

Proposal 14303 – ADA Accessible Heavy Duty Buses

Questions and Responses Set 3

- Q1)** Diesel-Electric Hybrid) Maximum overall height shall be 130 in. Our Hybrid application has a height of 131.48". We request Approval.
- R1)** This is approved.
- Q2)** Maximum overall height (with CNG tank access doors closed) shall be 133 in. Our CNG application has a height of 134.12". We request Approval.
- R2)** This is approved.
- Q3)** The step height shall not exceed 14 in. at either doorway without kneeling. Our Front and rear door step height is 15.2" without kneeling and 9" with Kneeling. We Request Approval.
- R3)** This is approved.
- Q4)** 30 to 40 ft bus 9 deg (min) Approach, Front Breakover & Departure Angle. We offer the 30', 35' & 40' buses. We request the minimum Approach Angle change to allow 8.5 degree & the minimum departure angle to allow 8.1 degree for our company to be able to comply. We request approval.
- R4)** This is approved.
- Q5)** Headroom above the aisle and at the centerline of the aisle seats shall be no less than 78 in., at the centerline of the window seats, headroom shall be no lower than 65 in. We can provide headroom of 76.5 in at it's lowest point in the Centerline. We can provide 64.1 in at the centerline of the window seats. We request approval.
- R5)** This is approved.
- Q6)** **TS 9.2.6 Engine, Base (Diesel & Hybrid) Cummins ISL 2013 Diesel.** We request approval to provide the Cummins ISB 2013 280HP engine for Our Hybrid Coach offering. We would also like to clarify our CNG offering would be an ISLG 280HP engine.
- R6)** This is approved.
- Q7)** **TS 12. Retarder (Transit Coach).** Brake lights shall not illuminate when the retarder is activated. Per FMVSS 108 regulation Brake Lights will be activated with the vehicle's retarder.
- R7)** This is approved.

Q8) TS 13.1 Service - Engine oil and the radiator filler caps shall be hinged to the filler neck and closed with spring pressure or positive locks to prevent leakage. We request approval to provide twist on engine and radiator filler caps. Each cap is designed to provide a positive lock which prevents leakage. Each cap is securely tethered to each fill neck assembly to prevent loss or misplacement of the caps while filling.

R8) This is approved.

Q9) TS 17.2.1 Design and Construction, Diesel. Fuel Tank(s) The fuel tank(s) shall be made of high-density cross-linked polyethylene plastic material with or without baffles. We request approval to provide a diesel fuel tank is constructed of 3CR12 stainless steel.

R9) This is approved.

Q10) TS 32.1 Steering Axle (Transit Coach). Solid Beam Axle with “unitized” lubricated for life wheel bearings and seals. The front axle shall be solid beam, non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with “Unitized” lubricated for life type front wheel bearings and seals.

R10) This is approved.

Q11) TS 44 Driver’s Area Controls – Switches and controls shall be divided into basic groups and assigned to specific areas, in conformance with SAE Recommended Practice J680, Revised 1988. We have the flexibility to locate various operator control buttons/switches to accommodate the needs of the Agency and can be discussed in detail during negotiations. We have provided a preliminary dash layout for review and will create a custom dash layout if we are the successful bidder. We request approval of our standard dash configuration with the Agency having the flexibility to locate various Operator control buttons/switches as needed

R11) This is approved.

Q12) TS 50 Driver’s Side Window hidden Frame Flush Euro Look. We wish to clarify that the hidden frame driver’s window would only be available and applicable if the agency chooses hidden frame passenger windows as well.

R12) This is approved.

Q13) Standard Passenger Side Window Configurations

Agency to choose from the following options:

- traditional frame
- full fixed
- openable windows with inward-opening transom panels
- openable windows with sliding transom panels
- openable windows with a fixed transom panel and sliding lower panels
- openable windows with full-height sliding panels
- hidden frame (flush “Euro-look”)
- full fixed
- openable windows with inward-opening transom panels

We request clarification on which style window configuration the agency intends to be the base standard. These various options carry different pricing.

R13) The base will be the least expensive of these options to be determined by the manufacturer and all other options must be listed with upgrade pricing.

