

Reviewed and Approved by Executive Director: DN

December 9, 2020

FOR INFORMATION

I. SUBJECT

Possibility of Federal Grant Funding and Public-Private Partnerships Funding Opportunities within the Kalaeloa Community Development District (KLCDD) for Electrical Infrastructure Improvements.

II. FACTS

At its December 6, 2017 meeting the Kakaako and Kalaeloa Boards authorized the Interim Executive Director to transfer and expend up to \$450,000 for a consultant to prepare technical and financial studies, and a Request for Proposal (RFP) for the Kalaeloa Safe and Reliable Energy Infrastructure Project (SREIP) in the District.

In 2018, the HCDA contracted with C.H. Guernsey and Company (Guernsey) to develop options for transfer and upgrade of the electric system in the KLCDD, including development of a competitive process to source a new electric utility owner/ operator. The objective of the SREIP was to provide a reliable electric system, and owner/operator, for the KLCDD. Guernsey identified options for sale or lease of the system, completed an environmental study, and developed cost and timeline estimates for electric system rehabilitation or replacement.

III. DISCUSSION

Currently most of the electrical infrastructure in the KLCDD is owned and operated by the United States Navy (Navy). During July of 2019, the Navy experienced several weeks of electric service disruption in the KLCDD. The impact of the disruption resulted in the Navy purchasing almost \$700,000 worth of gas-powered generators to provide temporary power to customers. Small businesses were severely impacted resulting in business closures in the district.

On October 1, 2019, Navy staff reported that the Working Capital Fund (NWCF) used to address maintenance issues in the KLCDD was discontinued. The impact of the discontinued NWCF leaves the Navy with no funding to maintain the Kalaeloa electrical system and impedes its ability to respond to system outages. For the KLCDD electric system, the Navy has emphasized that future operating and maintenance obligations remain uncertain, particularly given the district classification as a non-Navy facility. The Navy also notes that there are unresolved billing issues and a lack of process for addressing future failures of the electric system.

The Navy convened stakeholders to attend a Kalaeloa Electrical System Summit on March 23, 2020. HCDA's interim executive director, project management engineer, and KLCDD director participated in the meeting. The summit intent was to discuss and codify a way forward for divestiture of the Navy electric system by 2022. The

Navy proposed creating a charter as part of the divestiture process. Previously, the Navy had discussed other options for system divestiture, including a lease-to-own process with another utility, sale of portions of the electric utility, and abandonment. As part of this Summit, the Navy, with HCDA, Hunt Companies, and HECO, signed a Kalaeloa Electrical Infrastructure Charter with the intent of working together to facilitate the upgrade and divestiture of the system. The charter is attached as Exhibit A.

In March 2020, the Navy, the HCDA, Hawaiian Electric, and Hunt Companies formed a KLCDD Electrical Working Group (Group) to continue to explore all opportunities to facilitate the upgrade and divestiture of the electrical system. The group is pursuing all federal, state, local and private funding opportunities to develop a safe and reliable energy infrastructure in the KLCDD. The Group identified the following funding options through federal grants:

- (1) Defense Community Infrastructure Pilot Program (DCIP) grant and,
- (2) Economic Development Administration (EDA) grant.

A DCIP grant application was submitted in June 2020. The applicant was HCDA. The Group provided technical information and support required to complete the application. The application proposed building a new electrical distribution system throughout downtown KLCDD. Essentially, the project would be extending the HCDA's Enterprise Energy Corridor project and expand the electrical infrastructure network. The request was for an estimated \$5 million. The HCDA, Hunt Companies and the Department of Transportation Airport (DOT-A) provided estimated matching fund commitments of \$3.9 million. In August 2020, the Group was notified that the DCIP proposal was not funded for 2020 and that HCDA could reapply in 2021 provided that the pilot program continues. The DCIP grant application is attached as Exhibit B.

An EDA grant application was also submitted in September 2020. The applicant was HCDA. The Group and private consultants provided technical information necessary for the application package. The project proposed to build a new electrical system throughout the KLCDD and along Coral Sea Road. The request was for an estimated \$27 million. HCDA, Hunt and DOT-A made similar commitments of almost \$4 million. Also included in the funding commitments for the district was the United States Coast Guard's (USCG) project contract with HECO of \$4.5 million to connect USCG parcel to the Aloha Solar Energy Fund II (ASEF) project along Coral Sea Road. Currently, HCDA staff is responding to EDA staff questions. This EDA grant program is offered every year. The Group is committed to submit a request for funding in 2021. The September 2020 EDA grant application is attached as Exhibit C.

Several other initiatives to develop electrical infrastructure are ongoing. In February 2020, the HCDA completed the Enterprise Energy Corridor (EEC) project that included constructing a 12kV line from Kapolei Parkway to Midway Road fronting the Kalaeloa Airport. The Department of Transportation-Airports Division (DOT-A) has contracted with HECO to energize the new EEC project between Kapolei Parkway and Midway fronting the Kalaeloa Airport. The DOT-A project is expected to be completed by June 2021. The Coral Sea Road Aloha Solar Energy Fund (ASEF) 12-kV line extension project was completed in April 2020. The United States Coast Guard (USCG) is in contract with HECO to extend the ASEF 12kV line to the USCG facility. The estimated cost of the project is \$4.8 million. The Navy in partnership with Hunt, plans to connect to the ASEF project to energize the Navy's cottages and the Kalaeloa Water Company's pump station. The construction of these projects is anticipated to begin before summer of 2021. On the westside of the district, Hunt's subdivision plans include the commitment to extend Kamokila Boulevard into Kalaeloa providing a new roadway and electrical corridor for other landowners to utilize. Hunt is projecting submitting development permits by first quarter 2021.

Attachments: Exhibit A - Kalaeloa Electrical Infrastructure Transfer Charter
Exhibit B - DCIP Grant Application
Exhibit C - September 2020 EDA Grant Application

Prepared By: Tesha Malama, Kalaeloa Director of Planning and Development THM

Reviewed By: Deepak Neupane, P.E., AIA, Executive Director DN



Kalaeloa Electrical Infrastructure Transfer Charter

March 2020

PURPOSE

The Kalaeloa Community Development District (Kalaeloa) is an approximately 3700-acre redevelopment parcel established on the former Naval Air Station-Barbers Point in West Oahu, Hawaii. The Naval Air station was closed in 1999 through the Department of Defense Base Realignment and Closure (DoD BRAC) process. Because the Navy no longer has an active military mission at Kalaeloa, the Navy desires to divest ownership, operations and maintenance of the existing electrical system and transfer and/or sell the system in its entirety to another entity as soon as possible, preliminarily targeting Fiscal Year 2022 and subject to Hawaii Public Utilities Commission (PUC) approval. At transfer/sale, the entity that obtains the electric system will maintain service to the current users as well as provide additional services to support potential future development and growth at Kalaeloa. The Navy recognizes that there are concerns with the existing electrical infrastructure centering on condition, compliance (e.g. - above ground vs. below ground), and potential environmental liabilities associated with the electrical system. These concerns need to be adequately addressed along with potential environmental indemnification, in conjunction with transfer/sale of the existing electrical system.

DESIRED OUTPUTS

The Team commits to the following:

1. Identification of a joint Plan of Action and Milestones within current available legal and regulatory authorities to effect transfer/sale initially targeting FY 2022 (subject to PUC approval).
2. Agreement on the value proposition for transfer of the electrical infrastructure.
3. Identification of liabilities to all stakeholders regarding the transfer of the electrical infrastructure and proposed mitigations to reduce liabilities for all involved.
4. Identification of potential funding sources and higher level support and advocacy to address condition/compliance/environmental liability concerns in conjunction with the transfer/sale of the existing electrical infrastructure.
5. Development and implementation of a viable and proactive Strategic Communications plan that benefits all stakeholders involved.
6. Biannual Executive level meetings to discuss issues/challenges and any decisions that need to be made to facilitate forward progress. The HECO EXCOM can serve as one of these semiannual gatherings and Navy Region Hawaii will take the lead on setting up the other meeting.

SCOPE

The joint intergovernmental team will support the Kalaeloa electrical system divestiture by identifying innovative approaches to facilitate the timely transfer of the electrical infrastructure and acceleration of potential development and redevelopment. Navy Region Hawaii will lead the intergovernmental collaboration with the Hawaii Military Affairs Council, Hawaii State Energy Office (HSEO), the Hawaii Community Development Authority (HCDA) at Kalaeloa, the Hunt Companies, and the Hawaiian Electric Company (HECO). As a starting point, the team will jointly assess the current functionality of the energy infrastructure at Kalaeloa and evaluate options for subsequent transfer. Additionally, interaction/interface with the Public Utilities Commission (PUC) needs to be considered and incorporated into the plans and way forward with this initiative.

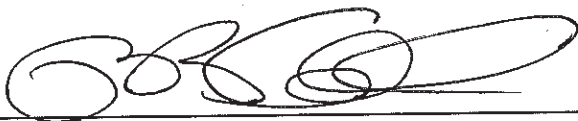
BACKGROUND AND CURRENT STATE

Since the 1999 BRAC, the Navy has lacked funds to make ample investments into the electric system at Kalaeloa, making repairs only as needed typically as emergent maintenance. Many tenants report multiple power outages each month, often lasting for more than 1 hour, and sometimes as much as eight hours, with most tenants experiencing approximately 40 hours of power outage a year. These outages impact critical services and continuity of operations for some tenant buildings, such as elevators and safety, lighting, and essential capabilities for tenants to include but not limited to the Barbers Point airport, the National Guard, and the Coast Guard. These issues have been significant stumbling blocks over the last two decades and have greatly hampered redevelopment and further development of Kalaeloa.

COST AND RESOURCES

The expectation is that the transfer of electrical infrastructure at Kalaeloa will be funded in part by the Navy's use of the in-kind fund into which Hunt contributed for the benefit of Ford Island development, which includes Kalaeloa as a result of a land swap. The team will also evaluate the use of the Defense Community Infrastructure Program as a viable funding source along with other potential funding sources as appropriate.

SIGNATURES



RDML Robert Chadwick
Commander, Navy Region Hawaii

3/30/20

Date



Mr. Steve Colon
Hunt Companies

03/27/2020

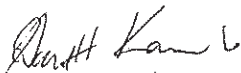
Date



Mr. Ron Cox
Hawaiian Electric Company

3/26/20

Date



Mr. Garrett Kamemoto
Interim Director, Hawaii Community Development Authority

March 30, 2020

Date

June 26, 2020
OEA-20-F-0003 GRANT
Defense Community Infrastructure Pilot Program
HCDA Proposal

Content and Form of Proposal Submission *Each interested respondent must submit a complete proposal through Grants.gov not later than the Proposal Deadline date (see Section D., paragraph 4). Grants.gov requires all proposers to complete the Standard Form 424. Please refer to the instructions provided with the Grants.gov Funding Opportunity on how to complete the Standard Form 424.*

FORMAT: Maximum 18 pages single sided, single spaced, 1-inch margins, 11 point Times New Roman font, and including all maps, drawings and attachments—excepting the Standard Form 424 and the independent cost estimate to validate the proposed project budget, the pages for which do not count towards this 18 page total)

Application for Defense Community Infrastructure Pilot Project

A. Point of Contact

Name: Tesha Malama

Phone: (808) 372-3562

Email: Tesha.Malama@hawaii.gov

Organization: Hawaii Community Development Authority. 547 Queen Street, Honolulu, Hawaii, 96813. <https://dbedt.hawaii.gov/hcda/>

B. Installation Need:

A summary of the installation need, including which issue the proposal addresses— military family quality of life, resiliency, or military value—and how the issue degrades military family quality of life, resilience and/or military value at the local installation. Information on this need must also include an assessment of the likely beneficiaries from the project, and specifically an assessment of the extent to which the total installation population of military service members and/or their families will benefit (e.g., 0-100% of the population); Service members and /or their families must be 50% or more of the population benefitted by the proposal.

