

Addendum #2

Park City Municipal Corporation

Low Floor Transit Bus RFP #1130

Date Issued: February 11th, 2015

This addendum is issued to respond to questions received regarding aspects of the RFP and clarify information.

Prospective proposers are reminded that as per IP 6 – Questions, Clarifications, or Omissions (p. 19), all requests for submitted deviations must be fully supported with technical data, test results, transit revenue experience, or other pertinent information which confirms that the item and/or system being offered meet PCMC's minimum requirements.

As stated in the RFP, in no case shall Park City Municipal Corporation (PCMC) delay the RFP process to conduct these considerations. Furthermore, in accordance with IP 10 - Conditions, Exceptions, Reservations or Understandings (pp. 21-22), proposers are cautioned to limit exceptions, conditions and limitations to the provisions of this RFP, as they may be determined to be so fundamental as to cause rejection of the Proposal for not responding to the requirements of the RFP.

Any and all Deviations must be explicitly, fully and separately stated in the Proposal by completing the Form for Proposal Deviation, setting forth at a minimum the specific reasons for each Deviation so that it can be fully considered and, if appropriate, evaluated by PCMC.

All Deviations shall be evaluated in accordance with the appropriate evaluation criteria and procedures and may result in the Proposer receiving a less favorable evaluation than without the Deviation.

Also, in accordance with TS 5 – Proposal Deviations (p. 79), the nature and extent of submitted proposal deviations may negatively impact the favorability of a proposal.

The following constitutes the questions received, followed by Park City Municipal Corporation's response.

1. Please advise what PCMC expects will be the configuration of the initial order of 11 buses.

PCMC's Response:

At this time a determination of style, type, or configuration of the initial order has not been determined. This decision will be made by the selection committee upon evaluation of proposals received, and upon reaching such a decision; they will then make a recommendation to the City Council of Park City for approval. Proposers are encouraged to complete the pricing schedule and inclusion notes, which begins on page 235.

2. Please advise what PCMC expects will be the projected official award date.

PCMC's Response:

PCMC cannot provide an official award date at this time. As was stated verbally in the Pre-Proposal Meeting held on January 12th, 2015, depending upon the determination of the evaluation committee for the need for any site visits, the timeframe for contract award and

notice to proceed may vary. A schedule for the final stages of selecting a proposer will be determined at a later date once certain variables have been addressed.

3. Proposer requests that PCMC advise 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 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."

PCMC's Response:

The intent of SP 5.3 – Payment of Taxes (p. 54) and because the proposer is delivering a product to the City and is not conducting any other business in the City, they would not be required to obtain a Park City business license or pay any special fees. The total City, County & State sales tax for Park City is 7.95%. The Utah State Tax Commission administers sales tax collection in Utah. Proposers/Contractors should review the Tax Commission publications for guidance and contact the Tax Commission for clarification if necessary. Guidance Publications 25 & 27 can be found at www.tax.utah.gov.

4. Proposer requests revision of section GC 4.1 – General (p. 38) to the current industry standard and FTA recommended wording: Within fifteen (15) calendar days after arrival at the designated point of delivery, the bus shall undergo the Procuring Agency tests as defined in the specifications. If the bus passes these tests, or if the Procuring Agency does not notify the Contractor of non-acceptance within 15 calendar days after delivery, acceptance of the bus by the Procuring Agency occurs on the fifteenth day.

PCMC's Response:

While PCMC supports the FTA guidelines, we also recognize that those guidelines typically apply to larger agencies that have dedicated staff to conduct procurements and testing. As a smaller Transit agency, thorough testing and inspection of vehicles requires coordination and acceptance across multiple departments. Particularly with regards to the number of initial vehicles being ordered, PCMC requires 30 calendar days to conduct testing. As such, section GC 4.1 – General will not be revised at this time.

5. Proposer requests revision of section SP 1.4 – Post-Delivery Tests (p. 48) to the current industry standard and FTA recommended wording: Within fifteen (15) calendar days after arrival at the designated point of delivery, the bus shall undergo the Procuring Agency tests as defined in the specifications. If the bus passes these tests, or if the Procuring Agency does not notify the Contractor of non-acceptance within 15 calendar days after delivery, acceptance of the bus by the Procuring Agency occurs on the fifteenth day.

PCMC's Response:

While PCMC supports the FTA guidelines, we also recognize that those guidelines typically apply to larger agencies that have dedicated staff to conduct procurements and testing. As a smaller Transit agency, thorough testing and inspection of vehicles requires coordination and acceptance across multiple departments. Particularly with regards to the number of initial

vehicles being ordered, PCMC requires 30 calendar days to conduct testing. As such, section SP 1.4 – Post-Delivery Tests will not be revised at this time.

6. Proposer requests approval to revise the delivery of the base order of 11 buses to within 73 weeks after delivery of the executed Contract Documents (SP 2.2 – Delivery Schedule, p. 49). The delivery schedule for the Option buses can be negotiated at date of award.

PCMC's Response:

PCMC is willing to revise the delivery of the base order of vehicles to within 60 weeks after delivery of executed contract documents. However, it is highly desirable to PCMC that these vehicles be delivered, inspected and available for revenue service prior to the 2016 winter.

7. Please advise what the withholding amount mentioned in the section above is. We were unable to locate this information in PCMC's specifications. If any withholding is necessary, proposer recommends the current industry standard of two (2) percent.

PCMC's Response:

The withholding referred to in section SP 5.1 – Payment Terms is in relation to sums that may be withheld pursuant to sections FR 12.9 – Contract Work Hours & Safety Standards Act (p. 68) and GC 9.4.2 – Termination for Default (P.42). The sums referenced are inherently variable based on the performance of the Contractor.

8. Proposer requests approval to provide a standard Bid Bond form (SP 5.2.1 – Bid Bond, p. 54.) and to provide a surety company licensed to do business in your State.

PCMC's Response:

PCMC will allow a standard Bid Bond form. However, the Bid Bond form should include all detailed requirements listed in Section SP 5.2.1, page 54.

9. Proposer requests approval to provide a Performance Bond (SP 5.2.2 – Performance Bond, Pp. 54) issued by a surety company on their standard form. The surety company is licensed to do business in your State.

PCMC's Response:

PCMC will allow a standard Performance Bond form. However, the Performance Bond form should include all detailed requirements listed in Section SP 5.2.1, page 54.

10. Proposer maintains and pays premiums for insurance of the types and limits it deems sufficient for its protection.
 1. Proposer requests deletion of the requirement for Contractor to have Professional Liability Insurance. This coverage is only necessary for professional services such as engineering, architecture, etc. Contractor's General Liability will provide the Agency with insurance protection for product related liability issues.
 2. Proposer requests the attached wording be added to paragraph E to comply with our corporate policy. The City is named as an additional insured only to the extent provided by the indemnity provisions contained in this contract.

3. The additional insured coverage is further limited to claims arising out of the insured's sole negligence and specifically excludes coverage for the additional insured's separate, independent, or comparative negligence.
4. The additional insured coverage shall not apply with regard to claims made by an insured or additional insured under this policy against any other insured or additional insured under this policy.

PCMC's Response:

Whereas the successful Proposer will be required to *design* and *engineer* buses under this agreement, the requirement for the contractor to maintain professional liability insurance shall remain in effect.

PCMC will add language relative to item #2 above to Section SP 9 – Insurance, paragraph E as follows:

The City shall be named as an additional insured only to the extent provided by the insurance limitation and indemnity provision contained in this contract, whichever is greater.

Language relative to item #3 above already exists within PCMC's Professional Service Agreement in Section 10, is our City Contract (p. 271) and therefore will not be added to Section SP 9 – Insurance.

PCMC does not deem it necessary to add language relative to item #4 above at this time. Rather than create ambiguity within the contract, PCMC prefers to allow policies to speak for themselves, where such coverage either exists within the policy or it does not.

The following requirements and/or questions pertain to each proposer's certification of liability insurance:

- Have the proposer's policies been endorsed? This is required as PCMC is being listed as an additional insured.
 - Do the proposer's insurers waive subrogation for any of the policies? If so, PCMC requires an endorsement.
 - Have any aggregate limits of the proposer's coverage been diminished by other claims?
11. Proposer requests revision of section QA 4.13 – Post-Delivery and Final Acceptance (p. 229) to the current industry standard and FTA recommended wording: Within fifteen (15) calendar days after arrival at the designated point of delivery, the bus shall undergo the Procuring Agency tests as defined in the specifications. If the bus passes these tests, or if the Procuring Agency does not notify the Contractor of non-acceptance within 15 calendar days after delivery, acceptance of the bus by the Procuring Agency occurs on the fifteenth day.

PCMC's Response:

While PCMC supports the FTA guidelines, we also recognize that those guidelines typically apply to larger agencies that have dedicated staff to conduct procurements and testing. As a smaller Transit agency, thorough testing and inspection of vehicles requires coordination and acceptance across multiple departments. Particularly with regards to the number of initial

vehicles being ordered, PCMC requires 30 calendar days to conduct testing. As such, section QA 4.13 – Post-Delivery and Final Acceptance will not be revised at this time.

