

KANSAS CITY AREA TRANSPORTATION AUTHORITY

REQUEST FOR PROPOSALS (RFP) #F19-5001-53

PURCHASE OF 30-FOOT, 35-FOOT AND 40-FOOT TRANSIT BUSES

ADDENDUM #3

Issue Date: February 8, 2019

This Addendum is hereby made a part of the Request for Proposals and Project Documents to the same extent as if it was originally included therein and is intended to modify and/or interpret the bidding documents by additions, deletions, clarifications or corrections. The Contractor shall acknowledge receipt of this Addendum.

RFP CLARIFICATIONS

Section 3.3 E.7, "Exceptions and Omissions," instructs Proposers to submit any requests for exceptions to the Sample Contract Terms and Conditions that are included in the RFP. Any requests that have been submitted to date are under review and will not be made part of an Addendum.

PROPOSER QUESTIONS

BYD Coach and Bus, LLC Questions received on 1/23/19.

1. **Request #1:** Approved Equal Requested Deviation: Top Speed: 62.5.

Reply: No.

2. **Request #2:** Approved Equal Requested Deviation for battery chemistry: Lithium-Iron-Phosphate (LiFePO4).

Reply: Must Meet the requirement in the RFP for batteries Spec's.

3. **Request #3:** Approved Equal Requested Deviation: BYD buses do not have transmissions.

Reply: Approved.

4. **Request #4:** Approved Equal Requested Deviation BYD does not use plywood in subfloor. BYD Bus subfloor is of a Coosa composite layer, but firmly attached to a naturally corrosion-resistant aluminum layer. This provides a moisture-proof barrier that is lightweight and has better durability and resistance to rot and insects vs. a traditional plywood subfloor.

Reply: The proposed flooring is approved.

5. **Request #5:** Approved Equal Requested Deviation: BYD buses do not have Transmission.

Reply: Approved.

6. **Request #6:** Approved Equal Requested Deviation: DEF Indicator – This indicator is not needed on an electric bus.

Reply: For electric buses, this is understood and approved.

7. **Request #7:** The second to last sentence states: “The primary charging of the energy storage system shall be a depot style, accomplished by a plug-in connection at the curbside rear and/or street side front of the bus that complies with SAE 1772 CCS type 1.

Will KCATA provide the electric vehicle charger or will the bus OEM supply it?
Will the bus be charged on a 150 kW Charger?

Reply: The KCATA is still researching electric charging stations. Bus manufacturers may suggest and quote charging stations, but the charging station will not affect the outcome of the overall solicitation. Also, please quote the charging station most appropriate for the Bus Manufacturer’s proposed buses.

QSTRAINT Questions received on 1/23/19

1. **Request #1:** Might KCATA and participating agencies accept the QSTRAINT Deluxe / Max, automatic retractors with front USSC V-pro or American Seating ARM system with barrier paddle handle release as an approved equal, minimum for this line option? This application has been widely accepted in many properties in the USA?

Reply: Request you reach out to the Bus Manufacture’s.

2. **Request #2:** Might KCATA and participating agencies accept as an equal or request and addition for option pricing in the bid request for the QSTRAINT **QPOD**, 3 Point Securement system, (available by all seating manufacturers). It is currently used by uncountable properties across the USA?

Reply: Request you reach out to the Bus Manufacture’s.

Alliance Bus Group Question received on 1/21/19

1. **Request #1:** RFP States: Body width shall be 102 in. (0+, -1 in.).
We request an exterior bus body width of 98.4”. This width is inherent in the 30’ Vicinity design. The interior Passenger room, circulation, and mobility aid access is good and meets APTA guidelines. The slightly narrower width in relation to the 30’ length (vs. a 40’ bus) and is a community friendly design with its smaller dimensions and modern appearance. See proposed draft seating layout attached.

Reply: No. KCATA feels this is not a Heavy duty application.

2. **Request #2:** RFP STATES: Diesel Engine Cummins ISL, CNG Engine Cummins ISL-G.
We request approval for Cummins ISB engines (diesel and CNG). Diesel ISB6.7 250 HP, and CNG ISB6.7G 240 HP. The proposed bus is lighter weight than many other 30’ buses, with a curb weight of approximately 22,500 lb. The Lighter chassis is very strong, having passed the Altoona tests with “best in class” results. The smaller engine and transmission contribute to the lighter weight, lower cost, and the bus passes the performance specifications. Refer to the following data sheets.

Reply: No. We Spec out ISL/L9 for the ability to perform in frame overall or preventative maintenance.

3. **Request #3:** RFP States: The Transmission shall be an Allison BR400-R
We request approval for an Allison B300R transmission. This transmission has the appropriate ratings for the ISB Engines (diesel and CNG). It is lighter weight with same performance and warranty as the B400R. Please refer to the attached brochure.

Reply: No. Spec out for an Allison B400R.

4. **Request #4:** RFP States: Steering AXLE Solid Beam and Oiled Bearings Drive Axle Meritor heavy duty single reduction. We request approved equals to the above axle specifications. We would like to clarify that the proposed

bus front axle is a “double wishbone independent suspension”. Voith model IFS TH 58-225. Hub bearings are permanent grease sealed unit bearings. This design is lighter weight, heavy-duty low maintenance design, and provides excellent handling and ride characteristics. The rear axle is a Graziano BRA 81 DC80. This is an offset differential axle with outer gear reduction. This allows for a compact powertrain and minimized upper rear seating deck. The axles are equipped with Knorr-Bremse air disk brakes, and pneumatic air bag suspension. Refer to the following data sheets.

Reply: No. We feel this application does not meet our needs.

5. Request 5#: RFP States: various-Windows shall not be bonded in place.

We are requesting approval for our proposed bus window design as follows:

The proposed Vicinity bus uses a single piece bonded windshield which is clear, one piece, with no shaded band. ANSI AS1 laminated glass. The driver’s side window is bonded in place and is clear 2-piece slider design. ANSI AS3 tempered glass. The side windows are frameless bonded in place with top tip-in opening windows (2 per side). 3/16” tempered ANSI AS2 with 26% gray tinting. This is inherent with the bus design and is aerodynamic, aesthetic, and rattle free. Window replacement requires slicing the urethane sealant, cleaning sealant, and re-bonding with a glass adhesive. See sample photos showing modern design with flush windows. Note: proposed bus will have rear door.

Reply: No. Do not want Bonded Windows as this will increase labor cost, etc...

