

KANSAS CITY AREA TRANSPORTATION AUTHORITY

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

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

ADDENDUM #5

Issue Date: February 19, 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.

QUESTIONS RECEIVED 2/6/19

New Flyer.

- 1. Request #1:** New Flyer requests acknowledgement that the Seating Layout 77856-93375 is only able to be provided on a 40 foot bus at this time.

New Flyer is further requesting approval to provide our standard bus layout as an alternative to the 76244-191918 seating layout. This layout has the same number of seats (39) and can be referenced using Drawing 444880.

Reply: The KCATA acknowledges that the 77856-93375 is the seating layout for a 40-foot bus. The KCATA has reviewed New Flyer seating layout on drawing 444880. We have approved this drawing.

- 2. Request #2:** New Flyer requests approval to provide a 35 foot Electric bus with a 388kWh Energy Storage System (ESS). This ESS is capable of meeting the 150 mile range requirement.

Reply: No, this does not meet our requirement of a 440KW ESS.

- 3. Request #3:** New Flyer requests approval to provide a first-bus Recommended Stocking List (RSL) during the first bus delivery. This RSL listing will include part numbers, item description, stocking status, lead time and 30-day pricing information which will assist the customer in stocking parts that will support both the customer's regular and preventative bus maintenance programs. This abbreviated list is compiled using the actual bus build information that is available in the customer's bus product Bill of Material (BOM).

NFI parts will also provide the customer with a more inclusive Parts Provisioning List following last bus delivery. The listing will be compiled using further part assembly breakdown information identified in the customer's Parts Manual and will assist in stocking additional parts that further support new bus operations and maintenance over the next 2-3 years.

Reply: The discussion and solution regarding a potential stock program will be completed by the KCATA and the awardee(s) during the prebuild stage.

- 4. Request #4:** New Flyer requests acknowledgement that bus engineering construction drawings are considered proprietary information and are not released to the customer. In cases where more detailed information on the bus structure is required to perform bus restoration, New Flyer Technical Services team will supply all appropriate information required to restore the bus properly. The New Flyer Parts and Service Manuals contain illustrations and component information helpful in service and repair. New Flyer Vehicle System Drawings Manual includes other drawing type information, such as: Electrical Schematics and Diagrams, Air System Schematics, Hydraulic Schematics, Cooling System Schematics and layouts, PLC system layouts, ABS System Layout, Major Component System Layout.

Reply: Approved.

- 5. **Request #5:** New Flyer requests acknowledgement that bus engineering construction drawings are considered proprietary information and not released to the customer. In cases where more detailed information on the bus structure is required to perform bus restoration, New Flyer Technical Services team will supply all appropriate information required to restore the bus properly. The New Flyer Parts and Service Manuals contain illustrations and component information helpful in service and repair. New Flyer Vehicle System Drawings Manual includes other drawing information such as: Electrical Schematics and Diagrams, Air System Schematics, Hydraulic Schematics, Cooling System Schematics and layouts, PLC system layouts, ABS System Layout, Major Component System Layout.

Reply: This acknowledged and the KCATA agrees.

- 6. **Request #6:** New Flyer requests that all training be priced separately from the bus price. This will ensure proper costing regardless of the number of buses in the base order, and each subsequent delivery.

Reply: This request is denied, training needs priced as either a part of the base bus or an option.

- 7. **Request #7:** New Flyer requests approval to provide a comprehensive recommended training proposal showing pricing and number of hours for individual courses. This will provide the Procuring Agency the flexibility to select which courses and in what quantities, are required based on their operation.

Reply: This proposal is accepted.

- 8. **Request #8:** New Flyer requests that the training video be priced separately from the bus price. This will ensure proper costing regardless of the number of buses in the base order, and each subsequent delivery.

Reply: No

Alexander Dennis Inc.

- 1. **Request #1:** Your RFP states 102 in. Width Bus Body width shall be 102 in. (+0, -1 in.).

The E200 has an overall width of 96in. We kindly request this be accepted as an approved equal.

Reply: The width is an important specification to the KCATA, this proposal is disapproved.

- 2. **Request #2:** Your RFP states: - Breakover Angle

Angle	30,35,40 ft Bus
Approach	8.7 deg.
Front Breakover	7.5 deg.
Departure	7.5deg.

The E200 has the following and ask that these sizes be accepted as an approved equal.