12. Proposer requests addition of PCMC's wording from GC 9.1.2 – Indemnification be added to Section 10 - Contract: 7. Hold Harmless Indemnification (p. 273): 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 PCMC, 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.

PCMC's Response:

In PCMC's opinion, the indemnification clauses contained in Section 10 – Contract (p. 273), which is our PCMC Professional Service Agreement and GC 9.1.2 – Indemnification (p. 40) read consistently as they are currently presented. Therefore PCMC will not make any further changes to these clauses.

13. Proposer maintains and pays premiums for insurance of the types and limits it deems sufficient for its protection. 1. Proposer requests deletion of the requirement for Contractor to have Professional Liability Insurance (Section 10 – Contract: 8. Insurance, p. 274). This coverage is only necessary for professional services such as engineering, architecture, etc. Contractor's General Liability will provide the Agency with insurance protection for product related liability issues. 2. Proposer requests the attached wording be added to this paragraph E to comply with our corporate policy. The City is named as an additional insured only to the extent provided by the indemnity provisions contained in this contract. 3. The additional insured coverage is further limited to claims arising out of the insured's sole negligence and specifically excludes coverage for the additional insured's separate, independent, or comparative negligence. 4. The additional insured coverage shall not apply with regard to claims made by an insured or additional insured under this policy against any other insured or additional insured under this policy.

PCMC's Response:

Whereas the successful Proposer will be required to *design* and *engineer* buses under this agreement, the requirement for the contractor to maintain professional liability insurance shall remain in effect.

PCMC will add language relative to item #2 above to Section SP 9 – Insurance, paragraph E as follows:

The City shall be named as an additional insured only to the extent provided by the insurance limitation and indemnity provision contained in this contract, whichever is greater.

Language relative to item #3 above already exists within PCMC's Professional Service Agreement in Section 10 – Contract (p. 271) and therefore will not be added to Section SP 9 – Insurance.

PCMC does not deem it necessary to add language relative to item #4 above at this time. Rather than create ambiguity within the contract, PCMC prefers to allow policies to speak for themselves, where such coverage either exists within the policy or it does not.

The following requirements and/or questions pertain to each proposer's certification of liability insurance:

- Have the proposer's policies been endorsed? This is required as PCMC is being listed as an additional insured.
- Do the proposer's insurers waive subrogation for any of the policies? If so, PCMC requires an endorsement.
- Have any aggregate limits of the proposer's coverage been diminished by other claims?

14. Proposer requests the number of personnel from PCMC which will be attending each phase of the training programs (TS 6.6 – Training Package, p. 81).

PCMC's Response:

PCMC is requesting all Fleet personnel be trained on every phase of the training. A proposer can expect to provide training for 12 – 15 mechanic type personnel.

15. Proposer requests approval to provide separate lines on the Price Sheet to keep the additional costs of the training separate from the base price of each coach (TS 6.6 – Training Package, p. 81).

PCMC's Response:

On page 235 Pricing Schedule, it clearly states that Worksheet 4 on page 311 it to be completed and included with the initial order and base price of each bus type and style. Proposers must include all costs associated with the training package in the base cost of initial order of buses, not as a separate line item. PCMC request cost associated in Worksheet 4 to be completed and PCMC will use the information as a guide for future trainings as options are exercised.

16. All proposer provided training will be provided at the PCMC facility. Most major OEM suppliers require training to be conducted at a local certified dealer (pursuant to TS 6.6.8 – Transmission, p. 82). Any additional cost pertaining to transportation, lodging and food costs for the mechanics attending training classes at the respective local dealer will be covered by the procuring Agency. Proposer will cover the cost of tuition only. Proposer requests concurrence.

PCMC's Response:

The Contractor must cover the cost of tuition at a local certified dealer. If a local certified dealer is not available to provide training, the contractor does not offer the training at PCMC location then the contractor will be required to bear all costs associated with conducting training.

17. All proposer provided training will be provided at the PCMC facility. Most major OEM suppliers require training to be conducted at a local certified dealer (pursuant to TS 6.6.9 – Engine, p. 82). Any additional cost pertaining to transportation, lodging and food costs for the mechanics attending training classes at the respective local dealer will be covered by the procuring Agency. Proposer will cover the cost of tuition only. Proposer requests concurrence.

PCMC's Response:

The Contractor must cover the cost of tuition at a local certified dealer. If a local certified dealer is not available to provide training, the contractor does not offer the training at PCMC location then the contractor will be required to bear all costs associated with conducting training.

18. Proposer will provide sound suppression material at the rear settee section of the engine compartment (TS 6.8 – Noise, p. 85). Due to necessary ventilation requirements, we cannot install sound suppression material on the street side, curbside or rear engine access doors. Proposer request concurrence.

PCMC's Response:

The intent of TS 6.8 is to reduce the noise of the engine and components. It is PCMC understanding that noise reduction material can be added where appropriate to the engine compartment area.

19. Proposer wishes to clarify that our vehicle interior noise levels are in accordance with SAE J2805; however, ISO 3381 is a standard set fourth for passenger rail bound vehicles and does not apply to heavy duty transit buses. Proposer requests removal of the ISO 3381 testing procedures (TS 6.8.1 – Interior Noise, p. 85).

PCMC's Response:

They have a point. ISO 3381 is noise testing procedures for railway vehicles. The intent is to procure the quietest vehicle possible, above and beyond industry standards.

20. Proposer requests approval to provide a front step height from the ground of 15.3" (TS 7.4.1 – Transit Coach).

PCMC's Response:

The intent of the front step height specification is 14 minimum and a 15.5" maximum from the ground for ease of loading and unloading passenger in ski boots.

21. Proposer wishes to advise PCMC that the interior design of our Low floor bus includes two (2) steps rear of the exit door. These steps have a height of 9.32" to provide passengers access to the rear platform area (TS 7.4.1 – Transit Coach, p. 89). Proposer requests approval.

PCMC's Response:

The intent 7.4.1 is to ensure proposer's have a range of step heights. PCMC will accept a rear step height minimum of 8" and a maximum of 9.5".

22. Proposer requests removal of the below bulletins as we believe these specifications are written around a 45', high floor, over-the-road, commuter style coach, with one single passenger door.

Proposers wishes to advise PCMC that we have the capabilities of producing a 40', commuter style coach, with one single passenger door, on a low floor transit style chassis.

Pg. 89, Bulletin 7.4.2

Pg. 91, Bulletin 7.8.2

Pg. 93, Bulletin 8.3.3

Pg. 94, Bulletin 10

Pg. 115, Bulletin 30.2

Pg. 116, Bulletin 30.6

Pg. 122, Bulletin 35.2

Pg. 124, Bulletin 37

Pg. 126, Bulletin 39.5

Pg. 165, Bulletin 63.2

Pg. 166, Bulletin 66.2

Pg. 168, Bulletin 72.2

Pg. 174, Bulletin 76.5.2

Pg. 176, Bulletin 78.1.2

Pg. 180 Bulletin 78.13

Pg. 181 Bulletin 78.15

Pg. 181, Bulletin 78.19.2

Pg. 184, Bulletin 81.11

Pg. 188, Bulletin 81.16

Pg. 191, Bulletin 83.2

Pg. 196, Bulletin 83.12.2

Pg. 198, Bulletin 85

Pg. 204, Bulletin 88.2

Pg. 204, Bulletin 88.3.2

PCMC's Response:

The intent of the specifications identified above is to allow flexibility in proposal submissions in regards to vehicle styling, size, and type in order to provide PCMC with the greatest diversity possible. PCMC will consider the procurement of commuter style coaches as part of this RFP and therefore will not remove the sections identified above. The intent of a commuter coach is to complete the Pricing Schedule on page 235 which is the Type 10, 39ft-40ft bus. Understandably, PCMC does not currently own a 40ft bus however these types of vehicles are being consider as BRT buses, for future routes.

23. Proposer wishes to advise PCMC that the headroom measured at the centerline of the window seats is 64.1" (TS 7.9 – Interior Headroom, p. 91). Proposer requests approval.

PCMC's Response:

The intent of specification TS 7.9 – Interior Headroom (p. 91) is to have an acceptable range of 62" – 65" inches of headroom, regardless of what style(s) of bus PCMC chooses.

24. Proposer would like to advise PCMC, being that there are multiple requirements for various vehicle lengths, propulsion types, transmission models, and fuel types; we would like to submit the following charts for our standard Low Floor diesel buses (TS 8.3.1 – Non-Hybrid, p. 92).

29'Low Floor Bus

20 MPH -7.64

30MPH- 12.51
40 MPH - 18.38
50 MPH - 25.68

35' & 40' Low Floor Buses
20 MPH -7.93
30 MPH - 13.38
40 MPH - 20.45
50 MPH- 30.12

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the specification in TS 8.3.1 is to procure a vehicle with better and faster acceleration than PCMC's current model low floors. It is our understanding that our specification is for quick acceleration and traffic maneuverability.

25. Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors, such as weight and emission standards which are beyond the manufacturers control, proposer requests concurrence that the mileage, as specified by PCMC, is an expected mileage range goal, and not a guaranteed minimum by the manufacturer (TS 8.4 – Operating Range, P. 93).

PCMC's Response:

The intent of this specification is to ensure that the vehicle does not require refueling for an entire revenue service day. PCMC expects to use almost the entire tank of fuel and vehicles must meet this range requirement within our operating environment.

26. Since all heavy duty transit buses must comply with FTA and APTA requirements, including Altoona fuel economy testing, proposer requests approval of the following language related to the fuel economy requirements (TS 9 – Fuel Economy, p. 93). "The bus shall comply with the goal of achieving an average fuel economy of 6.00 mpg when theoretically operated on the transit commuter cycle as developed by FTA/Altoona. Due to the incorporation of new and as yet untested technology, a maximum 15% reduction will be allowed for coaches complying with the more stringent 2010 emission regulations".

PCMC's Response:

The language currently present in Section TS 9 – Fuel Economy (Design Operating Profile) is representative of FTA and APTA requirements, as Altoona Testing is performed in compliance with SAE J2711 and EPA 1065. Therefore, after further research it has been determined from our Fleet department that a goal of 6.00 mpg with a 15% reduction will be allowed for vehicles complying with the more stringent 2010 emission regulations.

27. Proposer requests approval to provide the Cummins ISL 280 diesel engine rated at 280 HP and 900 pounds/ torque to meet EPA Urban Bus Requisition (TS 10 – Engine, p. 94).

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of TS 10 is to ensure the bus engine meets EPA Urban Bus Requisition minimum standards.

28. For Non-Hybrid coaches, proposer requests approval to provide the Allison B400 transmission with retarder (TS 10 Engine, p. 94, and TS 12 – Transmission, p. 101). This unit incorporates the latest state of the art transmission technology, including adaptive electronic shifting which eliminates harsh shifts. This adaptive feature, exclusive to the Allison Work Transmission series, enables the transmission to adjust its shift profile immediately to meet changing conditions - duty profile, engine RPM/torque, and driver demands. The transmission provides full diagnostic capabilities.

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. PCMC's research indicates that the B400R is the same as the B400 with retarder. This component must include a TC415 - High Stall Rate Torque converter and the 5.380 driveline to meet PCMC's requirements. The intent of this specification is for quick acceleration and traffic maneuverability.

29. Proposer requests approval to provide the Allison two-mode split parallel H 40 EP electric drive system to satisfy the requirements of this section (TS 10.2.1 – Propulsion System Description, p. 95).

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. According to our research it is PCMC understanding the EV-40 is the same propulsion unit as the H 40 EP, with an updated part number.

30. Proposer wishes to advise PCMC that the GM-Allison Hybrid uses regenerative braking and stores the energy in a very advanced storage system. If the energy storage system is full, the GM-Allison Hybrid will dissipate the braking energy into an engine exhaust brake (butterfly valve on exhaust stream). The GM-Allison Hybrid does not require any external charging or recharging support equipment. (TS 10.2.7 – Safety, p. 98)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such

data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of TS 10.2.7 is to ensure on-board charging and storage devices are available if needed and are part of an overall system and not an afterthought that will typically add cost to the bus.

31. Proposer requests approval to provide the Modine electric fan cooling module with an 8 fan module to meet the cooling requirements of the EPA2013 engines. (TS 11.1.3, pg. 100)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intention of specifying electric accessories and components is to maximize fuel economy. Individual electrical accessories or components may be included as part of a larger package, as demonstrated in CER 6 – Pricing Schedule (p. 235).

32. Proposer requests approval to provide twist on engine and radiator filler caps as seen below. 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. Proposer requests approval of our proven standard installation. (TS 11.1.5, pg. 101)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of specification TS 11.1.5 is to ensure a non-leaking and pressurized system that can be easily inspected by the driver which is safe for filling and inspection.

33. Proposer wishes to advise PCMC that our proposal will include a stainless steel transmission cooler in lieu of a mild steel epoxy coated cooler. This new feature is standard on the Proposer Low Floor bus. (TS 11.3, pg. 101)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of specification TS 11.3 is to ensure that components are manufactured to have superior anti-erosion, corrosion and deterioration factors, which are viewed by PCMC as favorable.

34. Proposer requests approval to delete the requirement for the transmission to immediately and automatically resume forward operation upon any signal changes made within the service brake, zero road speed and engine idle. Proposer views this feature as a safety concern. In this

scenario, once all the parameters are met, to resume operation of the bus the operator would be required to manually reselect the drive gear. Proposer request concurrence. (TS 12, pg. 102)

PCMC's Response:

As stated in TS 12 – Transmission (Conventional Powertrain), p. 102, “A nominal brake pedal application of 6 to 10 psi shall be required by the driver to engage forward or reverse range from the neutral position to prevent sudden acceleration of the bus from a parked position,” which is intended to prevent any unintentional forward or reverse motion of the vehicle. The following language below shall be removed from the requirements of this section:

The transmission, when in forward direction, shall automatically shift the transmission to neutral when the vehicle registers zero road speed, engine is idle and service brakes are applied. If the status of any one or more of the three signals changes, the transmission shall immediately and automatically resume forward mode operation.

35. Please advise if the critical service ports for the hydraulic system are required at the steering gear box and hydraulic reservoir. (TS 16, pg. 104)

PCMC's Response:

The intent of specification TS 11.16 is to ensure pressure test ports are available on the pressure side of the hydraulic pump and any other service ports the manufacture recommends to ensure recommended serviceability and maintenance.

36. The requirement to pressure test the CNG fuel system to 125% of system working pressure is questionable. If the tanks were pressurized to 125% (4500 psi) they would need to be recertified for use. Our CNG tank manufacturer does not recommend pressurizing & testing the fuel system to 125% (4500 psi). Proposer requests approval to pressure test the CNG fuel system up to 3600 psi. This is the Proposer standard. (TS 20.1.2, pg. 106)

PCMC's Response:

Section TS 20.1.2 (p. 106) of the RFP does not currently have a requirement that CNG fuel systems be tested to 125% of system working pressure. The requirement in specification TS 20.1.2 is that high pressure CNG lines shall be pressure tested to a minimum of 4250 psi. A CNG system must meet the all the required regulatory government and federal specifications and testing requirements.

37. Proposer wishes to advise PCMC that our proposal will include a street side mounted CNG fuel fill management panel. This is the only available option for our CNG fuel fill panel. (TS 20.2.2, pg. 109)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the specification TS 20.2.2 is to ensure fueling could happen regardless of which direction the bus approached the fueling station and fueling connection.

38. Proposer request approval to provide the following. (TS 20.2.2, pg. 109) Fuel Management Panel Contains:

- High Pressure ¼ turn manual shut off valve
- High pressure gauge, Swagelok 0-5,000 psig, liquid filled 2.5" diameter
- Low Pressure gauge, Swagelok 0-160 psig, liquid filled, 2.5" diameter
- Fast Fill Receptacle: (for transit style/OPW 5000 series nozzles)
- Slow Fill Receptacle: Sherex/OPW 1000 (for NGV1 nozzles)
- Defueling Receptacle: Sherex/OPW 1000 (for NGV1 nozzles)

PCMC's Response:

The intent of the specification TS 20.2.2 is to ensure a CNG system to meets ANSI/AGA NGV1 or NGV2 certified and a CNG system must meet the all the required regulatory government and federal specifications.

39. Proposer wishes to advise PCMC that rubrails have been eliminated from the Proposer Low Floor design to provide a more modern, sleek and attractive body style. Instead, the Proposer Low Floor incorporates a unique side impact crash barrier to protect from major and incidental side damage. This side impact structure, combined with the side wall structure, provides superior protection to that of a rubrail. Proposer request approval to delete the rub rail requirement. (TS 22.2, pg. 111)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience. The intent of the specification TS 22.2 is to ensure protection of the sides of the body panels. A sleek and attractive body style is favorable to PCMC.

40. Proposer would like to advise PCMC that the Proposer Low Floor Tow Adapter are designed to only work on the front end of the coach. In the situation where a rear tow is required, Proposer provides rear tow eyes which are incorporated in the rear most frame cross member. These are accessible from below the rear bumper. These tow eye's will accommodate a 1" hook. Proposer would also like to advise PCMC that our proposal will include (1) Low Floor Tow Adaptor and hardware kit #82-9018 on the initial release. Any additional tow bar kits can be discussed during the pre-production meeting, if Proposer is the successful bidder. (TS 27, pg. 113)

PCMC's Response:

The intent of the specification TS 27 is to ensure adequate towing adaptors and any necessary hardware is purchased for safely towing the bus. As recommended by the manufacturer.

