



PORT OF REDWOOD CITY

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Redwood City Ferry Terminal Environmental Review RFP Response to Questions

1. What federal agency will be the NEPA lead agency?

Response: NEPA review will not be required in the scope of work.

2. Page 2 of the RFP indicates that the Consultant will conduct any necessary technical studies (*or incorporate studies prepared by others*) [emphasis added]. What studies have been, or are anticipated to be, prepared by others? Along those lines, have any hazardous materials studies (i.e., Phase 1 ESA, Phase 2 testing, etc.) been completed for the project site? If not, what level of investigation by the Environmental Consultant is expected by the Port?

Response: Besides information provided in the RFP, the Port is not anticipated to undertake any further studies. No hazardous materials studies have been completed. Proposals should include studies needed to complete the CEQA-compliant review.

3. What is the DBE, LBE, WBE, etc. requirements?

Response: There are no DBE, LBE, WBE requirements.

4. Section IX of the RFP lists the evaluation criteria. Are the five criteria weighed equally?

Response: Weighting is as follows:

Completeness of proposal	10%
Overall project approach	25%
Qualification of key team members	15%
Relevant work experience	20%
Cost	30%

5. Section VII (proposal requirements) is there a page limit?

Response: Limit proposals to 25 pages.

6. Ferry terminal layout options A, B and C show a rectangle with a thick line by the NW corner of the parking lot. What is this?

Response: Disregard the rectangle.

7. The roadway shown in all three options would require demolition of an existing building at 1315 Seaport Blvd (approximately 1,000 sq. ft.). Please confirm the roadway will be realigned to avoid the need to demolish and rebuild this structure.

Response: The roadway will be realigned to avoid the structure.

8. The site plan needs additional engineering design detail and refinement to be included in EIR / EIS, and should be taken to a design level between 10% to 30%. Please confirm we should include this design scope in our proposal. Some examples of additional info needed include phasing of construction, construction methodology, dredged volume and location, piles for access platform, construction equipment (pile driving), construction duration, relocation of the parking and access roadway.

Response: Proposals should include technical studies needed to complete the CEQA-compliant review, i.e. hydrographic survey, dredge volume and sediment characterization. The upcoming preliminary design engineering phase will advance the design level to between 10% and 30%.

9. Are consultants who did previous stages of work conflicted out from being sub consultants in this project?

Response: No.

10. Is the firm selected for this environmental services phase excluded from bidding on the engineering design phase?

Response: No.

11. Will regulatory permitting be involved in the scope or is this scope to occur at a later phase?

Response: Regulatory permitting will be completed by the preliminary design engineering consultant in a subsequent phase.

12. The RFP discusses two location options for the ferry terminal and three berth options for location Option 2. Should the environmental review scopes assume that these five options will be analyzed at an equivalent level of detail as alternatives in the EIS or has the Port selected a preferred option.

Response: Options A, B and C of the COWI North America Ferry Terminal West Side Two Berth Concept Study and Option 1 – North Side at Westpoint Slough Location of the Feasibility Study (Section 5.2) should be analyzed as alternatives.

13. Has any environmental review been completed for demolition and site preparation activities associated with removal of the cement facility from the site?

Response: No. Current tenant will be responsible for removal of the equipment and stockpiles.

14. The RFP states that the scope of services shall include coordination “with design and engineering team hired for the project as necessary in support of the required environmental review process”. Is this coordination expected to be limited to the environmental review process, or would coordination be required following completion of the notice of determination?

Response: Some minor coordination may be necessary for regulatory permits. The preliminary design engineering consultant in a subsequent phase will be responsible for obtaining regulatory permits.