This proposal will address military resilience, and military value at the local installation formerly known as Naval Air Station Barbers Point (NASBP) that was decommissioned in 1999. The 2002 State of Hawaii legislature assigned the redevelopment and zoning for the 3700 acre NASBP to the Hawaii Community Development Authority (HCDA) as the Kalaeloa Community Development District (KCDD). The United States Navy (Navy) recognizes the HCDA as the Local Reuse Authority for NASBP/KCDD, but the electrical system for the district remains under Navy jurisdiction.

Though NASBP has closed, other military organizations, military members, and their families still reside in Kalaeloa and are subject to the unreliable electric service. The Navy-owned electrical system at this location is sub-standard and antiquated. Since the Navy no longer has an active mission in the district, the Navy no longer has the funding needed to upgrade or even perform much-needed maintenance. As a

result, the electric service in the district is some of the least reliable in the state of Hawaii, and electric customers in Kalaeloa have been subject to extended and frequent power outages for at least a decade. The five-year average SAIDI (System Average Interruption Duration Index – an index used to measure expected outage time per year per customer) for Kalaeloa is 569 minutes. This is more than five times the national average of approximately 110 minutes (US Energy Information Administration – EIA). The SAIFI (System Average Interruption Frequency Index – an index used to measure expected number of outages per year per customer) also exceeds the national average of 1.0, with a current five-year average of 1.8. Poor performance in both indices are a result of minimal funding to maintain and upgrade the electrical distribution system following the closure of NASBP.

In 2019, a district wide electrical system outage lasted for over two weeks, and cost the Navy over a million dollars to repair. Small business owners lost over a million dollars in produce. The FBI, Hawaii Army and Air National Guard (HARNG), Hawaii Public Housing Authority (HPHA) Shelters, the Veteran Administration (VA) Shelters, the Department of Hawaiian Home Lands (DHHL), the Department of Transportation Kalaeloa Airport (DOT-A), United States Coast Guard (USCG), Barbers Point Elementary School (BP Elem.), Kamaaina Kids Child Care Center, Responsive Care Givers Of Hawaii, Kalaeloa Rental Homes, Wakea Garden Apartments and a hundred small businesses were forced to use generators for power. The impact in the district was enormous - over eight thousand business owners, military families, Hawaii residents, students, and other electric customers are reliant on the Navy's electric system. Along with the Navy, all are simply hoping another outage does not occur again.

Without a Navy mission in the district, the ability to make meaningful improvements are difficult both financially and from a planning perspective. Yet the district need is so great that the HCDA and other landowners have been making piecemeal upgrades to the electric system where possible. These upgrades are new build, non-Navy-owned electric infrastructure, such as electric distribution lines which connect to Hawaiian Electric (HECO), electric generation with HECO connection, and related service work. In this sense, the district customers are slowly removing themselves from the Navy-owned electric system, but this form of revitalization can leave behind customers who are unable to connect to the new build for various reasons.

The proposed Project will build new HECO- standard electrical energy corridors in the district, which will help to convert current Navy customers to HECO standard electrical service and help to build a new electrical service infrastructure for the district. The Project will provide enhanced security and reliability of electricity supply in Kalaeloa, benefitting all of the region's military families as they live, work, learn and play.

The Project owner will be the HCDA.

Project beneficiaries, including proportion of military service members and their families who will benefit

Well over 50 percent of Kalaeloa families are military beneficiaries. Unfortunately, without the system improvements requested, almost all of the facilities used by military families would be subject to closure. As noted, the Navy has not been able to fund any capital work, beyond emergency repairs, for the existing system. This Project will reduce the Navy's responsibility and therefore provide another dimension of value for the military.

Military members and their families often find housing off-base/off-post in the Kapolei region where Kalaeloa is located. One draw is the ability to enjoy convenient area facilities with exclusive use for active duty and retired servicemembers and their dependents.

These area facilities include the Army's Warrior Ohana Medical Clinic, MWR's recreational cottages and picnic areas located on the beach across from the U.S. Coast Guard Station and by White Plains beach, the Hideaway Bar and Grill located on the U.S. Coast Guard Station, the Navy Exchange Service Touch 'N Go mini-mart and service station, NEX Barber Shop, the Barbers Point Golf Course and Barbers Point Riding Stables. All of these facilities are heavily used by military families. The recreational cottages, for example, are often booked up to a year in advance by hundreds of military families. The mini-mart/gas station is one of only two servicing the entire West Oahu community and the thousands of families who live in the region.

Other recreational facilities and services in Kalaeloa are open to both civilians and military alike, but they enjoy heavy patronage by military families. These facilities include Barbers Point Bowling Center, which is the only bowling alley in West Oahu and one of only three open for civilians on the island of Oahu. Dogs of War, a recreational air-soft park, is also heavily used by military families. In Kalaeloa, Barbers Point Elementary School serves military families in the region, while Kama`aina Kids provides daycare, a preschool and school-break programs.

Popular Kalaeloa housing options for service members include two rental communities with over 600 housing units. There are also over 200 units of transitional housing for formerly homeless veterans at U.S VETS and Cloudbreak.

In addition to the U.S. Coast Guard Station, Kalaeloa is also the home to the Hawaii Air National Guard and Army National Guard, the base for hundreds of guard members whose families primarily live in West Oahu.

Between the military-exclusive services, family amenities housing and military presences in Kalaeloa, the military family footprint in Kalaeloa is prominent, with over 50 percent of facility usage in most cases. Improvements to the electrical system at Kalaeloa will allow for continued enjoyment and use of facilities that are essential to our military families.

How the issue degrades military resilience and military value

Currently, the Navy-owned electric system in the district is comprised of a series of outdated distribution systems, substations, switching equipment, and no individual customer metering. The system does not have the capacity to fully serve existing customers, nor accommodate new customer requests. In July of 2019, the district experienced a multi-week electric outage, creating additional hardship for all customers, including military customers and their families. The outage further damaged the already lacking electric system (military value degradation) and undermined military resilience at the infrastructure level. While there may not be an active mission in the district currently, the numerous Department of Defense agencies in the district diverted valuable resources to address this outage.

In 1999, the Navy worked with HECO to divest the electric system. The divestiture was unsuccessful, and the ongoing ownership of the electric system is an encumbrance to the Navy. The Navy is seeking to transfer the electric system, but any transfer of the system would require significant investment to bring the system to acceptable standards. The HECO estimate to upgrade the system is \$300-\$400 million dollars, however, the methodology used to arrive at this number is unclear. The HCDA contracted with C.H. Guernsey and Company (Guernsey) to evaluate options for system upgrade; the Guernsey consultants estimate that some meaningful upgrades could be implemented for \$30 million dollars; this would bolster district electric reliability to allow some level of resilience. The disrepair of the electric system in the district clearly degrades military value as well as military resilience.

Due to the degradation of the Navy-owned system, state and private entities have invested in electric service infrastructure to connect to HECO. These corridors and connections are making inroads to the district and are non-DoD owner. However, there is still a need to divest the Navy-owned system, and make upgrades or build new to service any district customers who cannot otherwise connect to HECO. As the system continues to degrade, it becomes increasingly difficult for the Navy to divest, and the financial and other obligations grow. There is need to improve electric service in the district, in such a way as to spur transfer of the electric system away from Navy ownership to some other entity.

In this application, for clarity, we will refer to the Navy-owned system as the “electric system” and to any new build, non-DoD owned electric infrastructure as “Project”.

C. Installation Endorsement:

Please see attachment.

D. Project Description

A description of the proposed Defense Community Infrastructure Pilot Program project, including an explanation how the project addresses the installation need;

The objective of this Project is to increase access to safe and reliable electric service for electric customers in the district.

The proposed Project will build a new electrical distribution system throughout downtown Kalaeloa. This new system will be constructed to upgraded standards to provide resiliency and reliability for the community of Kalaeloa. Both underground and overhead construction will be utilized to diversify the existing antiquated system. A new service provider to be determined will serve the community following the construction of this project. It is expected this provider to deliver a more reliable service through upgraded system protection schemes and quicker response times to outages.

The new downtown electric infrastructure will connect to newly-constructed distribution lines that are scheduled for completion in 2020. Please see figure below for information.

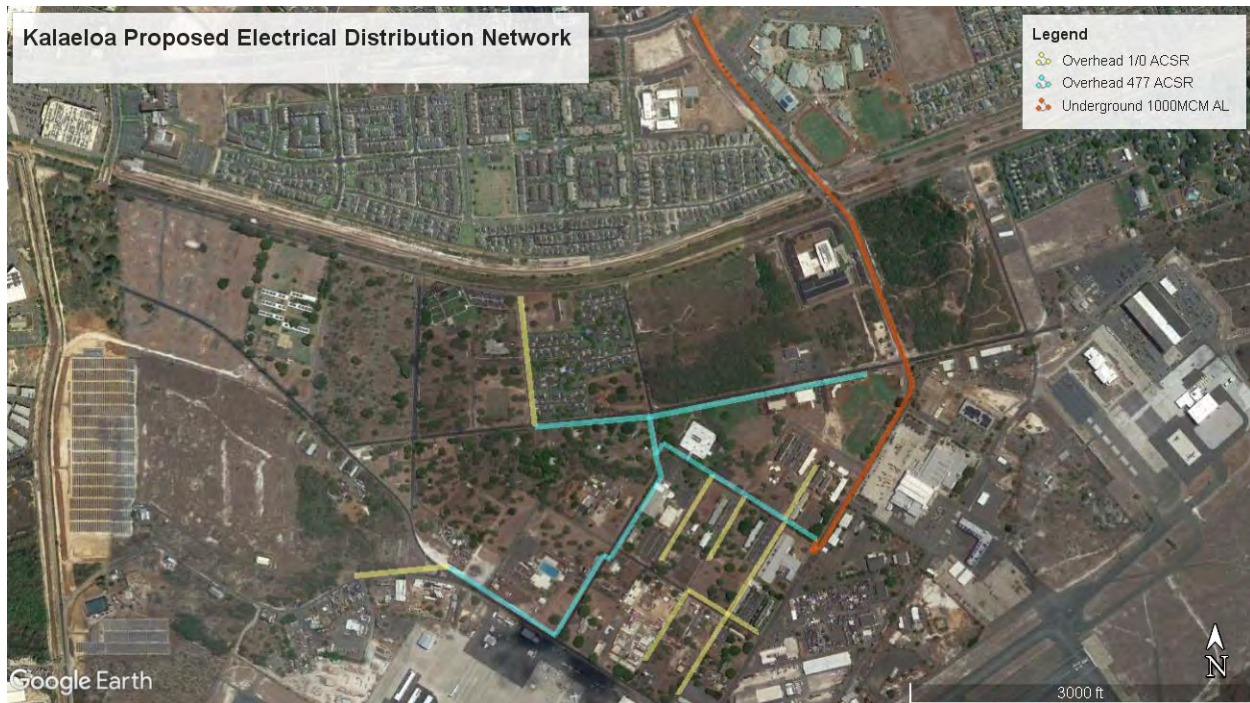


Figure 1: Enterprise Phase 3, Downtown connection

Project Background

This section will provide an overview of the role of HCDA, the military, and other stakeholders in the district, so far as this relates to the electric system.

