

Invitation to Bid

ITB # 274-2026-21-JEJ

ADDENDUM 3

Issued on June 18, 2026

The purpose of this addendum is to make certain modification to the ITB document and to answer questions that were received by the specified due date and time. To assist your review of the amendment, we have endeavored to highlight changes in yellow. Due to multiple duplications of questions received, the City is only answering duplicate questions once.

1. THE SOLICITATION IS HEREBY MODIFIED AS FOLLOWS:

M1. PAGE 5, BID FORM

The City has updated the Bid Form to include the items from Attachment A – Price Schedule. The Updated Bid Form is attached hereto as Addendum 3 Attachment A, and incorporated herein.

M2. PAGE 13-15, ATTACHMENT A – PRICE SCHEDULE

The ITB is hereby amended such that Attachment A – Price Schedule is deleted in its entirety, and the items therein are now included in the Updated Bid Form.

M3. PAGE 8, SECTION 10: AWARD OF BID

Section 10, Award of Bid, of the ITB is hereby amended to now include a new Paragraph I, entitled Basis of Award, which reads as follows:

- I. Basis of Award: The City reserves the right to award to one bidder or multiple bidders, as determined to be in the best interest of the City. Award(s) may be made by Group to the responsible bidder(s) who submit the lowest responsive total extended price for each Group.

2. THE QUESTIONS RECEIVED REGARDING THE SOLICITATION AND THE CITY'S ANSWERS TO THE QUESTIONS ARE ATTACHED HERETO AS ADDENDUM 3 ATTACHMENT B, AND INCORPORATED HEREIN.

ACKNOWLEDGEMENT OF ADDENDUM

Bidders shall acknowledge receipt of this Addendum by signing and returning this document, including the attachments hereto, with their bid submission. Failure to acknowledge and return this Addendum may result in the bid being deemed non-responsive.

By signing below, the Bidder acknowledges receipt of and understanding of the information contained in this Addendum and agrees that it becomes part of the solicitation requirements.

Company Name: _____

Authorized Signature: _____

Printed Name: _____ Date: _____

**INVITATION TO BID
NO. 274-2026-21-JEJ**

Addendum 3 Attachment A

Updated Bid Form

**City of Raleigh
Transit Buses
BID No: 274-2026-21-JEJ**

BID FORM

BASE BUS WITH STANDARD FEATURES

ITEM	EST QTY	UOM	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
1	4	Each	35' Heavy Duty, Low-floor, CNG Propulsion System Bus Per the following requirements and specifications	\$ _____	\$ _____
2	42	Each	40' Heavy Duty, Low-floor, CNG Propulsion System Bus Per the following requirements and specifications	\$ _____	\$ _____
3	7	Each	60' Heavy Duty, Low-floor, CNG Propulsion System Bus w/5 doors Per the following requirements and specifications	\$ _____	\$ _____
FREIGHT <i>(For informational purposes only – must be included in total price)</i>					
TOTAL EXTENDED PRICE FOR ALL ITEMS				\$ _____ FOB DESTINATION, RALEIGH, NC	

OPTIONAL EQUIPMENT UPGRADES AND TRAINING:

ITEM	DESCRIPTION	UNIT PRICE
1	BRT Style Package	\$ _____
2	35' Diesel	\$ _____
3	40' Diesel	\$ _____
4	35' Battery Electric Propulsion System with 2 weeks onsite training	\$ _____
5	40' Battery Electric Propulsion System with 2 weeks onsite training	\$ _____
6	60' Battery Electric Propulsion System with 2 weeks onsite training 5 door	\$ _____
7	All Electric HVAC	\$ _____
8	Air Disc Brakes	\$ _____

9	Open Payment farebox equipment	\$
10	Additional extended range battery pack for Electric bus	\$
11	Operator Training (8 hour class)	\$
12	Maintenance Technical Training (24 hour class)	\$
13	Complete Set of Maintenance Training Aids	\$
14	MOBILE RADIO SYSTEM A separate 2-way radio shall be provided. A12V-40A Direct from Battery & 12V-10A thru ignition electrical circuit shall be provided to between the radio power supply in the electrical cabinet and the control head. A Radio control head mounting plate shall be installed on the right side of the driver's dash in a location to provide easy access for driver operation. A hand-held mic and storage clip shall be provided. Radio must be capable of operating on 800-megahertz system	\$ _____
15	GRAPHICS A vinyl wrap shall be installed that matches the current GoRaleigh brand as determined at the pre-production meeting. Two (2) reflective GoRaleigh logos shall be installed on the curbside and streetside panels of the bus. GoRaleigh logos shall be installed on the curbside and streetside of the roof rails.	\$ _____
16	Luminator INFO transit internal Digital Display Monitors (2)	\$
17	CAD AVL System – System must integrate to the ITS CAD/AVL provided by Clever Devices. Existing products such as CleverCAD, CleverAVM and radio integration systems must be supported. Onboard hardware to include: • IVN Vehicle Logic Unit • Include power/and any/all wiring harness to connect to the IVN unit • TCH Transit Control Head • URLC Radio Logic Controller • Internal LED sign • Cellular Router w/2 WLAN cards, 2 cellular? To support Verizon 4G LTE and 5G • Single Point log-in to include [at minimum]: _____ Pre-trip/Post-trip, Farebox integration, Destination Sign integration	\$ _____
18	Full Color Optional Destination Signs	\$
19	Full Camera System with up to ten (10) cameras and minimum 8 terabyte hard drives [This is a secondary option to bid. Please name product being bid] _____	\$ _____
20	Collision Warning Technology Systems [Provide 2 pricing options] • Option One: _____ • Option Two: _____	\$ _____ \$ _____
21	Intelligent Leveling Technology	\$
22	QR/barcode validator/reader also support; NFC (MIFARE / ISO 14443), and Bluetooth validation technologies and is EMV L1 and L2 certified [Provide 2 pricing options] • Option One: _____ • Option Two: _____	\$ _____ \$ _____

DELIVERY TIME:

ITEM	DESCRIPTION	DAYS ARO
1	Maximum number of days for competition and delivery of buses after receiving City Purchase Order.	

NOTICE TO BIDDERS
All Optional pricing includes installation labor.

Do not include taxes in your bid pricing. Any and all t ax imposed upon any article on which you are bidding are only to be shown as separate line items on invoices, and in no case are taxes to be included with your bid price. Failure to comply with these conditions will be considered grounds for rejection.

