



Seattle Multimodal Terminal at Colman Dock Project

Questions and Answers on Draft RPF #2– updated 1/26/15

DISCLAIMER: Your proposal shall be based solely on information provided in the forthcoming final RFP.

General project questions

- Question: Are there other hot button issues or risks you have identified?
 - Answer: the high visibility of this project will require a team approach to risk management. Maintaining the facility, including all systems, operational during construction remains the key project risk, but compliance with environmental and tribal commitments, challenging geotechnical conditions, and the presence of contaminated sediments, will also require active management.
- Q: Do you think there will be support from SDOT to expedite offloading of ferry traffic?
 - A: Traffic operation outside of the facility will continue to require close coordination with SDOT and other projects planned or under-way in the corridor. WSF's contractor will need to apply for street use permits if any contractor activities affect SDOT's right of way, including use of traffic control devices or uniformed police officers.
- Q: Have you been coordinating with other agencies, such as King County?
 - A: We have been working closely with King County Marine Division on the passenger-only facility and with SDOT on the Seawall and Waterfront projects. Now that the Seattle Waterfront construction will be occurring at the same time as Colman Dock construction, close coordination will be even more important. Coordination with regulatory agencies has also been initiated as part of the NEPA process.
- Q: Will there be someone from SDOT dedicated to this project like there has been on other projects?
 - A: We do not currently have anyone at SDOT dedicated to this project. We are very connected with the City and have biweekly meetings to discuss project coordination.
- Q: Is Columbia St. still available as egress during construction?
 - A: It may be available, but we need to consider the timing of the Waterfront project since it is proposing revisions to the intersection.
- Q: Is there flexibility to eliminate the elevated pedestrian access and replace it with temporary at-grade access?
 - A: It is not impossible, but would be quite difficult because pedestrian detours will need to meet ADA requirements, which would require providing elevator access on each end; dock space is limited and at a premium; and there is a potential conflict with traffic operation on the dock.
- Q: What is the most important skill set needed by the GC/CM?



- A: WSF is looking for a partner who will bring the skill set described in the RFP, particularly in Section 1.2.
- Q: What are the insurance requirements for Longshoreman?
 - A: L&I will assist the contractor in making this determination.

Tribal Consultation

- Q: How have the tribes been involved? What are their concerns related to construction?
 - A: Consultations with the Muckleshoot and Suquamish tribes are on-going on a Government-to-Government level. Tribes have shared concerns over impact of construction and barging activities to tribal fishing, debris containment, and handling of contaminated sediments. A vessel coordination program is expected to be in place during construction.
- Q: Do you need tribal approval to begin construction?
 - A: Signed agreements with the Tribes are needed in order to receive a FONSI and proceed beyond 30% design. Tribal approval is also needed in order to receive permits from the U.S. Army Corps of Engineers.
- Q: How does the in-water work window relate to tribal fisheries?
 - A: There will be an overlap of tribal fisheries with the in-water work window.
- Q: Do you expect that the contractor will be involved with the tribes on a daily basis during construction?
 - A: We expect close coordination with the Tribes with the implementation of a vessel coordination program.

Project Funding

- Q: Is there a relationship between funding and phasing?
 - A: The current agency funding request is based on the proposed phasing of the project. GC/CM input on construction phasing and project cost will help inform future funding requests in order to align funding with anticipated cash flow needs.
- Q: If we figure out a way to accelerate the project by a year or two, is that even possible with the way the budget is set up?
 - A: Yes. Initial input from the GC/CM will be key in informing future budget requests as the project moves closer to construction.
- Q: What is the status of funding for the project?
 - A: We anticipate receiving funding for the 2015-2017 biennium. Funding beyond 2015-2017 will require future legislative action. We are also working with FTA and FHWA to pursue additional federal grant funding. King County has secured \$12 million in federal grants for the POF facility.



- Q: Does the agency's reorganization have any potential impact on the project?
 - A: The reorganization impacts the Director's role, but will not impact the Project Manager's role.