VOLVO Question received on 1/25/19

1. RFA #1: TS 18.2.1 Design and Construction (Diesel & Hybrid):

The fuel tanks(s) shall be made of sufficiently heavy gauge corrosion-resistant stainless steel.
Fuel System

Diesel: 114 - gallons usable capacity, 3 CR stainless steel tank fuel filler on curbside.

Proposer uses a fuel tank made of polyethylene plastic which is lighter, yet resistant to impacts, fatigue and stress cracks and meets the same specified requirements as for the stainless-steel fuel tank.

Total usable volume of the Tank is 123.6 US Gallons.

Please refer to Attachment of Fuel Tank for additional details.

Reply: No

2. RFA #2: TS 28.5 Construction:

Pressure-Preserved Plywood Panel.

Plywood shall be certified at the time of manufacturing by an industry-approved third-party inspection agency such as APA – The Engineered Wood Association (formerly the American Plywood Association).

Proposer's buses are equipped with a composite floor as a standard feature. The composite floor meets the strength requirements specified and is resistant to the effects of moisture, is impervious to insects and is waterproof. A plywood floor is not offered.

Please refer to Attachment on Composite Floor for additional details.

Reply: Yes

3. RFA #3: TS29. Platform, TS29.1 Drivers’ Area and TS 76.8 Floor Covering.

The covering of platform surfaces and risers, except where otherwise indicated, shall be RCA Rubber flooring (or submitted deviation).

The floor covering shall have an RCA Rubber Company non-skid walking surface that remains effective in all weather conditions.

We request approval to offer the Gerflor Tarabus NT floor covering, a PVC floor covering with high quality wear insets with silicone carbide granules. The floor covering is bonded to the composite floor during the manufacturing process of the floor according to the manufacturer's installation instructions. The edges are sealed against infiltration of moisture. All seams are filled with color matched welding cords that are brazed to make the most uniform and sealed surface. The Gerflor Tarabus NT has a safe, non-slip surface with a 0.6 coefficient of friction and 0.0885in thickness and is available in a variety of colors. Please refer to attachment Floor Covering for additional information.

Please refer to Attachment on Composite Floor for additional details.

Reply: Yes

4. **RFA #4:** TS 33.1 Steering Axle (Transit Coach): Base Price List-All 40' Diesel Buses and Base Price List –All 40" CNG Buses.

Solid Beam Axle and Oiled-Type Front Bearings and Seals The front axle shall be a Meritor (or submitted deviation) solid beam, non-driving with a load rating sufficient for the bus loaded to GVWR and shall be equipped with sealed, oiled-type front wheel bearings.

Front Axle

Meritor/Rockwell # FH946 (or submitted Deviation)

Oil Wheel Seals

Proposer's buses are equipped with ZF front axles which have grease lubricated non-unitized bearings and seals. ZF axles have a reduced maintenance schedule of 310 000 miles or 2 years for the front axle as per the manufacturer's recommendation.

Please refer to Attachment on ZF Axles for additional details.

Reply: No

5. **RFA #5:** TS 34. Drive Axle

The bus shall be driven by a Meritor heavy-duty single reduction axle (or submitted deviation) with a load rating sufficient for the bus loaded to GVWR.

Rear Axle

Meritor/Rockwell # 61143 – with Cast Bowl Cover (Or Submitted Deviation).

The Proposer's Vehicle uses ZF axles, a ZF Model RL-85 Front Axle and a ZF Model AV-133 Double-Reduction Type Rear Drive Axle. Both Axles use Grease-Lubricated Hub Bearings.

Please refer to Attachment on ZF Axles for additional details.

Reply: No

6. **RFA #6:** TS 44. Multiplexing, TS 44.1 General
Dinex I/O multiplexing system (or submitted deviation) is required.

We request your approval to use the VBEA (Volvo Bus Electronic Architecture) multiplex system. This system is also used by Volvo Buses and Prevost Buses globally. The Multiplexing System is a critical nerve center finely tuned by our engineers to provide the client with a dependable product on a daily basis. A set of parameters can be changed within pre-defined limits by the client without the need to modify the program logic. The multiplex system allows access to change certain program parameters such as retarder activation, rear door timer, vehicle shutdown timer, within pre-defined limits, without the need to re-program. There's no mechanism to indicate if a more recent revision is available (it is managed manually). Please refer to Attachment on Multiplex System for additional details.

Reply: Check for literature. AR This system is potentially approved as long as it is expandable per section the specifications laid out in 44.1 and the operating system is compatible with a Windows 64-bit operating system.

7. **RFA #7:** TS 51.1 Glazing, TS 62 Design
DEFAULT Two-piece windshield. TBD by bus type.

BRT Styling options

As an alternative, all elements for “BRT” style (or equal) appearance packages will need to be offered as alternates. Included in this design should be BRT Front caps, BRT Rear caps, BRT streamlined roof line, BRT style aerodynamic exterior mirrors (power adjusted and heated), a two-piece BRT style front windshield and any other BRT styling provisions as may be offered.

We request approval to offer a single-piece windshield easily replaceable by removing zip-locks from the windshield retaining moldings. It is our Standard Offer for our Vehicles and inherent to our design. Please refer to Attachment on Windshield for additional details.

Reply: Approved

8. RFA # 8A TS 54. Capacity and Performance

Default

Require Rear-Mounted HVAC Unit

The HVAC unit shall be rear-mounted.

HVAC

interior. Rear Mounted. Thermo King or Submitted Deviation

The Proposer requests approval for the following:

For the 40' Diesel Bus, The Proposer we request approval to offer a Roof-Mounted MCC ECO 353 HVAC Unit with a MCC 05G Reciprocating Compressor using R134a Refrigerant. The Unit has a Cooling Capacity of 130,000 BTU and Heating Capacity of 130,000 BTU. Please refer to MCC ECO 353 HVAC Attachment.

For the 40' CNG Bus, The Proposer we request approval to offer a Roof-Mounted MCC ECO 136.IV HVAC Unit with a MCC 05G Reciprocating Compressor using R134a Refrigerant. The Unit has a Cooling Capacity of 150,000 BTU and Heating Capacity of 130,000 BTU. Please refer to MCC ECO 136.IV HVAC Attachment.