41. Proposer requests approval to provide PPG Corashield 7972 undercoating. This is Taupe in color and provides excellent underbody protection. This is the Proposer standard. (TS 26, pg. 113)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience. The intent of TS 26 is to protect the underbody with the best anti-corrosion product available and that can withstand undercarriage high pressure bus washing jets.

42. Proposer requests approval to provide jacking points located on the front and rear axles, rather than jack pads mounted on the suspension or axle. This is the standard offering from Meritor and will permit easy and safe jacking with the flat tire or dual set on a 6 in. high run-up block not wider than a single tire. (TS 27, pg. 114)

PCMC's Response:

The intent of the specification TS 28 is to ensure safe jacking with a flat tire. The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience.

43. Proposer requests approval to furnish rubber fender flares at each wheel housing. This is standard on the Proposer Low Floor bus and utilized in buses throughout the nation. (TS 32.1, pg. 118)

PCMC's Response:

The intent of TS 32.1 is to reduce the problem of road spray coming out of the wheel wells as the bus is traveling down the road. It is PCMC understanding that is accomplished through brush type material inside the wheel well.

44. Proposer requests approval to provide our standard front and rear shock absorbers manufactured by Koni. The Koni FSD 91 series shock used on the Proposer bus is a frequency sensitive dampening shock and is specifically tuned and selected for the Proposer Low Floor bus. These premium shock absorbers have an excellent performance record in the field in a wide variety of environments. This is standard on the Proposer low floor bus. (TS 33.3, pg. 119)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 33.3 is to ensure the bus is equipped with premium shock absorbers.

45. Proposer requests approval to provide suspension leveling valves manufactured by Barksdale, rather than the leveling valves specified. This premium valve is standard on the Proposer Low Floor bus. (TS 33.1, pg. 119)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 33.1 is to ensure the bus is equipped with premium leveling valves.

46. Proposer would like more information on the Tire Pressure Monitoring System (TPMS) being requested by PCMC. Proposer is aware of the SmartTire TPMS available from Bendix CVS. We have attached the Bendix sales literature for your review. Proposer requests approval of the Bendix TPMS product or removal of the TPMS requirements from the specifications. (TS 34.1, pg. 121)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 34.1 is to ensure the bus is equipped with a premium tire pressure monitoring system.

47. Proposer requests approval to provide a Douglas steering column with a telescopic range of 1.88" and a minimum low-end adjustment of 31.61", measured from the top of the steering wheel rim in the horizontal position to the cab floor at the heel point. (TS 35.3.4, pg. 123)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 35.3.4 is to ensure the bus is equipped with a telescoping steering wheel for all sizes and ranges of driver variability.

48. Proposer requests approval to provide ABEX non-asbestos friction materials, which are of superior quality and will provide long life to PCMC. The front 16.5 x 6 brake will use ABEX 931-162/83 combination linings. Each shoe has one block of 931-162 and one block of 83. The rear 14.5 x 10 brake will also use ABEX 931-162/83 combination linings. Each shoe has one block of 931-162 and one block of 83. The blocks are bolted to the brake shoe. Proposer also wishes to advise PCMC that Meritor (Rockwell) drums are standard and Meritor (Rockwell) has provided approval only for these linings. (TS 93.3, pg. 125)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 93.3 is to ensure the bus is equipped with brake linings that meet or exceed the requirement of FMVSS 121 and has the same quality and material as Abex 685 asbestos free, FF. It is PCMC understanding that the part numbers may have been updated.

49. Proposer requests approval to provide a SKF High Capacity Turbo 2000 dual desiccant cartridge heated air dryer with integral filtration plus option to satisfy the requirements of this section. This is Proposer's new standard installation and is an approved air dryer with sufficient capacity and effectiveness to meet the increased air flow output (63%) of the new 2010 Cummins engines equipped with the WABCO 30.4 CFM air compressor. A single Bendix AD-9 does not meet these requirements per Cummins. (TS 41.5, pg. 128)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 41.5 is to ensure the bus is equipped with an Air System Dryer that meets or exceeds the requirements from the engine manufacturer.

50. Proposer request approval to provide the battery hold-down bracket constructed of a black metallic material. This proven Proposer design is utilized in buses throughout the nation. (TS 44.1.4, pg. 132)

PCMC's Response:

The intent of specification TS 44.14 is to ensure the battery hold down brackets are positioned away from the positive and negative battery posts for safety and accidental short circuiting.

51. Proposer would like to clarify that our Low Floor vehicles batteries are mounted under the driver's floor area on stainless steel sliding trays. This is standard on the Proposer low floor bus. (TS 44.1.4, pg. 132)

PCMC's Response:

The intent of specification TS 44.14 is to ensure the sliding trays and sliding rods are made of stainless steel as to minimize corrosion.

52. Proposer requests approval to delete the requirement for the interior USB ports. We have found that the design of a USB port is not robust enough to withstand the day to day operations of city transit. Proposer requests approval to delete the requirement for an exterior 110-volt outlet. We see this as a problematic component and would rather supply 110v outlets on the interior of the vehicle where passengers could utilize the benefit. Proposer request approval to provide a Vanner power inverter such as the model IT24-3500 which offers a much smaller foot print for mounting location, a lower stress drag on the alternator, as well as offers 3.5kW in power. (TS 44.1.5, pg. 133)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 44.1.5 is to ensure the bus is equipped with quality power inverter that is proven to last. This inverter will provide power to the interior and exterior AC outlets. PCMC understand that less stress drag on an alternator could improve fuel economy, which is favorable to PCMC.

53. Proposer request more information on this requirement. (RFP 44.3, pg. 135)

PCMC's Response:

The intent of specification 44.3 is to ensure high quality type wiring as used in aircraft to ensure reliability and connectivity of circuits.

54. Proposer respectfully wishes to clarify that we provide spares on the majority of our main harnesses to the extent practical. However, not all harnesses. Proposer can work with PCMC to add spares to specific harnesses if deemed necessary at the preproduction meeting if we are the successful bidder. Proposer requests approval. (TS 44.3, pg. 136)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or

superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 44.3 is to ensure at least a minimum of 10% of the wiring in the majority of all wiring harnesses have extra spare wires.

55. Proposer requests approval to provide electronic multiple pin connectors from Deutsch and AMP as well as the Packard Electric weather pack specified. The connector brand, type and location are determined by Proposer's electrical engineers depending on the individual requirements of the various components within the system. To properly interface with systems purchased from our suppliers, such as engines, wheelchair ramps, air conditioners, etc., a variety of connectors are sometimes required. (TS 44.3, pg. 136)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 44.3 is to ensure a premium weather protection from corrosion with connectors.

56. Proposer requests approval of our standard dash configuration with the Agency having the flexibility to locate various Operator control buttons/switches as needed. (TS 44.3, pg. 136)

PCMC's Response:

The intent of specification TS 44.3 is to ensure PCMC inspectors have final authority to approve the location of Network Access Points.

57. Proposer believes PCMC bus requirement consists of an electronic fan radiator cooling package which has a considerable amount of amperage load on the electrical system. To offset this load, Proposer would like to clarify that our proposal will include a belt driven air cooled Niehoff C803 alternator rated at 500 amp, 28 volts. A Niehoff A2-330 voltage regulator will also be provided. (TS 44.6 & TS 44.7, pg. 137)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the specification TS 44.6 & 44.7 is to ensure the alternator meets or exceeds recommendations requirements for amperage output capacity from bus manufacture.

58. Proposer requests approval to delete the requirement for water proof covers on the engine compartment switches. Proposer will provide toggle switches featuring a neoprene seal for the toggle lever. These switches use heavy duty contacts, metal toggle and the neoprene seal provides moisture protection for the switch face. (TS 44.5, pg. 137)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the specification TS 44.5 is to ensure the rear engine switches are water resistant and corrosion resistant.

59. Proposer meets all requirements in the above section with regards to having a communication port easily accessible to interface with the multiplexing system. However, Proposer request more information on the hardware gateway and/or wireless communication system being requested. (TS 47.3.1, pg. 140)

PCMC's Response:

The intent of specification 47.3.1 is to ensure the Worksheets 2 and 3 pages 309 & 310 describing data and wireless communication system are included in the initial purchase of buses.