Facility Operations

- Q: What is driving your current phasing plan?
 - A: Maintaining operations is the main driver, followed by environmental commitments. As part of preconstruction, WSF will request input from the GC/CM on phasing, sequencing of work, and overall construction scheduling.
- Q: How much influence do unions have on your operations?
 - A: The majority of our vessel and terminal staff is represented by various unions.
- Q: Is your Operations Liaison involved in the design process?
 - A: Yes, the Operations Liaison is involved fully and is the expert on of operational needs of the project.
- Q: Do you think the ridership is aware of the condition of the facility?
 - A: The condition and seismic deficiency of the facility are not necessarily apparent from the ridership perspective, but there are some areas of the facility that are clearly older and in need of replacement. We have done outreach to the ridership and when we explain the need to do the project, they are supportive of the work.
- Q: How do you coordinate with the ridership?
 - A: Our Communication Department is responsible for communicating with our ridership. Each route is represented by a Ferry Advisory Committee made up of riders.
- Q: Are you upgrading your network during the project?
 - A: Yes. We have been working with SDOT and utility companies during seawall construction to ensure future needs of the facility both during construction and in future operation.
- Q: What systems have to stay online during construction?
 - A: All point of sale systems, communications systems, and security systems.
- Q: What is the minimum number of spaces for queuing? Is that number flexible during low seasons?
 - A: Operations requires 450. During the summer we occasionally have overflow onto Alaskan Way, but in the winter season there may be some flexibility.
- Q: Does Slip 3 traffic need egress at Marion St. or can it be to Yesler Way ?
 - A: Slip 3 traffic can exit to Yesler Way if there is no conflict with the Bremerton boat. Otherwise, egress at both Marion St. and Yesler Way is required.
- Q: How did Colman Dock survive the Nisqually earthquake?



- A: It was not significantly damaged because the earthquake did not last long enough to cause soil liquefaction.
- Q: What are acceptable disruptions to the Water Taxi?
 - A: The existing float and gangway will be reused in the new facility and we expect some closures will be required. We will work with the GC/CM to minimize any disruption to the operation of the Water Taxi.

GC/CM Partnership

- Q: Are there any lessons learned from your Anacortes GC/CM experience?
 - A: The importance of being a strong owner to ensure that the design team and the contractor are collaborating, particularly with respect to making timely decisions.
- Q: Would you like the GC/CM partner to have a permit expert as a consultant on the team?
 - A: We will be the lead on the permitting phase with support from the GC/CM in terms of content and technical input. However, we will look for a team that includes a compliance manager.
- Q: Do you self-perform permits or have outside consultants?
 - A: We currently plan to do all permit work in-house but will use outside support if needed.
- Are you holding the 30% design until you have a contractor on board?
 - A: Yes, we are holding the 30% design and also holding on permit submittal for GC/CM input.
- Q: How does the GC/CM team embed with your team? Do you envision having the design team, contractor, and owner collocated?
 - A: collocation would be most beneficial, although there are logistical issues to work out.
- Q: What qualities are you looking for in your ideal contractor partner?
 - A: We are looking for a contractor with a project manager and superintendent that work together. A project manager that is proactive and anticipates issues.
- Q: How do we respond to the RFP so that you see our personnel has significant relevant experience even though the firm itself may not have as much experience?
 - A: The scoring outlined in the RFP reflects our approach to the qualifications of the Proposer.
- Q: What are issues that you cannot budge on? We have innovative ideas but do not want to lose points if our innovations conflict with ideas you have evaluated in the past.
 - A: We encourage innovation and are approaching this with an open mind. We will not look negatively on an innovation that does not take into account something only we know based on project history.



Washington State Ferries

- Q: How do you feel about incentives? It is required by law that if you are considering incentives, you indicate so in the RFP.
 - A: We have considered it but have not made a final decision. The RFP will address incentives as required by law.

Selection Process

- Q: What will the interview format be? We have experienced simple Q & A interviews and longer working session interviews
 - A: We do not want the interview to be a live version of the proposal. The interview will include Q & A as well as a scenario evaluation that will be provided during the interview. The interview will serve as a way to evaluate our compatibility as a team.
- Q: Who will you invite? We suggest allowing for flexibility and not requiring a large number of people.
 - A: Section 9 of the RFP addresses this question.