Reply: The answer from our Maintenance Management Team is we cannot accept these units mounted on the bus roof in place of rear-mounted locations because it will significantly add to maintenance costs to the KCATA including “fall protection” safety equipment, additional training costs, and other considerations involving safety, inventory escalation, etc. associated with these installations. The KCATA does not want HVAC units mounted on the roofs because of these reasons and will not select these units as an approved equal or approved deviation of the Technical Specifications.

RFA #8B: Responding to follow-up question on RFA #8A.

In regard to the RFA #8 current KCATA expected answer, the Proposer’s Roof-Mounted HVAC Configuration is inherent to the design of the Vehicle. Benefits to this configuration include an even distribution of airflow due to its centralized position on the vehicle (Please refer to Attachment). In addition, KCATA currently operates vehicles with CNG Tanks installed on the roof and therefore, should have the appropriate equipment to maintain a roof-mounted HVAC without the addition to costs or safety concerns to the facility. Not approving the Proposer’s HVAC configuration would prohibit the proposer to submit a proposal.

The Proposer also requests approval for the following:

- For the 40' Diesel Bus, The Proposer requests approval to offer a Roof-Mounted MCC ECO 353 HVAC Unit with a MCC 05G Reciprocating Compressor using R134a Refrigerant. The Unit has a Cooling Capacity of 130,000 BTU and Heating Capacity of 130,000 BTU. Please refer to MCC ECO 353 HVAC Attachment.

- For the 40' CNG Bus, The Proposer requests approval to offer a Roof-Mounted MCC ECO 136.IV HVAC Unit with a MCC 05G Reciprocating Compressor using R134a Refrigerant. The Unit has a Cooling Capacity of 150,000 BTU and Heating Capacity of 130,000 BTU. Please refer to MCC ECO 136.IV HVAC Attachment.

Reply: The KCATA will not approve either roof-mounted HVAC unit. The roof-mounted HVAC units are not in our specifications and as answered previously, the KCATA and its Partners will not accept this deviation. Furthermore, it is incorrect to assume there is similar maintenance procedures and requirements for roof-mounted CNG components and roof-mounted HVAC units.

9. RFA #9: TS 72. Finish and Color, TS 72.1 Appearance

The bus shall be painted prior to installation of exterior lights, windows, mirrors and other items that are applied to the exterior of the bus.

By the inherent design of its vehicle, which is offered as base and standard (that is; white color impregnated gel coated fiberglass panels and pre-painted white aluminum panels instead of an overall white painted finish), the manufacturer specifies that if there is a request to apply paint on the vehicle, this step will be produced at the end of the vehicle assembly process.

Reply: No

10. RFA #10: TS 72. Finish and Color, TS 72.1 Appearance

DEFAULT

Dupont exterior (TBD by bus type) stage paint shall be used to match existing fleet. Paint colors are to be per the following:

Alternative

Base coat/clear coat paint system to be provided.

Painting

Standard Exterior Paint finish, up to 4 (Four) Colors, Dupont CENTARI Acrylic Enamel or submitted Deviation. Paint Scheme to be determined.

The Proposer provides color impregnated White Gel-Coated Panels as a base offer, (High gloss -90 +/-10 at 60deg) instead of a White painted finish. The gel-coated panels have no orange peel and minimize maintenance by providing ease of repair and eliminating the need to re-paint the bus. The appearance is rendered by exterior Fiberglass White Gel-Coat Panels Color Lilly-White #5779.

We request approval to provide white color impregnated gel-coated panels with decal striping to render Agency's Color Scheme instead of a painted bus. This is The Proposer's most cost-effective offer. Please refer to our Gel-Coat Panel Sample which has been expedited for your review.

Reply: No

11. RFA #11: TS 74.3 Turn Signals

Alternative

Curbside Corner Lamp to be provided

A Dialight PN 47121CB804 grommet mounted lamp (or submitted deviation) shall be low mounted forward of the curbside rear wheels facing rearward. Light to be activated with right turn signal in Night Run at or below 25 mph.

The Proposer offers a Dialight Part Number 46273Cb824 which is flush mounted which is flush-mounted forward of the curbside rear wheels.

Please refer to Attachment on Curbside Corner Lamp for additional details.

Reply: Yes

12. RFA #12: TS 76.1 Driver Area Barrier, TS 76.11 Transit Coach

ALTERNATIVE

Aero-Global Driver Barrier with extended sliding glass door to be provided.

The Proposer offers an optional Arrow Global Barrier, it's a single door with sliding glass. Please refer to attachment on Driver's Protection Barrier for additional details.

Reply: Must have Extended Sliding Glass.

- 13. RFA #13:** TS 79. Passenger Seating, TS 79.1 Arrangements and Seat Style Forward-Facing Seat Configuration

Please refer to seat layout attachment for more details about the proposed configuration (Base & Option).

Reply: Seating Layout was provided in Addendum 2 Dated 1/28/19.

- 14. RFA #14:** TS 79.8 Hip-to- Knee Room

At all seating positions in paired transverse seats immediately behind other seating positions, hip-to-knee room shall be no less than 27 in.

Please refer to seat layout attachment for locations where hip-to-knee room is less than 27 inches.

Reply: No Requires 27".

- 15. RFA #15:** Base Bus List – All 40" CNG Buses

FUEL SYSTEM

CNG: TYPE 3 (4) 85" & (4) 120" TANKS; FILL LOCATION CURB SIDE – RIGHT REAR NGV1 SLOW FILL & SHEREX 5000 SERIES FAST FILL WITH DEFUEL PORT. HIGH PRESSURE FILTER (AGILITY), SOLENOID VALVE, PRESSURE REGULATOR, IGNITION SHUT-OFF WITH FUEL DOOR.

The Proposer offers a 10 Tank Arrangement with 81" Type 4 Cylinders and with a total of 2,000 L of Water Volume.

Please refer to attachment on CNG Cradle for additional details.

The values will be as follows for a 10 CNG Tank Configuration:

- Range is approximately 685 Miles.
- DGE is approximately 4.3.

Reply: Yes, as long as DGE is met.

- 16. RFA #16:** Base Price List -All 40' Diesel Buses, Base Price List – All 40' CNG Buses

RADIATOR

MODINE SQUARE WAVE (10FPI) OR SUBMITTED DEVIATION

1045 SQ. IN. LONG LIFE ALUM CORE WITH CAST ALUMINUM TANKS-16PSI SYSTEM PRESSURE

The Proposer's radiators are manufactured by Modine and utilize a fin and tube design. The tanks are crimped, not removable. Radiators are roof mounted.