60. Proposer would like to note that SAE Recommended Practice J680, Revised 1988, "Location and Operation of Instruments and Controls in Motor Truck Cabs," is recommended for adoption by manufacturers of trucks and truck-tractors in new or revised designs in order to avoid confusion when drivers shift from one truck to another, to promote safety and convenience, and to simplify design, production, and servicing. This recommended practice shall apply to all on-highway trucks and truck-tractors equipped with power brake systems and having a GVW rating of 26 000 lb. or more. Proposer would like to note that SAE Recommended Practice J287 "Driver Hand Control Reach" applies to passenger and medium duty vehicles. It is not a recommended practice for heavy duty vehicles such as the Proposer Low Floor bus. This standard would not apply to the Proposer Low Floor bus. Of prime importance in this recommended practice is the basic premise that all controls requiring operation while the vehicle is in motion be located so that the driver can manipulate them with his right hand and keep his left hand on the steering wheel. Proposer has the flexibility to locate various Operator control buttons/switches to accommodate the needs of PCMC 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 Proposer is the successful bidder. (TS 48.1, pg. 141)

PCMC's Response:

The intent of specification 48.1 is to ensure the driving safety. PCMC plans on approving all locations of all layouts of all control buttons and switches.

61. Proposer wishes to clarify, at this time Recaro does not offer adjustable seat back bolsters on the Ergo M. Recaro's unique seatback design helps align operators into the correct position and offers lateral support. Proposer wishes to clarify, at this time Recaro plans to offer a new standard black fabric that will come standard with a treatment that will come standard with antimicrobial, fluid resistant and stain resistant. If PCMC is looking for other fabric treatments, Proposer will need more information. Proposer request approval of Recaro's standard offerings. (TS 51, pg. 152)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 51 is to ensure the bus is equipped top quality driver seat, which has Liquid Cell seat cushion and Fresh performance seat fabrics. It is PCMC understanding that a standard offering will not meet the requirement and latest model will need to be ordered with the requested features.

62. Proposer requests approval to provide the Recaro Ergo Metro driver's seat model AMBO to satisfy the driver's seat requirements. (TS 51, pg. 152)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 51 is to ensure the bus is equipped top quality driver seat, which has Liquid Cell seat cushion and Fresh performance seat fabrics.

63. Proposer requests approval to provide bonded/hidden frame passenger windows of the type described in this section manufactured by Ricon or Dura Corporation. Both of these window manufacturers provide quality products to the transit industry. (TS 52, pg. 156)

PCMC's Response:

The intent of specification TS 52 is to ensure the bus is equipped the best quality bonded/hidden frame passenger windows. It is PCMC understanding that Ricon is the best quality. The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components.

64. Proposer requests approval to provide bonded/hidden frame passenger windows of the type described in this section manufactured by Ricon or Dura Corporation. Both of these window manufacturers provide quality products to the transit industry. (TS 55.1, pg. 158)

PCMC's Response:

The intent of specification TS 55.1 is to ensure the bus is equipped the best quality passenger side windows. It is PCMC understanding that Ricon is the best quality. The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components.

65. HIGH MOUNTED MIRROR

Proposer recommends the use of a high mounted roadside mirror. The view of pedestrians, vehicles and other objects can be temporarily obstructed by a low mounted mirror. Proper driver training/techniques can minimize the risk of an accident by viewing around the low mounted mirror. (TS 51.8.1, pg. 156)

PCMC's Response:

The intent of specification TS 51.8.1 is to ensure the bus is equipped a quality heated mirror and is located is the safest location for passengers waiting for the bus. It is required to have the operators line of sight not obstructed.

66. Proposer requests approval to provide a rear mounted Thermo King unit to satisfy the HVAC requirements. Our proposal will include the Thermo King T14M unit with Brushless Motors, X426 Compressor and R134a. (TS 56, pg. 159)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the specification TS 56 is to maximize fuel economy through electronically powered accessories as stated in Cer. 6 pages 235 & 236, Pricing Schedule.

67. Proposer wishes to clarify that Thermo King does not use a modulating valve manufactured by Vapor. Thermo King uses an electronically controlled modulating coolant valve manufactured by Honeywell. The valve was developed to be driven by the Thermo King IntelligAIRE III controller. Proposer request approval of the Honeywell valve in lieu of the Vapor valve. (TS 56.4, pg. 160)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the specification TS 56.4 is to ensure the bus is equipped with a quality modulating valve.

68. Proposer request approval to provide a Spheros Thermo 300 auxiliary coolant heater, fired by diesel fuel, for all diesel executed options pertaining to this contract. Where CNG options are executed, Proposer would like to discuss alternative heating options at the preproduction meeting, if Proposer is the successful bidder. (TS 57.1, pg. 161)

PCMC's Response:

The intent of specification TS 57.1 is to ensure the bus is equipped an auxiliary coolant heater. PCMC understands that modifications and changes will need to be made depending on fuel types.

69. Proposer request approval to delete this requirement for the windshield defroster to be independent of any ducting which delivers air to the operator's feet and legs. The drivers heater on the Proposer Low Floor bus deploys warm air both to the windshield as well as to the operators left and right foot; however they are controlled by switches that have capabilities to minimize each zone. (TS 58.2, pg. 162)

PCMC's Response:

The intent of the specification TS 58.2 is to ensure adequate heating and defrosting system for the windshield and drivers comfort. Driver's ability to adjust each zone independently is most favorable.

70. Proposer wishes to advise the Agency that a driver's fresh air vent system is not incorporated in the front driver's heater/defroster system. Proposer proposes to provide a driver's booster fan that provides cooled or heated air from the passenger heater or air conditioner to the driver's compartment. There are two fan speeds: "HIGH" and "LOW". Proposer requests approval of our standard driver's ventilation system. (TS 58.4, pg. 163)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification 58.4 to ensure the driver has multiple ways to stay warm under all adverse conditions and to be comfortable and safe.

71. Proposer requests approval to provide our standard industry proven HVAC return air filter. This filter is cleanable and reusable. The dust holding capacity of our filter is 60 grams. Proposer Engineering advises that filters meeting the 120grams are available; however they are not cleanable and would require the Agency to change and dispose of these filters on a more frequent basis. Our current HVAC return air filter is currently being used by various transit agencies throughout the nation. (TS 59, pg. 164)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the specification TS 59 is to ensure a quality filter and potentially a labor savings through a quick change and replace.

72. Proposer would like to clarify that our 35' diesel bus proposal will meet this requirement of three roof mounted ventilators. Being that there are multiple configurations of propulsion systems within this RFP, i.e. CNG and Diesel Hybrid, as well as multiple size requirements, i.e. 29'. Proposer request that all roof hatch configurations outside the base bus in this contract be discussed at the pre-production meeting, if Proposer is the successful bidder. Proposer request concurrence. (TS 62, pg. 164)

PCMC's Response:

The intent of the specification TS 60 is to ensure adequate air flow through the passenger compartment. PCMC understands that smaller buses may not accommodate 3 roof hatches and modification may need to be made.

73. Proposer request approval to provide {1} Intelligaire III diagnostic software package to meet this requirement. (TS 61, pg. 164)

PCMC's Response:

The intent of the specification TS 61 is to ensure the contactor supplies the diagnostic software kits and HVAC diagnostic Software, readers, adapters and interface cables as shown on page 310 - Worksheet 3.

74. Proposer requests approval to delete the requirement for exterior joints to be protected with a caulking compound of zinc-chromate- type. The aluminum sidewall of the Proposer Low Floor bus is inherently resistant to corrosion and is painted with exterior paint where exposed to the elements. (TS 64, pg. 165)

PCMC's Response:

The intent of the specification TS 64 is to protect the bus from corrosion.

75. Proposer would like to clarify that our proposal will include a warm welcome mat located at the rear door. At this time the wheelchair ramp manufacture of Lift-U LU18, which is located at the front door, does not offer a warm welcome mat. (TS 62, pg. 165)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the specification TS 62 is to prevent snow and ice buildup in the entrances. It is PCMC understanding that if a warm welcome mat is not possible, then a heat blower in this area may be acceptable to keep the area safe for passengers boarding or alighting.

76. Proposer requests approval to delete the requirement to install engine splash pans. It has been our experience in the past that engine splash pans over a period of time accumulate dirt, grease and other debris that fall within the engine compartment and could constitute a fire hazard. (TS 70, pg. 167)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the specification TS 70 & 71.1 is to protect the bus from corrosion. Engine splash pan can be deleted when experience has proven that such guarding is not necessary and can cause more harm than good, page 167, TS 70.

77. Proposer requests approval to provide the rear engine compartment door with Proposer's standard latch and gas springs. The latch supplied by Proposer is a mechanical paddle latch with two point locking rod control in 300 series non-corrosive polished stainless steel. The latch is manufactured by Eberhard. The gas springs supplied by Proposer are manufactured by SUSPA and have a 140 pound capacity. (TS 72.1, pg. 168)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the specification TS 72.1 is to ensure engine doors will have good quality gas springs and the capacity of 140 pounds. The intent of any handles on rear engine doors is for easy access, corrosion resistant and anti-freezing.

78. Proposer requests approval to provide the DL2 front bicycle rack (2-position) from Sportworks, Inc. rather than the 3-position DL3 specified which creates a non-compliance with FMVSS 108. FMVSS 108 is the motor vehicle standard for headlamps and it does not allow the installation of equipment that could obstruct or impair the vehicle's headlamps, and the DL3 does position bicycle's wheels so that they would interfere with the headlamp beam. Accordingly, Proposer cannot install a DL3 as it would constitute a violation of Federal law. (TS 73.2 & TS 94, pg. 169 & 208)

PCMC's Response:

The intent of the specification TS 73.2 & 94 is to ensure bike rack design is stainless steel. It is PCMC understanding that 3 position bike racks maybe available from other manufactures that do comply with federal law.