EMAIL AND FAX COPIES OF BIDS ARE NOT ACCEPTABLE
POSITIVELY NO BIDS CONSIDERED UNLESS SUBMITTED ON THIS FORM

COMPANY: _____

DATE: _____

AUTHORIZED SIGNATURE: _____

TITLE: _____

**INVITATION TO BID
NO. 274-2026-21-JEJ**

Addendum 3 Attachment B

Bidder's Questions and City's Answers

ATTACHMENT B: QUESTIONS RECEIVED

#	Page #	Section #	Request for Approved Equal	City Response
1	19	1.69.	Vendor requests approval to provide a hybrid structure (Ferritic stainless steel and carbon) frame structure with semi-monocoque design, using high-strength low-alloy (HSLA) steel sheet and plate (ASTM A242, A588, A606, A568, CSA G40.21 44W, 50A, 50W) and structural tube and channel (ASTM A500, CSA G40.21 50A, 50W) for structural strength and durability. The frame has been tested and meets all applicable requirements to provide substantial protection to passengers from side impacts. This design consists of a combination of high strength low alloy (HSLA) tubing, sheet, and plate, however it does not include continuous plate in the lower seating area. In testing, a 4000 lb testing vehicle impacting the side structure at 25mph results in a maximum deformation of 0.6", which complies with APTA TS23.2 crashworthiness requirements. Unlike traditional austenitic stainless steel, ferritic stainless steel is easily weldable to HSLA steel, and retains its corrosion resistant properties even after welding. 41003 is also known for its good toughness and weld joints when exposed to cold temperatures. Interior and exterior structural components are subject to Vendor's extensive standard corrosion protection procedures. The proposed structure has been proven successful and reliable in service. This is the same as your previous builds. TR09-31 Side Impact Test SIB-400-001 40' Partial Stainless Steel Structure	Approved
2	21	1.69.3	Vendor requests approval to provide roof panels made of fiberglass. The roof structure is made of our hybrid structure material (Ferritic stainless steel and carbon). Reference SIB 420-003 This is the same as provided on your current buses.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
3	21	1.69.7.	Vendor requests approval to provide Greenwood Forest, XL Bus Panel NT ¾ in. – 7-PLY Veneer plywood Flooring that is undercoated Axalta Tufcote UC-1006 Chip-resistant undercoat which acts as a barrier for superior protection against the elements. Greenwood Forest, NTTM Bus panels are preservative treated with Copper Azole (CA-C) to assure penetration and retention of the preservative chemical. The treated plywood panels do not require sealing of cut edges as it is developed to assure full penetration. Copper azole is an environmentally friendly preservative that contains no chemicals listed on the US environment protection agency's list of hazardous chemicals. This preservative provides effective protection against fungal decay and wood destroying insects with a reduction in the corrosive reaction between metallic fasteners and the preservative in the wood, as compared to other copper-based water borne preservatives. This replaced the older Alkaline Copper Quaternary (ACQ) which is now phased out in the industry. The plywood is not completely waterproof—while it resists water absorption and deterioration, prolonged submersion or exposure to standing water can still cause swelling or warping. The upper deck step is fiberglass using Lite RTM (resin transfer moulding) process that utilizes vacuum to inject resin under pressure. Polyester resin is infused into the cavity after being preloaded with the stitch mat, wood balsa core, urethane core (solid core), fiberglass chopped strand mat and rovicore (glass mat) All of these materials will get resin infused in the tool, and it will solidify. The main floor uses balsa core, and the cross hatched area uses solid core (urethane core) to allow for fasteners and the rest on the vertical faces are glass and resin only. This is the Vendor's standard design. This is the same as provided on your current buses.	Approved
4	21	1.69.6.	Vendor requests approval to provide front and rear bumpers that do not have wrap around ends. The bumpers fit flush to the sides of the bus and meet FMVSS impact protection requirements. These are the same as provided on your current buses.	Approved
5	21	1.69.8.	Vendor requests approval to provide Tarabus Anthracite 6727 Sirius NT floor covering to match your current buses This is the same as provided on your current buses.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
6	23	1.69.11.	Vendor requests approval to provide these units based on our standard dimensions for both 60 and 40'. Please see the supporting reference documents that illustrate these dimensions. Ref 40' Diagram 839550 Diagram 426731 60' Diagram 438587 Diagram 839551 This is the same as provided on your current buses.	Approved
7	24	1.70.3. 1.70.2. 1.70.5	Vendor requests approval to provide a M.A.N. 4.56:1 rear axle, Model HY-1350-F. GAWR 28,660 lbs. With disc brakes, hub mount, Knorr cylinder, Ferodo lining with low copper (<5%) brake pads. Note: NF provides a M.A.N. 5.67:1 rear axle for fuel cell & electric buses. This is inherent to the Xcelsior® bus design. Vendor requests approval to provide M.A.N. VOK-07-F front axles, GAWR 15,873 lbs. With disc brakes. Hub mount, Knorr cylinders, Ferodo lining with low copper (<5%) brake pads. This is inherent to the bus design. This is inherent to the Xcelsior® bus design. Vendor requests approval to provide disc brakes as brake drums are not an available option. Disc brakes are inherent to the current bus design. This is the same as provided on your current buses.	Approved
8	29	1.71.7	Vendor requests approval to provide a drive shaft from Prop Shaft Supply Inc. This proposed component meets the specifications. This is the same as provided on your current buses.	Approved
9	38	1.73.10.	Vendor requests approval to delete the requirement of a modesty panel behind the front door. We have the wheel house that serves as a luggage rack and a shield for the wheelchair location at the curbside. This is inherent to our design.	Approved
10	35	1.73.2.	Vendor requests approval to provide a Vapor medium slide glide rear door located ahead of the rear wheels. Width Between Panels 34.8" Clear Opening Between Grab Handles 30.5" Height 77.3"	Approved
11	36	1.73.4	Vendor requests approval to provide our new all-electric SmartRider wheelchair ramp which has an inline electric motor providing both quiet and smooth operation. Features include a single slope, a higher load carrying capability (up to 1000 lbs/450 Kg) and an optimized undercarriage with a stainless steel construction and a dual chain with an easy access tensioner	Approved