The radiators are brazed aluminum construction with a sealing gasket between header and tanks (crimped tanks).

The tanks are heavy duty fiberglass re-enforced nylon. Radiators are 10 FPI non-louvered. Approximate Dimensions are 4.5" Deep x 19.3" Wide x 47.2" Long.

Please refer to attachment on Cooling System for additional details.

Reply: The proposed location is fundamental problematic. KCATA would incur addition maintenance. Equal is not approved.

- 17. RFA #17:** Base Price List -All 40' Diesel Buses, Base Price List – All 40' CNG Buses

AIR COOLER

Air Cooler: 358 SQ. IN. NON-LOUVERED (12FPI)
with Slit Fin Turbulator and Cast Aluminum Tanks or submitted Deviation

Charge Air Coolers are brazed aluminum construction with welded on aluminum castings tanks. Charge air coolers are 12 FPI non-louvered. Approximate Dimensions are 4.2" Deep x 9.3" Wide x 47.2" Long.

The Surge Tank Pressure-Regulating Valve opens at 15 to 17 PSI.
Please refer to attachment on Cooling System for additional details.

Reply: The proposed location is fundamental problematic. KCATA would incur addition maintenance. Equal is not approved.

New Flyer Question f received 1/23/19

1. **Request #1:** New Flyer requests what the split between models on the base order of 29 buses will be. Has it been determined what quantities of each length and model will be awarded to make up the 29?

Reply: Per the question answered in Addendum # 2, the KCATA will not disclose the ratio of buses anticipated to be procured by drive train or length because this decision is still under review.

2. **Request #2:** New Flyer requests whether this contract will be a split award? Currently, New Flyer does not have a 30' model to propose given the requirement of a Price Proposal for each model

Reply: Per the question answered in Addendum # 2, there is a potential for multiple awards and each supplier is welcome to bid on their respective strengths.

3. **Request #3:** New Flyer requests approval to provide bus performance at 75 dBA with the A/C off and 78 dBA with the A/C on at the driver's area.

Reply: This is not approved.

4. **Request #4:** New Flyer requests approval to provide the following exterior noise levels:

Idle Sound Levels @ 5,500 rpm (max EMP fan speeds):

Curbside = 68 dB

Streetside = 83 dB

Pull-away sound levels @ 5,500 rpm (max EMP fan speeds):

Curbside = 72 dB

Streetside = 84 dB

Please note all values above are measured values. A penalty of 5 dB should be added to the sound level measurements shown, due to discrete audible frequencies.

Reply: These proposed thresholds are approved.

5. **Request #5:** New Flyer requests approval to provide the rear suspension bolt at 5.6".

Reply: This is not approved, the KCATA buses cannot go lower than 8".

6. **Request #6:** New Flyer requests acknowledgement that Cummins no longer requires a water filter due to the additives included in the coolant, thus making the filter redundant.

Reply: The KCATA agrees.

7. **Request #7:** New Flyer requests approval to provide radiator and charge air cooler from EMP.

Reply: Unapproved.

8. **Request #8:** New Flyer requests approval to provide all clamps which are manufactured by Ideal.

Reply: Approved.

9. **Request #9:** New Flyer requests approval to provide a diesel fuel tank which is manufactured from cross-linked polyethylene. Please refer to the attached Fuel Tank Sales Information Bulletins for more information.

Reply: No, this material is unapproved.

10. **Request #10:** New Flyer requests approval to provide a diesel fuel tank which is manufactured from cross-linked polyethylene.

Reply: No.

11. **Request #11:** New Flyer requests approval to provide an Emco Posi/Lock 105 automatic dry-break fueling filler system.

Reply: Approved.

12. **Request #12:** New Flyer requests approval to provide a roof-mounted CNG tank configuration that allows maintenance personnel to maneuver in between the longitudinal tank pairs. New Flyer's current design does not have a specific CNG center walkway.

Reply: No, walkway needed.

13. **Request #13:** New Flyer requests approval to provide a vehicle in which defueling takes approximately 5.5 hours with 20,000 SCF on board, based on field data and testing.

Reply: This process is twice as long as the current process, which hinders the KCATA schedule. This is unapproved.

14. **Request #14:** New Flyer requests approval to provide a hybrid carbon steel/ferritic stainless steel structure along with Axalta Tuff coat low VOC coating applied to the inside of the structural tubing from the roof line down. New Flyer also requests approval to provide Axalta Tuff coat UC-1006 sacrificial barrier to be applied to the underbody. Please refer to the attached Structure and Corrosion Sales Information Bulletins for more information.

Reply: No, would require additional maintenance.

15. **Request #15:** New Flyer requests approval to provide plywood panels which are bonded to the vehicle structure using Sika 221 adhesive and spacer tape. The flooring is then secured with manufacturer recommended self-tapping screws. Please refer to the attached Flooring Sales Information Bulletin for further information.

Reply: The alternative is approved assuming the performance meets KCATA specifications.

16. **Request #16:** New Flyer requests approval to provide fiberglass wheelhouse covers which are not color-impregnated. Standard fiberglass layup techniques are used and only the A surface is gelcoat painted.

Reply: Unapproved, the KCATA does not engage in repainting wheel covers.

17. Request #17: New Flyer requests approval to provide a horizontal assist which is 6.7 inches above the top surface of the wheel housing.

Reply: The RFP specifications call for no more than 4" and 6.7" is unapproved.

18. Request #18: New Flyer requests approval to provide grease fittings which are not all accessible to allow a rigid tube end grease gun to be used. A flexible hose end will be required.

Reply: Yes

19. Request #19: New Flyer requests approval to provide a vehicle in which the kneeling rate is 2 inches per second.

Reply: Approved

20. Request #20: New Flyer requests approval to provide an electric power steering motor and pump with the electric bus offering.

Reply: Yes, this is approved for Electric Bus proposals.

21. Request #21: New Flyer requests approval to provide a MAN steering axle, inherent to the design of the Xcelsior. For more information, please refer to the Front Axle attached Sales Information Bulletin.

Reply: This is not approved, it does not meet KCATA's needs.

22. Request #22: New Flyer requests approval to provide a steering column which has an adjustment range from 31 inches minimum to 33 inches maximum.

Reply: The KCATA will accept this range.

