

ADDENDUM #19

KITSAP TRANSIT
Request for Proposals
Bow Loading Ferry Vessel Design Build
RFP #KT 17-559
March 5, 2018

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Recap of 1/22/18 Meeting and Actions Planned:

Kitsap Transit staff, Elliot Bay Design Group and KPFF invited the shipyards that were in the competitive range for the above referenced project to a round table discussion. The intent of the meeting was to establish a general understanding of the proposed shipyards concerns regarding the specifications and solicitation requirements.

Shipyards Concerns:

1. The shipyards are concerned that the engineer's estimate for this project and the actual cost for the required vessel are not congruent. Many of the shipyards feel that in order to meet the requirements of the solicitation, the proposed cost will be much higher than the estimate and will render their Proposals non-responsive.
2. Many of the shipyards were concerned about the ambiguity of the engine requirement. Was Kitsap Transit interested in a twin engine set up or a quad engine? There are many advantages/disadvantages to both with the major components being cost and market availability. The shipyards requested that Kitsap Transit declare which engine arrangement that they require.
3. Kitsap Transit has requested a deck height of 8 feet but side loading would be at 6 feet. These height requirements going to reduce seakeeping capabilities of the vessel.
4. How is Kitsap Transit going to measure speed? The RFP has language that talks about being able to cross in a certain amount of time with maneuvering and 7 minute dwell times. The shipyard won't be able to measure how Kitsap Transit has to maneuver on either end of their runs and how the dock procedures will increase crossing times. The shipyards request that Kitsap Transit measure the speed of the vessel.
5. The language in the proposed Contract makes a good attempt to supply incentives for early competition and penalties for failure to meet certain specification. The criteria to achieve these incentives and penalties are vague. Will Kitsap Transit provide more precise language for the application of these provisions to create a level playing field for all vendors? Shipyards also feel like this should be ironed out before Bids are received not negotiated after award to ensure that all Bidders have the same requirements.



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6. There is language in the specifications requiring the measurement of wake wash but there aren't any wake sensitive areas on the proposed routes. In order to measure wake energy, there will be additional engineering costs. Why does Kitsap Transit want this information and/or can it be removed?
7. Does Kitsap Transit have a Motion Sickness Index (MSI) that needs to be met?
8. Many of the shipyards feel that the spare parts requirements are very extensive and with most of the suppliers having a local presence, the shipyards recommend reducing the spare part list.
9. Will Kitsap Transit consider raising the page limit of the Proposal to accommodate a complete proposal?
10. Can Kitsap Transit provide the actual weight of the WFS apron as it will apply to bow loading for the proposed vessels?
11. The shipyards have concerns over a few of the Contract provisions in addition to the Liquidated Damages and Early Completion, the Warranty Clause appears to puts a non-standard warranty period on the shipyards and other non-standard clauses.

Kitsap Transit's Actions to be Taken:

It is anticipated that Kitsap Transit will release an Addendum addressing the concerns raised during this meeting. The Addendum will cover the following topics:

1. Kitsap Transit has taken all of the information from the points above and will incorporate the answers in to a revised set of Vessel Specifications. Kitsap Transit will provide the answers requested. The Draft Contract will be revised to address the concerns discussed above.
2. Kitsap Transit will complete an updated Engineer's Opinion of Cost to better reflect the actual costs for providing the specified vessels in today's market.
3. Kitsap Transit will provide all Proposer's with a revised schedule for the subject solicitation.

The above mentioned Addendum will be released on approximately March 19, 2018.

All other terms and conditions remain the same.

END ADDENDUM 19

Please remember to acknowledge this addendum on your bid sheet.