- Q14) TS 52 Capacity and Performance.** Require Roof Mounted HVAC Unit. We request to provide a rear mounted HVAC unit.
- R14)** This is approved.
- Q15)** No “Fresh Air” Requirements. To be used by agencies that have an operating profile where the door opening cycle results in effectively providing an adequate “fresh air” mixture. A ventilation system shall be provided to ensure driver comfort and shall be capable of providing fresh air in both the foot and head areas. We request clarification on the agencies requirements regarding “Fresh Air”. We agree with the initial statement that the door opening cycle results in effectively providing adequate fresh air.
- R15)** Fresh air would be any venting or fan that would provide the driver with the comfort of moving air. It is not required of the passenger compartment as the doors opening and closing provide air movement in that section of the vehicle.
- Q16) TS 62.1 Side body Panels** – Easily repairable fiberglass lower side body Panels. We request to provide our standard “quick change” aluminum body panels in place of fiberglass. We request approval.
- R16)** This is approved.
- Q17) TS 79.1 Loading System** – Front Door location of loading system, flip-out design ramp with 7:1 slope. We request approval to provide a Lift-U LU18 Ramp at the front door location. The ramp provides a 6:1 ratio on the street and 8:1 ratio at a 6” curb.
- R17)** This is approved.
- Q18)** Taxes – Prices quoted shall no include state or federal taxes from which the state is exempt. Exemption certificates to be furnished upon request. We request that the Procuring Agency advise bidders/proposers of any Local, City, County, State, Franchise or Income taxes, tariffs, fees, business licenses and special taxes, or licenses that will need to be paid and/or purchased by the successful bidder/proposer as part of the performance of this contract or option of this contract. The APTA STANDARD BUS PROCUREMENT GUIDELINES advise that the "Agency shall furnish to all prospective Proposers a list of applicable state and local taxes imposed by the Agency’s state or local governments. The Agency shall be liable for any such state and local taxes applicable to the complete bus as delivered that are promulgated and become effective between the Due Date and the delivery date."
- R18)** Awarded Bidder(s) can request tax exempt information from the transit systems at the time of order.
- Q19)** All equipment must comply with all state and federal regulations in effect on the date of manufacture that govern the construction of and relating to mass transportation bus equipment. We agree that all coaches manufactured within a given production run will be duplicates in design, manufacture, and installation, etc., in effect on the date of manufacture.

This procurement includes an "option" for additional coaches. If the optional coaches are purchased, We request confirmation that:

- (a) Any product improvements occurring between date of initial award and date of option award may be included without obligation to retrofit the initial order.
- (b) Mandated changes in regulations between date of initial award, and date of option award, requiring price changes, will be subject to negotiation between the manufacturer and the Agency.

R19) There isn't an option for additional coaches as there are no maximum or minimum listed (and they are not required to be if a state agency is administering the procurement). The option is for a third and/or 4th contract year. Understanding this, A & B are approved.

Q20) Each bus shall be complete and ready for service, and all documents required by specifications must be organized in a 3-ring binder, spiral bound, or similar secure format and delivered with the bus. Documents required by specifications are all chassis, body and major components (wheelchair lift and securements, heating and cooling, tires, etc.) operational manuals, warranty coverage and repair locations and contacts, and maintenance schedules. Optional Shop Manuals and Catalogs (Exhibit A & B, Optional Equipment Section) may be delivered to Customer within 60 days of delivery. The Contract Bidder shall assume all responsibilities and liabilities incident to such delivery. We request approval to provide the following industry standard document if we are the successful bidder for this procurement:

1. Our Manufacturer's Statement of Origin (MSO) document for each vehicle. This form has been approved in all 50 states and transfers ownership directly from the manufacturer to the procuring agency.
2. The procuring agency provides the MSO document to your local Department of Motor Vehicles in order to transfer ownership and secure the title for each vehicle.
3. The procuring agency would be responsible for title fees or licenses, if any.
4. We propose providing "customized" operational manuals (Driver's, Service, Parts, Electrical Manuals) within 60 days of delivery of the vehicle(s) to the transit agency.

R20) There is most likely not going to be only one successful bidder, but multiple. This contract will be award to multiple vendors if they are responsive and responsible. This being said, the MSO shall be included along with all the other required documentation listed in the spec as well as the FMVSS, location of final assembly for Buy America, and the total percentage of American components (we do not need to see each and every component, just the total). This information is required by the DOT before we can issue payment to the purchasing transit system. Delay in providing this info to the transit system will delay the vendor being paid. Furthermore, the vendor does not dictate what the transit systems do with the MSO since they are not aware of local office requirements. The MSO should be sent to the transit systems' designated TPA at the Iowa DOT, Office of Public Transit for approval and they will send it to the Office of Motor Vehicle main office; not the local office.

Q21) No taxes should be calculated into the cost of the vehicle being offered. Taxes will be calculated and invoiced, if applicable, as a separate line item on the invoice.

R21) See response to Q18.

Q22) The State and/or public transit systems may conduct acceptance tests on each delivered vehicle. These tests shall be completed within 30 working days after vehicle delivery and

shall be conducted in accordance with written test plans. We request revision of the wording in the second sentence to the current industry standard and FTA recommended wording and the addition of the following clarifying sentence:

These tests shall be completed with 15 calendar days after vehicle delivery and shall be conducted in accordance with written test plans.