Angle	30,35 ft Bus
Approach	7.5 deg.
Breakover Angle	13.0 deg.
Departure	8.0 deg.

Reply: The proposed approach and departure angles are approved.

The proposed breakover angle is disapproved.

- 3. Request #3:** Your RFP states: The transmission shall be an Allison B400R.

The E200 is equipped as standard with an Allison B300R automatic transmission with integral retarder. This is the only option available and we ask that this be accepted as an approved equal.

Reply: The Maintenance team will not accept B300R as an approved transmission.

- 4. Request #4:** Your RFP states: The Chassis frame shall be constructed of Stainless steel.

The E200 is equipped with a Carbon steel chassis frame that corrosion treated and comes with a 12-year guarantee. We kindly ask this be approved an equal.

Reply: While the warranty is a nice feature, the KCATA will run some buses past the normal lifespan and past 12 years. The KCATA believes carbon steel is problematic with regards to rusting, even if corrosion treated. This is unapproved.

- 5. Request #5:** The covering of platform surfaces and risers, except where otherwise indicated, shall be Rubber or approved equal.

As standard the E200 comes equipped with Altro floor covering which is available in various colors and designs. Altro has been supplying high-quality transport flooring for the global transport market for many years. We ask that this be accepted as an approved equal.

Reply: Unapproved.

- 6. Request #6:** Your RFP states: The chassis shall consist of structural stainless steel for maximum durability, reduced maintenance, weight and improved corrosion resistance. It shall be welded, and Huck bolted throughout.

The E200 is equipped with a Carbon steel Chassis which is treated against corrosion and warranted for 12 years. The chassis frame is welded with front and rear modules that are bolted on to easy accident repairs. We kindly request that this be accepted as an approved equal.

Reply: The carbon-steel chassis is unapproved.

- 7. Request #7:** The front axle shall be a Meritor, Model: MFS-12-155 or approved equal.

The Enviro 200 equipped with a Dana NDS56XLF Forged "I" Beam axle and a Dana 11-26 single reduction hypoid Rear axle with ground gears. These are the only axles available and we ask that these be accepted as an approved equals.

Reply: Unapproved.

- 8. Request #8:** Your RFP states: The front axle shall be a Meritor (or approved equal)

The Enviro 200 equipped with a Dana NDS56XLF Forged "I" Beam axle. This is the only axle available; we ask that this be accepted as an approved equal.

Reply: Unapproved.

9. **Request #9: Your RFP states:** The steering wheel diameter shall be a minimum twenty (20) inches and shall be black in color, plastic or synthetic resin construction with a metal core. The rim diameter shall be 7/8 to 1¼ in. and shaped for firm grip with comfort for long periods of time.

The Enviro 200 is equipped with a 18" (457mm) Four spoke steering wheel with centre horn push. This is the only option available; we ask that this be accepted as an approved equal.

Reply: Approved.

10. **Request #10:** Your RFP states: Your RFP states: The bus shall be driven by a Meritor heavy-duty single reduction axle.

The Enviro 200 is equipped with a Dana 11-26 single reduction hypoid Rear axle with ground gears. This is the only axle available, we ask that this be accepted as an approved equal.

Reply: Unapproved.

11. **Request #11:** Your RFP states: Your RFP states: The bus shall be driven by a Meritor heavy-duty single reduction axle.

The Enviro 200 is equipped with a Dana 11-26 single reduction hypoid Rear axle with ground gears. This is the only axle available, we ask that this be accepted as an approved equal.

Reply: The KCATA will not accept Dana 11-26 in place of the Meritor axle specified.

12. **Request #12:** Your RFP states: The bus shall be driven by a Meritor heavy-duty single reduction axle.

The Enviro 200 is equipped with a Dana 11-26 single reduction hypoid Rear axle with ground gears. This is the only axle available, we ask that this be accepted as an approved equal.

Reply: Unapproved.

13. **Request #13:** Your RFP states: Engine Skid Protection

Two skid plates located under the rear bumper must be provided. These are intended to protect the engine oil pan from being damaged if the rear of the bus/bumper were to come in contact with pavement, such as when driving through a deep gully while entering a parking lot, driving off of a curb or having both rear tires on one side of coach blow out at the same time.

The Enviro 200 engine is mounted longitudinally at the rear of the vehicle, approximately in the center of the vehicle and does not require skid plates. We kindly ask that this be an approved exception.