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12	44	1.74.4.	Vendor requests approval to provide a Vansco Multiplexing System. The Vansco multiplexing system has the following benefits: - Its auto-programming feature makes it very easy to replace or add multiplexing modules - The outputs on our system can drive loads up to 10 amps and are electronically self protected. This reduces the number of fuses or breakers required. - IP 66 rated. - Operating temperature range from -40F to 185F. This is inherent to the bus design and I/O Controls DINEX G4 is not available.	Approved
13	45	1.74.6.	Vendor requests approval to provide Vendor Genuine (TCB) interior lighting that has quick access easily removable panels which are held in place by filler strips and snap into the light panel extrusion.	Approved
14	45	1.74.9.	Vendor requests approval to provide two center stop / deceleration light size 18" X 1 " Dialight.	Approved
15	46	1.75.	Vendor requests approval to provide the Thermo King Rear Mount T15 HVAC system.	Approved
16	45	1.74.10.	Vendor requests approval to provide our headlight manufactured by J.W. SPEAKER. This is inherent to our design.	Approved
17	39	1.73.12.	Vendor requests approval to provide nonadjustable William Control fore/aft. Brake/Throttle pedal angle set at 45 degrees from pedal to floor. This is same as your previous build.	Approved
18	42	1.73.33.	Vendor requests approval to provide rear view mirror 8 x 15. This is same as your previous build.	Approved
19	27	1.71.	Vendor requests approval to provide Cummins. Reusable housing with disposable cartridge/filter. This is same as your previous build.	Approved
20	11	1.39	Vendor requests approval to follow the standard Water Test's as outlined in the supporting documentation OPI-QAI-446 Rev K. This information will provide a standardized test method to confirm the water tightness of a Vendor bus.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
21	10	1.36.1	Vendor would like to clarify we would not include any additional testing beyond what has already been completed and is available for the proposed bus model. A pilot vehicle is not included in the proposed build schedule. Vendor completes standard checkout/validation procedures on every vehicle including; electrical system audit, water test, functional testing of critical components, interior noise test, among other standard checkouts. This validation is completed in advance of the configuration and performance review, however select tests can be repeated during the joint configuration review. If additional testing is required beyond the standard checkout validation, the delivery schedule will be subject to change to accommodate the required tests and will be subject to additional cost. Please see attached for Altoona reports for brake stop tests. Please see attached for sidewall load, roof crush and side impact testing. Please see attached for CNG engine performance qualification. Engine performance qualification is in process for the new X10 diesel engine. Performance qualification documentation will be provided during the pre-production meeting. Standee calculations will be provided along with the proposal.	Approved
22	17	1.67	Vendor requests approval to provide a comprehensive list of recommended training courses indicating the price and duration for each individual course. This will give The Agency the flexibility to select the courses and quantities required for their specific operation. All training will be separate from the bus price.	Approved
23	16	1.58	Vendor requests approval fleet defect coverage for the limited basic bus warranty period of 1 year/50,000 miles (whichever occurs first) and applies to orders or options of 12 or more units. Vendor is committed to ensuring that you get the most value from your vehicles. Please note: Fleet Defect does not apply major components (engine, transmission, and HVAC). Major component manufacturers will not recognize and/or participate in fleet defect clauses, however, if the fleet defect percentage is reached in a major component, Vendor will fully support and assist you with obtaining a remedy from the major component manufacturer.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
24	14	1.53	Vendor requests approval to provide the following whichever occurs first warranties subject to the limited warranty per the OEM supplier. Basic Bus - 1 Yr / 50,000 BODY STRUCTURAL - 3 YR / 150,000 STRUCTURAL INTEGRITY / CORROSION - 12 YRS / 150,000 ENGINE - 5 YR / 300,000 limited warranty per the OEM supplier. TRANSMISSION - 5 YR / 300,000 limited warranty per the OEM supplier. AXLES - 5 YRS / 300,000 BRAKES (EXCLUDES FRICTION MATERIAL) - 1 YR / 100,000 HVAC - 3 YR / UNLIMITED limited warranty per the OEM supplier. A/C COMPRESSOR - 1 YR / UNLIMITED limited warranty per the OEM supplier. WHEELCHAIR RAMP - 1 YR / Unlimited ALTERNATOR - 1 YRS / 50,000 AIR COMPRESSOR - 2 YR / 100,000 DOOR SYSTEM - 3 YRS / 150,000 STARTER - 1 YR / 50,000	Approved
25	15	1.53.1	Vendor requests approval to provide that If any component, unit, or subsystem is repaired, rebuilt or replaced by the Contractor, or by the City of Raleigh with the concurrence of the Contractor, the component, unit, or subsystem shall have the unexpired warranty period of the original. Vendor requests your approval to pass on any warranty offered by a component Supplier that is superior to what is required within in the bid specification. The superior warranty is to be administered by the Supplier and not by Vendor. Vendor shall provide a list noting the conditions and limitations of the Superior Warranty no later than the start of production.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
26	15	1.56	Vendor prioritizes ensuring that warranty-covered repairs are performed by the appropriate parties to deliver the highest quality, cost-effective, and efficient outcomes. To facilitate this process, Vendor requests approval to provide the following: Minor/Major Warranty Repairs: These should be performed by The City of Raleigh, with reimbursement from the Contractor through the Customer Warranty Portal. Vendor will assist with repairs outside The City of Raleigh's expertise, when necessary and requested. Major Component Warranty Repairs: These repairs (e.g., engine, transmission, ESS, HVAC, destination sign) must be done by the equipment suppliers, as they mandate that all warranty repairs be handled by an authorized dealer. unless The City of Raleigh is an authorized warranty center. If The City of Raleigh proceeds with repairs without the manufacturer's written approval, it may void the remaining warranty. Please note that the Contractor warranty claim period is 30 days from the date of failure and any claims submitted later than 30 days may be denied. This claim period supports our goal of getting your buses up and running as soon as possible and enables us to submit the claims to the supplier sooner for your reimbursement.	Approved
27	4	1.14	Vendor requests your approval to provide reimbursements for all valid warranty claims on labor and/or parts within sixty (60) days from the claim approval date. Vendor prioritizes ensuring that warranty-covered repairs are performed by the appropriate parties to deliver the highest quality, cost-effective, and efficient outcomes. To facilitate this process, we propose the following: Minor/Major Warranty Repairs: These should be performed by The City of Raleigh, with reimbursement from the Contractor through the Customer Warranty Portal. Vendor will assist with repairs outside The City of Raleigh's expertise, when necessary and requested. Major Component Warranty Repairs: These repairs (e.g., engine, transmission, ESS, HVAC, destination sign) must be done by the equipment suppliers, as they mandate that all warranty repairs be handled by an authorized dealer. unless The City of Raleigh is an authorized warranty center. If The City of Raleigh proceeds with repairs without the manufacturer's written approval, it may void the remaining warranty.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
28	4	1.16.5	Vendor requests approval to facilitate that The City of Raleigh shall be reimbursed by the Contractor for defective parts and parts that must be replaced to correct the Defect for the duration of the basic bus warranty period. The reimbursement shall be at the current price at the time of repair and shall include taxes where applicable, plus 15% handling costs (up to a maximum of \$100 per claim). Handling costs shall not be paid if parts are supplied by the Contractor and shipped to the City of Raleigh.	Approved
29	4	1.15.1	It is Vendor's priority to ensure that repairs to your buses are completed as fast as possible and we are pleased to provide to you the parts and tools required to complete warranty repairs. With this goal in mind, Vendor requests your approval on one of the following solutions in lieu of a Vendor Service Center: 1. When possible, provide shop space to the Contractor to complete the repairs. Using the property's facility is the most efficient solution for completing repairs. 2. If the Property's shop space is unavailable, Vendor will utilize contractors that have their own service facilities in the Property's area to perform the repairs.	Approved
30	4	1.16.1	It is Vendors priority to ensure that all warranty covered repairs are completed by the appropriate party in order for you to receive the highest quality, least expensive and most efficient outcome possible. Vendor will reimburse the City of Raleigh for any repairs carried out by the City of Raleigh, through our Customer Warranty Portal. Vendor requests your approval to have all failed components returned to Vendor within 45 days from the date of failure. Vendor has added an additional 15 days to the standard 30-day warranty claim period to allow for time expended in locating and shipping replacement parts and for the convenience of returning multiple failed parts to Vendor in one shipment.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
31	4	1.16.4	Vendor's Standard Repair Time Manual is a listing of standard repair times for components on your vehicles. The repair times have been determined using both historical data and current repair times with existing customers, and is continually updated when new data is available. Vendor requests your approval to reimburse you for labor hours incurred for repairing your vehicles using Vendor's Standard Repair Time Manual to determine the reimbursement amount. Using our manual to calculate repair times helps to keep the claims process consistent and efficient so that you can get your vehicles back in revenue service as soon as possible. In situations where the labor hours for a particular repair are not listed in the manual, the labor hours will be negotiated between the Transit Authority and Vendor's dedicated Regional Product Support Manager (RPSM). Vendor also requests your approval to cover towing costs for 1-year/50,000 miles (whichever occurs first).	Approved
32	8	1.22	Vendor requests your approval to provide supporting materials based on our manual delivery timeframes. This is outlined as follows: With First Bus Delivery: Emergency Responder Guide Operators Guide OEM Supplier Manuals (all available) 30 Days after Last Bus Delivery: NF Parts Manual NF Service Manual NF Vehicle System Drawing (Schematic) Manual TIV USB (PDF files of all manuals) This time is required to ensure that build specific manuals incorporate all source data and any changes made to the parts or configuration of the vehicle during production.	Approved
33	8	1.22	Vendor requests your approval to provide supporting materials based on our manual delivery timeframes. This is outlined as follows: With First Bus Delivery: Emergency Responder Guide Operators Guide OEM Supplier Manuals (all available) 30 Days after Last Bus Delivery: NF Parts Manual NF Service Manual NF Vehicle System Drawing (Schematic) Manual TIV USB (PDF files of all manuals) This time is required to ensure that build specific manuals incorporate all source data and any changes made to the parts or configuration of the vehicle during production.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
34	8	1.22	Vendor requests your approval to provide Bus Parts Manuals that are maintained for a period of 12 years, all other Bus Technical Manuals are maintained for a period of 6 years. Bus manuals can be updated with either revised pages in the PDF or via manual bulletins depending on the urgency of the issue. Manual Bulletins are delivered in PDF format via email only.	Approved
35	6	1.22	Vendor requests your approval to provide OEM cross reference information on a case by case basis, where: The parts ordered by the agency are not received within two working days of the agreed upon time/date and a bus procured under this Contract is out-of-service due to the lack of said ordered parts, then Vendor shall provide the agency, within twenty four hours of the agency's verbal or written request, the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the agency. If Vendor fails to honor the parts guaranty, or where Vendor's supplier is unable to fulfil the request of the parts ordered by the agency within 30 (thirty) days of the agreed upon delivery date, then Vendor shall provide to the agency within 5 (five)business days of the agency's verbal or written request: the design and manufacturing documentation for those parts manufactured by the Vendor and the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the agency. Vendor's proprietary design and manufacturing documentation provided to the agency shall be for its sole use in regard to the buses procured under this Contract and for no other purpose.	Approved