79. Proposer requests approval to provide Proposer's standard DuPont Imron Elite low VOC 2.8 paints/coatings for this section. Proposer wishes to clarify that the historical Dupont # 735085-HN, has now been replaced by# 735085-EX. (TS 74.1, pg. 170)

PCMC's Response:

The intent of the specification TS 74.1 is to ensure long lasting high quality automotive paint. The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience.

80. Proposer requests approval to provide a seating capacity of twenty-two (22) seated passengers with two (2) wheelchair positions occupied. (TS 81.1, pg. 183)

PCMC's Response:

The intent of the specification TS 81.1 is to ensure a maximum seating arrangement. It is PCMC understanding that minimum seating arrangements can be 32 seated passengers.

81. Proposer requests approval to furnish the front and rear door step lights mounted adjacent to the step on the side of the coach, rather than at the top of the entrance and exit area. (TS 76.2.1, pg. 172)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of specification TS 76.2 is to ensure the bus is equipped with adequate lighting and are up at

least 10" from the bottom of the panel as to avoid snow banks and rocks that contact the side of bus, during heavy snow storms.

82. Proposer requests approval to provide service area lighting at the engine compartment and the front 1/0 control panel. This is standard on the Proposer low floor bus. (TS 76.6, pg. 174)

PCMC's Response:

The intent of the specification TS 76.6 is to ensure adequate lighting in all service areas and compartments.

83. Proposer requests approval to delete the requirement for the entire interior to be cleanable with a hose. When cleaning the floor, Proposer recommends using a broom and mop, and not a hose. Proposer also recommends that caulking/sealer in flooring seams be regularly inspected and maintained. Cracks in the flooring or at seams can allow water or other liquids to seep through and damage the flooring adhesive and the plywood floor. (TS 77, pg. 175)

PCMC's Response:

The intent of the specification TS 77 is to ensure the flooring is made out of a composite flooring material that can withstand water. The caulking/sealer is to protect the underside and edging of the floor.

84. Proposer wishes to advise the Agency that the flooring in the lower front section and in the raised rear platform area will be installed in a fully sealed butt joint configuration at the side wall. Proposer requests approval. (TS 78.8, pg. 178)

PCMC's Response:

The intent of the specification TS 78.8 is to ensure the flooring coving is used as flooring materials is being installed and covered up the wall.

85. Proposer wishes to advise PCMC that Diamond Manufacturing is in the process of phasing out the old style post locks and that the code listed 7M274513 is part of their phase out. They have a newer style that is much more user friendly and has shown to be preferred by the end users. (TS 79, pg. 181)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the specification TS 79 is to ensure uniformity of among the current bus fleet.

86. Proposer requests approval for our standard 40" front door and 34" rear door clear width dimensions as noted below. 40" front door = 32.33" clear width opening between door handles. 56" rear door= 46.26" clear width opening between door Seal Edges. These are the standard Proposer dimensions accepted by transit agencies throughout the nation and currently being operated by PCMC. (TS 83.1.1, pg. 191)

PCMC's Response:

The intent of the specification TS 83.1.1 is to ensure the bus is equipped with the largest door opening available, as passenger boarding's and alighting occur at the same time.

87. Proposer requests approval to provide powder coated aluminum construction passenger doors manufactured by Vapor. This powder coat technology has been proven and tested with great test results by various transit agencies throughout the nation. (TS 83.3, pg. 191)

PCMC's Response:

The intent of the specification TS 83.3 is to ensure a quality, lightweight passenger door.

88. Proposer would like to clarify that our proposal will not include a street side rear door. (TS 83.1.2, pg. 191)

PCMC's Response:

The intent of the specification TS 83.1.2 is designed for BRT and larger buses, which may or may not have seats. At this time PCMC does not require this specification and may need to evaluate this option at a later date.

89. Proposer requests approval for our standard 40" front door and 34" rear door clear width dimensions as noted below. 40" front door= 32.33" clear width opening between door handles. 56" rear door= 46.26" clear width opening between door Seat Edges. These are the standard Proposer dimensions accepted by transit agencies throughout the nation and currently operated by PCMC. (TS 83.4.1, pg. 192)

PCMC's Response:

The intent of the specification TS 83.4.1 is to ensure the bus is equipped with the largest door opening available, as passenger boarding's and alighting occur at the same time, while carrying skis and other personal baggage.

90. Proposer would like to clarify that our mud flaps/splash aprons are installed aft of the front wheels, which minimizes road spray and debris from being thrown under the chassis. and that the Lift-U LU18 wheelchair ramp is protected by an integrated closeout. (TS 84.1, pg. 196)

PCMC's Response:

The intent of the specification TS 84.1 is to ensure the wheelchair area is equipped with some sort of protection from foreign material from entering the ramp mechanisms.

91. Proposer would like to clarify that our proposal will include the American Seating 6466 passenger seats as described in section 81.1 Transit Coach Passenger Seating. Proposer would also like to clarify that our proposal will include the American Seating Advance Restraint Module (ARM) in conjunction with Q'Straint wheelchair securement belts. This system is known to meet this requirement and is currently being operated by PCMC. Proposer request concurrence. (TS 84.5, pg. 197)

PCMC's Response:

The intent of the specification TS 84.5 is to ensure the bus is equipped with a modern wheelchair securement self-tensioning devices, which may make tying down a wheelchair easy and safe for the driver. PCMC highest priority is to maximize seating arrangements.

92. Proposer requests approval to provide a wheelchair ramp manufactured by Lift-U, operated by an electric motor and located at the entrance door. The ramp dimensions are a nominal thirty inches (30") wide and forty nine (49") in length when stowed and meet all ADA requirements. (TS 84.8, pg. 198)

PCMC's Response:

The intent of the specification TS 84.8 is to ensure the ADA ramp meet ADA requirements.

93. Proposer would like to advise PCMC that our proposal will include the following components from Safety Vision: (TS 89.1, pg. 204)
- (1) 1TB, 12 Channel, 7000 Series Hard Drive
 - (6) Interior 4mm Cameras
 - (3) Exterior 4mm Cameras
 - (1) 7000NVR UPS 12/24V
 - (1) GPS Antenna & Receiver
 - (1) Drivers LCD Display Unit
 - (1) UPS (Un-Interrupted Power Supply)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, and testing results. PCMC's specification requires:

- (1) 12 Channel, 7000s, I(one) TB (Must be Solid State Drive)
 - (6) Interior 4mm IP Cameras (IP Camera with - IR functionality)
 - (3) Exterior 4mm IP Cameras (IP Camera with - IR functionality)
 - The (3) Exterior 4mm IP Cameras, Must be exterior grade & quality.
94. Proposer request clarification on whether or not the supporting harness and cables are required for the (2) complete spare surveillance systems. Proposer would like to advise PCMC that our spares proposal will include the following components from Safety Vision: (TS 89.1, pg. 204)
- (1) 1TB, 12 Channel, 7000 Series Hard Drive
 - (6) Interior 4mm Cameras
 - (3) Exterior 4mm Cameras
 - (1) 7000NVR UPS 12/24V
 - (1) GPS Antenna & Receiver
 - (1) Drivers LCD Display Unit
 - (1) UPS (Un-Interrupted Power Supply)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, and testing results. PCMC specifications requires 2 complete spare surveillance systems. For clarity the above listing is incorrect, some of the correct components are listed below for 2 completed systems:

- (2) 12 Channel, 7000s, 1(one) TB (Must be Solid State Drive)
- (12) Interior 4mm IP Cameras (IP Camera with - IR functionality)
- (6) Exterior 4mm IP Cameras (IP Camera with - IR functionality)
- The (6) Exterior 4mm IP Cameras, Must be exterior grade & quality.
- (2) 7000NVR UPS 12/24V
- (2) GPS Antenna & Receiver
- (2) Drivers LCD Display Unit
- (2) UPS (Un-Interrupted Power Supply)

PCMC is requesting the supporting harnesses and cabling required for 2 complete surveillance systems.

95. Proposer request clarification on the above requirement. It is our understanding that PCMC is not requiring a PowerEdge T420 Server Intei-XeonE-24XX. Instead PCMC is simply looking for the bus to be outfitted with the communication equipment such as antennas and access points. Proposer request more information on the Cisco Air-SAP16021-A-K9. It's our understanding from the video surveillance supplier that the bus may require a WIFI data radio in lieu of the specified Cisco component. (TS 89.1, pg. 204)

PCMC's Response:

PCMC is requiring a PowerEdge T420 or similar server. As identified on page # 310, Worksheet 3. PCMC is NOT simply looking for the bus to be outfitted; PCMC is requiring a whole new technology implementation for the camera system. This is a line item and included in our Specialized Tool Package. It is PCMC understanding that the either a Cisco Air-SAP16021-A-K9 or Moxa 4131 IEEE 802.11 wireless AP/bridge is required for the camera system to operating within our network and our wireless access points. In addition to the camera system we are requiring a Moovbox M340, in-Vehicle Access Point installed in each bus as part of proposal. See pg. 309, Worksheet 2, for data exchange as well as passenger WIFI accessibility.

