Addendum to RFP SMART Bus Purchase Project (original RFP issue date: March 16, 2023)

A total of five requests for change, clarification, or approved equals were received. Agency responses are detailed below, bidders identifying information has been redacted.

Questions/clarification or approved equal > Proposed vehicle will be approximately 26 feet in length, as required. However, the wheelbase will be 190", not 186". Will SMART accept a 190" wheelbase in lieu of the 186" wheelbase?
Agency action: (X)Approved ( ) Denied
Agency response: A wheelbase of 190" is acceptable.

Questions/clarification or approved equal

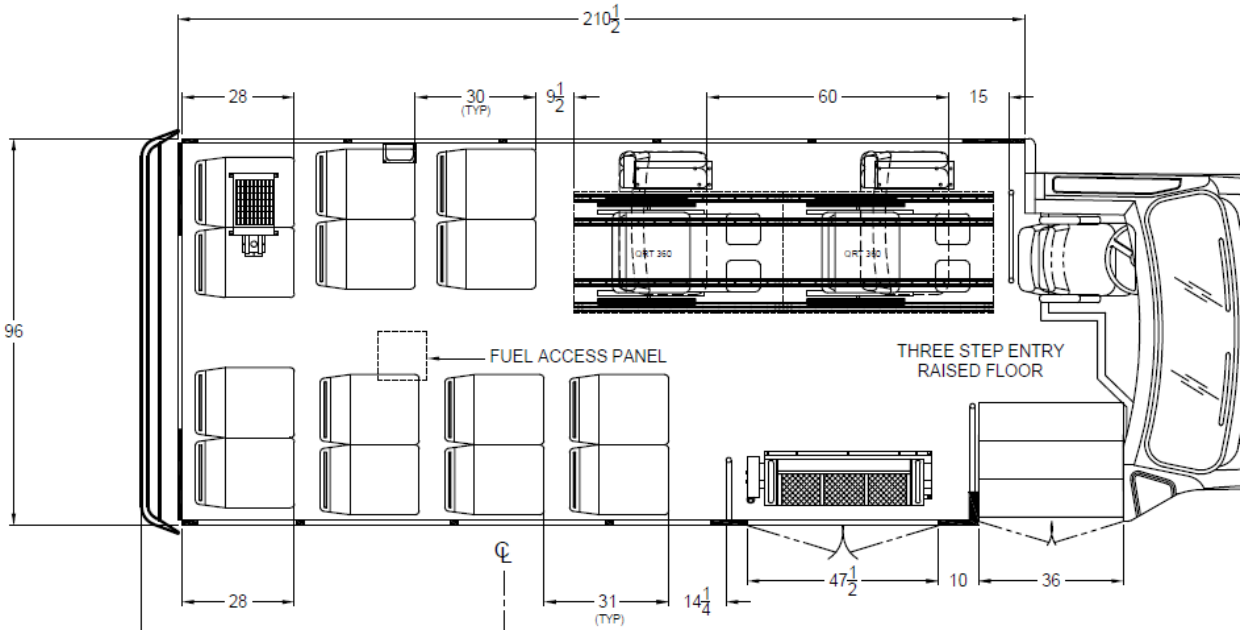
> A factory Pre-Build Weight Analysis shows that a bus built to required specifications will be overweight. The Ford E-450 chassis has a GVWR of 14,500-lbs (9,600-lbs on the rear axle). The analysis shows that the weight on the rear axle would exceed maximum by approximately 400-lbs. This is largely due to the added weight of the CNG fuel system components.
Understanding that the CNG conversion must be included, it is proposed that SMART accept a reduction in passenger capacity from 21 to 18 (floorplan example attached). This would resolve pre-build weight concerns, providing a deliverable* vehicle that meets all other RFQ specifications.
*Please note that the completed vehicle will be subject to Post-Build 4-Corner Weight Analysis at the factory. If overweight at that time, additional seats, or agreed upon components, will be removed until proper GVW is attained.

Will SMART consider a proposal for an 18 passenger vehicle, meeting all other RFQ specifications?

Agency action: ( )Approved ( ) Denied

Neither specifically approved or denied.

Agency response: Although a 21 passenger vehicle is desired, the City may consider an 18 passenger vehicle , this is a "best value" procurement, and any proposed vehicles will be scored as described in the RFP. Note that "product design and performance" is part of the scoring criteria.
The floorplan example submitted with this request is not acceptable to the City. We can work with bidders to adjust floorplans.



Questions/clarification or approved equal

> As with Request #2, a factory Pre-Build Weight Analysis shows that a bus built to required specifications will be overweight. Understanding that the CNG conversion must be included, it is proposed that SMART accept a reduction in double foldaway passenger seats in the wheelchair securement positions from three (3) to two (2). (floorplan example attached).
This would resolve pre-build weight concerns, providing a deliverable* vehicle that meets all other RFQ specifications.

*Please note that the completed vehicle will be subject to Post-Build 4-Corner Weight Analysis at the factory. If overweight at that time, additional seats, or agreed upon components, will be removed until proper GVW is attained.

Will SMART consider a proposal with 2 double foldaways in lieu of 3, meeting all other RFQ specifications?

Agency action: ( )Approved ( ) Denied
Neither specifically approved or denied.

Agency response: As included in the response to request #2, the submitted floorplan is not acceptable. Specifically, the large gaps created by the removal of the third set of foldaway seats results in a potential for passenger injury during hard braking. While we will not disqualify specifically for two foldaways vs. three, acceptance may be determined based on the final floorplan.

Questions/clarification or approved equal

> Required specification states "Plexiglas driver modesty panel."
This is interpreted to require a floor to ceiling stanchion behind the driver's seat with a gray padded vinyl modesty panel rising approximately halfway to the ceiling and a clear plexiglas panel mounted above it, extending nearly to the ceiling.

Is this interpretation correct? If SMART requires something different, please provide a description and/or photos.

Agency action: (X)Approved ( ) Denied

Agency response: Your interpretation is correct.

Questions/clarification or approved equal

> Due to location of CNG conversion components, skirt mounted A/C condenser is not available. Required specifications state that rooftop mounted units may be considered.
A rooftop mounted condenser will add 6" to the overall height, making it approximately 122".

Is this change to a rooftop A/C condenser acceptable to SMART?

Agency action: (X)Approved ( ) Denied

Agency response: Rooftop A/C measuring 6" in height is acceptable.