#	Page #	Section #	Request for Approved Equal	City Response
36	6	1.23	Vendor requests your approval to allow that Vendor Parts Division will ship all in stock orders within 24 hours of receipt of order. Vendor Parts Division requests if Spare Parts are not available through any of the normal channels for delivery within the forty-eight (48) hour period, these orders will generate internal material requirements, prompting the generation of appropriate Purchase Order, Work Order (manufactured goods) or Internal Inventory Transfers from other departments. Upon receipt of backordered items, our system automatically releases and ships the goods to our customer. For coach down situations, the designated CSR will process, track, and manage each coach down order outside of daily or regular stock order procedures. Available stock is shipped from Vendor Parts Division Distribution network using UPS next day air service. When stock is not available, the order is processed with coach down alert notifications and the purchase order is immediately placed and expedited using only the quickest source of supply. Parts can be direct shipped to expedite the request and achieve the best possible delivery date. When available, our buyers will work with Vendor manufacturing facilities to procure the required parts.	Approved
37	45	Attachment E	Vendor request approval that standard payment terms for Vendor Parts Division™ is net 30 from date of invoice.	Approved
38	46	Attachment D	Vendor request removal of this suggested Professional Liability clause. Based on the scope of services contemplated under this agreement, we do not believe professional liability coverage is necessary or proportionate to the risks associated with this engagement.	Denied. This requirement remains the same.
39	34	Attachment E	Termination or cancellation of the contract, in whole or in part, may be determined by the project if it is in the best interest of the project. A notice of termination shall be delivered to the Contractor, specifying the extent to which performance of work under the contract is terminated, and the date upon which such termination becomes effective. The Contractor shall be paid for work that has been performed and completed up to the time of termination. The Contractor shall promptly submit its termination claim to be paid. A 30-day notice of termination shall be required. For clarity, in the event of cancellation, the Supplier shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of cancellation.	Denied. This requirement remains the same.