96. Proposer requests approval to provide a REI model #710146 public address system in lieu of the model specified for this section. (TS 89.2, pg. 205)

PCMC's Response:

The intent of the specification TS 89.2 is to ensure the operator can address passengers both inside and outside the vehicle. The system must be compatible with all other technology components within the bus (see Worksheet 2, page 309).

97. Proposer requests approval to provide a boom style microphone manufactured by Soundview, rather than the microphone specified. This microphone will be controlled by a foot switch providing a "hands free" operation. (TS 89.2, pg. 205)

PCMC's Response:

The intent of the specification TS 89.2 is to ensure the operator can address passengers both inside and outside the vehicle. The system must be compatible with all other technology components within the bus (see Worksheet 2, page 309). It is our understanding that our

request for a foot switch may not need to be present, as all technologies must tie together and must be compatible. It is our understanding that REI is of best quality.

98. Proposer would like to advise PCMC that the Motorola XTL2500 radio being required has been discontinued from the Manufacture. This radio has been replaced two different model radios. (TS 89.5, pg. 206)

PCMC's Response:

The intent of the specification TS 89.5 is to ensure the 2-way radio is compatible with our current 800 MHz radio system. It is our understanding that Motorola APX 6500 Li will meet our requirements.

99. Proposer request approval to provide an REI pleasure radio. This REI's model# 710293 which has AM/FM, CD, MP3, USB, and SO capabilities. This radio is known to meet the requirement listed above and is a standard option on the Proposer Low Floor bus. (TS 91, pg. 207)

PCMC's Response:

The intent of the specification TS 91 is to ensure the radios are constant through our fleet. The system must be compatible with all other technology components within the bus (see Worksheet 2, page 309). It is our understanding that the standard REI radio does not meet our current specification and in-order to meet our specification it has been our experience that the CSS-6400E with power module switch, Custom Radio meets our needs. (see TS 91 for details).

100. Proposer requests approval to provide our standard basic coach warranties as follows:
- Basic Bus Warranty= 1 Year/50,000 Miles
 - Body Structural Warranty= 3 Years/150,000 Miles
 - Structural Integrity/Corrosion Warranty= 7 Years/350,000 Miles
 - Engine Warranty= 2 Years/Unlimited Miles
 - Transmission Warranty= 2 Years/150,000 Miles
 - Axle Warranty= 2 Years/Unlimited Miles
 - Axle Brakes Warranty= (Excludes Friction Materials)= 2 Years/100,000 Miles
 - HVAC Warranty= 2 Years/Unlimited Miles
 - Wheelchair Ramp Warranty= 2 Years/Unlimited Miles (Parts & Labor)
 - Alternator Warranty= 2 Years/Unlimited Miles
 - Air Compressor Warranty= 2 Years/200,000 Miles
 - Starter Warranty= 3 Years/350,000 Miles
 - Door System Warranty= 1 Year/Unlimited Miles
 - This meets the current FTA Guidelines.

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the section 7 warranty

requirements ensure basic warrantees are consistent through the warrantee period minimum of 2 years or 100,000 miles as stated on page 209, WR 1.1.2. and all sub systems.

101. Proposer requests approval to provide the standard Cummins Emission system warranty of: Five (5) Years /100,000 Miles. This is the standard warranty administered by Cummins. Proposer request concurrence. (TS 1.1.5, pg. 209)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience and that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. Without such data, the evaluation committee may reject a proposal as not meeting the requirements of the specifications or view the deviation unfavorably. The intent of the WR 1.1.5 is to ensure the emission system is warranted for 5 years or 300,000

102. The following are the components which Proposer believes should initially be managed by the sub-suppliers: Engine, Transmission, Air Conditioning Unit, Axles, Destination Signs, Surveillance Systems, Intelligent Transit Systems and Batteries. Proposer requests concurrence. (TS 1.1.6, pg. 210)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience without substantial cost increase, PCMC's specified components. The intent of the section WR 1.1.6 warranty requirements ensure sub system listed in WR 1.1.6 are warrantee for 2 years or 100,000 miles as stated on page 210. Refer to WR 1.1.6 for complete warrantee procedures and forms for warrantees managed by sub suppliers.

103. Proposer requests approval to provide the following Vapor warranty coverage as offered by Vapor; Vapor Door Panels= 3yrs I UNL Miles Vapor Door Operating/Mechanical Parts = 1yr I UNL Miles These are the standard warranty offerings from Vapor. (TS 1.1.6, pg. 210)

PCMC's Response:

The intent of the section WR 1.1.6 - Warranty requirements ensure sub systems listed in WR 1.1.6 are warranty for 2 years or 100,000 miles as stated on page 210. It is PCMC understanding and request all warranty are a minimum of 2 years or 100,000 miles.

104. Proposer requests approval to provide the following SKF Air Dryer warranty coverage as offered by SKF; SKF HCT-2000 = 1yr I UNL Miles. This is the standard warranty offerings from SKF. (TS 1.1.6, pg. 210)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the section 7 warranty requirements ensure basic warrantees are consistent through the warrantee period minimum of 2 years or 100,000 miles as stated on page 209, WR 1.1.2. and all sub systems. It is PCMC's understanding that additional Service Kits for Air Dryer, which

includes replacement cartridges, will need to be added to the essential parts package for each bus.

105. Proposer would like to clarify that normal warranty work (other than that work required to be performed by sub-suppliers as discussed below) will be performed by the Agency's maintenance department and reimbursed by Proposer at the documented warranty labor rate. In the unlikely event that abnormal warranty is required, Proposer will work with the Agency to resolve any such warranty projects which Agency believes should be repaired directly by Proposer. Proposer stands behind the quality of our products and we have selected supplier partners who share this belief as well. Proposer routinely assists customers in resolving warranty matters when local vendors are unable or unwilling to provide necessary support by involving Proposer's contacts at either the local service facilities or through the component manufacturer's Corporate levels. As the manufacturer of the bus, Proposer would then assist the Agency by specifically calling the vendors directly to get them better focused on resolving the Agency's issues. Proposer requests concurrence. (TS 2.1, pg. 213)

PCMC's Response:

The proposer must demonstrate, as part of their proposal with supporting evidence, technical data, testing results and transit revenue experience that the proposed deviation is equal to or superior to, without substantial cost increase, PCMC's specified components. The intent of the section 2.1 and through working with our Maintenance Department of PCMC; is an option that may often come into play and PCMC recognizes the need to do this but warranty issues should be resolved proactively by the supplier (e.g. take responsibility to resolve.)

106. Proposer requests information on the actual dollar per hour wage rate for the mechanics called for in this section. We also request to provide the straight wage rate plus the standard 25% for fringe benefits as a compensation base for any work done under this section. (TS 2.1, pg. 213)

PCMC's Response:

When conducting warranty repair PCMC will bill a shop rate (which is market rate) of \$85/hour.

107. Proposer requests approval to delete the requirement that Allowable labor hours shall be those actually accrued by PCMC to complete the repairs and be billed back to the contractor. Proposer would like to clarify that we respectfully use a "Proposer LLC Standard Repair Time" guide for all normal warranty work (other than that work required to be performed by sub-suppliers as discussed below). Work will be performed by the Agency's maintenance department and reimbursed by Proposer at the documented warranty labor rate. In the unlikely event that abnormal warranty is required, Proposer will work with the Agency to resolve any such warranty projects which Agency believes should be repaired directly by Proposer. (TS 2.3.5, pg. 215)

PCMC's Response:

The intent of WR 2.35 is to track actual hours to complete repairs. PCMC is not aware of Standard Repair Time standard. This suggests if there is an industry standard which is not specific to one manufacturer's time standard, we may possibly agree upon each repair under such a standard.

108. Please verify the requirement for 3 roof hatches.

PCMC's Response:

The intent of the specification TS 60 is to ensure adequate air flow through the passenger compartment. PCMC understands that smaller buses may not accommodate 3 roof hatches and modification may need to be made.

109. Any interest in electric at this point from the Agency? Will PCMC consider proposals for all-electric buses? As previously requested, would PCMC consider adding electric propulsion to the mix of possible buses? Electric buses obviously produce no greenhouse gases (improving air quality), are quieter, require less maintenance, have a total cost of ownership over the life of the bus that can be proven to be lower than diesel, CNG, or hybrid powered buses, provide the ability to accurately predict fixed fuel (electric) costs over time, and ensure the stability of those costs.