If the bus passes these tests or if the Procuring Agency does not notify the Contractor of non-acceptance within fifteen (15) calendar days after delivery, acceptance of the bus by the Procuring Agency occurs on the fifteenth (15) day after delivery.

R22) **Approved.**

Q23) The wheelchair securement positions must meet all federal and state requirements even if unintentionally omitted in these specifications. The preceding applies to any/or all other omissions (federal, state, or local) related to these specifications. We wish to clarify that the wheelchair installation for the vehicles proposed shall comply with the Federal Motor Safety Standards (FMVSS) as required by the FTA for federally funded procurements.

R23) **Noted**

Q24) Prices offered on the “model year” submitted with this RFB must remain firm for the term of the Contract. We propose to guarantee the prices bid on your Schedule of Prices for 180 days following notice of intent to award a contract, as confirmed in your section 2.4. For purchases after the initial 180 day period, and to avoid arbitrary inflation estimates which may unnecessarily raise the option bus prices, We recommend the use of the Producer Price Index (PPI) Truck and Bus Bodies #1413. For multi-year procurements, the use of the PPI has been well accepted in the transit industry and approved by the FTA.

R24) **Prices shall be held firm for the initial contract period. After the initial contract period, the DOT may discuss a contract renewal with the contract holder and pricing may be discussed at that time.**

Q25) Prices offered on the “model year” optional equipment submitted with this RFB must remain firm for the term of the Contract.

R25) **All prices on options must be held for the initial contract period.**

Q26) The Contractor shall include the cost for all software licenses and annual software maintenance fees require for its work. The Contractor must furnish a written copy of the software Terms and Conditions of software agreement with the submitted proposal. We propose to assist the procuring agencies with any software technical assistance for the duration of the life of the vehicle. However, if any software upgrades are required and result in an increased cost to us, we request approval to provide the new vendor supplied software upgrade(s) and new hardware (if required) at an increased cost to the procuring agency. We have no control over individual software license or maintenance fees. We request deletion of the requirement to include the cost for software licenses and annual software maintenance fees in the proposal.

R26) **See Set 1, Response 30.**

Q27) **Section 3 Technical Specifications TS 53.1 – No Auxiliary heater.** We request that the specifications are modified to require an auxiliary heater in the base bus. The “colder

Ambient Conditions” requirement as set forth on the previous page cannot be met without the use of an auxiliary heater.

R27) This is not approved. Please provide the auxiliary heater as an option. Depending on the location of the transit system, colder ambient conditions are subjective and the vendor can discuss this with the transit system at the time of purchase.

Q28) All contractors, before entering into a contract with the Iowa Department of Transportation, must be registered with the Division of Labor in the Workforce Development Department, 515-281-3606 according to chapter 91C, Code 1993.

R28) Section 5.8 of this RFB is not applicable.

Q29) **Section 5.10 Contractor’s Insurance**....Must have on file with the contracting authority a current “certificate of insurance” prior to award of contract.

R29) Because the Iowa DOT is procuring buses for other entities, the DOT will not need copies of insurance on file. The transit systems may or may not ask for this prior to a purchase.

Q30) **5.13 Indemnification by Contractor.** We request the addition of the following APTA recommended paragraph to this section, as follows:

The obligations of the Contractor under the above paragraph shall not extend to circumstances where the injury, death or damages are caused solely by the negligent acts, errors or omissions of the Agency, its officers, employees, agents or consultants, including, without limitation, negligence in: (1) the preparation of the Contract documents, or (2) the giving of directions or instructions with respect to the requirements of the Contract by written order. The obligations of the Contractor shall not extend to circumstances where the injury, death or damages are caused, in whole or in part, by the negligence of any third-party operator, not including an assignee or Subcontractor of the Contractor, subject to the right of contribution. In case of joint or concurrent negligence of the parties giving rise to a claim or loss against either one or both, each shall have full rights of contribution from the other.

R30) This clause will stand as written in this RFP.

Q31) The Contractor shall comply with all applicable federal, state and local regulations. These shall include but not be limited to ADA, as well as state and local accessibility, safety and security requirements. Local regulations are defined as those below the state level. We propose to comply with all applicable Federal Motor Vehicle Safety Standard (FMVSS) and State rules and regulations governing safety for heavy duty transit vehicles. We request information on any local accessibility, safety and security County and City laws, ordinances, rules, regulations, standards, and orders of any public authority that may apply to this procurement. We are unable to retain a library below the State level covering all 50 States relating to local rules and regulations.

R31) This information should be requested by the vendor from the purchasing transit agency at the time of purchase. Also, all ADA and FTA regulations must be followed. FMVSS may not include all ADA and FTA requirements.