

# Bay Breeze and Solano Replacement Vessels

19-013

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## Addendum #4

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09 June 2020

SAN FRANCISCO BAY AREA

**WATER EMERGENCY  
TRANSPORTATION AUTHORITY**

## **SCOPE**

This Addendum No. 4 consists of 3 pages. It includes the following:

1. Answers to requests for clarification and requests for approved equals as of 5 June 2020. The time for requests for clarification and requests for approved equals has ended.

## **ACKNOWLEDGMENT BY BIDDER**

Each bidder is required to acknowledge receipt of all Addenda, including this Addendum No. 4 as specified in the RFP Instructions to Offerors.

## **ISSUED BY:**

**Tim Hanners**

Digitally signed by Tim Hanners  
DN: cn=Tim Hanners, o=WETA,  
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Tim Hanners  
Weta

Date

No.	Requestor	Question	Proposed response	RFP document Reference	RFP document revised
47	NBBB	Quick question, and I apologize if this was explained and I missed it, but, regarding the request for equivalent for certain pieces of equipment: Will WETA keep these confidential? I know that there is another round of questions due tomorrow and obviously we, as a company have some concern regarding our strategy. If we're trying to do something that no one else has thought of, and I'm not saying we necessarily are, we obviously don't want it published. Put simply, will WETA handle general clarification questions separately from requests for equivalence.	See Part A of the RFP for the confidentiality requirements that apply to all communications with WETA concerning this RFP. If the Proposer believes any communication contains information exempt from disclosure under the California Public Records Act, including trade secrets or other proprietary information that the Proposer believes would cause substantial injury to the Proposer's competitive position if disclosed, the Proposer must request that WETA withhold from disclosure the exempt information in their proposal by marking each page containing such exempt information as confidential in their proposal.  Under no circumstances will WETA's communications to any proposer, including responses to requests for clarification, be kept confidential. WETA is prepared to receive proposals that may include confidential/proprietary information. But it cannot conduct a fair procurement process and still respond to requests for clarification that contain any confidential/proprietary information.		
48	Arcadia Alliance	Please find the attached request for the use of carbon fiber as an "or equal" hull construction material as well as supporting documentation. If you or anyone in your group has questions or concerns please don't hesitate to ask.	WETA will approve the use of Carbon Fiber for the vessel construction provided the following items are addressed in the proposal. 1.The proposed vessel will be 100% approved by USCG for meeting Subchapter K requirements or an equivalent. 2.The proposed vessel and the HSC rules that Arcadia Alliance are making reference to shall not alter WETA's standard vessel crewing and training requirements above what USCG Subchapter K currently requires. 3.The proposal for a vessel that meets an equivalent to USCG Subchapter K requirements shall detail all operational differences between the proposed USCG approved equivalent rule set, such as HSC, and Subchapter K rules. The proposal will detail all changes to WETA's operational requirements. As an example, HSC regulations requiring a rescue boat would considerably change WETA's operational characteristics.		
49	Delta Marine	(1) Section 205 clearly states that a CONTR shall employ the services of a DPSI. Shall is defined in section 030 as an owner's requirement.  It would appear from all sections that refer to the DPSI (engines, exhaust, fuel, gearbox, shafting and bulkhead seals) that the DPSI role would be assumed by the engine distributor. RDI Marine (the MAN engine distributor in Seattle) is attempting to clarify the requirements of this role. It is stated that the CONTR and DPSI shall take responsibility for the supply of the propulsion machinery, including the diesel engine, reduction gear, high speed and low speed couplings and shafting, including torsional and flexible types, spool spacers, resilient mounts, and flexible connections such as the exhaust bellows and seawater bellows. The waterjets are absent from this list. Are the waterjets to be considered in the scope of supply from the DPSI as this will add significant cost to the project.	No, Waterjets will not be supplied by the DPSI.		
50	Delta Marine	(2) The Schedule of Values is missing Items 423 and 982. Please provide a revised form.	Not all SWBS sections are in the schedule of values. Where a SWBS section is missing in the schedule of values those costs shall be incorporated into another SWBS section that is in the schedule of values. In this case, the 423 section shall be accounted for in the 421 section in the schedule of values and the 982 section shall be accounted for in the 841 section.		
51	Delta Marine	(3) We have seen no reference to prevailing wage, therefore we are assuming this is not a requirement for this proposal. Please confirm.	Correct		
52	NBBB	1. Doors:The specification mentions "quick acting" weathertight doors. Please clarify if this is meant to require single operator linked doors or individual dogs with a standard door latch.	Individual dogs with a standard door latch.		
53	NBBB	2. Full Load Condition:The minimum F.O tankage requirement outlined in Table 126-1 (1000 US Gal at 90% fill per side) significantly exceeds the fuel capacity needed to achieve the objective endurance requirement in Table 081-1 (150% daily requirement). Section 841.1 of the Specifications states that the trials condition shall include 90% tankage. Could WETA please clarify if tankage here refers to total tank capacity provided on the vessel, or the tankage required to achieve the endurance criteria of 150% daily fuel burn?	90% of full tankage for trial conditions. The fuel tanks at 90% can be no smaller than 1000 USG even if that exceeds 100% of the daily requirement. Therefore, the minimum tankage for trials condition would be 1000USG per side provide that meets or exceeds the minimum of 100% of the daily requirement. If the CONTR provides for a fuel tank that is larger than the minimum the vessel shall conduct trials at 90% of the fuel tanks maximum capacity.		
54	NBBB	3. Proposals Will WETA accept separate standalone proposals for alternative designs which deviate from the technical specification from a single offeror?	No		
55	NBBB	4. Request for equivalence:Please clarify how requests for equivalency submitted as part of final the proposal will be handled. Will there be any impact on points should requests for equivalences be denied?	WETA will not answer requests for clarification or requests for approved equals after the time set forth in the RFP (as modified by Addenda). Proposers must determine what to include in their proposals. WETA expects and encourages proposers to include all information required by the RFP in order to explain how their proposal will best meet WETA's needs, and the RFP's requirements. WETA will evaluate all proposals fairly according to the process set forth in the RFP and based on the evaluation criteria set forth in the RFP. Accordingly, WETA will evaluate Proposals based on information submitted as part of the proposal package. WETA may also request additional information or modified proposals, and may request Best and Final offers.		