

Addendum 2 of REQUEST FOR PROPOSAL



Shasta Regional Transportation Agency

1255 East Street
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**Battery Electric Vehicle Procurement for
Salmon Runner and North Valley Feeder
Procurement No. 2019-01**

January 28, 2019

Addendum 2 of Procurement No. 2019-01 – Request for Proposal for Battery Electric Vehicle Procurement for Salmon Runner and North Valley Feeder – involves the Agency’s responses to written questions. Questions and responses are below.

Q1: Can you tell us if the funding for this purchase is from FTA or is it state and local money only?

A1: *Financial support of this project is provided through financial assistance grants from the California State Transportation Agency’s Transit and Intercity Rail Capital Program. This procurement is not federally funded.*

Q2: As an administrative item, on the schedule where it has the due dates it has the due dates, but it does not have a time. I am going to assume that it is 4:00 PM Pacific Standard Time as the time for those milestone dates.

A2: *Incorrect. Proposals are due by 4:00 PM Pacific Standard Time on the due date. Items due on “Milestone” dates are due by 11:59:59 Pacific Standard Time on the dates in the “Proposed Schedule for the Procurement” and addenda.*

Q3: In the Route Profile documents (ref. TS 8.2) there is a column C grade (ratio) . What is the definition of this column C and how did one actually reason to come to the figures in this column?

A3: *The values in the Grade (Ratio) column of the Duty Cycle Sample files are roadway grades expressed in terms of a ratio. It is defined as the change in elevation divided by the horizontal distance traveled over each second.*

To derive this field, SRTA collected GPS position coordinates for every second of the actual routes using GPS data loggers. Our consultants processed this data through a USGS/NASA digital elevation model to obtain elevation at each point. Our consultants also applied a filter to this dataset in order to remove outliers or extraneous data points. The grade was calculated using the filtered elevation and distance dataset.

SRTA is providing this information to Proposers for their own internal analysis in developing a response and ensuring that their proposed vehicle will meet the demands of each route. SRTA shall use this same dataset to validate proposer’s performance claims during the technical evaluation of proposals.

Q4: MCI is requesting an extension of 1 week to Monday Feb 4th for the submittal of questions for this proposal. This will allow MCI to submit reasonable and responsible questions affording MCI the ability to more fully review the specifications. MCI would appreciate an affirmative response to this request.

A4: *The extension was granted through Addendum 1 of Procurement No. 2019-01 – Request for Proposal for Battery Electric Vehicle Procurement for Salmon Runner and North Valley Feeder.*

Q5: Exhibit 3 is an independent auditors report form to be filled out. Since we are a publicly traded company we will submit the past three years of financial statements as requested. These statements are already signed as audited. We assume then there is no requirements to fill out Exhibit 3.

A5: *Correct, however proposer must note where required information is reflected within reports, as noted under CSOEFEC Instructions: Completeness.*

Q6: Exhibit 4 requests detailed financial information. Since we are a publicly traded company we will submit the past three years of financial statements as requested. These statements contain the requested information in Exhibit 4 and additional information. We assume then there is no requirements to fill out Exhibit 4.

A6: *Correct, however proposer must note where required information is reflected within reports, as noted under CSOEFEC Instructions: Completeness.*

Q7: SRTA would like to have 4 Bicycle Racks inside the passenger cabin and on page 92 TS 25 Towing first paragraph last line-removal of the bike rack is permitted for attachment of towing devices. Does this mean that SRTA is also looking to have an additional Bicycle Rack in the front bumper?

A7: *TS 25 is revised as follows:*

TS 25. Towing

Each towing device shall withstand, without permanent deformation, tension loads up to 1.2 times the curb weight of the bus within 20 deg. of the longitudinal axis of the bus. If applicable, the rear towing device(s) shall not provide a toehold for unauthorized riders. The method of attaching the towing device shall not require the removal or disconnection of front suspension or steering components. ~~Removal of the bike rack is permitted for attachment of towing devices.~~ The OEM shall provide the towing procedure.

Shop air connectors shall be provided at the front and rear of the bus and shall be capable of supplying all pneumatic systems of the bus with externally sourced compressed air. The location of these shop air connectors shall facilitate towing operations.

No glad-hand type connector shall be provided.

The front towing devices shall allow attachment of adapters for a rigid tow bar and shall permit the lifting of the bus until the front wheels are clear off the ground in order to position the bus on the towing equipment by the front wheels. These devices shall also permit common flat towing.

Two rear recovery devices/tie-downs shall permit lifting and towing of the bus for a short distance, such as in cases of an emergency, to allow access to provisions for front towing of the bus. The method of attaching the tow bar or adapter shall require the specific

approval of the Agency. Any tow bar or adapter exceeding 50 lb. should have means to maneuver or allow for ease of use and application. Each towing device shall accommodate a crane hook with a 1 in. throat.

Q8: It is BYD's understanding from TS 89.2 that SRTA would prefer interior bicycle racks. BYD would like to get verification that SRTA is planning on loading these bicycles through the front passenger door?

A8: *SRTA requires the ability to safely and easily store up to four bikes. Bicycle storage must be secure and minimize damage to bicycles. The process to load bicycles must be easy and safe for passengers and driver. SRTA also requires luggage storage. While interior bicycle racks are preferred, it is not required. SRTA requests bidders propose a solution for bicycles and luggage that best meets SRTA's requirements.*

Q9: Would SRTA be acceptable to testing a 40-ft demo bus with the same battery and drive train as a pilot to test performance specification as opposed to the actual exact built required in the specification? This would allow for verification of performance spec. much quicker allowing for shorter overall timeline.

A9: *The manufacturer may perform any tests they believe are necessary to meet the requirements of this RFP. However, these tests do not eliminate the requirement for a pilot bus as stated in SP 1.2 Pilot Bus.*

Q10: Would SRTA be oppose to a bid response that includes a midlife ESS replacement to conform to the range requirement?

A10: *The Proposer must indicate and describe their solution for meeting the requirement as stated in TS 8.2.*

Q11: How many buses does SRTA expect to charge at a time per location?

A11: *A charging schedule has not yet been developed, as it will depend upon the service schedule and the specific coach and chargers ultimately procured. The expected service schedule is provided as reference within TS 8.*

Q12: What is SRTA expectations for the OEM's public relations role?

A12: *As stated in SP 12, Proposer shall propose a public relations and partnership strategy to promote long-range, zero-emission transit service on the new intercity bus service routes.*