



REQUEST FOR PROPOSALS FY20-R-006

for

BUS INSPECTION SERVICES

for

DES MOINES REGIONAL TRANSIT AUTHORITY

Addendum 1

Date: October 30, 2019

Items Included in this Addendum:

- Questions and Answers to Questions

**Des Moines
Area Regional
Transit Authority**

620 Cherry Street
Des Moines, Iowa
50309-4530

515-283-8100
Fax 515-283-8135
ridedart.com

ADDENDUM NO. 1
QUESTIONS AND ANSWERS TO QUESTIONS



Q1: RFP FY20-R-006 Bus Inspection Services and FY20-R-007 Bus Inspection Services for Battery Electric Buses have virtually the same requirements. Based on that, can we submit one proposal that addresses both RFPs and provide two separate cost proposal sheets?

A1: No, these are two separate RFP's and require two separate responses. If you closely analyze Section 2 – Scope of Work, you will see there are significant differences between the two. This is because the fuel system and drivetrain of an electric vehicle is significantly different from a standard diesel or gas fueled vehicle. DART made the conscious decision to separate the solicitations to ensure we were getting the most knowledgeable, qualified inspection teams for each type of vehicle being purchased.

Q2: The Scope of Work in each RFP requires a fair amount of effort including a project manager, QA manager, Auditor and in-plant inspections. These requirements have a direct impact on price. Past experience has shown that other contractor will bid 20 hours per bus as a means of keeping the price down. Buy America Audits alone are cost drivers not to mention ODCs for the inspectors. Given that the location for the bus manufacturing is not stated in the RFPs, at this point we can only provide best estimates. To do what is specified properly requires considerable work as spelled out in the RFPs. Is the agency looking for the delivery of qualified inspections to insure that the buses procured performs with a high level of reliability and conforms to specification(s)? Or, is it the agency's objective to meet minimum FTA requirements? Either way there is a direct impact on price.

A2: The purpose of the inspections are to ensure that the buses procured performs with a high level of reliability, conforms to the specifications (s) including any change orders, and complies with Buy America requirements. The Agency forecasts its bus replacements in its long term Capital Improvement Program. However, rolling stock purchases have to be approved by our governing DART Commission each year. The Agency would not know manufacturer or final assembly location until a purchase has been acted upon by the DART Commission. Therefore, we ask that you provide your best pricing for each manufacturer and location that you provide services to for each type of vehicle listed on the Price Rate Sheet.

Q3: Based on the answer for question 2 will the award be driven by price?

A3: The award will be based upon the proposal that represents the best value to DART. The evaluation criteria and selection process are explained in Section 3 – Proposal Evaluation and Award Procedure.

Q4: As the Agency determined who the OEM is for both the Zero emissions busses and the buses listed in RFP FY20-R-006 for BUS INSPECTION SERVICE?

A4: The Agency has issued two separate solicitations. RFP FY20-R-006 BUS INSPECTION SERVICES are for diesel and gas powered buses. RFP FY 20-R-007 BUS INSPECTION SERVICES – BATTERY ELECTRICT BUSES is for what you refer to as Zero emission busses. The proposed term of each agreement (diesel and gas buses/Battery Electric Buses) will be for five (5) years. DART's bus acquisitions are forecasted in the agency's Capital

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Improvement Program. However, the agency has to seek approval from DART's governing Commission for each rolling stock purchase. Therefore, we don't know a manufacturer or location of final assembly until after the DART Commission acts on a particular rolling stock purchase. Please provide your best price for in-plant inspections for each manufacturer and location that you provide services to for each type and size of vehicle listed on our Price Rate Sheet.

Below are the Agency's approved purchases which are known at this time:

1. RFP FY20-R-006 BUS INSPECTION SERVICES. Five (5) Heavy Duty, 30' Diesel Powered Busses; supplied by Gillig; dates of final assembly April/May 2020; plant location: Livermore, California.
2. RFY FY20-R-007 BUS INSPECTION SERVICES- BATTERY ELECTRICT BUSES. Seven (7) Heavy Duty, 40' Battery Electric Busses; supplied by Proterra, Inc.; dates of final assembly: April/May 2020; plant location: City of Industry, California.

