ADDENDUM No. 1

RFP 13-14/03 Energy Innovation Study

This Addendum modifies the original RFP Documents for the above RFP. Acknowledge receipt of this addendum in the space provided on the RFP Acknowledgement and Signature Form (Attachment 3). Failure to do so may disqualify your proposal.

The following correction has been made to the above referenced RFP:

1. Under the Scope of Services, Item D Projected Time Line and Length of Contract (page 4 of 12), the word “none” is corrected to read “nine”. The new wording is as follows:

   D. Projected Time Line and Length of Contract

   The scheduled completion date for this project is 12 months from the Port’s Notice to proceed, with the first draft of the deliverables due approximately “nine” months after the Port’s Notice to Proceed…

2. The Port Internet Website has been updated into a more visually-friendly and easily-navigable site. Copies of the proposal can be obtained with the updated website link:

   Website Link: http://www.portofoakland.com/opportunities/bidsrfpsrfqs.aspx

   Or navigate to the Port of Oakland’s main website at: http://www.portofoakland.com/, then click on “Business” and then on “Bids/RFPs/RFQs” on the Opportunities section to download the RFP.

There are no other changes to RFP No. 13-14/03.

The following questions were submitted by the deadline and are answered in this addendum.

1. Question: Should the response to the proposal be 20 pages or the actual energy Study/vision.

   Answer: The proposal should be 20 pages, maximum. There is no limit on the length of the actual Energy Study/vision to be done under contract.
2. Question: Do you want resumes of key staff to be included with our response, and will those resumes count against the 20 pages maximum response?

*Answer: Summarizing the qualifications and background of key staff is adequate for the purposes of this proposal; full resumes are not needed. If you do decide to include resumes, they will be counted against your 20 page maximum.*

3. Question: What is the rational for how the Port came up with the $100,000 budget for this project; was there an earlier study that this came out of?

*Answer: The budget for this effort is the result of the Port having leftover funds from its Vision 2000 work. Most of the leftover funds were spent on shorepower infrastructure development work, but with the support of local neighborhoods, the Board of Port Commissioners allocated $100,000 to study energy efficiency and renewable energy, as part of the Port’s Energy Innovation Initiative.*

4. Question: Does the Port envision energy-focused site visits being conducted?

*Answer: No energy-focused site visits will be conducted prior to the RFP due date.*

5. How many firms do you anticipate short listing?

*Answer: As per the process outlined in the RFP, the Port will short-list and interview the 5 highest scoring proposers.*

6. Question: Who does the Port plan to include in the development of the vision for the Port’s energy future? Will a project steering committee be set up to include tenants and other non-Port staff stakeholders?

*Answer: In addition to select Port staff, the Port plans to include a number of its stakeholders including tenants, regulators, and members of the community in a process of guiding the development of the Port’s energy vision.*

7. Question: Is the contractor expected to seek input from the Port's clients, e.g. airlines, in this contract? If yes, is it known that they will respond?

*Answer: Yes, obtaining input from Port tenants is within the Study’s Scope. The Port will provide the successful proposer introductions to appropriate Port tenants, or assist with set up of tenant meetings.*

8. Can you elaborate on how the Port staff will work with the proposer to support this process?

*Answer: The Port has assigned a project manager to work with the successful proposer on this Scope of Services. The Port’s project manager will be supported by a cross-divisional team of Port staff as well as a group of advisors that may include non-Port staff.*
9. Question: What companies and organizations are involved in the multi-stakeholder coalition of scientists, community members, investors, and Port businesses?

Answer: Some of the stakeholders involved in the Port’s Energy Innovation Initiative thus far include:

- APL Company
- City of Oakland
- Electric Power Research Institute
- Environmental Defense Fund
- Environmental Protection Agency
- Lawrence Berkeley National Laboratory
- PG&E
- Sierra Club
- West Oakland Environmental Indicators Project
- West Oakland Neighbors

10. Question: Does the Port have any projections of the tenants’ business volume growth?

Answer: The Port does not have any growth projections for our tenants’ business. The Port and each of its revenue divisions will provide, or work closely with the successful proposer to determine, the forecast for Port business volume. See the most recent Capital Budget available here: http://www.portofoakland.com/about/investors.aspx

11. Question: Regarding the Port Energy Innovation Initiative that was launched in 2011, can more details be provided on the projects and initiatives that have already been pursued or implemented at the Port? Have any potential projects been cancelled, or are no longer being considered, because they were found to not be feasible from either an economic or technical perspective?

Answer: This is the inaugural effort under the PEII; no results have yet been generated and no projects or initiatives have yet been pursued, implemented or rejected.

