

ADDENDUM #24

KITSAP TRANSIT
Request for Proposals
Bow Loading Ferry Vessel Design Build
RFP #KT 17-559
June 15, 2018

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Clarification, Additions, Revisions and Corrections:

Clarification: Addendum #21 Answer #3 indicated that Kitsap Transit would have an updated Sample Contract ready for release on May 25, 2018. Due to unforeseen circumstances, the updated Sample Contract will not be available for release until June 21, 2018. Kitsap Transit apologizes for the inconvenience.

Revision: Replace Step 2 Appendix A "Price Proposal Form" with attached.

Questions Asked and Answers Provided:

Question #1: Can you confirm that Kitsap will not apply, nor will Kitsap grant the award winner of the above RFP the right to apply for any waivers under 49 U.S.C. 5323 (J) to use foreign over domestic equipment.

Answer #1: Kitsap Transit does not foresee applying for any waivers under 49 USC 5323 (J). FTA has made it very clear that they have no interest in issuing any waivers under 49 USC 5323 (J).

Question #2: We want to follow up on the Q&A of #4 in Addendum 22, see below;

Question #4: *Vertical acceleration: 79-5. Previously it stated "Vertical accelerations -0.2g RMS measured in the Pilothouse" [Note 0.2g =1.96 m/s²] Now it states: "Vertical Acceleration shall not exceed 0.5m/s² RMS at all locations in the passenger cabin".*

- a. This is a 4x reduction of the allowed acceleration*
- b. Furthermore, this now covers the complete passenger area.*

The seating in the forward area of the main deck will have ~30% larger accelerations than the pilothouse, which raise the criteria by a total factor of more than 5. Is this the intention of this amendment? If so, this may be impossible to achieve.

Answer #4: *Yes, this is an increased requirement due to the shipyard requested motion sickness index acceptance criteria. Motion control systems are acceptable.*

The question states that the condition identified in the specification maybe impossible to achieve. The answer says motion control systems are acceptable. We take this to mean we would be allowed to now use T-foils. T-foils are very effective at damping pitch and together with interceptors roll, they are however

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a significant added cost to a project and added drag to a vessel fighting to make speed. To help frame the magnitude of the motion control the specification is requesting to guarantee to overcome in an “all positions” condition, existing analysis for a much larger catamaran, utilizing an advanced semi-SWATH hull-form and large active ride control system would not be able to pass the “all positions” condition for the RMS as defined. Currently specification says that no dynamic lift foils will be allowed, if that is lifted T-foils now bring a significant threat to mammal life. We would request that the allowable accelerations in the forward passenger cabin be reduced and the “all position” statement be changed to head and following seas.

Answer #2: T foils or dynamic lift foils will not be permitted. Ride control systems, if fitted, would be limited to active interceptors or trim tabs.

Expected accelerations in the given conditions, at the least desirable passenger location, should be stated in the bid response for bow, bow quartering, stern and stern quartering seas.

Question #3:

Per Addendum #20 section 0001 Principal Characteristics (Freeboard) and section 70, and General Requirements (paragraph regarding loading) it is understood that Kitsap Transit intends to utilize two (2) ramps concurrently at Pier 50 Seattle and is envisioning a Vessel with two (2) separate loading points per side the same distance apart as the existing Pier 50 ramps. This second loading point accounts for approximately 6 - 8 feet of overall vessel length, therefore if the second loading point is eliminated, the length and projected cost for the Vessels could be reduced accordingly.

Question: Could utilization of one (1) ramp at pier 50 satisfy Kitsap Transit’s passenger flow goals?

Answer #3: No. Kitsap Transit requires multiple access points for flexibility and reduced loading times.

All other terms and conditions remain the same.

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Price Proposal Form

The Offeror shall insert a price in figures opposite each pay item listed below.

Pay Item No.	Pay Item Description	Pay Unit	Quantity	USD Written in Figures
1	Design-Build and Deliver (2) Subchapter K Passenger Only Ferries	Lump Sum (USD)	2 Vessels Total	\$
Total Price 2 Vessels				\$
2	Design-Build and Deliver (1) Optional Subchapter K Passenger Only Ferry (option exercised NO LATER THAN 6 months after Contract execution)	Lump Sum (USD)	1 Vessel Total	\$
Total Price 1 Optional Vessel				\$
*Total Price 3 Vessels				\$
Optional Pricing (Optional Pricing will not be used in evaluation for award)				USD Written in Figures
3	Extended Warranty for Propulsion System	Lump Sum (USD)	Per Year/ Per Vessel	\$
4	Extended Warranty Emissions System	Lump Sum (USD)	Per Year/ Per Vessel	\$
5	Extended Warranty Reduction Gears	Lump Sum (USD)	Per Year/ Per Vessel	\$

*For the bases of awarding points for the Price Proposal, the overall price for three vessels will be used.

Undersigned has read the foregoing Price Proposal and has full authority to enter into the Contract on behalf of the Offeror and to bind the Offeror to the terms and conditions and other requirements of the Contract, and hereby agrees to the conditions stated therein by affixing his signature below:

Full legal name of entity making Price Proposal:

Signature

Name and Title of Person Signing