Reply: The KCATA has used online diagrams and videos to try and view the engine placement in order to fully understand this request. The E200 seems to have the engine in the relatively the same place as the current buses used at the KCATA.

Skid plates are specified in order to prevent undercarriage damage related to road-to-bus impacts caused by "bottoming out", which is a common occurrence for large buses on streets with large inclines.

The oil pan specifically is vulnerable without skid plates, along with other components on the bottom section of a bus. The KCATA needs the vendor to explain how the E200's design can prevent these potential damages without skid plates.

14. Request #14: Your RFP states: Engine Skid Protection

Two skid plates located under the rear bumper must be provided. These are intended to protect the engine oil pan from being damaged if the rear of the bus/bumper were to come in contact with pavement, such as when driving through a deep gully while entering a parking lot, driving off of a curb or having both rear tires on one side of coach blow out at the same time.

The Enviro 200 engine is mounted longitudinally at the rear of the vehicle, approximately in the center of the vehicle and does not require skid plates. We kindly ask that this be an approved exception.

Reply: The KCATA needs the vendor to explain how the E200's design can prevent these potential damages without skid plates.

15. Request #15: Your RFP states: The inside surface of the battery compartment's access door shall be electrically insulated, as required, to prevent the battery terminals from shorting on the door if the door is damaged in an accident or if a battery comes loose

The Enviro 200 battery access door is not insulated. The batteries are on a slide out carrier and therefore we do not require the access door to be insulated. We ask that the battery access door insulation not be a mandatory requirement.

Reply: Unapproved.

16. Request #16: Your RFP states: The battery terminal ends, and cable ends shall be color-coded with red for the primary positive, black for negative and another color for any intermediate voltage cables. Positive and negative battery cables shall not cross each other if at all possible, shall be flexible and shall be sufficiently long to reach the batteries with the tray in the extended position without stretching or pulling on any connection and shall not lie directly on top of the batteries.

The Enviro 200 batteries have top mounted battery terminals therefore the battery cables do lie on top of the battery. We ask that the requirement for the battery cables not to lie directly on top of the batteries not be a mandatory requirement.

Reply: Approved, assuming the cables do not wear due to scuffing.

17. Request #17: Your RFP states: The engine cooling system shall be equipped with a properly sized water filter with a spin-on element and an automatic system for releasing supplemental coolant additives as needed to replenish and maintain protection properties. When replacing the water filter, only the water in the filter will be lost.

The Enviro 200 is not equipped with a water filter, our EPA17 Cummins engine is fully IQA tested without this and there is no need for one to be fitted. Similarly, we do not use SCA as it is not required with the Cummins EPA 17 ISB engine. We kindly ask that this be accepted as an approved equal.

Reply: The KCATA uses an ISL/IL9 engine and not a B Model Engine.

18. Your RFP states: All electric motors shall be heavy-duty brushless type where practical and have a continuous duty rating of no less than 40,000 hours (except cranking motors, washer pumps, auxiliary heater pumps, defroster and wiper motors). All electric motors shall be easily accessible for servicing.

The Enviro 200 is equipped with THERMOKING HVAC system with brushless motors, but they do not meet the 40,000 hours. The HVAC system is tested and meets the requirements of the white book and Houston pull down tests. We ask that this be accepted as an approved equal

Reply: Approved.

- 19. Request #19:** Your RFP states: “Rear start and run” controls shall be mounted in an accessible location in the engine compartment and shall be protected from the environment.

The Enviro 200 is equipped with Rear Start & Stop switches only in the rear engine compartment, there is no “Run switch” We kindly ask this this be accepted as an approved equal.

Reply: These are unapproved. The KCATA requires rear run switches to lock out the bus from being started from the driver compartment during maintenance.

- 20. Request #20:** Your RFP states: The indicator panel shall be located in Area 1 or Area 5, within easy view of the operator instrument panel.

Can you please clarify where Area 1 & Area 5 are on the vehicle?

Reply: Area 1 and Area 5 are dash mounted or mounted in the overhead panels, so the driver can view during normal operations.

- 21. Request #21:** Your RFP states: The bus shall be equipped with a windshield wiper for each half of the 2-piece front windshield

The Enviro 200 is equipped with a one-piece windshield and is the only option available. This design greatly improves the operator’s field of view. We kindly ask that this be accepted as an approved equal.