#	Page #	Section #	Request for Approved Equal	City Response
40	36	Attachment E	Vendor would like to include the statement: Agency and their representatives and agents agree to enter into a confidentiality agreement with the Contractor prior to commencing an audit, review or analysis in order to protect and maintain the confidentiality of the Contractor's information.	This would be determined upon awarding of the vendor.
41	3	1.10	Vendor request approval to amend the delivery period from 365 days to 730 -day delivery timeline.	Approved, however, the City requests the vendor review their schedule annually and update the City if the schedule can be shortened.
42	3	1.13	Vendor request approval to amend the acceptance period from 30 days to 15 days; post delivery. This follows industry standard and is part of the APTA standard procurement guidelines	Approved
43	5	1.20.2	Vendor request approval to change the listed payment terms, and replace these with the following standard transit industry payment terms: 75% at Engine installations - Net 30 25% at acceptance - Net 30. These are FTA approved payment guidelines without the requirement of Security.	This would be determined upon awarding of the vendor.
44	2	1.5	Vendor clarifies that we are using Producer Price Index (PPI). PPI is an industry-specific producer index that more accurately reflects the cost structure of bus manufacturing as it will capture fluctuations in industrial inputs such as structural steel, fabricated metal components, electrical systems, powertrain assemblies, and heavy vehicle subcomponents, all of which represent substantial cost drivers in bus manufacturing. Vendor is requesting that the PPI calculation is determined at the time of order, based on the expected Line Entry of the units.	Approved
45	2	1.5	Will the City allow vendors to identify tariff costs separately in their proposal and request price adjustments if new government-imposed tariffs become effective after contract award?	Offerors shall include all known tariff costs in their proposed pricing and identify those costs separately. The City may request documentation to verify any tariff costs included in the proposal. If the awarded vendor requests a price adjustment after contract award due to a new government-imposed tariff, the vendor must provide documentation supporting the request. The City will review the documentation and, at its sole discretion, may approve, negotiate, or deny the request.

#	Page #	Section #	Request for Approved Equal	City Response
46	N/A	N/A	Given the proposed contract term, certain models may be discontinued, superseded, or otherwise become unwaivable during the contract period. Vendor is requesting that the agreement permit the supply of successor or equivalent models that meet or exceed the original specifications, subject to mutual agreements where appropriate.	Approved, so long as there is mutual agreement.
47	2	1.7	Vendor request that the performance bond requirement be removed from the agreement. Given the nature of the products/ services being provided, along with our financial stability, established track record, and contractual obligations, we believe the performance bond is unnecessary and adds avoidable cost to the project without providing meaningful additional protection.	Denied. This requirement remains the same
48	N/A	N/A	Vendor requests clarification regarding the charging infrastructure requirements. Vendor would like to include plug-in charging systems, overhead/opportunity charging systems, and Charge Management Systems (CMS) as optional items in its proposal for the electric bus models if approved.	Approved
49	4	1.16.4. Reimbursement for Labor	Vendor requests to clarify that we will cover the cost of Towing during the Base Bus Warranty period only. Vendor requests concurrence	Approved
50	5	1.19. TITLE	Vendor wishes to clarify that the title documentation must include a weight slip, which needs to be done once the bus is completed. Vendor cannot produce and send the title documentation until the bus has been finalized and ready for delivery. Vendor requests approval to provide title documents after the bus is delivered. This is in alignment with current deliveries to the agency.	Approved
51	15	1.53. WARRANTIES AND WARRANTY PROCEDURES	Vendor requests approval to provide the respective Transmission Vendor's base bus warranty of (2) Years / Unlimited Miles. This would be the standard base and we can offer the respective Vendor's extended coverages as optional pricing for agency's to choose from. Vendor requests approval	Approved, please provide extended coverage as a pricing option.

#	Page #	Section #	Request for Approved Equal	City Response
52	23	1.70.1. SUSPENSION	Vendor wishes to clarify that our 29' bus offering comes with a two (2) air bag front and rear suspension system. VENDOR's 40' bus offering will meet this spec with four (4) bag as stated. Vendor requests concurrence	Concur
53	25	1.70.4. HUBS, WHEELS AND TIRES	Vendor requests clarification if the agency is requiring the contractor to provide Tires or if the agency will provide leased tires?	GoRaleigh does not lease tires; tires to be provided with bus.
54	26	1.70.5. BRAKES	Vendor wishes to clarify that our Battery Electric Bus option can only be provided with Disc Brakes. The diesel and CNG options will have the base as Drum with an option for Disc Brakes.	Acknowledged
55	28	1.71.2. ENGINE (DIESEL-option)	Vendor wishes to clarify that the Diesel buses will come with the Cummins X10 engine to meet the latest EPA guidelines. This will be the only option for Diesels at the time of this contract build	Acknowledged
56	28	1.71.3. ENGINE (BATTERY ELECTRIC)	Vendor requests clarification of the agency's required mileage range needed. This information is needed for Vendor to determine the right configuration to propose.	Mileage range should be in excess of 250 miles in the Raleigh, NC geographical area under normal weather conditions.
57	31	1.72.3. CNG CAPACITY	Vendor requests approval to provide our one standard offering for all sizes of bus. This is a 5-Tank 16" diameter 148.5" length in a single row on the roof. Total capacity 20,172 SCF, 934 lbs of fuel with Diesel Gallon Equivalent: 145 This is consistent with the fleet currently being delivered to the agency. Vendor requests approval	Approved
58	42	1.73.32 EXTERIOR MIRRORS	Vendor wishes to advise that the driver's side exterior mirror must be designed to accommodate the agency's Emergency Egress Driver's Window Requirement. The exterior mirror must be locked out from folding into the path of the window swing area. The Curbside Mirror may fold in, but the Streetside mirror will be fixed position, non-collapsible. Vendor requests concurrence	Concur

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59	42	1.74.1. BATTERY AND BATTERY STORAGE	Vendor wishes to clarify that our Battery Electric Bus option will be provided with Two (2) Low Voltage Batteries per bus as the design incorporates heavy use of High Voltage and less capacity need for low voltage batteries. This is the only available option for our BEB and would be prohibitive for Vendor to be able to submit an offer for BEB. The diesel and CNG options will have the base with Four per bus as specified	Acknowledged
60	44	1.74.4. MULTIPLEXING	Vendor wishes to clarify that we provide spares on the majority of our main harnesses to the extent practical. However, not all harnesses meet this requirement. Vendor can work with Agency to add spares to specific harnesses if deemed necessary at the preproduction meeting if we are the successful bidder.	Acknowledged
61	46	1.75.7. OPTIONAL ALL ELECTRIC HVAC	Vendor wishes to clarify that our Battery Electric Bus can only be provided with the Electric HVAC. The diesel and CNG options will have the base T14 system with an option for Electric HVAC.	Acknowledged
62	48	1.76.6. FARE COLLECTION	Vendor requests clarification on if the agency requires just provisions and wiring for a future installation or if the agency is requesting a full installation of a Tap Card Reader. Vendor requests additional information of the requirements and reference to what unit the agency currently uses and is familiar with in terms of meeting requirements	At present, GoRaleigh utilizes Cubic Touchpass reader. It is not known whether or not this product will be used in the future. Standard pricing should include pre-wire to the dashboard area for future tap reader.
63	49	1.77.3. PAINT AND GRAPHICS PAINT (EXTERIOR)	Vendor wishes to clarify the Paint design and number of colors/paint passes affects the price of the bus. Vendor requests that the agency provide the requested design to quote accurately. If this is undetermined or not available at this time, Vendor wishes to clarify our standard base would be a single stage painted bus with Black masking between the windows. Any additional paint passes or modifications would be priced as an option at time of request	It is expected that future builds will be identical to current builds; with GoRaleigh's Silver and Red paint required.
64	Attachment A: Price Schedule	1.1,1.2	The pricing sheet includes lines for -35' Heavy Duty, Low-Floor CNT Propulsion System Bus -40' Heavy Duty, Low-Floor CNT Propulsion System Bus Along with Unit Price and Extended Amount. Vendor requests clarification on the Requested Quantiles from the agency in order to accurately fill out the "Extended Amount" section of the form.	Please see the updated bid form - Addendum # 3
65	Attachment A: Price Schedule	2.13	Vendor requests clarification on what training aids the agency wishes to have included as part of this line item	Price listing for available training offerings is acceptable

