

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

New Commuter Class Passenger Only Ferry
RFP 18-007

ADDENDUM NO. 1

July 6, 2018

SCOPE

This Addendum No. 1 consists of 2 pages. It includes the following:

1. Changes & Corrections.
2. Questions asked to date with responses.

1. CHANGES & CORRECTIONS

1. Request for Proposal Part A – FINANCIAL CAPACITY, In the alternative, Proposer may provide a written assurance from an authorized representative of the Proposer that it will provide, at the time of contract execution, an Irrevocable Standby Letter of Credit (LOC) equal to ~~100% of the Total Price included in the Price Proposal~~ 25% of the contract value or \$4M, whichever is greater.

2. QUESTIONS AND ANSWERS

- Q1: Does the RFP as written mean that WETA will not consider a US Coast Guard 46 CFR subchapter K ferry of proven design yet made from materials which offers significant advantages over aluminum and directly meets WETA's stated goals of developing "innovative environmental solutions for ferry vessels" and "improve(d) quality of life"? Will WETA allow such construction to compete for this opportunity?
- A1: Aluminum construction is the preferred material; WETA requires fleet commonality and readily available access to repair resources. Commercial composite marine construction does not currently meet that requirement. No other Subchapter K compliant composite vessels have been approved by USCG or built in the U.S.
- Q2: Performance Bond: It says "Said bond will guarantee the Contractor's faithful performance of the contract and compliance with all terms, conditions and requirements specified in the contract and must remain in full force and effect until the expiration of all warranties and settlement of all outstanding warranty claims." Is it intended that the bond will remain in place for the warranty period?
- A2: The Performance Bond shall be in effect though out the warranty period, but can be reduced to 10% of the contract value once satisfactory completion of the vessel is met.

Q3: Under the same section in Performance Bond it suggests: "An irrevocable standby letter of credit issued in a form approved by the OWNER may also be an acceptable substitute to a Performance Bond. The bond requirement is for 25% of the total contract value or \$4m, whichever is greater. On page 11, Financial Capacity, it says a similar thing but in this case the LOC is for the entire vessel price. Can you clarify?"

A3: Financial Capacity is corrected to 25% of the total contract value or \$4m, whichever is greater.

Q4: Request for Approved Equal Status for Rolls-Royce Kamewa Waterjet propulsion system.

A4: As stated in the RFP Technical specifications, Section 247 Water Jet, "Alternate waterjet manufacturers will be considered if the CONTR believes they provide a significant, industry proven advantage in performance or lifecycle cost to the OWNER". WETA will approve Rolls Royce provided it meets all requirements in RFP Technical Specifications including installation requirements, control and monitoring. The CONTR will need to demonstrate as part of their Step 2 proposal, the performance and/or lifecycle cost benefits of the Rolls Royce waterjet over the Hamilton waterjet as it applies to the vessel being proposed. Calculated performance predictions should be supported by actual measured data from similar vessels if possible.

ACKNOWLEDGMENT BY BIDDER

Each bidder is required to acknowledge receipt of all Addenda, including this Addendum No. 1 as specified in the RFP Instructions to Offerers.

ISSUED BY:



Keith Stahnke
Manager, Operations

7/6/2018
Date