23. Request #23: New Flyer requests acknowledgement that a seat alarm is not available with the Q90/Q91 series of USSC seats. Should a seat alarm be required, the ALX series or Recaro seats can be selected.

Reply: This is acknowledged and correct, some seats do not feature alarms.

24. Request #24: New Flyer requests clarification as to what the preferred option is:

1) MGM E-Stroke

or

2) Brake wear sensors - End of Life only or End of Life plus continuous wear sensors?

Reply: Option 2.

25. Request #25: New Flyer requests clarification that unitized wheel bearings are used for all axles. The seals are self-contained with replaceable wear surfaces. The wheel bearings are lubed-for-life with grease.

Reply: Yes

26. Request #26: New Flyer requests approval to not provide FEMA documentation. This information is highly technical and the contents therein can be easily misinterpreted. Additionally, this information is highly business sensitive / confidential. New Flyer prefers to maintain the integrity of this type of information.

Reply: The FTA required such disclosures, the KCATA will keep it confidential.

27. Request #27: New Flyer requests approval to provide an additional color for air lines - Blue - to indicate suspension.

Reply: Approved.

28. Request #28: New Flyer requests approval to provide two Group 31 AGM batteries with Battery Management System (for the electric bus only) due to the following reasons:

- Ultracapacitors are not required on electric buses as the bus does not have an engine to start.
- The Battery Management System is much more efficient than ultra capacitors because it addresses the concern for parasitic loads that occurs when the bus is not in service.
- The Battery Management System is included in the electric bus base configuration

Reply: KCATA Agrees.

29. Request #29: New Flyer requests approval to use the color blue for intermediate voltage cables.

Reply: Yes

30. Request #30: New Flyer requests approval to provide jumper power cables (for the Diesel and CNG buses). The jumper power cable (in the fuse box) links the disconnect switch to the main 24V busbar. From the main 24V busbar, another jumper cable provides power to the starter. This configuration is provided to minimize the amount of electrical connections that would be stacked on the 24V load side of the disconnect switch.

Please note this requirement is not applicable to electric buses as there is no engine to start.

Reply: Yes

31. Request #31: New Flyer requests approval not to provide a jump start connector for the electric buses as there is no engine in an electric configuration.

Reply: Yes

32. Request #32: New Flyer requests approval to provide a polyethylene enclosure and a polyethylene battery tray support by a stainless steel sub-frame. This design is corrosion resistant, light weight and has proven to be extremely robust. The batteries are supported by structural stainless steel U-channels sized to support four (4) Group 31 batteries. For more information, please refer to the attached Battery System Sales Information Bulletin.

Reply: Yes

33. Request #33: New Flyer requests clarification that high current fuses are used for circuits with current requirements of 80 amps or higher. These would be the main power distribution circuits that originate in the fuse box and distribute power throughout the coach. Other examples of these circuits include power to the equalizer, power to the rear panel, power to the side console, power to climate control unit power to the radiator and power to the grid heater. Please note that failure of one of these high current fuses would indicate a severe problem that would require immediate action.

Reply: The KCATA will clarify and agree with New Flyer's discussion on amperage with high current fuses above.

34. Request #34: New Flyer requests approval to provide a Vansco Multiplexing system. The system includes the following benefits:

- The Vansco modules are auto-programming making it very easy to replace or add multiplexing modules
- The Vansco Multiplexing system uses a single type of module minimizing required inventory

- The outputs on our system can drive loads up to 10 amps and are electronically self protected. This reduces the number of fuses or breakers required.
 - The Vansco Multiplexing module has an IP rating of 66
 - The Vansco Multiplexing module has a operating temperature range of -40F to 185F.
- Please refer to the attached Multiplex Sales Information Bulletin for more information.

Reply: In order to approve, the KCATA needs to ensure that the proposed system is expandable per section 44.1 and please ensure that this system is compatible with 64-bit Windows operating system. Some 32-bit OS's are incompatible with 64-bit OS's.

- 35. Request #35:** New Flyer requests approval to provide a tamper-resistant audible alarm with an outlet level between 75 and 80 dBA when measured at the location of the operator's side.

Reply: Yes

- 36. Request #36:** New Flyer requests approval not to provide a separate switch to enable the kneeling and wheelchair ramp controls. New Flyer provides a momentary / maintained three position switch for the kneeling function, as described below:

When placed in the RAISE position, the kneel toggle switch will latch and continue to raise the vehicle until full ride height is reached at which point the raising action will automatically stop. In order to interrupt the raising operation during its cycle, the toggle switch must be set to the HOLD position.

Reply: Yes

- 37. Request #37:** New Flyer requests approval to provide the fire suppression control (red push button with protective cover) on the driver's sawtooth panel, located above the driver.

Reply: Yes

- 38. Request #38:** New Flyer requests approval to provide a gooseneck microphone that is mounted to the A-pillar and not a discrete microphone that is mounted on the steering column. This gooseneck microphone allows for the driver to make announcements with both hands on the steering wheel, when provided in conjunction with the PA floor mounted momentary foot switch. For more information, please refer to the attached Engineering Drawing 442272.

Reply: No Goose Neck

- 39. Request #39:** New Flyer requests approval to provide methane detection for CNG buses only as it is not applicable to diesel or electric buses. The control panel is mounted next to the fire suppression manual actuator located above the driver. For more information, please refer to the attached Engineering Drawing 470477.

Reply: Yes

- 40. Request #40:** New Flyer requests approval to provide methane detection for CNG buses only as it is not applicable to diesel or electric buses. The control panel is mounted next to the fire suppression manual actuator located above the driver. For more information, please refer to the attached Engineering Drawing 470477.

Reply: Yes

- 41. Request #41:** New Flyer requests approval to provide methane detection for CNG buses only as it is not applicable to

diesel or electric buses. The control panel is mounted next to the fire suppression manual actuator located above the driver. For more information, please refer to the attached Engineering Drawing 470477.

Reply: Yes

42. Request #42: New Flyer requests approval to provide one of the following storage box options:

1 - Storage box above the seated driver, standard on all buses: 12"H x 13-19"L x 9W (~1728 in.3)

2 - Storage box behind the seated driver: 12"H x 19"L x 7"W (~1596 in.3)

The space in the driver's area does not allow for anything larger. Please note that a key lock can only be provided with option #2.

New Flyer requests the confirmation of the preferred storage box option.

Reply: While this may be a seemingly reasonable request, the KCATA has a labor agreement that ensures a certain storage size for bus operators and decreasing the size of said storage box potentially infringes on the labor agreement.