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66	Attachment A: Price Schedule	2.14	Vendor requests clarification if a Mobile Radio System should be included as part of the Base Bus or is asked for as an option. We do not see this in the main tech spec, but do see it in the price schedule. Please advise	Mobile Radio System should be provided as part of the base bus. Currently using Motorola APX4500 with appropriate antenna and cabling.
67	Attachment A: Price Schedule	2.15	Vendor requests clarification if the Graphics should be included as part of the Base Bus or is asked for as an option. We do not see this in the main tech spec, but do see it in the price schedule. Please advise	Option pricing for in-plant installation of vinyl graphics
68	Attachment A: Price Schedule	2.17	Vendor requests clarification as there is a spec in section 1.76.4: The public announcement system shall be activated through the vehicle logic unit. This unit shall have an internal GPS receiver used for voice announcement, AVL, WLAN, APC, destination signs and GFI integration. The system shall be configured so it is completely independent from the bus radio system. A type N mobile data terminal shall be used for the voice announcement and AVL. The system shall incorporate provisions for an automatic Gain Control Microphone. Six (6) speakers in the 40' bus and six (6) speakers in the 35' bus, flush or semi-flush mounted shall be installed along or near the centerline of the bus ceiling to ensure adequate sound distribution. A tri band antenna shall be provided to for the GPS, Cellular modem, and WLAN all of which shall be required. The City of Raleigh is aware of the Clever Devices IVN5 with GPS system that is known to meet this requirement. Are the details in the Price Schedule 2.17 part of this same base specification? Or is 2.17 a different optional system the agency wishes to have quoted? Please advise	Clever Devices IVN5 system or equivalent should be quoted in base bus price; alternative system quotes are optional.

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69	Attachment A: Price Schedule	2.19	Vendor requests clarification as there is a spec in section 1.76.3: A Video Surveillance system consisting of a minimum of 8 Ttb HHD and up to ten (10) cameras shall be provided. There shall be (4) cameras in the passenger compartment, (1) forward facing camera, (1) rear facing camera, and (2) external IR side viewing cameras. The system shall include a G-Force impact sensor. The DVR shall be secured in the electrical cabinet. The City of Raleigh is aware of the Luminator RoadRunner Pro Camera system that is known to meet this requirement. Are the details in the Price Schedule 2.19 part of this same base specification? Or is 2.19 a different optional system the agency wishes to have quoted? Please advise	2.19 - Quote Secondary Option (if available)
70	Attachment A: Price Schedule	2.21	Vendor wishes to advise that we do not offer any Intelligent Leveling Technology. Vendor requests deletion of this optional requirement.	Optional requirement may be deleted
71	Attachment A: Price Schedule	2.22	Vendor requests clarification as there is a spec in section 1.76.6: Tap card media reader shall also be provided, installed near the farebox. Are the details in the Price Schedule 2.22 part of this same base specification? Or is 2.22 a different optional system the agency wishes to have quoted? Please advise	2.22 - Price Optional Alternatives
72	Attachment A: Price Schedule		Vendor requests permission to be able to add additional descriptions to the form where necessary to provide more detail on options offered. Examples: A) 2.9 - Open Payment farebox equipment - Add description of model B) 2.16 - Luminator INFO Transit internal Digital Display Monitors - Add description for size of monitors Please Advise	Approved

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73	9	CITY OF RALEIGH INSTRUCTIONS TO BIDDERS	Vendor requests revision of this section as follows: 18. PRICE ADJUSTMENTS: For Bids with fixed price purchases, it is the City's intent to award a one-time contract to purchase equipment and includes optional installation. Any price increase or decrease will be adjusted to the latest yearly percentage increase in the U.S. Department of Labor/Bureau of Labor Statistics Producer Price Index ("PPI") Category 1413, "Trucks and Bus Bodies". The escalation in this index will be used to adjust the Base Bus Prices and Optional Equipment. The amount of the increase or decrease will be determined by the difference between the latest price index available ninety (90) days prior to the end of the current contract year in effect, and the price index for the same month one year prior. The use of the Producer Price Index (PPI) category 1413 is an industry-standard practice for rolling stock applications.	Approved

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74	9	CITY OF RALEIGH INSTRUCTIONS TO BIDDERS	Vendor respectfully requests approval to apply PPI 1413 to any order placed more than 180 days after contract execution as a means of sharing the risk of high inflation anticipated in the next few years and thus minimizing the bid price. In no way would this cause the City to pay more than the inflation rate as any future option pricing would still be subject to the PPI calculation as specified and could not exceed the Labor Dept's published index. This request would allow a higher cap to be used only if it became necessary. Furthermore, this would prevent all bidder's from artificially inflating unit price to cover for the potential of unknown future costs that may or may not come to fruition. The extreme unprecedented inflationary pressures stemming from the Pandemic's broken global supply chain have caused long-lasting damage to the U.S. transit supply base. This not only impacts transit bus OEMs, but it also impacts the thousands of U.S. suppliers that provide components to the OEMs. Numerous suppliers have provided Vendor written notice that they can no longer provide firm quotes out 12 months, while others will not provide pricing beyond two weeks. Vendor proposes the following changes to this requirement: The unit price for each vehicle shall be firm and fixed for the initial 180 days after Contract execution. The unit price of the vehicles for subsequent orders (after the initial 180 day period) will be determined by multiplying the Contract price by the following fraction: Latest Published Preliminary Index Number Prior to Notice to Proceed/Index Number on Effective Date of the Contract.	Approved