As previously described, the current electric system is substandard, antiquated, and a hindrance to development. Because the electric system is owned and operated by the Navy, which no longer has an active mission in the district, the system has not been upgraded since the late 1990s; the Navy has only replaced parts or repaired as needed. The current electric utility customers include the US Navy, the Coast Guard, the Hawaii Army National Guard, the FBI, Veterans Affairs, and numerous state, city, and private customers.

In 2016, the HCDA permitted the start of Project Enterprise Phase 1, which is one of two Phases which make up the Energy Corridor. The Energy Corridor is a new construction of an underground two-mile, 12 kV distribution line on Enterprise Avenue, from Franklin D Roosevelt Drive (FDR) to Midway Street. The purpose of the Energy Corridor is to connect the Department of Transportation (Airports) at Midway Street to HECO electric service at FDR. The Energy Corridor includes Project Phase 1 and Project Phase 2. The \$7 million Project Phase 1 includes the laying of conduit and energizing of the line along Enterprise Avenue, from FDR to Langley street. The \$6 million Project Phase 2 connects to Phase 1 at Langley street, and continues south to Midway Street, where the Airport's electric access will begin. Phase 1 was complete as of November 2019; Phase 2 started in the fall of 2019. The cost of Phase 1 and Phase 2 cumulatively is approximately \$13 million, which was funded by HCDA's CIP funds. The HCDA has an agreement with HECO, who will energize the lines once construction is completed, which will cost an additional \$2M. This will provide HECO-standard electric service to the FBI, the Airport, and, eventually, any adjacent customers who are interested in applying for connection.

- Enterprise Phase 1: FDR to Midway (2018-2020)
- Enterprise Phase 2: Midway to DOT (2020-2021)
- Enterprise Phase 3: Downtown connection. This would allow overhead and underground connection to the Enterprise Phase 1 and 2, and allow customers to connect through the dense downtown section of the district.

E. Project Engineering Information:

A demonstration of the technical feasibility of the construction project.

This proposed Project will build a new electrical distribution system throughout downtown Kalaeloa. This new system will be constructed to upgraded standards to provide resiliency and reliability for the community of Kalaeloa. Both underground and overhead construction will be utilized to diversify the existing antiquated system.

The proposed project consists of pulling 5,650 feet of new three-phase 15kV 1000MCM AL cable through a recently constructed duct bank system along the eastern portion of the downtown community. Following this cable pull, an underground to overhead transition will occur via a switchgear and riser pole. From the riser pole, an additional 90 to 100 power poles (class 3 minimum, ranging from 45-65 feet) will be framed and installed strategically throughout the area. After the installation of these poles, transfers of service and voltage conversions can occur to upgrade the existing 4.16kV and 11.5kV systems to a new operating voltage of 12.47kV. To serve the existing load and provide room for anticipated load growth, 477 ACSR Hawk will be the minimum conductor size used for the main arteries construction. The main arteries of the new system will span approximately 1.5 miles throughout the area. Approximately 1.5 miles of service extensions and lateral construction will be needed to move customers from the U.S. Navy's system and onto the new system. These extensions will be constructed with 1/0 ACSR as the minimum conductor size.

Approximately 50 transformer stations are in the Kalaeloa downtown area. Since a voltage conversion is required, these transformers will need to be replaced with dual-voltage units to prevent extended customer outages during the transition phase. To provide additional resiliency, these transformer stations will be properly fused and/or protected to prevent the failure of one unit discontinuing service to another. The existing units vary in decades of age and are nearing the end of useful life.

Following the construction of this project, it is anticipated that service outage frequency and duration will drastically decrease, thus improving the quality of life for the military members and their families residing and working in Kalaeloa, as well as for the existing HNG and USCG customers, among others. Shorter span lengths with stronger poles, new protection and coordination schemes, and replacement of transformers is expected to provide exceptional resiliency to the community. Historically, the U.S. Navy has not been able to fund any capital work, beyond emergency repairs, for the existing system. This project will reduce the U.S. Navy's responsibility and therefore provide great value for the military.

F. Project Parties:

Identification of other parties involved in the project;

This project application is an application by HCDA as part of the Department of Business, Economic Development and Tourism. Other parties are listed below in Table 1.

Table 1: Project Parties

Stakeholder	Interest / Role	Point of Contact
Hawaii Community Development Authority	Project Applicant	Tesha Malama
US Navy	Stakeholder	Erin Chambers
Hunt Companies	Stakeholder	Erin Chambers
Hawaiian Electric Company (HECO)	Stakeholder	Corinee Chang

G. Grant Funds and other Sources of Funds:

An overview and commitment of all funding sources, including non-federal match source funding identified, requested under this notice, financial commitments for other Federal and non-Federal funds needed to complete the project (including any eligibility of Federal funds to be counted as the non-Federal share), documentation demonstrating that the requested funds do not supplant other available funds, and acknowledgement any cost overruns will be the obligation of the proposer.

Proposing entity must also state its capability to obtain a surety bond as backstop ensuring successful completion of the project should cost overruns occur or other unforeseen financial impacts;

The table below identifies funds spent and committed for the Project.

Table 2: Stakeholder and fund commitment

Stakeholder	Interest / Role	Funds committed
HCDA	Project Applicant	\$7,000,000+ \$6,000,000 (legislative appropriation)
Hunt Companies	Committed Funds	\$200,000
Department of Transportation (Airport)	Committed Funds	\$3,000,000

In the event of cost overrun, HCDA is able to obtain a surety bond.

H. Uses of Construction Project Funds:

The proposal requests \$6,000,000 in DCIP funds for design, permitting, and construction of this Enterprise Phase 3, Downtown connection.

Please see the Table 3 below outlining cost estimate for the project. This is the cost estimate for a conversion in the project area. This includes transformer replacements and service connections.

Table 3: Construction Cost Estimate

Cost Per 45' C3 Pole Installed + Material + Crossarm	\$ 5,635.00	100.00	\$ 563,500.00
Cost per Mi. rebuild/convert OH Heavy Const. 477 ACSR	\$ 356,445.60	3.00	\$ 1,069,336.80
Removal and demo of poles, conductor, hardware	\$ 4,508.00	120.00	\$ 540,960.00

Cable pull, switchgear, riser conduit	\$ 1,203,942.00	1.00	\$ 1,203,942.00
Padmount Transformer Stations & Service Connection	\$ 52,000.00	23.00	\$ 1,196,000.00
Overhead Transformer Stations & Service Connection	\$ 14,000.00	27.00	\$ 378,000.00
<u>TOTAL</u>			<u>\$ 4,951,738.80</u>

The SF 424-C is attached at the end of this proposal.

There are several assumptions included in this estimate. These are listed below.

- All padmount transformers assumed to be 300kVA 3PH (most will be smaller)
- All overhead transformers assumed to be 100kVA (most will be smaller)
- Cable pull amount is most likely going to change and be significantly less following further exploration with DOT;
- Demolition cost is assumed to be 80% of construction;
- Cost to build overhead is marked by 40% for additional time for safety during a conversion vs. green build.
- Cost to build OH is assumed 477 ACSR 3PH even though half of it will be much smaller and 1 PH laterals will exist
- Pole/material/crossarm cost marked by 15% due to Hawaii specific costs.

I. Project Development Schedule:

A sufficiently detailed project schedule, including milestones such as final permitting and compliance (if required), land acquisition and site control (if needed), start of construction and end of construction, demonstrating that the project can commence within 12 months upon receipt of a grant and that the grant funds will be spent steadily and expeditiously once the project commences, and completed no later than 5 years following the obligation of Federal funds;

The Project Development Schedule estimate is as follows:

- August 2020- October 2020: RFP Development for engineering and construction services
- November 2020: Four weeks for RFP solicitation
- December 2020: Review bids, select successful bidder(s).
- January 2021 – February 2021: Contracting
- February – March 2021: Project Kick off
 - Material acquisition by winner
 - Easement & real estate concerns addressed
- March 2021- August 2021: survey, design and construction
 - Geotechnical & environmental surveys (1 month)
 - Design (2 months)

- September 2021- January 2022: Construction period. Estimate 6 months construction with 3 crews.
- March 2022: Final Inspections, adjustments.

Estimated minimum time to completion 77 Weeks from award of grant funds. Estimate 12-20 additional weeks for delays.

Typically a utility with material and resources on hand can complete a project of this size in less than 5 months depending on backlog. However, due to the remote location of Hawaii, we can expect that certain items such as materials acquisition, may take longer than expected.

J. Environmental Approvals:

The Environmental Approval Process for Enterprise Phase 1 and 2 was completed within about three months. The HCDA has confidence that the Environmental Approvals for this Project would be completed within six months. Due to the nature of ongoing growth and development in the district, there are numerous environmental impact studies and assessments that have been performed in the recent past.

K. State and Local Planning:

If applicable, the inclusion of the construction project in the relevant State, metropolitan, and local planning documents, or a certification from the appropriate agency (e.g., Metropolitan Planning Organization) that the project will be included in the relevant planning document. The proposer should demonstrate that conformance with state and local planning requirements is attainable within 6 months of project approval;

The Project is relevant to several district master plans. The Kalaeloa district has been experiencing significant growth and is slated for further residential, commercial, and industrial growth. The development of a nearby rail station, and proximity of Kalaeloa to Campbell Industrial Park, Ko'olina Resorts, and Ka Makana Ali'i development is further evidence of the trajectory of growth in the district.

The HCDA is currently contracting for a consultant to develop a Revised Master Plan and Rules for the Kalaeloa Community Development District. The upgrade of utilities and infrastructure is part of the existing district Master Plan and Rules; this proposed Project would be accepted as part of the HCDA Revised Master Plan and Rules as necessary for district development. In addition, the Hunt Companies' Master Plan also quantifies significant residential and commercial growth in the district.

Overall, the Project is consistent with the ongoing plans of the State and City.

L. Grants Management:

HCDA is capable of grant management. As example, the most recent funding related to this project is a \$13,000,000 legislative appropriation, which was spent on developing Enterprise Phase 1 and 2. This major energy corridor is a meaningful improvement for electric service in the district.

M. Spousal Program Support:

Proposals must contain a narrative presenting efforts by the proposer, or the proposer's State or local government, to support military spouses, including efforts to ease spousal unemployment and licensure, childcare, mentorship, and other services/programs to assist military spouses.

The State of Hawaii is committed to providing reciprocity in the area of professional and vocational licensure for military spouses. There are approximately 24,000 military spouses in Hawaii. The Project is good for military spouses, enhancing the overall quality of life for military families while at the same time taking key advantage of talent and expertise for the benefit of our Hawaii communities.