43. Request #43: New Flyer requests approval to provide a windshield wiper system that is designed to provide two frequencies. The highest frequency is a minimum of 45 cycles/minute. The lower frequency is at least 20 cycles/minute. The highest and one lower frequencies differ by at least 15 cycles/minute.

Reply: Yes

44. Request #44: New Flyer requests approval to provide a two piece windshield, with the destination sign strategically positioned above the windshield, but designed as a single unit.

Reply: Yes

45. Request #45: New Flyer requests approval to provide tempered 44% with solar energy transmittance of 42%.

Reply: KCATA Spec is no more than 37 %.

46. Request #46: New Flyer requests approval to provide 50% luminous transmittance tempered glass. 55% is not available with a 3/16" glass thickness.

Reply: Yes

47. Request #47: New Flyer requests clarification that if the vehicle is operated in outside ambient temperature in the range of -10° to 10° F, the interior temperature shall not fall below 55° F with the use of auxiliary and floor heaters incorporated. The exception to this is the CNG configuration.

Reply: Approved assuming the auxiliary heaters are powered by the on-board heating/cooling system. No fuel-fired auxiliary heaters of any kind are permitted.

48. Request #48: New Flyer requests approval to provide a roof-top HVAC unit for the diesel bus configuration.

A rear mounted HVAC unit will be provided for the CNG and Electric buses

Reply: No

49. Request #49: New Flyer requests approval to provide test results showing compliance to the pull-down / warm-up requirements in lieu of performing the tests on the KCATA bus. If required, a new test can be performed at additional

costs.

Reply: No

- 50. Request #50:** New Flyer requests approval to provide a Thermo King Intelligair 3 air conditioning and heating system utilizing R-407C refrigerant. R-407C systems are more compact, have reduced power consumption and overall better efficiency with respect to batteries and range.

Reply: Unapproved because allowing such a system would force the KCATA Maintenance team to retool and incur significant additional equipment, parts and training costs. # R134A is required.

- 51. Request #51:** New Flyer requests clarification as to whether an Auxiliary heater is required.

New Flyer further requests approval to provide an auxiliary heater with the electric bus offering. As electric buses do not have an engine, an auxiliary heater is required to provide cabin heating. This can be supplied as fully electric, diesel or a combination of both.

Reply: Yes, required for Electric Bus, TBD.

- 52. Request #52:** New Flyer requests clarification as to whether an Auxiliary heater is required.

New Flyer further requests clarification whether a diesel auxiliary heater is approved, in order to assist in increasing range during cold weather operation for an electric bus configuration.

Reply: Fuel-fired auxiliary heaters are unapproved. For electric bus configurations, some of the finer points of the requirements and set up discussions regarding auxiliary heaters can be addressed after award during pre-build, as these are new buses for the KCATA.

- 53. Request #53:** New Flyer requests approval not to provide a booster blower on the diesel buses. The HVAC is mounted on the front section of the roof and air flows to the driver's overhead vent without the use of a booster fan.

Reply: No roof heaters AC Units.

- 54. Request #54:** New Flyer requests acknowledgement that the replaceable, full height side body panels are not an available option on the Xcelsior platform. Replaceable impact panels can be supplied on the lower 17" body panels.

Reply: The KCATA cannot accept these body panels if damage above 17" inches on body panels would require complete replacement, as this is an added cost to the KCATA.

- 55. Request #55:** New Flyer requests approval to provide a front bumper height of 24 inches at the center line of the bus and a height at the outer edges of 27 inches from the street level at ride height. The top center of the rear bumper measures 30.5" inches from the street level.

Reply: Yes

- 56. Request #56:** New Flyer requests approval for headlights supplied by JW Speaker.

Reply: Approved

- 57. Request #57:** New Flyer requests acknowledgement that the doorway lighting requirement is met through the use of interior door header lights. New Flyer does not provide lower exterior curb lights.

Reply: This is approved and acknowledged as long as the foot-candle area provided by the overhead lights meet the lighting specs within the RFP.

58. Request #58: New Flyer requests approval to provide power to all manually switched LED service lights through a PLC output, which is activated whenever the PLC is awake. Power shall latch on as the lights are provided with maintained switches. To reduce parasitic load on the batteries, the entire PLC shuts down automatically after a predetermined time (typically 15 to 30 minutes) when the operator turns off the vehicle. When the PLC shuts down, the service lights shut down with it.

Reply: This PLC output is approved, assuming the multiplex system is expandable and approved during pre-build process.

59. Request #59: New Flyer requests approval to provide a combination of interior panel materials that include thermoplastic for the upper pier panels and melamine of the lower sidewalls.

Reply: This material is approved as long as the proposed material is vandalism-resistant and structurally sound.

60. Request #60: New Flyer requests clarification whether this is a typo, and that an Arow-Global Driver Barrier with extended sliding glass door is required.

Reply: This is not a typo. Arow-Global manufactures driver bus barriers for the KCATA and should work with and be contracted by participating bus manufacturers to provide specifications and quotes.

61. Request #61: New Flyer requests approval to provide roof access panels which are all removable, but have retained / captive fasteners.

Reply: Yes

62. Request #62: New Flyer requests approval to provide a bus which does not have exterior curb lamps, as the ADA requirement for exterior lighting is accomplished with interior door header lights.

Reply: Assuming foot-candle specifications laid out in 76.14 are met, this is approved.

63. Request #63: New Flyer requests approval to provide a bus which does not have exterior curb lamps, as the ADA requirement for exterior lighting is accomplished with interior door header lights.

Reply: Assuming foot-candle specifications laid out in 76.14 are met, this is approved.

64. Request #64: New Flyer requests acknowledgement that not all interior access doors are secured with locks. The destination sign door, entrance door mech box and driver's locker are all secured using short wing quad latches.

Reply: Yes

65. Request #65: New Flyer requests approval to provide a driveshaft access panel that is manufactured completely out of polyurethane and is not edge bound with trim. The panel has a recessed area which is covered in flooring material to match the bus interior. The flooring material in this area is secured using approved adhesive and is edge sealed using approved sealant. For more information, please refer to the attached Floor Access Panel photo.

Reply: The KCATA requires more information. No actual specifications can be found on the access panel. Is the panel recessed, a trip hazard, and/or serviceable? Does the access panel need to be serviced on the drive line?

