



Hudson River Park Trust

Request for Proposals L4950 – Pier 45 and 84 Water Taxi

Questions & Answers

April 23, 2018

Q1: Will the Operator have full access to unlocking the landing as necessary or would the Trust open and close the landings daily?

A1: Yes, the Operator will have full access for securing the gate to the gangway.

Q2: Would the Trust be amendable to installing additional lighting along the pier line? Or reimbursing the Operator for such work?

A2: No. The Operator may propose to make this installation however.

Q3: The landing at Pier 45 is listing towards the west. Can the Trust please provide a description and documentation as to why that is. Mention was made at the walk-through to water ballast being intentionally added by prior operator. Please document this, as well as whether the existing water in the compartments is fresh or salt.

A3: The dock was originally ballasted to provide compatibility with the vessels used by the prior operator. The ballast can be adjusted to accommodate a different vessel. The existing water is fresh water.

Q4: Will the Trust respond favorably to Operator proposals to enhance the functionality and longevity of the landing through additional infrastructure? What permissions to make such changes will be required of the Operator?

A4: The Trust will review proposals and advise accordingly. All capital improvements require prior written Trust approval.

Q5: Will the Trust be willing to provide recent surveys of the landings, including verification and timeline on cathodic protection and installation of sacrificial zincs?

A5: The following is list of items that were addressed during the recent refurbishment of the 45 dock.

P45 Repairs:

- Sandblast and paint entire dock
- Install 27 new bolt-on Anodes
- Repair using welded doubler plates over 7 compromised areas on bottom and side of hull.
- Repair damaged ladder
- Replace worn pile guide wear pads.
- Replace gangway wheels and repair dock fastening.

P84 Survey:

Survey details incomplete but M&N provided preliminary results for above water survey on 3/16/18. Significant findings are:

- Hardware is loose at gangway hinge plate connection to pier.
- Two UHMW pads are missing.

Q6: Will the Trust allow the Operator to charge a maintenance fee to other users at the landing, amount to be approved by the Trust?

A6: The Trust will charge and retain a fee to one time and occasional users to help offset Pier 45 and Pier 84 maintenance costs. For frequent users, the Trust will impose fees and reimburse the Operator for a pro-rata share of maintenance costs.

Q7: Can a vessel with capacity larger than 99 passengers (e.g. up to 149 passengers) be used at by the concessionaire at the landings if no more than 99 passengers are allowed to board at any given time?

A7: The floating docks were engineered for 99 passenger vessels. If the selected concessionaire can demonstrate to the satisfaction of the Trust that the landing is capable of handling a larger vessel (but with the same limitation on the number of passengers) the Trust would consider such an arrangement.

Q8: Would HRP accept a concession fee structured as a percentage of revenue off the water taxi service?

A8: Respondents may propose a percentage of revenue fee in addition to the fee schedule outlined in the RFP.

Q9: Does the Trust have any specific limitations on the length overall of vessels which the Operator may operate?

- A9:** Maximum vessel displacement is 21 tons, there is not specific limitation on vessel length.
- Q10:** What is the status of the opening of the restaurant adjacent to Pier 84? Since the crowds that the restaurant is expected to generate would have a direct effect on the profitability of that location, any information that can be provided regarding the opening date and capacity of the location would be useful and relevant.
- A10:** It is anticipated that the full restaurant will open in 2019, the operation in 2018 is likely to be limited.
- Q11:** Can HRPT provide any survey results of either location?
- A11:** Please refer to question #5.
- Q12:** How will the maintenance / wear & tear expenses be allocated if the use is not intended to be exclusive? Would a percentage of the overall maintenance expenses be deducted from the concession fee to reflect the percentage of use by other parties?
- A12:** Please refer to question #6.
- Q13:** Since HRPT may award separate licenses for each location at its discretion, are bidders expected to submit just one proposal for both locations together, or are bidders expected to submit three proposals (one for both locations together, one for just Pier 84 and one for just Pier 45)?
- A13:** Respondents may submit a proposal for either floating dock or both.
- Q14:** Are there any vessel emission standards?
- Q14:** Yes. All vessels must adhere to applicable regulatory standards. The Trust encourages the use of eco-friendly, low emission vessels.