Through the Hawaii Teacher Standards Board, reciprocity is granted to military spouses who are certified teachers from other school districts outside of Hawaii. A special, expedited licensing process is in place for military spouses to teach in public schools throughout the state of Hawaii. This has helped the Hawaii Department of Education address its teacher shortage, and has allowed military spouses to continue their teaching careers.

The Hawaii Legislature convenes every year from January through May. This year, there were two legislative measures introduced - HB 1606, to provide a streamlined state procedure for temporary professional licensure by reciprocity or by endorsement for military spouses, and HB 2339, which waives the Hawaii state residency requirement for military spouses or dependents to be employed by the state of Hawaii or any of the four counties within the state. There was support for both bills which passed the state House of Representatives, were sent over the state Senate, and slated for hearings when the COVID-19 pandemic brought our Legislature to an abrupt recess. Both bills enjoyed broad support, and particular support from the health sector anxious for additional workforce. These measures will pass our Legislature once back in full session. Upon enactment, all state licensing board will have 3 months to adopt and publish rules on their respective websites relating to licensure by endorsement or license year by reciprocity for military spouses.

N. Submitting Official:

The HCDA is authorized by the Interim Executive Director to submit this proposal.

O. Attachments:

In compliance with the overall application page limit (notwithstanding the length of the independent cost estimate to validate the proposed project budget).

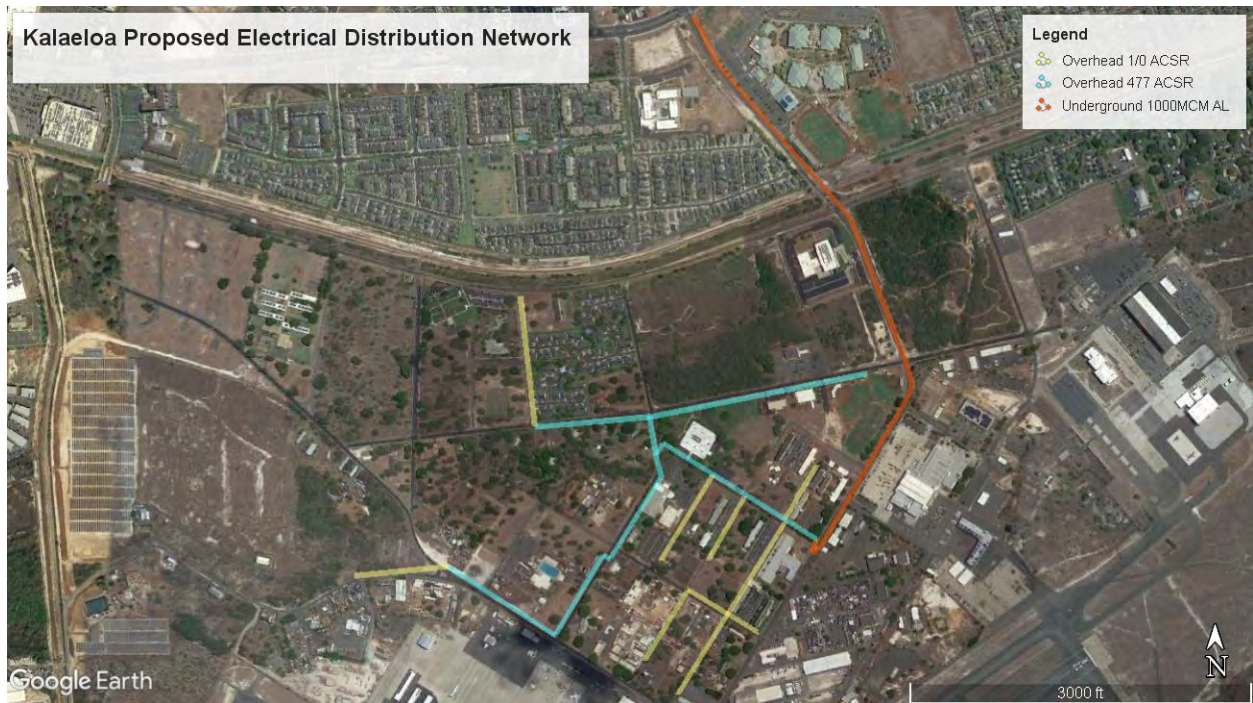


Figure 2: Kalaeloa Project Enterprise Phase 3. Downtown Electric System Upgrade

Proposals to be complete upon submission and incomplete proposals will not be reviewed. To the extent practicable, OEA encourages respondents to provide data and evidence of all project merits in a form that is publicly available or verifiable.

APPLICANT'S NAME <u>HCDA/ Tesha Malama</u>			
			OMB Approval No. 0348-0041
BUDGET INFORMATION - Construction Programs			
<i>NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.</i>			
COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1 Administrative and legal expenses	\$50,000.00	\$0.00	\$50,000.00
2 Land, structures, rights-of-way, appraisals, etc.	\$50,000.00	\$0.00	\$50,000.00
3 Relocation expenses and payments	\$100,000.00	\$0.00	\$100,000.00
4 Architectural and engineering fees	\$500,000.00	\$0.00	\$500,000.00
5 Other architectural and engineering fees	\$0.00	\$0.00	\$0.00
6 Project inspection fees	\$25,000.00	\$0.00	\$25,000.00
7 Site work	\$300,000.00	\$0.00	\$300,000.00
8 Demolition and removal	\$540,000.00	\$0.00	\$540,000.00
9 Construction	\$410,000.00	\$0.00	\$410,000.00
10 Equipment	\$ 4,000,778.00	\$0.00	\$4,000,778.00
11 Miscellaneous	\$0.00	\$0.00	\$0.00
12 SUBTOTAL	\$5,975,778.00	\$0.00	\$5,975,778.00
13 Contingencies	\$0.00	\$0.00	\$0.00
14 SUBTOTAL	\$5,975,778.00	\$0.00	\$5,975,778.00
15 Project (program) income	\$0.00	\$0.00	\$0.00
16 TOTAL PROJECT COSTS (subtract #15 from #14)	\$5,975,778.00	\$0.00	\$5,975,778.00
FEDERAL FUNDING			
17 Federal assistance requested, calculated as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.		Enter eligible costs from line 16c Multiply X _____%	0

INSTRUCTIONS FOR THE SF-424C
SF-424C (Rev. 7-97) Back

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Standard Form 424C (Rev. 7-97)
Prescribed by OMB Circular A-102

This sheet is to be used for the following types of applications: (1) "New" (means a new [previously unfunded] assistance award); (2) "Continuation" (means funding in a succeeding budget period which stemmed from a prior agreement to fund); and (3) "Revised" (means any changes in the Federal Government's financial obligations or contingent liability from an existing obligation). If there is no change in the award amount, there is no need to complete this form. Certain Federal agencies may require only an explanatory letter to effect minor (no cost) changes. If you have questions, please contact the Federal agency.

Column a. - If this is an application for a "New" project, enter the total estimated cost of each of the items listed on lines 1 through 16 (as applicable) under "COST CLASSIFICATION."

If this application entails a change to an existing award, enter the eligible amounts approved under the previous award for the items under "COST CLASSIFICATION."

Column b. - If this is an application for a "New" project, enter that portion of the cost of each item in Column a. which is not allowable for Federal assistance. Contact the Federal agency for assistance in determining the allowability of specific costs.

If this application entails a change to an existing award, enter the adjustment [+ or (-)] to the previously approved costs (from column a.) reflected in this application.

Column. - This is the net of lines 1 through 16 in columns "a." and "b."

Line 1 - Enter estimated amounts needed to cover administrative expenses. Do not include costs which are related to the normal functions of government. Allowable legal costs are generally only those associated with the purchases of land which is allowable for Federal participation and certain services in support of construction of the project.

Line 2 - Enter estimated site and right(s)-of-way acquisition costs (this includes purchase, lease, and/or easements).

Line 3 - Enter estimated costs related to relocation advisory assistance, replacement housing, relocation payments to displaced persons and businesses, etc.

Line 4 - Enter estimated basic engineering fees related to construction (this includes start-up services and preparation of project performance work plan).

Line 5 - Enter estimated engineering costs, such as surveys, tests, soil borings, etc.

Line 6 - Enter estimated engineering inspection costs.

Line 7 - Enter estimated costs of site preparation and restoration which are not included in the basic construction contract.

Line 9 - Enter estimated cost of the construction contract.

Line 10 - Enter estimated cost of office, shop, laboratory, safety equipment, etc. to be used at the facility, if such costs are not included in the construction contract.

Line 11 - Enter estimated miscellaneous costs.

Line 12 - Total of items 1 through 11.

Line 13 - Enter estimated contingency costs. (Consult the Federal agency for the percentage of the estimated construction cost to use.)

Line 14 - Enter the total of lines 12 and 13.

Line 15 - Enter estimated program income to be earned during the grant period, e.g., salvaged materials, etc.

Line 16 - Subtract line 15 from line 14.

Line 17 - This block is for the computation of the Federal share. Multiply the total allowable project costs from line 16, column "c." by the Federal percentage share (this may be up to 100 percent; consult Federal agency for Federal percentage share) and enter the product on line 17.



DEPARTMENT OF THE NAVY
JOINT BASE PEARL HARBOR-HICKAM
850 TICONDEROGA ST STE 100
PEARL HARBOR HI 96860-5102

11010
Ser JBC 00/588
June 19, 2020

From: Commander, Joint Base Pearl Harbor-Hickam

Subj: ENDORSEMENT LETTER FOR DEFENSE COMMUNITY INFRASTRUCTURE
PROGRAM SUBMISSION

I whole heartedly endorse the pursuit of Defense Community Infrastructure Program (DCIP) funds to upgrade the Navy-owned electrical distribution system at the former Barbers Point Naval Air Station. Installing new 12kV electrical lines as a replacement of our outdated electrical system and bringing it up to current standards will enable the Navy to turn the system over to the local utility provider to operate in a more efficient, proactive, and reliable manner.

With very few Navy assets remaining in the Barbers Point area, we are simply not adequately resourced to maintain and operate this electrical system. We spend over \$700K annually to perform bare minimum maintenance and repairs on this system. An additional \$1M was also required from our limited O&M budget in 2019 to perform emergency repairs due to an underground fault in our system. This 3-week outage affected many local businesses and residents as well as Army National Guard, United States Coast Guard, and Federal Bureau of Investigation facilities. This is funding that is desperately needed to maintain the aging infrastructure on the Department of Defense's (DoD) critical areas of our installation.

Private, non-DoD affiliated citizens and businesses connected to our Barbers Point electrical system experience over 40 hours of electrical outages each year, causing numerous economic and operational losses. When current limitations are corrected with DCIP investment funds, the local electricity provider will be able to take ownership, improve and expand the system to provide the capacity and reliability needed for much needed revitalization and development of the Barbers Point and Kalaeloa communities.

This submission represents the combined efforts of the Hawai'i Community Development Authority, Hunt Corporation, the Hawai'i Department of Business, Economic Development & Tourism, Hawai'i Electric Company, local Congressional Delegates, and the Navy. Enclosure (1) is an example of the combined momentum and strategic partnership among all major stakeholders to make this project a success.

