



Purchasing Department
530 Water Street
Oakland, CA 94607

February 22, 2023

Addendum No. 1
RFP No.: 22-23/22 Letter of Credit or Revolving Credit Facilities

This Addendum modifies the original RFP Documents for the above-mentioned 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 questions were submitted by the deadline and are answered in this addendum.

1. **Question:** Regarding the DBW Loans, are these loans closed after repayment via bond issuance?

Response: Currently, the Port has no DBW loans outstanding. Repayment of DBW loans does not automatically close the DBW loan program. However, the Port does not anticipate seeking any new DBW loans in the future.

2. **Question:** If the DBW loans are not closed, does the Port have any plan to issue loans in the future?

Response: The Port currently has no DBW loans and does not plan to seek new DBW loans in the future.

3. **Question:** What is the projected size of the 5-year CIP for the Port?

Response: The Port is currently engaged in a process to develop its FY 2024 capital budget and 5-year CIP, and cannot provide an updated projection of the size of its CIP at this time. The most recent projection of the Port's capital needs can be found in its FY 2023 Budget Summary, which may be found on the Port's website via the link below:

<https://www.portoakland.com/financial-information/>

Please note, the 5-Year CIP in the One-Year Operating and Capital Budget, Fiscal Year Ending June 30, 2023, and Five-Year Operating Forecast and Capital Improvement Plan ("FY 2023 Budget Summary") does not include costs associated with the Terminal Modernization and Development Project which has not been approved by the Board of Port Commissioners.

4. **Question:** Can you tell me who has performed bank counsel work here in the past?

Response: In prior transactions related to the Port’s commercial paper program, Neil Rust from the firm Rentner, Rust Law has served as Bank Counsel.

5. **Question:** Please confirm Wet signatures are not needed. This is stated as required in Attachment 3 under “Acknowledgment and Signature: 1.”; however, this contradicts being uploaded to Liquid Files for the RFP response. Please confirm an electronic signature is acceptable for all forms.

Response: Confirmed, electronic signatures are acceptable in order to respond to this RFP.

6. **Question:** Please provide an estimated draw schedule with timing and amounts for an alternative product option (i.e. Revolving Line of Credit).

Response: As noted above in response to Question #3, the Port is currently developing its FY 2024 capital budget, and for this reason cannot provide an estimated draw schedule. However, it should be noted that the Port’s FY 2023 Budget Summary calls for \$456 million in capital projects to be funded from its available cash over the next three fiscal years (FY 2024 through FY 2026). Respondents may choose to review the cash outflow specified in this budget, as an indication of the upper limit of the amount the Port may draw upon a facility in the future. In particular, page 107 of this document contains a table summarizing capital funding sources by year. A link to the budget document (FY 2023 Budget Summary) is provided below.

<https://www.portofoakland.com/financial-information/>

Please note, the 5-Year CIP in the FY 2023 Budget Summary does not include costs associated with the Terminal Modernization and Development Project (“Terminal Project”) which has not been approved by the Board of Port Commissioners. The Port may draw on the facility to fund a portion of the Terminal Project to the extent such capital costs are scheduled to occur in the next five fiscal years.

7. **Question:** Please confirm the current 5-year CIP (FY 2023 – FY 2027) does not entail any additional debt as per the Moody’s report dated October 13, 2022. What size in scope is CIP over the next 3-5 years and these projects will all be paid from grants/cash? How much cash will be needed over the next 3-years for Capital Projects?

Response: The Port is currently engaged in a process to develop its FY 2024 capital budget and 5-year CIP, and cannot provide an updated projection of the size of its CIP at this time. The most recent projection of the Port’s capital needs can be found in its FY 2023 Budget Summary, which may be found on the Port’s website via the link below:

<https://www.portofoakland.com/financial-information/>

Please note, the 5-Year CIP in the FY 2023 Budget Summary does not include costs associated with the Terminal Modernization and Development Project which has not been approved by the Board of Port Commissioners.

In addition to developing the 5-Year CIP, the Port is evaluating the option of drawing on a LOC or revolving credit facility in addition to using cash, grants, and PFCs to fund its future CIP costs.

8. **Question:** Please speak to the Oakland Airport Airline Use Lease Agreements for signatory airlines. Do signatory airlines have a contract in place? If so, through what date?

Response: The current Airline Operating Agreement for signatory airlines expires on September 30, 2026. Note, however, that the Airline Operating Agreement may be terminated by either party with 30 days prior written notice to the other party.

9. **Question:** How much in federal stimulus monies (CAREs Act/American Rescue Plan, etc) was received by the Port, and how much was allocated to each respective FYE 6/30/2020, FYE 6/30/2021 and FYE 6/30/2022? How much in Federal stimulus monies is remaining as of today?

Response: Please see the table below:

<u>Grant</u>		<u>Total Award</u>	<u>Eligible Expenditures</u>				<u>Remaining Balance</u>
			<u>FYE</u> <u>6/30/2020</u>	<u>FYE</u> <u>6/30/2021</u>	<u>FYE</u> <u>6/30/2022</u>	<u>FYTD</u> <u>2023</u>	
AIP-84	CARES	\$44,662,438	\$	\$9,103,000	\$8,143,320	\$2,631,088	\$24,785,030
AIP-88	CRRSA	13,072,473		13,063,006	9,467		
AIP-89	CRRSA	1,405,030			1,405,030		
AIP-90	ARG	46,538,910			36,924,490	1,281,165	
AIP-92	ARPA	5,620,121				5,620,121	
		\$111,298,972	\$	\$22,166,006	\$46,482,307	\$9,532,374	\$33,118,285

10. **Question:** It appears only a portion of Passenger Facility Charges are eligible to be paid for Commercial Paper (25% per the October 13, 2022 Moody’s report). Is it correct to assume that Customer Facility Charges should be excluded as far as a repayment source for Commercial Paper as well?

Response: The Port currently has no commercial paper notes outstanding which were issued for purposes payable from Customer Facility Charges (“CFCs”) and has no plans to issue such “CFC-eligible” notes in the future.

11. **Question:** Are there 6 month interim numbers that can be provided (Balance Sheet and Income Statement) for the Port YTD through 12/31/2022 with comparative interim numbers for 12/31/2021?

Response: A presentation describing the Port’s financial results through December 2022, with comparable results through December 2021, has been placed on the agenda of the Board of Port Commissioners meeting for February 23 (Agenda Item #4.1). By accessing the link below to the Board calendar and clicking on the agenda for February 23, Respondents may access the presentation.

<https://www.portofOakland.com/port/board-of-commissioners/board-meetings/>

12. **Question:** Please provide monthly enplanement data beginning July 1, 2022 through December 31, 2022 with prior YTD comparisons?

Response: Please see the table below

Oakland International Airport Enplaned Passengers		
Month	2022	2021
July	559,005	448,141
August	534,655	398,160
September	512,040	383,398
October	520,351	414,522
November	488,679	412,194
December	441,372	414,984
Total (FYTD)	3,056,102	2,471,399

13. **Question:** How long is the FedEx contract through at Oakland Airport?

Response: The Federal Express lease expires December 31, 2036.

There were no other questions to RFP No. 22-23/22.