The Port continually receives solicitations for energy development partnerships. The Port is interested in pursuing every and all economically and technically feasible energy efficiency and renewable energy opportunities that reduce emissions, and improve air quality.

12. Question: Is there a preferred consultant for this work that the Port has already identified and/or worked with related to energy sustainability?

Answer: No consultants have yet been identified.

13. Question: What outside firms were involved in earlier phases of the Port Energy Innovation Initiative?

Answer: No firms have yet been involved in the Initiative. Lawrence Berkeley National Laboratory was an early partner with the Port in brainstorming sessions, but no work was developed as the result of this partnership.
14. Question: What is the initial work that has been done to date for the Port in the energy efficiency and innovation space?

   Answer: Port staff along with energy consultants and partners have evaluated various aspects of energy efficiency and energy innovation over time, but not comprehensively in a single study.

15. Question: Please provide a link or attachment, if possible, to any previously conducted and publicly available energy audits and reports for Port operations and commercial activities.

   Answer: This information will not be available prior to the RFP due date, but will be made available to the successful proposer to the extent possible.

16. Question: Are there previously conducted energy audits/reports that the Port can make available? If completed with professional services, what firm(s) conducted the audits?

   Answer: The Port has contracted out for a limited number of energy studies for a variety of purposes in the past. For instance:

   In 2001, an energy efficiency study was completed on the Airport Terminal Building by Ramsey Engineers and TMT Associates.

   In 2009, a design study was completed on the Terminal 1 Central Utility Plant (T1 CUP) design by Ramsey Engineers.

17. Question: Are there any energy plans/studies available for the sharing with the proposers prior to the proposal due date?

   Answer: The studies mentioned in Question #17 will be made available to the successful proposer upon contract execution. Work performed under this Scope of Services should not solely rely upon these previous studies; they should only be referenced as background information.

18. Question: For Task 2, are there any preferred energy market forecasts, analyses, or data services that the Port already subscribes to, or has utilized in the past, that should be considered or utilized by Proposer to complete this task?

   Answer: No.

19. Question: Has the Port conducted any studies on the economic impact or competitive advantage from implementing an energy policy (e.g. net zero energy or renewable power). Please share the results of any previous study in this regard.

   Answer: No, it has not.
20. Question: Has any report on the condition assessment of the Port's energy infrastructure been prepared? If yes, can it be shared with proposers?

   Answer: No report on the condition assessment of the Port's energy infrastructure been prepared.

21. Question: What type of data will be available from Port of Oakland prior to RFP deadline? What type of aggregation – by building type, by different customer types, any energy use profiles, and what data file format will the data be provided in?

   Answer: No energy usage data will be available from the Port before the RFP deadline. Data will be made available to the successful proposer after contract execution.

   The Port has energy use profiles of its main meters and its large customers. The Port also has data by customer type. Release of individual customer load data for use in this Study will be subject to the authorization of the customer.

   Energy usage data will provided in Excel or Word format.

22. Does the Port have any regulatory or national deadlines that it needs to meet?

   Answer: Yes, the Port has a multitude of local, state and federal regulatory deadlines it is tracking on a continual basis.

23. Question: Considering that the Port is a utility, is it subject to the regulations for municipal utilities set by California Energy Commission?

   Answer: Yes, the Port is subject to all the same regulations that would apply to any other municipal utility. In addition to the CEC, the Port falls under the jurisdiction California ISO, FERC, etc.

24. Question: Does the Port Utility utilize professional services for its municipal utility energy management and administration, include the rebate program? Does the Port administer current energy demand side management programs?

   Answer: The Port utilizes Northern California Power Agency for certain energy management and administration work. The Port manages its own utility rebate program. The Port currently does not administer a demand side energy management program.

25. Question: Does the Port transfer any additional cost of energy to its tenants? For example, to implement the executive order of 33% renewable by 2020 (??), will the tenants be charged for the additional electrical energy costs?

   Answer: Yes, the Port passes the cost of energy on to its tenants.
26. Question: We understand that as a utility, the Port cannot receive any incentives for energy efficiency work, can you please confirm?

   Answer: Different areas of the Port are eligible for different incentives. For example, in areas of the Port served by PG&E, the Port or its tenants would be eligible to receive incentives offered by PG&E for eligible energy efficiency or renewable energy projects. In areas of the Port served by the Port as a utility, the Port or its tenants may receive incentives offered by the Port for eligible energy efficiency or renewable energy projects.

   More information on the Port’s rebate program can be found here:

27. Question: What are the drivers, strategy and intended outcomes of the Port’s electrification projects?

   Answer: The Port pursues electrification projects across its business lines in order to reduce emissions of air pollutants and therefore improve air quality. The Port does not have an overall electrification strategy or plan; projects are pursued on a case-by-case basis.