Sincerely,

J. BERNARD
Captain, U. S. Navy
Commander

Enclosure: (1) Kalaeloa Electrical Infrastructure Transfer Charter



Kalaeloa Electrical Infrastructure Transfer Charter

March 2020

PURPOSE

The Kalaeloa Community Development District (Kalaeloa) is an approximately 3700-acre redevelopment parcel established on the former Naval Air Station-Barbers Point in West Oahu, Hawaii. The Naval Air station was closed in 1999 through the Department of Defense Base Realignment and Closure (DoD BRAC) process. Because the Navy no longer has an active military mission at Kalaeloa, the Navy desires to divest ownership, operations and maintenance of the existing electrical system and transfer and/or sell the system in its entirety to another entity as soon as possible, preliminarily targeting Fiscal Year 2022 and subject to Hawaii Public Utilities Commission (PUC) approval. At transfer/sale, the entity that obtains the electric system will maintain service to the current users as well as provide additional services to support potential future development and growth at Kalaeloa. The Navy recognizes that there are concerns with the existing electrical infrastructure centering on condition, compliance (e.g. - above ground vs. below ground), and potential environmental liabilities associated with the electrical system. These concerns need to be adequately addressed along with potential environmental indemnification, in conjunction with transfer/sale of the existing electrical system.

DESIRED OUTPUTS

The Team commits to the following:

1. Identification of a joint Plan of Action and Milestones within current available legal and regulatory authorities to effect transfer/sale initially targeting FY 2022 (subject to PUC approval).
2. Agreement on the value proposition for transfer of the electrical infrastructure.
3. Identification of liabilities to all stakeholders regarding the transfer of the electrical infrastructure and proposed mitigations to reduce liabilities for all involved.
4. Identification of potential funding sources and higher level support and advocacy to address condition/compliance/environmental liability concerns in conjunction with the transfer/sale of the existing electrical infrastructure.
5. Development and implementation of a viable and proactive Strategic Communications plan that benefits all stakeholders involved.
6. Biannual Executive level meetings to discuss issues/challenges and any decisions that need to be made to facilitate forward progress. The HECO EXCOM can serve as one of these semiannual gatherings and Navy Region Hawaii will take the lead on setting up the other meeting.

SCOPE

The joint intergovernmental team will support the Kalaeloa electrical system divestiture by identifying innovative approaches to facilitate the timely transfer of the electrical infrastructure and acceleration of potential development and redevelopment. Navy Region Hawaii will lead the intergovernmental collaboration with the Hawaii Military Affairs Council, Hawaii State Energy Office (HSEO), the Hawaii Community Development Authority (HCDA) at Kalaeloa, the Hunt Companies, and the Hawaiian Electric Company (HECO). As a starting point, the team will jointly assess the current functionality of the energy infrastructure at Kalaeloa and evaluate options for subsequent transfer. Additionally, interaction/interface with the Public Utilities Commission (PUC) needs to be considered and incorporated into the plans and way forward with this initiative.

BACKGROUND AND CURRENT STATE

Since the 1999 BRAC, the Navy has lacked funds to make ample investments into the electric system at Kalaeloa, making repairs only as needed typically as emergent maintenance. Many tenants report multiple power outages each month, often lasting for more than 1 hour, and sometimes as much as eight hours, with most tenants experiencing approximately 40 hours of power outage a year. These outages impact critical services and continuity of operations for some tenant buildings, such as elevators and safety, lighting, and essential capabilities for tenants to include but not limited to the Barbers Point airport, the National Guard, and the Coast Guard. These issues have been significant stumbling blocks over the last two decades and have greatly hampered redevelopment and further development of Kalaeloa.

COST AND RESOURCES

The expectation is that the transfer of electrical infrastructure at Kalaeloa will be funded in part by the Navy's use of the in-kind fund into which Hunt contributed for the benefit of Ford Island development, which includes Kalaeloa as a result of a land swap. The team will also evaluate the use of the Defense Community Infrastructure Program as a viable funding source along with other potential funding sources as appropriate.

SIGNATURES



RDML Robert Chadwick
Commander, Navy Region Hawaii

3/30/20

Date



Mr. Steve Colon
Hunt Companies

03/27/2020

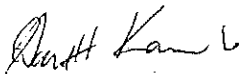
Date



Mr. Ron Cox
Hawaiian Electric Company

3/26/20

Date



Mr. Garrett Kamemoto
Interim Director, Hawaii Community Development Authority

March 30, 2020

Date

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	PWEAA2020
Opportunity Title:	FY 2020 EDA Public Works and Economic Adjustment Assistance Programs including CARES Act Funding
Opportunity Package ID:	PKG00255947
CFDA Number:	11.300
CFDA Description:	Investments for Public Works and Economic Development Facilities
Competition ID:	PW-EAA-C
Competition Title:	EDA Construction Full Application 11.300 and 11.307
Opening Date:	10/18/2019
Closing Date:	09/30/2022
Agency:	Economic Development Administration
Contact Information:	www.eda.gov/contact

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00577177
Application Filing Name:	Kalaeloa Safe and Reliable Electric Service
DUNS:	1445327850000
Organization:	BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM, HAWAII DEPARTMENT OF
Form Name:	Budget Information for Construction Programs (SF-424C)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Sep 29, 2020 11:30:27 PM EDT
Form State:	No Errors

FORM ACTIONS:

CHECK FOR ERRORS

SAVE

PRINT

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 287,660.78	\$	\$ 287,660.78
2. Land, structures, rights-of-way, appraisals, etc.	\$ 1,725,964.65	\$	\$ 1,725,964.65
3. Relocation expenses and payments	\$ 191,773.85	\$	\$ 191,773.85
4. Architectural and engineering fees	\$ 2,301,286.20	\$	\$ 2,301,286.20
5. Other architectural and engineering fees	\$ 100,001.00	\$	\$ 100,001.00
6. Project inspection fees	\$ 287,660.78	\$	\$ 287,660.78
7. Site work	\$ 1,917,738.50	\$	\$ 1,917,738.50
8. Demolition and removal	\$ 1,917,738.50	\$	\$ 1,917,738.50
9. Construction	\$ 9,588,692.50	\$	\$ 9,588,692.50
10. Equipment	\$ 5,753,215.50	\$	\$ 5,753,215.50
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 24,071,732.26	\$	\$ 24,071,732.26
13. Contingencies	\$	\$	\$
14. SUBTOTAL	\$ 24,071,732.26	\$	\$ 24,071,732.26
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 24,071,732.26	\$	\$ 24,071,732.26
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X %		\$ 0.00

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

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Opportunity Title:	FY 2020 EDA Public Works and Economic Adjustment Assistance Programs including CARES Act Funding
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Competition ID:	PW-EAA-C
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Agency:	Economic Development Administration
Contact Information:	www.eda.gov/contact

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00577177
Application Filing Name:	Kalaeloa Safe and Reliable Electric Service
DUNS:	1445327850000
Organization:	BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM, HAWAII DEPARTMENT OF
Form Name:	ED-900 General Application for EDA Programs
Form Version:	1.1
Requirement:	Mandatory
Download Date/Time:	Sep 30, 2020 04:25:55 PM EDT
Form State:	No Errors

FORM ACTIONS:



ED-900 – General Application for EDA Programs

A. Applicant Information

A.1. EDA Application Identifier (if available):

A.2. Please identify all applicants for this project:

	Name	SAM.gov CAGE Code	SAM.gov Registration Expiration Date	Fiscal Year End Date (mm/dd)
Lead Applicant	Hawaii Community Development Authority	4VSE7	09/15/2021	09/30
Co-Applicant 1	Hawaii Community Development Authority	4VSE7	09/15/2021	09/30

B. Project Information

B.1. Provide a geographical definition of the region to be served by the investment (project), including the specific geographic location of the project within the region.

The project is located in the Kalaeloa Community Development District (KCDD, Kalaeloa), Hawaii. This district encompasses approximately 3,695 acres of land within the former Naval Air Station Barbers Point (NASBP) on the island of Oahu. The region is bounded by the Pacific Ocean and the lands within Franklin D Roosevelt Avenue, West Perimeter, East Hansen, and Essex Roads; as well as four parcels within Campbell Industrial Park. The region was formerly known as Naval Air Station Barbers Point, which was decommissioned in 1999. The 2002 State of Hawaii legislature assigned the redevelopment and zoning for the NASBP to the Hawaii Community Development Authority (HCDA) as the Kalaeloa Community Development District. The United States Navy (Navy) recognizes the HCDA as the Local Reuse Authority for Kalaeloa, but the electrical system for the district remains under Navy jurisdiction. The proposed project addresses the electrical system throughout the region.

Diagrams and maps showing the region are attached to this application.

B.2. Describe and outline the scope of work for the proposed EDA investment, including a list of tasks to be undertaken.

SCOPE:

The project is the construction of a new electrical distribution system throughout Kalaeloa. This will provide the most efficient avenue to rectify the reliability and power delivery concerns in Kalaeloa and to assist the U.S. Navy in divesting of their electrical system assets in the area. The divestiture will enable the U.S. Navy to eliminate the ongoing operations and management costs, and emergency cost repairs in this area

and focus their limited resources into other areas on Oahu. The proposed new system will be constructed to current standards to provide resiliency and reliability for the community of Kalaeloa. This project is expected to deliver more reliable service through upgraded system protection schemes and quicker response times to outages.

TASK SUMMARY:

Both underground and overhead 15kV construction will be utilized to replace the existing, antiquated system. Rather than the existing, elongated span lengths, a new ruling span of less than 200 feet will be required to minimize negative impacts from longer span lengths. The proposed overall concept consists of pulling 5,570 feet of new three-phase, 15kV 1000 MCM AL cable through the recently constructed duct bank system along the eastern portion of the downtown community. Following this cable pull, an underground to overhead transition will occur via a switchgear and a riser pole. From the riser pole an additional 351 power poles (class 2 minimum ranging from 45-65 feet) will be framed and installed strategically throughout the community. Through the installation of these poles, transfers of service and voltage conversions can occur to upgrade the existing 4.16kV and 11.5kV systems to a new operating voltage of 12.47kV. To serve the existing load and provide room for anticipated load growth, 336 MCM will be the minimum conductor size used for the main arteries construction. The main arteries of the new system will span approximately 6.78 miles throughout the community. Approximately 2.37 miles of service extensions and lateral construction is needed. These extensions will be constructed with 1/0 AWG as the minimum conductor size. Approximately 80 transformer stations are in the downtown Kalaeloa community, varying in age and are nearing the end of useful life. Since a voltage conversion is occurring, these transformers will need to be replaced with dual voltage units to prevent extended customer outages during the transition phase. To provide additional resiliency, these transformer stations will be properly fused and/or protected to prevent the failure of one unit discontinuing service to another.

