

# REQUEST FOR PROPOSALS #19-008

## HOVERCRAFT FEASIBILITY STUDY

### SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

#### **ADDENDUM No. 2**

JULY 18, 2019

#### **SCOPE**

Addendum No. 2 consists of two (2) pages. Addendum No. 2 includes the following:

- A. Response to questions submitted from July 9, 2019 through July 15, 2019.

This addendum has been posted on the WETA website for review by all potential bidders.

#### **A. CLARIFICATIONS, QUESTIONS AND ANSWERS**

**Q1.** Does WETA expect the contracted operator or the building yard to provide specialized training for hovercraft vessel masters?

**A1.** No.

**Q2.** Does WETA expect the hovercraft to moor to current vessel inventory landing floats or will they be brought ashore when not in service?

**A2.** This question should be addressed by the consultant as part of the Study.

**Q3.** Has WETA discussed partnering option with other organizations/agencies?

**A3.** WETA has not yet partnered with other organizations/agencies. Per objective 12, "Identify potential partnership opportunities (public and private)," the consultant will be responsible for identifying partnership opportunities as part of the Study.

**Q4.** What was the cost for the 2011 study?

**A4.** Approximately \$50,000.

**Q5.** Have the Hovercraft Stakeholder and Hovercraft Technical Advisory Committees mentioned in the RFP (p. 3) already been convened by WETA? Do charters exist? Does WETA expect the contractor to help form the committees?

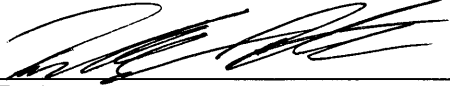
**A5.** The Hovercraft Stakeholder and Hovercraft Technical Advisory Committees have not been convened by WETA. The consultant is expected to assist WETA to form the committees upon initiation of the Study.

- Q6.** Does WETA have any guidance on the general public engagement to be included as part of the project?
- A6.** The consultant scope of work for this project does not include general public engagement, outreach efforts will be undertaken directly by WETA staff.
- Q7.** What would be the objectives of additional stakeholder engagement?
- A7.** See answer A6.
- Q8.** Does WETA anticipate additional public engagement to inform development of the feasibility study? Or to share the results?
- A8.** See answer A6.
- Q9.** Is fixed fee billing, either for subcontractors or for the whole project, acceptable to WETA?
- A9.** See Section 6 of the Form of Agreement included as Attachment A to the RFP for guidance concerning compensation.
- Q10.** Objective 7 lists “other transportation modes” in the context of hovercraft vs. conventional service. Is this a request to include comparisons to other forms of water transportation, (hydrofoils, flarecraft, etc.)? Or is this a request to include comparisons to ground or air transportation options (trains, busses, etc.)?
- A10.** “Other transportation modes” refers to other ground transportation modes, such as rail, bus, driving, etc.
- Q11.** What needs to be contained within the statement of financial stability? Is it required to be certified by a CPA?
- A11.** The statement of financial stability needs to provide pertinent information to allow WETA to reasonably formulate a determination about the financial stability and strength of the Proposer such as financial references, financial statements, or other relevant documentation. Describe any administrative proceedings, claims, lawsuits, settlements, or other exposures pending against the Proposer. CPA certification is not necessary.
- Q12.** Can proposers submit two bids? One that matches the scope of the RFP and one that goes beyond the scope?
- A12.** No. Proposers can only submit one bid.

**ACKNOWLEDGMENT BY OFFEROR**

Each Offeror is required to acknowledge receipt of all Addenda, including this Addendum No. 2 as specified in the RFP Instructions to Proposers.

**ISSUED BY:**

 <hr/> Taylor Rutsch Project Manager	7/18/2019 <hr/> Date
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