28. Question: To what extent does the scope of work include transportation fuels beyond electricity and natural gas?

   Answer: In addition to electricity and natural gas, the Study’s Scope includes transportation fuels such as diesel, biodiesel, biojet, hydrogen fuel cell, methanol fuel cell and propane.

29. Question: Five major port areas are mentioned – how many buildings are included, what are the square footages of those buildings, and what is the current energy usage for each area or building?

   Answer: The Port owns many buildings within and outside of the 5 locations listed on page 4 of the RFP. No such information is available prior to the RFP due date. The Scope of Services is not limited to these five areas, but includes all Port areas.

30. Question: For the 5 sites mentioned in the RFP, what portion of total energy use do they comprise (30%? Or 80%).

   Answer: The 5 sites mentioned on Page 4 of the RFP are representative of the geographical breadth of the Port’s revenue divisions. The Scope of Services is not limited to these five areas, but includes all Port areas and contemplates 100% of the Port’s total energy usage.
31. Question: What is the consumption of energy within the Port vs. PG&E territory within the study site?

Answer: For territory served by the Port, the total energy consumption is approximately 75,000 MWh. Total consumption within the PG&E territory is not available before the RFP due date, but would be provided to the successful proposer after contract execution.

32. Who owns the electrical transmission/distribution lines?

Answer: The Port owns the 115 KV transmission line between PG&E Substation “C” and the Port’s Cuthbertson and Davis Substations located in the seaport area. All distribution lines from the Port’s major substations to the tenants are owned by the Port.

33. Question: How do the above 5 sites break down into Port Utility territory vs. PG&E Territory?

Answer: See the map below showing Port Utility and PG&E services area:

![Port Utility vs. PG&E Service Territory](image)

34. Question: Does the Port have sub-metering at each of the locations?

Answer: The Port sub-meters tenants’ usage in order to bill tenants. There are some sub-meters that the Port uses to measure specific uses but the Port cannot assure that every individual building is sub-metered.

35. Question: Has the Port of Oakland developed a climate mitigation and adaptation plan or undertaken any greenhouse gas inventory of Port operations and/or businesses?

A Seaport air emissions inventory was conducted in 2005 and can be found here: 

36. Question: Mobile sources are mentioned in the RFP. Can you please expand on what mobile sources would be included in the scope of the Study? Port vs. tenant vehicles? Shipping container tractor trailers? Planes? Railyard switchers? Ships? Tugboats?

Answer: The Study’s Scope includes all Port and tenant mobile sources.

37. Question: What sources of funding have been used or are currently available to the Port to fund energy efficiency or renewable power programs?

Answer: For areas served by PG&E, funding for energy efficiency and renewable power is provided subject to availability by PG&E. For areas served by the Port as a utility, funding for energy efficiency and renewable power is provided subject to availability by the Port’s energy rebate program.

More information on the Port’s rebate program can be found here:

38. Question: We understand that the growth of different Port divisions (e.g. Airport) has been determined, and the contractor should consider and evaluate the energy ramification of the growth, can you please confirm?

Answer: The Port and each of its revenue divisions will provide, or work closely with the successful proposer to determine, growth projections. Evaluating the energy ramifications of the projected growth is within the Study’s Scope.

39. Question: Is the Port’s five-year strategic plan publically available?

Answer: The Port’s strategic plan can be found on the Port of Oakland website: 

40. Question: Please provide a link to the most current “Port capital improvement project plan”

Answer: The most recent Capital Budget and Capital Needs Assessment can be accessed from this page: http://www.portofoakland.com/about/investors.aspx

After clicking through, select “Adopted Operating and Capital Budgets for Fiscal Year 2013-2014” and choose “E Capital Budget and Capital Needs Assessment (PDF)”.

41. Question: Where can we find a local business to work with for some of the base lining work?

Answer: California Department of Transportation DBE Database, 
http://www.dot.ca.gov/hq/bep/find_certified.htm
Also, the City of Oakland, Alameda County and Alameda County Transportation Improvement Authority maintain list of certified local small businesses on their websites.

42. Question: Should "Employer Self Evaluation for Port of Oakland Living Wage" and "Certificate of Compliance - Living Wage" forms be filled for submission of the proposal?

Answer: The "Employer Self Evaluation for Port of Oakland Living Wage" and "Certificate of Compliance - Living Wage" forms are not due with the proposal. Only the successful proposer is required to complete those forms after award of contract. The only Living Wage form that is due with the proposal is the “Statement of Living Wage Requirements”, attachment 7 of the RFP.

43. Can you provide a map of the different Port areas?

Answer: Please see attached.