NEED:

The need for this project is due to the current poor condition of the existing, Navy-owned electric system in the region. Since the Navy no longer has an active mission in the district, the Navy no longer has the funding needed to upgrade the system, nor to perform much-needed maintenance. Repairs are made as needed, and the system reliability is some of the poorest in the state. For more than a decade, tenants have complained of multiple power outages each month that often last more than an hour, and sometimes as much as eight hours, with most tenants experiencing approximately 40 hours of power outages a year. The five-year average SAIDI (System Average Interruption Duration Index - an index used to measure expected outage time per year per customer) for Kalaeloa is 569 minutes. This is more than five times the national average of approximately 110 minutes (US Energy Information Administration - EIA). These outages have impacted critical services at some tenant buildings such as elevators and safety lighting, and critical capabilities for tenants including military tenants. In summer of 2019, a region-wide electrical system outage lasted for over two weeks, and cost the Navy over a million dollars to repair. Small business owners lost over a million dollars in produce. The FBI, Hawaii Army and Air National Guard (HARNG), Hawaii Public Housing

Authority (HPHA) Shelters, the Veteran Administration (VA) Shelters, the Department of Hawaiian Home Lands (DHHL), the Department of Transportation Kalaeloa Airport (DOT-A), United States Coast Guard (USCG), Barbers Point Elementary School (BP Elem.), Kamaaina Kids Child Care Center, Responsive Care Givers Of Hawaii, Kalaeloa Rental Homes, Wakea Garden Apartments and a hundred small businesses were forced to use generators for power. The impact in the district was enormous, as over eight thousand business owners, military families, residents, students, and other electric customers are reliant on the Navy's electric system. Along with the Navy, all are simply hoping an outage does not occur again. Without a Navy mission in the district, the ability to make meaningful improvements are difficult both financially and from a planning perspective. Replacement of the existing electrical system is needed, which will be significant from a cost, time, and electric service reliability standpoint to anyone taking over control of the electric grid. Yet the district need is so great that the HCDA and other landowners have been making piecemeal upgrades to the electric system where possible. These upgrades are new build, non-Navy-owned electric infrastructure, such as electric distribution lines which connect to Hawaiian Electric (HECO), electric generation with a HECO connection, and related service work. In this sense, the district customers are gradually removing themselves from the Navy-owned electric system, but this form of revitalization is problematic in that it can result in an inefficient system plan, and may exclude community customers who are unable to access the new build for various reasons.

RESULT:

Following the construction of the new system, it is anticipated service outage frequency and duration will decrease thus improving the quality of life for the military members and their families residing and working in Kalaeloa. Shorter span lengths with stronger poles, new protection and coordination schemes, and replacement of transformers is expected improve resiliency for the community.

For full description of Key Project Tasks, please see Attachment, Electrical System Strategic Plan.

B.3. Economic development needs

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

☒ Yes If Yes, what is the source?

Kalaeloa Master Plan and Rules (adopted by the HCDA Board in 2005). Currently in revision. Please see attachment.

☐ No If No, then please check one:

☐ B.3.a.i. An alternate strategic planning document that governs this investment is attached.

Add Attachment

Delete Attachment

View Attachment

☐ B.3.a.ii. This investment is to develop a "strategy grant" to develop, update or refine a CEDS.

☐ N/A – Not Applicable

B.3.b. Describe the economic conditions of your region. Define the economic development need to be addressed by the proposed EDA investment and explain how the proposed investment will address that need.

The Kalaeloa district is economically distressed. The 2012-2016 ACS data showed that the Kalaeloa Census Tract had a civilian unemployment rate of 11%, higher than the unemployment rate of the neighboring Ewa Beach Census Tract region (6%), the State of Hawaii overall (2.4%), and the United States (5.7%). Compared to its neighbors, the district of Kalaeloa has a lower median household income, and a significantly higher percentage of persons below the poverty level (29% versus 9.5% in Hawaii overall). Prior to the pandemic, the district of Kalaeloa already lagged behind its neighbors, the state, and the country in the metrics of unemployment and poverty rate. In March, as the pandemic took effect in Hawaii, the state of Hawaii's unemployment rate increased dramatically, from 2.7% to 22.3%. By May, Hawaii had the second-highest unemployment rate in the country, almost twice the national average unemployment rate of 13.3%. More than 230,000 unemployment claims were filed by April 30, with almost 1 of every three workers without employment. During May, 143,150 residents statewide were unemployed. As of August 2020, Hawaii's preliminary unemployment rate remains at 12.5%, second-highest in the country and greater than the national average of 8.4%. As Hawaii's communities work to address the pandemic and the economy, there is a need to diversify from the state's current dependence on a tourism. Hawaii has been hit hard by the pandemic, and already disadvantaged communities in the state have been especially impacted.

ECONOMIC DEVELOPMENT NEED TO BE ADDRESSED BY PROPOSED INVESTMENT

The economic development at Kalaeloa is hindered by substandard electrical infrastructure. The demand for growth is there; the Navy is unable to make changes to the electric infrastructure, which means that existing and new electric service applicants are unable to grow or join the system.

As Hawaii's communities work to address the pandemic and the economy, there is a need to diversify from the state's current dependence on a tourism. Prior to the pandemic, there was ongoing need for relief from the high cost of living, especially housing and electric costs. The pandemic has sharpened the need for a more stable system of earning, and living. Hawaii residents and businesses need immediate relief; residents need job opportunities and housing. The Kalaeloa district is uniquely situated in that it is a geographically rich, underutilized district with pent up demand for growth from public and private stakeholders. Thus far, the demand has been held back due to the substandard electric system. Investment in this system will allow the private and public investments to increase, ultimately creating livable jobs and diversified development opportunities. Such investment will help the district residents and businesses recover from the economic impacts of the pandemic. The development of the electric system in Kalaeloa will provide the following benefits:

- Provide safe and reliable electric service for district customers;
- Facilitate the recovery of the community from the coronavirus pandemic;
- Allow currently constrained development to move forward;

- Support the economic growth of the community, including growth in diversified industries;

The mixed uses present in Kalaeloa and the strategic location allow this district to thrive as a central hub of innovation in the Hawaii economy. With land available, proximity to an industrial complex, the access to the ocean and open spaces, local schools, and nearby rail, as well as abundant natural resources, Kalaeloa is rich in resources and positioned for growth. The development of skilled employment opportunities will allow some diversification of the Hawaii economy, and assist Hawaii's recovery from the pandemic via district revitalization and job creation. Investment in Kalaeloa infrastructure will help the district, and Hawaii, recover from the economic impacts of the pandemic.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

The Applicant, HCDA, has capability and capacity to administer, implement, and manage the project. The HCDA is a public entity created by the Hawai'i State Legislature to establish community development plans in community development districts; determine community development programs; and cooperate with private enterprise and the various components of federal, state, and county governments to bring community development plans to fruition. The HCDA's work should result in economic and social opportunities and aim to meet the highest needs and aspirations of Hawai'i's people.

The State Legislature created the HCDA in 1976 to supplement traditional community development methods and revitalize economically depressed or blighted urban areas in the State. Since 2002, when HCDA became a permitting authority in the KCDD, the HCDA assumed responsibility for redevelopment of Kalaeloa, overseeing remaining conveyances, contract administration, promulgation of administrative rules, and other tasks relating to the Redevelopment Commission. The HCDA has worked with district stakeholders to develop a strategic plan that established a vision for Kalaeloa as a "Center for Excellence" or Wahi Ho'okela within the Ewa region of Oahu. This vision is founded on a set of core values aimed at striving for excellence in multiple disciplines, respect for the past, creating social and economic value, and community involvement. Therefore, Kalaeloa is seen as becoming a center for Hawaii's people to share knowledge, develop expertise, and advance themselves while remaining respectful of past and place.

Since 2002, the HCDA has worked with district stakeholders to facilitate key projects in the Kalaeloa district, including the following:

- Kalaeloa Master Plan and Rules;
- Developer permitting/ planning;
- Enterprise Energy Corridor;
- Renewable energy siting (numerous);
- Right of Way and metes and bounds development.

The HCDA holds monthly stakeholder meetings in the district, and works proactively with the community to move forward major projects.

B.5. List and describe the strategic partners and organizations to be engaged in this project

Hawaii Community Development Authority (HCDA) : Lead Applicant
Hunt Companies, Inc. (Hunt): Strategic Partner, landowner in region
US Navy: Current electric system owner/ operator

B.6. Describe the investment (project) impact and fit with EDA funding priorities

The expected impact of the project in the district is significant, and multifaceted. As previously described, the two-week electric outage during summer of 2019 in the region cost the Navy almost one million dollars in repairs, and impacted almost 8000 Kalaeloa residents, businesses and organizations. The project will reduce this type of occurrence; the project will also foster growth in the region. The project aligns with the EDA investment priorities as a critical infrastructure priority, and also as a Qualified Opportunity Zone.

PROJECT IMPACT

The impact of a safe and reliable electric system in the district will be tremendous. As noted previously, development in the Kalaeloa district is currently constrained by an unreliable, antiquated electric system. Kalaeloa has been experiencing significant growth and is slated for further residential, commercial, and industrial growth. The development of a nearby rail station, and proximity of Kalaeloa to Campbell Industrial Park, Ko'olina Resorts, and the new Ka Makana Ali'i development is further evidence of the trajectory of growth in the district.

The Kalaeloa Master Plan and Rules (Master Plan) predicts regional development through 2025 of the following:

- Additional 5000 residential dwelling units
- Additional 116,583 square feet of commercial,
- 725,028 square feet of office space,
- >2,000,000 square feet of industrial and industrial mixed use.

The current electric system peak load is approximately 24 MW. The Master Plan suggests a redevelopment peak load of about 45-60 MW, which is expected to take place in phases through the year 2025. Development is expected to continue beyond the year 2025 (20-year horizon at the time), but this was not included in the cash flow model analysis during Master Plan finalization in 2005. The development of a comprehensive, reliable and safe electric system in the district will improve the lives of all in the district. As it is, the electric system currently represents a bottleneck to furthering development, job creation, and private investment in the district. The Navy receives requests for electric service which are denied due to insufficient capacity; the Navy seeks to divest the system, but costly upgrades are required as part of the divestment agreement. In the implementation of the Master Plan, private developers will finance new development, and public agencies will finance new improvements. The remaining piece of needed financing is for construction of new infrastructure and utility systems to serve this public and private sector development in the district. Recognizing that the electric system was a major hindrance to ongoing development in the region, the HCDA hired a consultant in 2017 to develop a plan to improve the Kalaeloa electric

system. The resulting study found a few viable options for electric system revitalization. The options include transfer of the system to a private electric utility provider, and forms of lease for electric service provision. All of the options required a significant financial investment to improve the system to current standards.

EDA FUNDING PRIORITIES FIT

1. Critical Infrastructure

The development of a safe and reliable electric system in Kalaeloa is key to furthering development of the district. The assistance requested by this project is also key to allowing investment in the district, assisting with economic recovery from the pandemic, and facilitating Navy divestiture of the system.

2. Opportunity Zones. Kalaeloa was designated a Qualified Opportunity Zone in 2017. This project will clearly benefit residents and businesses in Kalaeloa. In addition to providing quality electricity to residents and businesses, the upgrade of the electric system will spur economic development in the district as it will allow additional residential, retail, industrial, and commercial development.

B.7. Identify the proposed time schedule for the project

The proposed time schedule for the project is thirty-six months for design, permitting, and construction. This period could begin as early as January 1, 2021. For time schedule details, please see Attachment 4, Kalaeloa Electric Project Schedule.

B.8. Economic impacts of the project

B.8.a. Please describe the economic impacts of the project:

Development in Kalaeloa is hindered by the current electric system. As well as increasing reliability, the project will enable new connections and promote development. The ability to connect will spur private and public investment in the district, facilitating economic recovery. Known connection requests and developing filings are described herein.