Reply: TS 48.1 says the bus shall be equipped with a windshield wiper for each half of the windshield. At 60 MPH, no more than 10 percent of the wiped area shall be lost due to windshield wiper lift. For two-piece windshields, both wipers shall park along the center edges of the windshield glass. For single-piece windshields, wipers shall park along the bottom edge of the windshield. Windshield wiper motors and mechanisms shall be easily accessible for repairs or service. The fastener that secures the wiper arm to the drive mechanism shall be corrosion-resistant.

- 22. Request #22:** Your RFP states: The driver’s seat shall be a Recaro Ergo Metro AM80 or approved equal.

The Enviro 200 is equipped with the Recaro Ergo M Operators seat and we kindly ask that this be accepted as an approved equal.

Reply: TS 49. Driver’s Seat. Page 79 says the driver’s seat shall be “United States Seating (USSC) Q90 series”.

- 23. Request #23:** Your RFP states: TS 64.1 Side Body Panels (Transit Coach).

Easily Replaceable Full-Height Side Body Panels

Full-height side body panels between the window and floor must be able to be replaced by removing mounting bolts only. No bonding or welding panels in place will be accepted.

The Enviro 200 is equipped with bonded main body side panels immediately below the side windows. We then fit quick release skirt panels below the main body panels that can be unbolted and replaced easily should they need to be.

We kindly ask that this be accepted as an approved equal.

Reply: Unapproved.

- 24. Request #24:** Your RFP states: Hip-to-knee room measured from the center of the seating position, from the front of one seat back horizontally across the highest part of the seat to a vertical surface immediately in front, shall be a minimum of 26 in. At all seating positions in paired transverse seats immediately behind other seating positions, hip-to- knee room shall be no less than 27 in.

The hip to knee room on the 30' Enviro 200 varies between 24 3/4" & 28 3/8" in various locations. Please see attached arrangement drawing detailing these sizes. We kindly ask that these sizes be accepted as an approved equal.

Reply: Unapproved, the KCATA needs 27" in all seating positions.

- 25. Request #25:** Your RFP states: The aisle between the seats shall be no less than 20 in. The Enviro 200 is a 96" wide vehicle which has improved turning and maneuvering compared to a wider vehicle. Due to the vehicle being narrower the gangway with is a minimum of 19" ¾. See attached arrangement drawing. We kindly request that this be accepted as an approved equal.

Reply: The KCATA will accept 19.75" as an aisle width, but keep in mind that 20" is the minimum in the aisle, and the overall width of the E200 vehicle contributes to the aisle width being out of spec.

- 26. Your RFP states:** A passenger "stop requested" signal system that complies with applicable ADA requirements defined in 49 CFR, Part 38.37, shall be provided. The system shall consist of a heavy-duty pull cable (clear color cord), chime and interior sign message.

The Enviro 200 is equipped with push button stop requests as standard mounted on the vertical hand poles and in the wheelchair areas. Pull cords can be fitted in addition to the bell pushes. We ask that bell pushes & pull cords be accepted as an approved equal.

Reply: Approved.

- 27. Request #27:** Your RFP states: 6 interior loudspeakers shall be provided

The Enviro 200 is equipped with 4 internal speakers and one external speaker. 4 speakers are sufficient for the 30' vehicle and ask that this be accepted as an approved equal.

Reply: For a 30' foot bus, this is approved.

- 28. Your RFP states:** Each bus shall have a recessed speaker in the ceiling panel above the driver. This speaker shall be the same component used for the speakers in the passenger compartment.

The Enviro 200 is equipped with 4 internal speakers and one external speaker. 4 speakers are sufficient for the 30' vehicle and including for the driver to hear. We ask that this be accepted as an approved equal.

Reply: The KCATA requires a speaker for the bus operator. Can the external speaker be mounted above the driver?

ATTACHMENTS

- Attachment A: GILLIG Submissions for approval
- Attachment B: Proterra Submissions for approval
- Attachment C: Volvo Submission for approval RFA 1-41
- Attachment D: Volvo Submission for approval RFA 18-144
- Attachment E: Cargo Preference Form
- Attachment F: Fly America Requirement Form

Receipt of Addenda

END OF ADDENDUM 5

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 _____
Addendum #4 dated February 13, 2019	Date Received _____
Addendum #5 dated February 19, 2019	Date Received _____

Company Name _____ Date _____

Address/City/State/Zip _____

Authorized Signature _____ Printed Name _____

Telephone _____ Fax _____ Email _____