66. Request #66: New Flyer requests approval to provide an air powered door (Slide Glide) systems at air pressure between 85 to 120 psi.

Reply: Yes

67. Request #67: New Flyer requests approval to provide New Flyer's patented self contained, modular flip type ramp that

is stored in a stainless steel box mounted into the floor of the bus. The non-skid, 3/16 inch thick aluminum ramp platform has a clear width of 32.35 inches, a length of 47.6 inches and is rated at 600 lbs. with a deployment angle ratio of 1:7. The ramp exceeds ADA requirements.

Reply: LIFT-U LU18 Spec'd, No

- 68. Request #68:** New Flyer requests approval to provide New Flyer's patented self contained, modular flip type ramp that is stored in a stainless steel box mounted into the floor of the bus. The non-skid, 3/16 inch thick aluminum ramp platform has a clear width of 32.35 inches, a length of 47.6 inches and is rated at 600 lbs. with a deployment angle ratio of 1:7. The ramp exceeds ADA requirements. For more information, please refer to the attached Wheelchair Ramp Sales Information Bulletin.

Reply: No

- 69. Request #69:** New Flyer requests approval to provide interior loudspeakers with a total impedance between 4-8 ohms depending on the interior speaker interface connections.

Reply: Approved, this meets the auxiliary requirements.

- 70. Request #70:** New Flyer requests approval to provide a driver speaker that is different from the interior speakers. This speaker will be supplied by Trapeze as part of their ITS system.

Reply: Yes

- 71. Request #71:** New Flyer requests approval to provide interior loudspeakers with a total impedance between 4-8 ohms depending on the interior speaker interface connections.

Reply: Yes

- 72. Request #72:** New Flyer requests approval to provide all Preventative Maintenance information within a single section of the bus service manual. It is not supplied as a separate publication. Also, need to tie in delivery of final manuals with bus delivery in addition to customer approval. This method assists with final customer approval.

Reply: Yes

- 73. Request #73:** New Flyer requests approval to provide Diagnostic information within the bus service manual and is also included in separate OEM supplier manuals. It is not supplied as a separate all-inclusive publication. This also assists with delivery of the final manuals alongside bus delivery, in addition to customer approval.

Reply: Yes

- 74. Request #74:** New Flyer requests approval to coincide delivery of the final manuals with the bus delivery and customer approval.

Reply: Yes

- 75. Request #75:** New Flyer requests approval to provide all Preventative Maintenance information within a single section of the bus service manual. It is not supplied as a separate publication. This helps in reducing the quantity of draft manuals.

Reply: Yes

- 76. Request #76:** New Flyer requests approval to provide Diagnostic information within the bus service, as well as the OEM supplier published manuals. It is not supplied as a separate and all-inclusive publication.

Reply: Yes

- 77. Request #77:** New Flyer requests approval to provide two (2) hardcopies of the draft manuals to help in compiling comments and changes. The drafts are destroyed after the Final copies are delivered.

Reply: Yes

- 78. Request #78:** New Flyer requests approval to provide two (2) hardcopies of the draft manuals to help in compiling comments and changes. The drafts are destroyed after the Final copies are delivered.

Reply: Yes

- 79. Request #79:** New Flyer requests acknowledgement that it is not responsible for OEM component supplier manual revisions and updates, and only bus manuals. In addition, our standard time period for supplying bus manual revisions and updates is 12 years for Parts and 6 years for all other documents

Reply: The KCATA acknowledges this and agrees with the responsibility of the manual revisions to be on the OEM, as well as the KCATA's responsibility with maintaining the manuals with the OEM.

- 80. Request #80:** New Flyer requests acknowledgement that it is not responsible for OEM component supplier manual revisions and updates, and only bus manuals. In addition, our standard time period for supplying bus manual revisions and updates is 12 years for Parts and 6 years for all other documents.

Reply: Yes

- 81. Request #81:** New Flyer requests approval that when under full power, acceleration from 0-35mph, the bus-generated noise level experienced by a passenger at any seat location in the bus shall not exceed 80 dBA. The drive area shall not experience a noise level of more than 76 dBA.

Reply: This is approved and appears to be within spec.

- 82. Request #82:** New Flyer requests acknowledgement that while New Flyer buses are capable of achieving a top speed of 65mph under the conditions specified, our drive axle warranty restricts driving at speeds of 65mph to no more than 30 minutes twice a day. If the intent is to operate these vehicles on highway routes, New Flyer requests approval to limit the top speed to 60mph.

Reply: Given the nature of the Kansas City area's highway speeds and the location of the KCATA and bus routes, a lower speed limit threshold is problematic and unapproved. There are highways in the Kansas City area with 75 miles per hour limits, for instance, and buses travel many miles along Kansas City-area highways.

- 83. Request #83:** New Flyer requests clarification on gradeability requirements. What is the maximum grade expected within KCATA's operating district? Can KCATA provide specific route numbers with grades at, or near, 10%?

Reply: The propulsion system shall enable the bus to achieve and maintain a speed of 40 MPH on a 2 ½ percent ascending grade and 15 MPH on a 10 percent ascending grade continuous.

- 84. Request #84:** New Flyer requests that KCATA provide duty cycle information for meeting the 150 mile range.

Reply: The KCATA needs New Flyer to propose a bus that can meet this mileage range. This is on the proposer. If New Flyer disagrees, please provide additional clarification.

- 85. Request #85:** New Flyer requests approval to supply a PEM motor connected to the drive axle with a conventional

style drive line. It is direct drive and does not require a transmission. The PEM motor is capable of meeting the performance requirements of this specification.

Reply: Yes

- 86. Request #86:** New Flyer requests approval to provide its current standard design of a plug-in connection at the curb side rear. Street side rear is also an available option.

Reply: Plug In will be accepted providing it matches the charging station requirement for overnight charging

- 87. Request #87:** New Flyer requests clarification on the definition of the dual mode thermal management system. New Flyer only currently offers liquid cooled ESS and Traction motor cooling. This system has proven to be effective at maintaining the optimal operating temperatures in a variety of ambient conditions. Liquid cooling is more efficient than air cooling, and utilizing a single chiller reduces the vehicle loads and improves range.

Reply: Liquid Cool Thermometric System Approved.

- 88. Request #88:** New Flyer requests approval to provide an electric power steering motor and pump, with the electric bus offering.

Reply: Yes

- 89. Request #89:** New Flyer requests approval to provide a M.A.N. HY-1350-F rear axle.