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75	2	ATTACH F SPECIAL CONDITIONS	Vendor advises that Performance Bonds shall be furnished for the value of vehicles authorized for purchase under each individual Purchase Order, task order, release, or contract amendment issued pursuant to the Contract. Performance Bond requirements should apply only to the value of vehicles actually authorized and ordered by the City and not to the aggregate value of optional or future vehicle purchases that have not yet been exercised or authorized. VENDOR surety provider requires a copy of the applicable Purchase Order, executed contract amendment, or other written authorization identifying the quantity and value of vehicles being purchased prior to issuance of the Performance Bond. Accordingly, Vendor requests confirmation that Performance Bonds will be required only for the value of vehicles authorized under each individual Purchase Order, release, task order, or contract amendment.	This will be discussed with the awarded vendor or vendors.
76	3	ATTACH F SPECIAL CONDITIONS	Vendor requests revision of this section to read as follows: The successful Contractor will complete delivery of up to 20 buses within approximately 15 months after receipt of purchase order, unless otherwise approved by the City of Raleigh. Production for option order buses placed after the first order will be negotiated at time of firm order placement.	Approved
77	3	ATTACH F SPECIAL CONDITIONS	1.13 ACCEPTANCE OF BUS Within 15 (fifteen) calendar days after arrival at the designated point of delivery, the bus shall undergo the City of Raleigh's tests. If the bus passes these tests or if the City of Raleigh does not notify Contractor of nonacceptance within 15 (fifteen) calendar days after delivery, acceptance of the bus by the City of Raleigh occurs on the thirtieth day after delivery. Acceptance may occur earlier if the City of Raleigh notifies the Contractor of early acceptance or places the bus in revenue service. If the bus fails these tests, it shall not be accepted until the repair procedures defined in "Repairs After Nonacceptance" have been carried out and the bus retested until it passes. Vendor advises that a fifteen (15) day acceptance testing period is consistent with industry standard practice for transit bus procurements.	Accepted

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78	N/A	N/A	Vendor will require the In-Service Date (ISD) of each bus delivered within 60 days after bus acceptance. Vendor and our subcomponent suppliers are required to establish a warranty start date for each bus delivered under this contract and the ISD is required prior to filing any type of warranty claim. There are time limits to purchase and file for extended warranties which may be required per the Agency contract. The In-Service Date is required to purchase any type of extended warranty at the quoted cost without penalties. If no In Service Date is reported to Vendor within 60 days after bus acceptance the In-Service Date will automatically begin 60 days after bus acceptance. Vendor requests concurrence.	Concur
79	N/A	N/A	Vendor requests the addition of the following language to the City's specifications: GC 7.2 Access to Onboard Operational Data The Agency grants to the Contractor the right to inspect, examine, download and otherwise obtain any information or data available from components provided by the Contractor, including but not limited to any electronic control modules or other data-collection devices, to the extent necessary to enable the Contractor to perform reliability maintenance analysis, corrective action and/or other engineering type Work for the bus. This right expressly excludes access to information or data collected on any equipment not provided and installed by the Contractor.	Accepted
80	N/A	N/A	If any tariffs, duties or similar government-imposed charges result in an increase of Seller's costs to procure goods from suppliers that are used to fulfill Seller's obligations under the Contract, Buyer shall be liable to Seller for any such costs and Seller's price shall be adjusted accordingly. Seller shall notify Buyer of all such tariffs, duties or similar government-imposed charges and Buyer shall pay within thirty (30) days.	Approved, However, Seller is required to provide justification such as copies of original dated quotes of product and new pricing based on tariff's, including government imposed tariff documentation.

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81	N/A	N/A	The prices quoted for the initial build quantity are for vehicles meeting all applicable Federal and State regulations (including EPA, CARB, or NHTSA requirements) currently known to be in effect at the time of delivery of those vehicles. Changes caused by, or related to any subsequently enacted regulations, or technologies necessitating revisions from the currently proposed vehicle configuration (e.g. component change/availability due to emission or other regulations, requirements or mandates), may require a price adjustment, which would be subject to negotiation and agreement by both Vendor and the Agency. This latter statement applies to future builds only which may need to use different components or currently unknown or unavailable technology, to meet regulations or requirements in effect at the time(s) of those optional deliveries.	Accepted
82	20	1.69.2 Body and Under Framing	Clarification provided that our body structure will be fabricated completely from 304 grade austenitic stainless steel. The 304-grade stainless steel body structure does not require anti-corrosion treatment of any kind. Approval is requested for clarification that the stated requirements do not apply to our body structure.	Approved
83	20	1.69.3 Roof and Ceiling	Approval is requested to provide one roof ventilator approximately over the rear axle of the bus. This configuration is due to the CNG tank pods, which will not allow for a forward axle roof hatch.	Approved
84	21	1.69.6 Bumpers and Tow Eyes	Approval is requested for our standard two (2) front towing eyes provided under the front bumper and two (2) rear towing hooks provided under the rear bumper for flat towing only. This configuration has satisfied towing capabilities of various customers in the past.	Approved
85	21	1.69.7 Subfloor	Approval is requested for the sub floor to be made of 3/4" 7-Ply Greenwood Products XL Bus NT plywood. These are Douglas-fir panels that incorporate a hardwood face to minimize telegraphing when used as a base for thin light-weight floor coverings. It is also preservative treated for demanding transit bus floor applications.	Approved
86	22	1.69.8 Floor Coverings	Approval is requested for a vehicle where the flooring is butted tightly together and sealed where the wheel well housing/side wall and floor covering meet. This is our standard floor installation process, with no previous complaints of raised flooring or liquid ingress.	Approved
87	22	1.69.8 Floor Coverings	Clarification provided that the driver platform is covered with slip resistant flooring material. Approval is requested for no "heel wear plate" to be required atop the driver platform.	Approved
88	23	1.69.11 Dimensional Specifications	Clarification is requested for the corresponding dimensions for the 35' bus requested. Currently there are dimensions listed for a 39'-42' bus and a 29'-32' bus.	Please provide dimensions for your 35' product