Q5: Section 2: Scope of Work

Subsection 2.8. Pre-Award Buy America Audit, List Item 1:

"All components and subcomponents identified by the manufacturer of the parts, their country of origin, percentage and cost."

While our Buy America auditors do verify this information, we are unable to supply actual cost information because our Non-Disclosure Agreements with the OEM's. The OEM's consider this information confidential and proprietary. If DART wishes to have the actual cost information for all components and sub components, DART will have to request this information directly from the vehicle manufacturer.

A5: DART will honor the Non-Disclosure Agreements between the Contractor and the OEM. We do require that you make your Buy America auditors available should we need any questions answered during an FTA Triennial Reviews, external audits, or other inspections of our records relating to Buy America services you have provided. Should detailed cost data need to be exchanged at that time, we would work out an appropriate Non-Disclosure Agreement between all parties at that time.

Q6: Section 2: Scope of Work

Subsection 2.8. Pre-Award Buy America Audit, List Item 4.B:

"Electronic files shall use Microsoft Office Suite programs for written and spreadsheet type documents, and the most current AutoCAD release product for drawings and schematics."

Our inspectors are equipped with Microsoft Office programs, specifically Word and Excel, to fulfill reporting requirements. However, our inspectors do not have AutoCAD products. While our inspectors are very knowledgeable on reading drawings and schematics, specifically blueprints created in AutoCAD provided by the OEM with technical vehicle specifications, this usually comes in the form of a standard PDF document. Please clarify the intent for the inspectors being provided with AutoCAD programs.

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A6: Standard PDF documents for drawings and schematics that relate to vehicles are acceptable to DART.

Q7: Section 2: Scope of Work

Subsection 2.9. Post-Delivery Buy America Audit, List Item 4.B:

"The first hardcopy set will be bound per vehicle, to be delivered per each vehicle release from Plant/OEM shop submitted to DART's Project Manager."

It is our standard practice to perform one Post-Delivery Buy America Audit on each series production of buses. We provide our clients with 1 electronic and 2 printed and bound copies of each Post-Delivery Buy America audit. While TRC does provide detailed inspection reports per vehicle, it is uncustomary to provide a Post-Delivery Buy America audits for each vehicle. One Post-Delivery Buy America audit will cover the entire series production build. Please clarify.

A7: A single Post-Delivery Buy America Audit which includes the complete production and final assembly for a specific group of vehicle purchased as a group from a single manufacturer, with final assembly at the same location would be acceptable. The Agency requires separate reports if we buy two distinct types of vehicles from the same manufacturer. For example, if DART buys six (6), 40' Heavy Duty buses and four (4) 30' Heavy Duty buses from the same manufacturer, to be assembled at the same plant, during the same timeframe; the Agency would require two separate Post-Delivery Buy America Audits, one for the group of 40' Heavy Duty buses and a second for the group of 30' Heavy Duty buses. The Post Delivery Buy America Audit report must include all change orders, changes in the Bill-of-Materials, changes to the assembly or manufacturing process, changes to the final assembly location, and any changes that would affect the domestic content of the vehicles.

Q8: RFP FY20-R-006 Bus Inspection Services states that inspectors and auditors shall have high-voltage familiarization, which most bus inspectors do not have. Rail transit inspectors would have to be used to fulfill this RFP requirement, which will directly impact hourly rates; is the agency willing to accept this?

A8: Familiarization with high-voltage was included in this solicitation to allow for the possible future purchase of hybrid electric buses. How you price this requirement into your proposal is your business decision. At this point in time the Agency has no plans to purchase hybrid electric buses during the proposed term of the agreement. But, as explained earlier, each individual rolling stock purchase is acted upon by the DART Commission in the year in which the bus replacement is approved; therefore this could change.