

May 18, 2020

RFP ADDENDUM # 3

RE: Request for Proposals – Aviation Fuel System Inspection, Maintenance & Repair 2020

The Request for Proposals (RFP) for the above-mentioned services has been modified to clarify the RFP by addressing the following questions:

1. How many contractors have requested an electronic account to be set up for this project?

A: This is not information that is provided during active solicitation. You will be able to obtain such information after the contract is fully executed via a public information request or if you are a proposer this information will be provided during award notification via the meeting minutes.

2. What is the effective date of the contract in the RFP?

A: The effective date will be dependent on any required negotiations. We anticipate having the contract effective within thirty days of the date of selection.

3. Is a contractor required to be licensed to do underground work in the state of Vermont in order to bid on the project listed?

A: No.

4. If the contractor is required to be licensed to perform underground work in the state of Vermont, can a contractor only bid on the two aboveground fuel farm systems?

A: There is no licensing required, therefore all systems should be bid.

5. Does this bid require builder's risk and/or property insurance from the contractor? Or does the owner provide this?

A: Builder's Risk and/or Property Insurance is not required, unless specified in Attachment C.

6. Will pollution liability be required? If so, what is the limit?

A: Contractor's pollution liability insurance with limits of \$2,000,000 per claim and \$2,000,000 annual policy aggregate Contractor shall purchase and maintain a policy covering third-party injury and property damage claims, including clean-up costs, as a result of pollution conditions arising from the Contractor's operations and completed operations. This insurance shall be maintained for no less than three years after final completion. If this policy is provided on a "claims made" basis the retroactive date shall be no earlier than the date this contract is executed. The policy will include contractual liability, be primary and noncontributory, and name the State of Vermont as an additional insured.

7. Page 64-65 is Climate Change Considerations in State Procurements Certification - Is a contractor required to be certified?

A: Although this is not a requirement, it will be a consideration when making the selection.

8. Are the prior bids/contracts public knowledge from previous projects like this? If so, where might I look to obtain this information.

A: You can obtain information that is available to the public by a formal public records request. Send your request to aot.publicrecordsmanager@vermont.gov.

9. I am currently under contract to do this work until February 20, 2021. Will this contract still be in effect? (See attached)

A: Yes. The scope or work for the current contract differs from this solicitation.

10. We have provided these services for the included airports for several years, and would like to continue to do so, but the scope has changed and now includes inspections by your fuel supplier. These inspections by the fuel supplier have included filter changes, which we used to do. Should I include the filter changes in the price of my annual inspections for each airport? I encourage airports to have their fuel suppliers perform inspections to help with the airport's liability and in the event that they are also supplying filters at low or no cost it would make sense to continue to utilize their services, but it may also bind you to them.

A: Yes, include the filter changes into the annual inspection for each airport.

11. There is a requirement to have a tech on-site by noon the day after we are notified of a problem. This is hard for us to do because we are airport specialists and cover the greater Northeast. We typically have our crews scheduled in advance, but can often make adjustments, just not always. It was agreed that if we at least started troubleshooting over the phone by noon the next day that it would be considered as meeting that requirement. This also saves VT money in that you aren't paying for someone to show up only to do something like push a re-set button or something else that someone on site could easily do and therefore not incur any expense.

A: Troubleshooting by noon of the next day is acceptable.

12. We also do not work on holidays or weekends. My people generally work very long days during the week and need the weekends off to recover.

A: The State cannot predict when emergencies will occur. As such, an afterhours emergency telephone number must be provided.

13. The bid documents say that there are no markups allowed. In the past we were allowed these because we are direct distributors for most of the items we supply, so there isn't usually a middleman. Because of this we can sell parts and equipment to you at the same price that we'd sell them to another distributor or contractor, which is often much less than list and is less than you'd pay elsewhere. For us to sell products or supply a subcontractor without any markup would actually cost us money, and we wouldn't be interested in doing that. If it helps, I can use my distribution division (LR Fuel Systems) to sell the products to the construction/service division (Lakes Region Environmental, Inc) and put the markup there so that you'd pay what the service division pays without an additional markup.

A: The Contractor will be allowed a markup not to exceed 10% on materials required to provide the services as outlined in the scope of work.

Sincerely,

Caryn Pletzer

Caryn Pletzer
Contracts Specialist II

cc: Contract Manager
Project File