PCMC's Response:

The goal of this RFP is to replace PCMC's heavy-duty low floor bus fleet in the coming years. All-electric propulsion systems are not specifically written as part of RFP 1130. This procurement is funded in part by the FTA through the Utah Department of Transportation and there are always long-term investment considerations and decisions associated with any capital purchase.

110. If cost wasn't an issue and UDOT approved the purchase of all-electric buses would PCMC consider proposals for all-electric buses?

PCMC's Response:

Cost and price are not the sole determining factor in proposal evaluations, as stated in the RFP under Section IP 13.5: Proposal Selection Process, beginning on page 29 of the RFP, including Qualification Requirements and Proposal Evaluation subsections.

111. Are there a specific number of buses in each size category that PCMC is seeking?

PCMC's Response:

At this time PCMC does not have a number of desired vehicles in each size range. Our community is growing and expanding and we may need multiple sizes depending on ridership demand.

112. Is PCMC considering the possibility of a pilot bus?

PCMC's Response:

Anything is possible in regards to a pilot bus, however PCMC specifically removed this option from the RFP in order to prevent delays in production and/or delivery. The evaluation committee will make any final determination on whether a pilot bus is desired. PCMC inspectors will be responsible for ensuring all vehicle orders meet the specifications.

113. Will PCMC make multiple awards for the resultant contract, or will there only be a single award for the various bus lengths?

PCMC's Response:

The intent of writing and RFP to replace our bus fleet is to find a proven quality product that is in the best long term interest of PCMC. Through this process if PCMC cannot find proposers willing to deliver a bus with the specifications we have determined, then a new RFP will need to be written and the scope of the RFP changed to meet the marketplace. The plan is to make one award for the current contact in regards to RFP 1130.

114. Should PCMC elect to include electric buses in this procurement, it should be understood there are now available different battery chemistry options to allow for on-route fast charging or provide an extended range for the bus; Battery pack configuration options are also available to allow customization for a specific route and also bring down the cost of the initial investment.

PCMC's Response:

It is PCMC understanding that all propulsion technologies are being developed and changes occur as development of new products enter the marketplace.

115. Regarding funding, is PCMC aware there are financing options available that can be used to offset the initial cost of investing in electric vehicle and related charging equipment to allow the City to take advantage of the life-over-time cost reduction benefits, improved air quality, and elimination of dependence on fossil fuels for the fleet?

PCMC's Response:

Cost and price are not the sole determining factor in proposal evaluations, as stated in the RFP under Section IP 13.5: Proposal Selection Process, beginning on page 29 of the RFP, including Qualification Requirements and Proposal Evaluation subsections.

116. Request the forms required for the various proposal bundles be made available either as word documents or as editable pdfs. The forms as they exist in the issued RFP cannot be filled in electronically.

PCMC's Response:

Forms will be available as addendum 4 as word documents, relevant pages 230 – 313.

117. Request clarification on the requirement for #6-Vehicle Questionnaire, as there is not a form identified as such in the RFP, and is this actually the same as #12 CER 11, the vehicle technical information form?

PCMC's Response:

Vendors are not required to complete a vehicle questionnaire, for CER 11 will serve PCMC purpose.

118. Request clarification regarding what documents, in addition to the MSO are required for registering the bus, i.e. invoice, bill-of-sale, weight slip, other documentation?

PCMC's Response:

PCMC needs at a minimum an MSO, Invoice, Bill of Sale, Weight Slip and invoice indication the vehicle VIN to register a bus.

119. Request clarification on the labor rate noted in this Section, as it appears PCMC is charging \$85/hr. plus overhead at 100% (\$85/hr.) for a total labor rate of \$170 an hour for reimbursable repairs performed by the agency? This seem excessive and punitive. The Standard Bus Procurement Guideline notes: The amount shall be determined by the Agency for a qualified mechanic at a straight time wage rate of [insert amount per hour], which includes fringe benefits and overhead adjusted for the Agency's most recently published rate in effect at the time the Work is performed... These wage and fringe benefits rates shall not exceed the rates in effect in the Agency's service garage at the time the Defect correction is made. Request the language be changed to reflect the SBPG.

PCMC's Response:

When conducting warranty repair PCMC will bill shop rate (which is market rate) of \$85/hour. The current language will not be changed at this time, please use \$85/hour for market rate for repairs.

120. There are several references in Table 1-Contract Deliverables to a "pilot bus" (lines 8, 15, & 16). Request clarification if a pilot bus is required, and if so, is there an expected review period prior to the beginning of serial production?

PCMC's Response:

Anything is possible in regards to a pilot bus, however PCMC specifically removed this option from the RFP in order to prevent delays in production and/or delivery. The evaluation committee will make any final determination on whether a pilot bus is desired. PCMC inspectors will be responsible for ensuring all vehicle orders meet the specifications.

121. Request the requirement for a bid bond noted in this Section be deleted in its entirety, as it will only increase the overall cost of the contract and does not reflect the "best value" proposition inherent in the use of an RFP for procurement.

PCMC's Response:

Cost and price are not the sole determining factor in proposal evaluations, as stated in the RFP under Section IP 13.5: Proposal Selection Process, beginning on page 29 of the RFP, including Qualification Requirements and Proposal Evaluation subsections. A bid bond is a requirement of PCMC's Professional Services agreement and is required.

122. Request the requirement for the performance bond in this Section be deleted in its entirety, as it will only increase the overall cost of the contract and does not reflect the "best value" proposition inherent in the use of an RFP for procurement. Further, FTA clarified, in a Dear Colleague letter dated Jan. 20, 2004 issued by then Administrator Jennifer Dorn that "FTA does not require bonding in any amount for rolling stock or other non-construction contracts. "

PCMC's Response:

Cost and price are not the sole determining factor in proposal evaluations, as stated in the RFP under Section IP 13.5: Proposal Selection Process, beginning on page 29 of the RFP, including Qualification Requirements and Proposal Evaluation subsections. Regardless of what FTA guidelines are the vendor contacting with PCMC will be required to follow our Professional Service Agreement. A performance bond is a requirement of PCMC's Professional Services agreement and is required.

123. Request the requirement for the payment bond noted in this Section be deleted in its entirety, as it is not applicable to rolling stock procurements. According to Circular 4220.1F, Section 2. i. Construction-Special Requirements: payment bonds are appropriate for construction contracts, where third-party contractors may be employed to perform work, not bus procurements.

PCMC's Response:

Cost and price are not the sole determining factor in proposal evaluations, as stated in the RFP under Section IP 13.5: Proposal Selection Process, beginning on page 29 of the RFP, including Qualification Requirements and Proposal Evaluation subsections. A payment bond is a requirement of PCMC's Professional Services Agreement and is required.

124. Request clarification that the amount noted in this Section for liquidated damages is the maximum amount that can be charged per business day per bus, notwithstanding the guidelines for calculating liquidated damages contained in Section 11, Appendix A of the RFP.

PCMC's Response:

The amount are suggested at \$150 dollars a day, as stated on page 55, SP 6 additional guidelines maybe used depending on the severity of the delays liquidated damages imposed.

125. Request the liquidated damages amount be capped at 10% of the bus price, per bus.

PCMC's Response:

The very reasons why FTA guidelines are suggested and to protect the agency from cost associated with obtaining a rental vehicles and is an industry standard. For these types of reasons is why liquated damages will not be capped.

126. Request clarification on the quantities of manuals noted in this Section, as they do not match the quantities noted in Section TS 6.6.17.

PCMC's Response:

PCMC is requesting all Fleet personnel be trained on every phase of the training. A proposer can expect to provide training for 12 – 15 mechanic type personnel and include all Training materials as stated on page 84.

127. Request clarification as to whether PCMC is purchasing over-the-road commuter coaches as well as low-floor buses, as this Section and others throughout the technical specification make reference to coaches.

PCMC's Response:

The intent of the specifications identified above is to allow flexibility in proposal submissions in regards to vehicle styling, size, and type in order to provide PCMC with the greatest diversity possible. PCMC will consider the procurement of commuter style coaches as part of this RFP and therefore will not remove the sections identified above. The intent of a commuter coach is to complete the Pricing Schedule on page 235 which is the Type 10, 39ft-40ft bus. Understandably, PCMC does not currently own a 40ft bus however these types of vehicles are being consider as BRT buses, for future routes.

128. The proposed bus, if electric buses are included in this procurement, have a full composite body that is impervious to road slats and chemicals, will not corrode and is expected to last a minimum of 16 years. Any metal components, such as for attaching suspension or supporting the propulsion system are e-coated and powder coated and have been salt spray tested per ASTM B 117-11 for 1000 ours. The corrosion resistance is a clear advantage over metal-structure buses.

PCMC's Response:

It is PCMC understanding and experiences that TS 22.1 and 22.2 are required for design and materials for each bus as stated in RFP. Our concern has always been corrosion and our high salt content used on our road, deteriorate components on buses.