Over 500 acres of Kalaeloa is under development by Hunt Companies for a variety of uses. There is demand for housing, light industrial and commercial, retail, and additional office and hotel space. A portion of the western section of Kalaeloa will see up to 1,500 residential homes developed over the next ten years, with a potential for up to 4,000 total new residential units over the next twenty years. The residential housing market in the region suffers a lack of supply, and the additional housing in Kalaeloa will stimulate added retail and commercial activity. Currently, the retail businesses in Kalaeloa include one grocery store, a small Navy exchange store and gas station. The additional residential units would drive demand for additional retail stores to serve the region. If the electric infrastructure of Kalaeloa could be adequately addressed, there is strong potential for light industrial and commercial uses within the Hunt 500-acre area. Demand is projected for over one million square feet of light industrial, and 1.1 million square feet of retail/lodging space. The supply of light industrial space is also constrained in West Oahu, making Kalaeloa an excellent location to create new jobs in manufacturing and export-oriented businesses. There is also opportunity to bring a Veterans Affairs (VA) clinic to Kalaeloa, creating high-paying medical jobs and further enhancing demand for quality housing.

Job creation, including both direct and indirect jobs would come from both construction period jobs and ongoing operational jobs. The Hunt assessment shows the creation of over 1,000 new construction jobs and nearly 5,000 new ongoing operational jobs created over the next 10 years. Over 20 years, job creation would exceed 7,000 total new jobs.

The Kalaeloa Master Plan and Rules emphasizes the need for the district to capitalize on emerging technologies, research, ecologically sustainable development, and aviation-related industries as a means of creating new jobs and economic developments. The district is uniquely positioned to be able to thrive in these fields, and has made inroads in this area. There are several renewable energy sites in the district, and the strategic location of the DOT Airports is an opportunity specific to the region. In addition, the impact of the coronavirus pandemic has highlighted to the Kalaeloa community, as well as Hawaii generally, the need to diversify employment opportunities. There is a need to offer quality employment opportunities that will support families, create career pathways, and foster creativity and innovation in the islands. The mixed uses present in Kalaeloa and the strategic location allow this district to be such a central hub of innovation in the Hawaii economy. With land available, proximity to an industrial complex, the access to the ocean and open spaces, local schools, and nearby rail, as well as abundant natural resources, Kalaeloa is ready to thrive as part of the "second city" envisioned by Hawaii planners decades ago.

B.8.b. Please identify the total estimated jobs and private investment that is expected to be generated by this project:

Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
7,000	700	\$7,000,000.00

B.8.c. Please identify the source of Estimates above (check as many as apply):

- ☒ Letters from Beneficiaries of the Project
- ☐ Input/Output Model (e.g. IMPLAN, REMI)
- ☐ Comparison to Similar Projects
- ☐ Other Method (specify below)

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B.9. Beneficiaries of the project

Beneficiary Name	NAICS Code	Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
Hunt Companies	655200	7,000	700	\$7,000,000.00
US Coast Guard	926120	0	0	\$4,863,254.34
US Department of Transportation Airport	926120	0	0	\$1,500,000.00
Department of Hawaiian Home Lands	925120	300	300	\$120,000.00
Total		7,300	1,000	\$13,483,254.34

B.10. Non-EDA funding for the project

B.10.a. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use consistent with the purpose of the project?

☐ Yes

☒ No (explain below)

some of the EDA funds are specific to sections of the Projects that are associated directly with that stakeholder or beneficiary. For instance, the Hunt Companies intends to invest \$7 million over the next 10 years for the development of an electric system in the region that will connect to the project as described in this application. The Coast Guard has contracted with Hawaiian Electric to invest over \$4 million into the project, but the funding is tied to a specific Sub Concept of the Project.

B.10.b. Identify the source, nature and amount of all non-EDA funds.

Source	Amount	Date Available	Type	Restriction/Comments
Hawaii Community Development Authority	\$185,000.00	01/01/2021	In-Kind	Cash and In-Kind
Hunt Companies	\$7,000,000.00	07/01/2021	Cash	Cash (\$7 M investment) and In-Kind
Department of Transportation (Airports)	\$1,500,000.00	03/01/2021	In-Kind	Relating to Enterprise Avenue
US Coast Guard	\$4,863,254.34	07/01/2021	In-Kind	specific to Coast Guard extension

B.10.c. Does the applicant plan to seek other federal financial assistance as part of or in connection with this project? If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

☐ Yes (explain below) ☒ No

B.10.d. Please attach documentation confirming non-EDA (matching or cost share) funding:

Commitment Letters ED 900 C

Add Attachment

Delete Attachment

View Attachment

B.11. Justification for sole source procurement

Will you contract work to complete part or all of this project?

☐ B.11.a. No

☒ B.11.b. Yes If yes, will contracts be awarded by competitive bid?

☒ B.11.b.i. Yes

☐ B.11.b.ii. No

If contracts will not be awarded by competitive bid, please provide a justification. A cost analysis will be necessary when adequate price competition is lacking, and for sole source procurements.

B.12. Equipment

Will any funds be used to purchase equipment?

☒ B.12.a. No

☐ B.12.b. Yes If yes, will project funding be used to install the equipment?

☐ Yes

☐ No

Please attach a list, including cost, description, purpose, and estimated useful life of any equipment that will be purchased as a part of this project.

Add Attachment

Delete Attachment

View Attachment

C. Regional Eligibility

C.1. Region

Define the area/region that is the basis for the applicant's claim of eligibility. EDA will review and evaluate documentation submitted by the applicant to verify and determine eligibility.

The applicant is eligible as part of the State of Hawaii. The project region, Kalaeloa Community Development District, Census Tract 15003008502, is eligible as a Qualified Opportunity Zone (designated in 2017).

C.2. Economic Distress

Check all that apply in establishing regional eligibility (see NOFO for more details):

☒ **C.2.A. Unemployment rate**

☒ **C.2.B. Per capita income**

☒ **C.2.C. Special need**, including:

- ☐ Substantial out-migration or population loss;
- ☐ Underemployment; that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit;
- ☒ Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions;
- ☐ Natural or other major disasters or emergencies;
- ☐ Extraordinary depletion of natural resources;
- ☐ Closing or restructuring of an industrial firm or loss of other major employer;
- ☐ Negative effects of changing trade patterns; or
- ☐ Other circumstances set forth in the applicable NOFO (please explain below).

C.3. Substantial Direct Benefit

If the project does not meet any of the criteria above, is it located in an Economic Development District (EDD), and will it provide substantial direct benefit to residents of an area within that EDD that does meet the distress criteria?

☐ Yes

☐ No

Which Economic Development District?

Please explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD.

C.4. Source of data provided for regional eligibility determination

Check the box denoting what data source you used to establish eligibility:

☐ C.4.a. The most recent ACS data published by the U.S. Census Bureau.

☒ C.4.b. The most recent Bureau of Labor Statistics Data.

☐ C.4.c. The most recent other federal data for the region in which the project is located (e.g., U.S. Census Bureau or the Bureaus of Economic Analysis, Labor Statistics, Indian Affairs, etc.).

☐ C.4.d. If no federal data are available, the most recent data available through the state government for the region in which the project is located.

- ☐ C.4.e. Other data to substantiate regional eligibility based on a "Special Need" as defined in 13 C.F.R. § 300.3.

Please attach a copy of the documentation used to support your claim of eligibility:

Bureau of Labor Statistics

Add Attachment

Delete Attachment

View Attachment

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

D.2. Indirect costs

D.3. Key applicant staff

E. Administrative Requirements

E.1. Civil rights

E.1.a. Does the applicant understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20)?

☒ Yes

☐ No (explain below)

E.1.b. Do identified "Other Parties" (as listed in question B.9.), businesses that will create and/or save fifteen or more jobs as a result of the EDA project, understand and agree to comply with all applicable civil rights requirements under 13 C.F.R. § 302.20, including the requirement to provide signed assurances of compliance (ED-900B)?

☒ Not Applicable (No Other Parties Identified)

☐ Yes

☐ No (explain below)

E.2. Lobbying certifications

Will you be able to comply with federal requirements regarding lobbying?

☒ Yes

☐ No (explain below)

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Does the state in which the project will be located have a project review process that requires submission to a Single Point of Contact (SPOC)?

☒ E.3.a. No. Go to Question E.4

☐ E.3.b. Yes

If Yes, does this request for EDA investment assistance meet the SPOC process established by the state?

☐ E.3.b.i. No

☐ E.3.b.ii. Yes

Please explain why not

If Yes, were SPOC comments/clearance received?

☐ E.3.b.ii.a. Yes

Please attach the comments/clearance:

Add Attachment

Delete Attachment

View Attachment

☐ E.3.b.ii.b. No. The review period has expired and no comments were received.

☐ E.3.b.ii.c. No. Comments have been requested but the review period has not yet expired.

Please attach evidence of your request for comments:

Add Attachment

Delete Attachment

View Attachment

E.4. Single Audit Act Requirement

E.4.a. Does the applicant understand and agree to the requirements of subpart F of 2 C.F.R. part 200 regarding federal audits?

☒ Yes

☐ No

E.4.b. Is the applicant currently audited under the Single Audit Act?

☒ E.4.b.i. No

☐ E.4.b.ii. Yes, If yes:

E.4.b.ii.a. What is the date of the most recent audit?

E.4.b.ii.b. Was this audit submitted to the Federal Audit Clearinghouse?

☐ Yes

☐ No

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated below, non-governmental applicants (excluding public universities and district organizations) must also provide a copy of the following items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or providing a hard copy.

- F.1. Non-profit organizations must provide a current Certificate of Good Standing from the State in which they are incorporated.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.2. New non-profit organization applicants must provide their Articles of Incorporation and By-Laws. Non-profits with an active EDA grant must either provide a) a revised copy of their Articles of Incorporation or By-Laws if these have been amended or b) a statement certifying that there has been no change in the organization's Articles of Incorporation or By-Laws.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.3. Non-profit organizations must provide a resolution passed by a general purpose political subdivision of a State (e.g., local government entity) or a letter signed by an authorized representative of a local government acknowledging that the applicant is acting in cooperation with officials of the political subdivision. EDA may waive this requirement for certain projects of significant regional or national scope (see 13 CFR § 301.2(b)).

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.4. If applying for a construction or RLF investment, an applicant must afford the appropriate general purpose governmental authority a minimum of 15 days to review and comment on the proposed project (13 CFR § 302.9(a)).

Will the applicant be able to provide these comments?

☐ Yes

☐ Not applicable, because the applicant is not applying for a construction or RLF grant

☐ Not applicable, because this requirement has been satisfied under an existing RLF plan

☐ No, for another reason (explain below)

Instructions for Form ED-900

A. Applicant Information

A.1. EDA Application Identifier – If EDA has previously provided an identifier for your proposal/application, please enter that identifier here. Otherwise, leave blank.

A.2. Please identify all applicants for this project:

The Lead Applicant should be the party who is responsible for handling disbursement of funds and reporting to EDA.

Note that Sam.gov registration is required of all EDA applicants and awardees. Please list the relevant CAGE Code and SAM.gov expiration data for all applicants and co-applicants (if any).

B. Project Information

B.1. Provide a geographical definition of the region to be served by the investment (project), including the specific geographic location of the project within the region.

Clearly and concisely describe the region where the project will be located, including the specific geographic location of the project within the region, as well as background on the assets of the area, which may include clusters, and workforce, physical, educational and financial infrastructure.

