

## ADDENDUM #4

**KITSAP TRANSIT**  
**Request for Proposals**  
***Bow Loading Ferry Vessel Design Build***  
**RFP #KT 17-559**  
**August 15, 2017**

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### **Questions, Requests for Information Received and Answers Provided**

**Question #1:** We request that Kitsap significantly reduce the bonding requirements on the project. Currently the RFP requires the successful bidder carry bonding for all three vessels, while the proposed construction schedule is one vessel at a time. To avoid this being a single bidder proposal, we request the County require bonding levels to be in line with the financial risk associated with the project. In the very rare instance that a project has to be relocated to another yard, 20% of a vessel's cost would cover the cost of the projects relocation.

**Answer #1:** Kitsap Transit must follow both federal and state procurement guidelines when procuring goods or services that utilize federal funds. In the event that federal and state regulations conflict, Kitsap Transit is bond to use the most restrictive regulation. The Revised Code of Washington (RCW's) requires Kitsap Transit to obtain Performance and Payment bonds each in the amount of 100% of the Contract value. These RCW's also statutorily restrict Kitsap Transit from accepting any other form of security such as an Irrevocable Letter of Credit. Kitsap Transit therefore must decline the requests to reduce and/or waive the bonding requirements for this project.

**Question #2:** With bow loading is it understood that the apron on the existing WSF terminal will be used and lowered onto the bow of the footferry or is the footferry to be outfitted with its own gangway system that would land onto the existing ramp?

**Answer #2:** This is a requirement that will be addressed in Step 2.

**Question #3:** Will Kitsap Transit provide specific route data for all routes including prevailing winds and significant wave height as well as route length?

**Answer #3:** Kitsap Transit will provide this information in Step 2.

**Question #4:** In the RFP, 2J Sections 3 & 4. Clarification Regarding Davis-Bacon Prevailing Wage Rates: It is requested that Kitsap Transit should ask the U.S. Department of Labor (DOL), for a wage determination specific to this project and by location of the known bidders on the project as bidders cannot make such a request. The Department of Labor's Wage and Hour Division has indicated they do not consider the generic "Heavy" construction type, nor the other three types of construction under the Davis-Bacon Act: Building, Residential and Highway, as appropriate for vessel construction and thus will not issue a general wage determination under those four main categories, but will rather issue a project specific wage determination if the location of the work to be performed is known. Please refer to the example of the Department of Labor's General Decision Number: CA170026 issued on 01/06/2017 that is specific to shipbuilding and covers all

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counties in California. It is essential for shipbuilding prevailing wages to be used for this project and not generic heavy construction prevailing wages.

**Answer #4:** Kitsap Transit has contacted the DOL and asked for a project specific Wage Determination based on this request. The DOL is unable to provide a specific timeframe for the review of the project and the possible issuance of a project specific Wage Determination. With that said, all potential Offerors should assume that there will not be a project specific Wage Determination. Offerors are also advised that minus a specific shipbuilding wage determination category, "Heavy Construction" is the default; reference US Department of Labor All Agency Memorandum # 130.

**Question #5:** Please clarify how the interior Noise Structure will be measured, specifically detailed information as to where and how noise readings will be recorded (locations, heights ect.) and if Kitsap Transit will accept an averaging process between various recording locations on board the vessel?

**Answer #5:** The specific measurement points and methodology will be part of Step 2.

**Question #6:** How will the vessel hold position when transferring passengers when bow loading in the WSF slips? How will the vessel hold position at the other potential docking facilities? Is it expected that the waterjets will be required to provide the thrust to hold position/station? Will the vessel be expected to push up against the slip to hold position? Define the conditions in which the vessel must be capable of holding position.

**Answer #6:** All of this information will be provided in Step 2.

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

END ADDENDUM 4

Please remember to acknowledge this addendum on your bid sheet.