The rear axle is a rigid, driven, non-steerable axle made of high-quality spherical center castings, utilizing a single-stage power reduction gear train. The maximum axle load is 28,660 lbs. for the rear axle.

For more information, please refer to the attached Rear Axle Sales Information Bulletin.

Reply: No, Want a Serviceable Axle.

- 90. Request #90:** New Flyer requests confirmation that Fleetwatch is not required for the electric bus proposal.

Reply: Fleetwatch is necessary to track liquid dispense for operation of coach.

- 91. Request #91:** New Flyer requests confirmation whether a Jump Start is required on the electrical bus proposal.

Reply: Not needed on electric bus.

- 92. Request #92:** New Flyer requests acknowledgement that while steps are taken to minimize the impact of shutting off the vehicle using the master battery switch, it is impossible to guarantee that there would be no impact to vehicle if this were to be done on a regular basis. Proper procedure in normal operation is to apply an orderly shutdown through the standard ignition switches (i.e. the master run switch on the side console panel or equivalent). The master battery disconnect switch is meant for emergency and maintenance applications and should only be used in such instances.

Reply: This master switch is required for maintenance, or emergency shut down of system only

- 93. Request #93:** New Flyer requests that a list of electric bus specific indicators be provided. Indicators which are listed are not applicable to an Electric bus configuration.

Reply: Yes

- 94. Request #94:** New Flyer requests approval to provide a Thermo King Intelligair 3 air conditioning and heating system utilizing R-407C refrigerant. R-407C systems are more compact, have reduced power consumption and overall better efficiency with respect to batteries and range as compared to systems using R-134.

Reply: No, KACAT spec's R134A

- 95. Request #95:** New Flyer requests approval to provide an auxiliary heater with our Electric bus offering. As electric buses do not have an engine, an auxiliary heater is required to provide cabin heating. This can be supplied as fully electric, diesel, or a combination of both. Please clarify whether a diesel auxiliary heater would be permitted to increase range during cold weather operation.

Reply: To be determined price both options

- 96. Request #96:** New Flyer requests clarification whether a diesel auxiliary heater would be permitted to increase range during cold weather operation.

Reply: To be determined price both options

- 97. Request #97:** New Flyer is committed to ensuring that you get the most value from your buses. New Flyer requests approval on fleet defect coverage for the limited base bus warranty period of 1 year / 50,000 miles, whichever occurs first, and inclusive of the following conditions:

Does not apply to major components: Engine, Transmission and HVAC. Major component manufacturers will not recognize and participate in fleet defect clauses. However if the fleet defect percentage is reached in a major component, New Flyer will fully support and assist with obtaining a remedy from the major component manufacturer.

Reply: We agree to this as long as 6.1.1.6 subsystems are covered for 2 years or 100,000 miles.

- 98. Request #98:** It is New Flyer's priority to ensure that all warranty covered repairs are completed by the appropriate party in order for you to receive the highest quality, least expensive and most efficient outcome possible. With this goal in mind, New Flyer is requesting approval on the following solutions:

1. Minor/Major warranty-covered repairs should be carried out by the Agency and reimbursed through the contractor's on-line warranty system. New Flyer is available to assist in completing these warranty-covered repairs when it is beyond the Agencies scope of expertise.

2. Warranty repairs on components specified in section 6.1.3.1 Pass-Through Warranty will be performed by an authorized dealer of these components.

Reply: This is Fine

- 99. Request #99:** New Flyer's service team will always strive to solve your problems and get your bus up and running as quickly as possible. When available, using the Agency's space to complete repairs is the best location in order to have them completed quickly. New Flyer is request approval to provide the Agency with spare parts and tools required to complete warranty repairs, and whenever possible, to complete these repairs in the Agency's shop space

Reply: This is Authorized.

- 100. Request #100:** New Flyer requests approval to reimburse the property for defective parts and for parts that must be replaced to correct the defect for the duration of the base bus warranty period.

Parts will be reimbursed at the current published price plus applicable taxes. Handling costs will be reimbursed up to a maximum of \$100 per claim. New Flyer requests this cap due to having to pre pay shipping in order to return parts to the nearest Parts Distribution Center.

Reply: No

101. Request #101: New Flyer requests approval to follow the industry-standard of not providing reimbursement for Road calls and Troubleshooting items, due to the unpredictable nature and difficulty in predicting the cost impact during the bid stage.

Reply: No

102. Request #102: New Flyer's online warranty system enables customers to submit warranty claims more quickly and efficiently and allows New Flyer's warranty claim administrators to process claims faster. Using the online warranty system, New Flyer requests approval to submit all warranty claims through this online system. Please note that New Flyer's warranty claim period is 30 days from the date of failure and any claims submitted later than 30 days may be denied. This claim period supports our goal of getting your buses up and running as quickly as possible, and also enables New Flyer to submit the claims to the supplier much quicker

Reply: This is standard. Good with this.

103. Request #103: New Flyer requests approval to have all failed components returned to New Flyer within 45 days from the date of failure. New Flyer has added an additional 15 days to the standard 30 day warranty claim period, to allow for time expended in locating and shipping replacement parts, and for the convenience of returning multiple failed parts to New Flyer in one shipment.

Reply: Approved

104-113: In reference to Requests 104-113: the KCATA will not address these questions as a part of this addendum as explained within the RFP Clarification section at the beginning of this Addendum. These requests for exceptions and deviations to contract language are to be addressed between the proposal and award periods.

KANSAS CITY AREA TRANSPORTATION AUTHORITY
PURCHASE OF 30-FOOT, 35-FOOT AND 40-FOOT TRANSIT BUSES
REQUEST FOR PROPOSALS (RFP) #F19-5001-53

RECEIPT OF ADDENDA

Proposers shall return this form when submitting their proposal as part of Volume III – Contractual. The form shall be signed and dated by an authorized representative of the firm. Failure to submit this form may deem the Bidder non-responsive.

We hereby acknowledge that the Addenda noted below have been received and all information has been incorporated into the Invitation for Bid as required.

Addendum #1 dated January 8, 2019 Date Received _____

Addendum #2 dated January 28, 2019 Date Received _____

Addendum #3 dated February 8, 2019 Date Received _____

Company Name _____ Date _____

Address/City/State/Zip _____

Authorized Signature _____ Printed Name _____

Telephone _____ Fax _____ Email _____