B.2. Describe and outline the scope of work for the proposed EDA investment, including a list of tasks to be undertaken.

List specific activities that will be undertaken and the specific deliverables that will be produced as a result of this investment. The description of the proposed project must include a clear statement of the overall purpose of the project.

Applicants for construction assistance (including design and engineering assistance) should also include a statement of project components. Indicate if the proposed project involves the construction of a new facility or facilities or the enlargement, expansion, renovation, or replacement of an existing facility or facilities. Describe the existing facility and proposed project components in terms of dimensions, capacities, quantities, etc.

Applicants for Partnership Planning Assistance should provide a narrative on the economic development activities that will be undertaken including managing and maintaining the CEDS process.

Applicants for Short Term Planning Assistance should provide a narrative explaining how the proposed scope of work will enhance economic development planning capacity of the identified region. Include any relationship or collaboration with other public and private entities. Please explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

Applicants for State Planning Assistance should provide a narrative outlining the proposed scope of work for the project. Include the relationship to any existing CEDS or similar planning processes in the region and the goals and objectives of the proposed project.

B.3. Economic development needs

Except for grants to fund developing, updating or refining a CEDS as described in 13 C.F.R. § 303.7, the region in which Public Works or Economic Adjustment projects will be located must have a CEDS with which the project is consistent.

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

If Yes, what is the source? *Note: If you are unsure if your region has a CEDS, please contact your local District Organization. In areas without a District Organization, CEDS may also be obtained at the City, County, or State level.*

If No, then please check one of the indicated options:

B.3.a.i. There is an alternate strategic planning document that will govern this investment. Please identify the strategy and provide a copy of this planning document, either by attaching the document to this application or submitting a hard copy.

B.3.a.ii. This investment is to create a strategy plan to develop, update or refine a CEDS. Please explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

B.3.b. Briefly describe the economic conditions of the region described in B.1, as well as the economic adjustment problems or economic dislocations the region has experienced (or is about to experience) and the regional impact of these conditions. How does the project address the economic development needs of the region and the goals and objectives of the CEDS for the region or the alternate strategic planning document described in section b below? See 13 C.F.R. part 303.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

B.5. List and describe strategic partners and organizations to be engaged in this project

Describe existing regional partnerships (if any) that are directly engaged in supporting the proposed project, including a discussion of the extent of participation of government agencies, private sector interests, education providers, non-profits, community and labor groups, workforce boards, utilities, etc.

B.6. Describe the investment (project) impact and fit with EDA funding priorities

Concisely document how the proposed project aligns with one or more of EDA's investment priorities. Applicants that propose projects that do not align with EDA's investment priorities will not be as competitive as those that do. Applicants are strongly encouraged to review EDA's investment priorities, as outlined in the applicable Notice of Funding Opportunity (NOFO) announcement on www.Grants.gov.

B.7. Proposed time schedule for the project

Provide a proposed time schedule for completion of the project, including when (month/year) the project will begin and end. Explain any potential issues that could affect project implementation.

B.8. Economic impacts of the project

Provide a clear and compelling justification for the long-term potential economic impact of the proposed project, through anticipated job creation or retention, private investment leveraging, number of businesses or collaborations supported, or other appropriate measures. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment. Applicants must attach letters of commitment from any identified beneficiaries.

For all other measures, applicants should clearly identify the expected time frame. In all cases, applicants must document the benefit and provide third-party data or information available to support these claims.

B.9. Beneficiaries of the project

If applicants have identified specific private sector employers that are expected to create and/or save jobs as a result of the project, applicants should list those beneficiaries in the table provided. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment.

NAICS Code: The NAICS code for the major industry category of the beneficiary company (see www.naics.com for a searchable list).

Jobs Created: The number of jobs that the company expects to create as a result of the project.

Jobs Retained: The number of jobs that the company expects to retain as a result of the project.

Private Investment: The amount of private investment that the company expects to make in its business/community as a result of the project.

Form ED-900B must be completed by each beneficiary that expects to create and/or save fifteen or more jobs as a result of the project.

B.10. Non-EDA funding for the project

Select the appropriate response to each question. Applicants should identify the source, nature and amount of all non-EDA funds, including in-kind contributions (non-cash contributions of space, equipment, services, or assumptions of debt). Explain the status of all funding commitments, including the date the funds will be available from each source, and describe any conditions or restrictions on the use of such funds. If in-kind contributions are included, explain the basis on which they are valued. If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant. Please attach evidence of commitment from all funding sources. For example, if bonds are contemplated as match, counsel opinion of the applicant's bonding authority and eligibility of the bonds for use as match, along with full disclosure of the type of bonds and the schedule of the applicant's intended bond issue, are required.

B.11. Justification for sole source procurement

Select the appropriate response to each question.

B.12. Equipment

Select the appropriate response to each question.

C. Regional Eligibility

Public Works and Economic Adjustment Assistance projects must satisfy regional eligibility requirements (see NOFO for more details). This section will assist EDA in determining if the proposed project satisfies these eligibility requirements.

Planning and Technical Assistance applications: although meeting specific distress criteria is not a prerequisite for funding under these programs, the economic distress level of the region impacted by a project serves as the basis for establishing the EDA share of the total cost of the project and can inform competitiveness.

Please answer all questions completely and accurately and attach explanations and supporting documentation where applicable.

C.1. Region

Clearly define the area/region that is the basis for your claim of eligibility.

C.2. Economic Distress

Check all that apply in establishing regional eligibility (see NOFO for more details):

C.2.A. Unemployment rate: The project is located in a region that has an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point above the national unemployment rate.

C.2.B. Per capita income: The project is located in a region that has a per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income.

C.2.C. Special need: The project is located in a region that has experienced or is about to experience a "Special Need" (as defined in 13 C.F.R. § 300.3) arising from actual or threatened severe unemployment or economic adjustment problems resulting from severe short-term or long-term changes in economic conditions, including: Substantial out-migration or population loss; Underemployment, that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit; Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions; Natural or other major disasters or emergencies; Extraordinary depletion of natural resources; Closing or restructuring of an industrial firm or loss of other major employer; Negative effects of changing trade patterns; or other circumstances set forth in the applicable NOFO.

C.3. Substantial Direct Benefit

A project located within an Economic Development District (EDD) that is located in a region that does not meet the economic distress criteria set forth in section C.2 above, is also eligible for EDA investment assistance if EDA determines that the project will be of "substantial direct benefit" to a geographic area within the EDD that meets the distress criteria set forth in question C.2 above by providing significant employment opportunities for unemployed, underemployed, or low-income residents of the distressed geographic area within the EDD. If applicable, identify the EDD in which the proposed project will be located, as well as the geographic area within the EDD that meets the economic distress criteria detailed in section C.2., and explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD. (See NOFO for more details.)

C.4. Source of data provided for regional eligibility determination

Check the appropriate box denoting what data source you used to establish eligibility. Please attach data used to establish eligibility.

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

Provide a clear budget justification that identifies how funds in each line item of the budget will be utilized to support the proposed project. Explain the proposed use of any amounts budgeted for "Equipment," "Contractual," or "Other," if any, on Form SF-424A, Budget Information - Non-Construction Programs.

D.2. Indirect costs

Explain the types of indirect costs, if any, on Form SF-424A. If there are any indirect costs, please submit a copy of the current Indirect Cost Rate Agreement that your organization has with its cognizant Federal agency. Alternatively, applicants must provide supplemental documentation such as: a certificate of indirect costs and acknowledgment letter from the cognizant agency, a cost allocation plan, an indirect cost rate proposal and/or other acceptable documents under Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance) as set forth in 2 C.F.R. part 200 or relevant procurement regulations.

D.3. Key applicant staff

Identify key applicant staff who will undertake and complete project activities. Include a description of the knowledge, organizational experience, and expertise of individual staff members. In addition, explain how organizational resources will be used to complete project activities. For National Technical Assistance, Training and Research and Evaluation projects, specify which positions will be charged to the federal and non-federal portion of the project budget.

E. Administrative Requirements

E.1. Civil rights

Select the appropriate response, providing an explanation if "no."

E.2. Lobbying certifications

All applicants for federal financial assistance must certify that federal funds have not been used and will not be used for lobbying in connection with this request for federal financial assistance (Form CD-511). If non-federal funds have been or are planned to be used for lobbying in connection with this request for federal financial assistance, Form SF-LLL also must be completed. Applicants must comply with 13 C.F.R. § 302.10 regarding attorneys' and consultants' fees and the employment of expeditors. This regulation requires that applicants identify and disclose the amount of fees paid to anyone engaged to assist the applicant in obtaining assistance under the Public Works and Economic Development Act of 1965 (PWEDA), as amended.

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Select the appropriate response to each question, please attach any comments that have been received. If the comment period has not yet expired or comments were not received, attach evidence of your request for comments.

E.4. Single Audit Act Requirement

Select the appropriate response to each question.

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated, non-governmental applicants must also provide a copy of the requested items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or submitting a hard copy. Public Universities and Certain District Organizations may be exempt from this requirement, please contact your Regional Office to determine the requirements applicable to your organization.

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	PWEAA2020
Opportunity Title:	FY 2020 EDA Public Works and Economic Adjustment Assistance Programs including CARES Act Funding
Opportunity Package ID:	PKG00255947
CFDA Number:	11.300
CFDA Description:	Investments for Public Works and Economic Development Facilities
Competition ID:	PW-EAA-C
Competition Title:	EDA Construction Full Application 11.300 and 11.307
Opening Date:	10/18/2019
Closing Date:	09/30/2022
Agency:	Economic Development Administration
Contact Information:	www.eda.gov/contact

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00577177
Application Filing Name:	Kalaeloa Safe and Reliable Electric Service
DUNS:	1445327850000
Organization:	BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM, HAWAII DEPARTMENT OF
Form Name:	Budget Information for Construction Programs (SF-424C)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Sep 29, 2020 11:30:27 PM EDT
Form State:	No Errors

FORM ACTIONS:

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 287,660.78	\$	\$ 287,660.78
2. Land, structures, rights-of-way, appraisals, etc.	\$ 1,725,964.65	\$	\$ 1,725,964.65
3. Relocation expenses and payments	\$ 191,773.85	\$	\$ 191,773.85
4. Architectural and engineering fees	\$ 2,301,286.20	\$	\$ 2,301,286.20
5. Other architectural and engineering fees	\$ 100,001.00	\$	\$ 100,001.00
6. Project inspection fees	\$ 287,660.78	\$	\$ 287,660.78
7. Site work	\$ 1,917,738.50	\$	\$ 1,917,738.50
8. Demolition and removal	\$ 1,917,738.50	\$	\$ 1,917,738.50
9. Construction	\$ 9,588,692.50	\$	\$ 9,588,692.50
10. Equipment	\$ 5,753,215.50	\$	\$ 5,753,215.50
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 24,071,732.26	\$	\$ 24,071,732.26
13. Contingencies	\$	\$	\$
14. SUBTOTAL	\$ 24,071,732.26	\$	\$ 24,071,732.26
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 24,071,732.26	\$	\$ 24,071,732.26

FEDERAL FUNDING

17. Federal assistance requested, calculate as follows:
(Consult Federal agency for Federal percentage share.)
Enter the resulting Federal share.

Enter eligible costs from line 16c Multiply X %

\$ 0.00