

## ADDENDUM #21

**KITSAP TRANSIT**  
**Request for Proposals**  
***Bow Loading Ferry Vessel Design Build***  
**RFP #KT 17-559**  
**May 11, 2018**

60 Washington Ave. Ste.  
200  
Bremerton, WA 98337  
Phone: 360.479.6962  
Fax: 360.377.7086

[www.kitsaptransit.org](http://www.kitsaptransit.org)



### **Questions Asked and Answers Provided:**

**Question #1:** Addendum #20 specification section 230-1 states “The engine shall meet EPA Tier 4 emissions criteria and shall be rated for 4,000 hours of operation per year with 2,500 hours maximum continuous rating”. This equates to a ratio of 62.5% of time at maximum continuous rating (MCR). Typically high speed passenger ferries fall into a “C-rating” (50% of time at MCR), however this specification appears to drive a requirement for engines with a “B-rating” (80% of time at MCR) which is the next step up. This severely limits the choices of available conforming propulsion packages, possibly to a single option due to the various other specification and performance requirements impacting this determination. Is Kitsap flexible on this “B-rating” requirement?

**Answer #1:** Kitsap Transit is working on an answer to this question. The answer will be released by May 18, 2018.

**Question #2:** Addendum #20 indicates bidders are to price an option for a 3<sup>rd</sup> vessel, however the instructions and RFP do not indicate when that option would be exercised and that information is necessary for bidders to competitively price this option. Will the 3<sup>rd</sup> optional vessel be exercised within 12 months of Contract signing? If otherwise, will Kitsap Transit please specify the option period?

**Answer #2:** If Kitsap Transit chooses to exercise its option to purchase a third vessel, it will be exercised within 6 months of signing the Contract.

**Question #3:** There have been significant changes to the RFP, however there was no new pricing form provided with Addendum #20. Will Kitsap Transit please provide an updated pricing form clarifying how bidders will be required to present pricing items?

**Answer #3:** Kitsap Transit is currently updating the pricing form and will release the new form by May 25, 2018.

**Question #4:** Addendum #20 provided specification changes, but did not provide an updated Sample Contract incorporating those changes. After 20 addendums, it would provide bidders with much needed clarity if Kitsap Transit would provide an updated Sample Contract incorporating all changes.



## **ADDENDUM #21**

Will Kitsap Transit provide an updated Sample Contract for bidders ASAP via subsequent Addendum?

**Answer #4:** Kitsap Transit is currently updating the Sample Contract and will release a finalized copy by May 25, 2018.

**Question #5:** Addendum #20 Q&A #1 states that Kitsap Transit is in possession of a new updated Engineer's Opinion of Cost, however the details of that updated cost were not provided for bidder evaluation. Based on our understanding of the final technical requirements, we believe it likely that this cost is much higher than the Engineer's Estimate included with the original issue of the RFP and should be shared with qualified bidders. Will Kitsap Transit please provide the updated cost estimate to the group of qualified bidders?

**Answer #5:** The new Engineer's Opinion of Cost that Kitsap Transit has received is based off of current market conditions and pricing paid by other agencies for similar ferries. The new estimate is much higher than the original estimate released with the original RFP. At this time, Kitsap Transit is not willing to share their Opinion of cost. As stated in Addendum #20, Proposals will not be rejected based on the offered price. Kitsap Transit will evaluate all proposed pricing to determine "fair and reasonable".

**Question #6:** In the interest of reducing delivery lead times and project risk, and with clear understanding that sole responsibility for all contract performance resides with the prime contractor, would Kitsap Transit allow a bidder to sufficiently revise the original build plan submitted in prequalification Step 1 in order to team with a well-qualified subcontractor partner to handle a significant portion of the overall production work? Would a change of this magnitude result in rejection of a Step 2 proposal submitted?

**Answer #6:**

**Question #7:** In addendum 6 it was requested to know if bicycle storage would be allowed on the bow. The response was that it was acceptable; however, with the release of the new specification the bicycle storage requirements all refer to being stored on the stern of the vessel. Is the bow storage still acceptable? This was not included in the new revision; therefore, please advise.

Below is the wording from the previous addendum and current specification:

**Addendum #6** – October 31, 2017

Question #1: Can the bicycle storage be located at the front of the vessel, providing it is exterior to the house and complies with all other requirements? This is not clear from the specification.

## **ADDENDUM #21**

Answer #1: Bike storage can be located at the front of the vessel as long as it doesn't impede passenger flow, obstruct passenger's forward view and measures are taken to protect the bikes from the increased sea spray.

**Addendum #20** – April 19, 2018

Page 3: Bicycle Capacity.

Stored in weather, minimize exposure to spray, maximize number without impacting vessel size or seating with adequate passage between bow and stern stations, if required.

Page 9: General Requirements for Design and Construction

Bicycle storage location shall:

Be exterior to the house on the stern

Minimize conflicts with the pedestrian loading and unloading

Minimize turnaround times

Have defined path of travel between loading stations and stern with adequate space for both bicycles and other passengers

Bicycle traffic will be segregated from foot traffic

**Answer #7**: Kitsap Transit will allow bicycle storage on both the bow and stern. The bicycle storage requirements of the specification section 70, General Requirements for Design and Construction, page 9, shall be replaced with the below text:

Bicycle storage location shall:

- Be exterior to the house on the stern or bow. Any storage forward will require additional precautions to not impede passenger flow, not obstruct passenger or crew forward view, and minimize exposure of the bikes from the increased sea spray.
- Minimize conflicts with pedestrian loading and unloading
- Minimize turnaround times
- Have defined path of travel between loading stations and storage with adequate space for both bicycles and other passengers.

**All other terms and conditions remain the same.**

END ADDENDUM 21