please use Attachment G of the RFP to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this RFP may be a cause to deem the team “Non-Responsive.”

EXHIBIT 1

Victor Valley Transit Authority

Pre-Proposal Conference
Sign-In sheet

RFP 2018-17 BATTERY ENERGY STORAGE AND DEMAND RESPONSE

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END OF ADDENDUM NO. 1