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89	23	1.69.11 Dimensional Specifications	Approval is requested for a maximum height of 136 inches for both the 35' and 40' buses being proposed.	Approved
90	23	1.69.11 Dimensional Specifications	Approval is requested for a wheelbase of 275 inches for the 40' bus being proposed and 215 inches for the 35' bus being proposed.	Approved
91	23	1.69.11 Dimensional Specifications	Approval is requested for a turning radius of the outside bumper of 44' for the 40' bus being proposed and 35'8" for the 35' bus being proposed.	Approved
92	23	1.69.11 Dimensional Specifications	Approval is requested for an approach and departure angle of 8.7 degrees, and a break over angle of 9 degrees for the 40' bus being proposed. For the 35' bus being proposed, the approach and departure angles will be 8.7 degrees, and the break over angle will be 12 degrees. These are in line with the dimensions outlined in the APTA guidelines.	Approved
93	23	1.69.11 Dimensional Specifications	Approval is requested for a ground clearance (including the axles) of 5.75 inches for both the 40' and 35' buses being proposed. This is in line with the APTA standard of a minimum of 5.4 inches. Ground clearance excluding axles is 10 inches.	Approved
94	23	1.69.11 Dimensional Specifications	Approval is requested for the curb weight maximum GVW to be 33,000 lbs and the vehicle weight maximum GVWR to be 43,500 lbs for the 40' bus being proposed. For the 35' bus, the curb weight maximum GVW is requested to be 32,000 lbs and the vehicle weight maximum GVWR is requested to be 39,000 lbs. The weight is related to the CNG infrastructure on the buses.	Approved
95	26	1.70.5 Brakes	Approval is requested for a disc brake system to be provided as the standard option, which does not use automatic slack adjusters. Disc brakes typically have internal, self-adjusting mechanisms, eliminating the need for slack adjusters.	Approved
96	26	1.70.5 Brakes	Approval is requested for the emergency brake application to be with a 45 PSI setting in lieu of 40 PSI. This allows for an earlier activation of the emergency brake, creating a safer system.	Approved
97	30	1.71.7 Drive Shaft	Approval is requested for a drive shaft with a minimum of 3.5" diameter manufactured by Prop Shaft Supply Inc. This is the standard drive shaft we use in our builds, with no performance issues in the past.	Approved
98	30	1.71.8 Hydraulic System	Approval is requested to provide a 2 gallon (8 quart) reservoir for the hydraulic power steering fluid. This is our standard size with no known issues in the past.	Approved
99	30	1.71.8 Hydraulic System	Approval requested for steel braided Parker hoses for the power steering system in lieu of the FC300 hoses. These are our standard hoses, with no known issues in the past.	Approved

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100	30	1.72.2 CNG Accessibility	Approval is requested for the roof mounted CNG tanks to be opened by standing/kneeling on one side of the roof enclosure/pod and opening the opposite side. Please note that the roof enclosure is structurally reinforced to allow for standing/walking on the CNG tank enclosure and comes with a built in non-slip surface.	Approved
101	31	1.72.3 CNG Capacity	Clarification is provided that our standard tank configuration for a 35' bus is as follows: Front row: Four tanks 16" diameter x 120" length Rear row: Two tanks 16" diameter x 120" length Capacity: 19,770 SCF Diesel equivalent gallons: 114 (at 80% total capacity) Note: Up to 2 more 16" diameter x 120" length tanks can be provided in the rear row, allowing for more capacity. Approval is requested for our standard configuration.	Approved
102	31	1.72.3 CNG Capacity	Clarification is provided that our standard tank configuration for a 40' bus is as follows: Front row: Four tanks 16" diameter x 120" length Rear row: Four tanks 16" diameter x 120" length Capacity: 26,360 SCF Diesel equivalent gallons: 152 (at 80% total capacity) Approval is requested for our standard configuration.	Approved
103	35	1.73.1 Accessibility (Compartments, Panels, Doors)	Approval requested for the use of a standard battery box that does not provide props or counterbalancing. The door is hinged at the leading edge and held closed by a positive locking flush mounted latch.	Denied. Battery compartment access door must be secured by latches; master switch door should not be locked
104	35	1.73.1 Accessibility (Compartments, Panels, Doors)	Approval requested for the use of a standard battery box that is not secured with a 5/16" square latch on the lower corners as first responders will need quick access to the master battery switch in the case of an emergency.	Approved
105	35	1.73.1 Accessibility (Compartments, Panels, Doors)	Approval requested for the air tank drain valves to be accessed under the rear curbside of the bus through the use of pull-cords in lieu of a separate access door. Please reference image provided.	Approved
106	35	1.73.1 Accessibility (Compartments, Panels, Doors)	Approval requested for a driver's storage box that is mounted to the driver's barrier that is slightly behind and above the operator. Please reference image provided.	Approved

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107	35	1.73.1 Accessibility (Compartments, Panels, Doors)	Approval requested for the driver's storage box to be constructed of 16-gauge powder coated steel.	Approved
108	35	1.73.2 Passenger Doors	Approval requested for a manual dump valve at the operator's left knee to dump the air to permit for manual operation. This is inherent to the bus design. Installing a mechanical dump valve will provide reliability/safety and be less prone to failure.	Approved
109	35	1.73.2 Passenger Doors	Approval requested to provide Vapor International slide-glide rear or exit door with a clear opening width of 34" and clear opening height of 78". The proposed slide-glide type passenger door system utilizes pneumatic door operators. Yellow, powder-coated, carbon steel grab handles are located diagonally on both panels.	Approved
110	39	1.73.11 Driver's Station	Clarification provided a full height electronics cabinet is installed on the street side behind the driver's seat that acts as a driver's barrier. The tower measures 22.5 inches deep by 63 inches high by 36 inches wide and has four (4) lockable compartments (see Exhibit I for detailed drawing of the proposed electronics tower). Three (3) of these compartments can be outfitted with slide-out trays that can be locked in the open and closed positions. The Junction box compartment cannot be outfitted with a slide-out tray as it is utilized for housing the I/O Controls Dinex G4 Main Bus Controller, certain Dinex control modules and other elements of the multiplexed electrical system. The electronics cabinet will be painted black to meet the specifications. Please reference attachment.	Approved
111	39	1.73.18 Emergency/Four way Flasher Switch	Approval requested for a 2-position toggle switch with a yellow extension that will be provided close to the door control lever to operate the 4-way flashers.	Approved
112	40	1.73.23 Kneeling Control	Clarification provided that the kneel control is located on the right side of the instrument panel.	Denied. Kneel switch must be in proximity to door control.
113	40	1.73.24 Wheelchair Ramp Controls	Clarification provided that the wheelchair ramp control is located on the right side of the instrument panel.	Approved
114	40	1.73.26 Interior Lighting Switch	Approval requested for the interior lighting switch to be labeled "ALL-OFF-NORM" as the functions will be the same.	Approved
115	40	1.73.29 Instrument Panel	Approval requested for warning lights to illuminate all when the run position is first turned on, then time out. Clarification provided there is a test button used to force all indicator lights on.	Approved

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116	41	1.73.30 Windows, Dash, Windshield, Wipers and Washer	Approval requested by OEM, Arow Global, for window frames that are black anodized.	Approved
117	41	1.73.30 Windows, Dash, Windshield, Wipers and Washer	Clarification provided that windows in the low floor area will be designated as egress except for the following: driver side window, service window, and destination sign windows.	Approved
118	41	1.73.30 Windows, Dash, Windshield, Wipers and Washer	Clarification provided that the driver side window will not be designated as egress.	Approved
119	42	1.73.32 Exterior Mirrors	Clarification provided that exterior mirrors will return <u>manually</u> to the original position when moved.	Approved
120	43	1.74.2 Charging System	Approval requested for the exterior lights electrical power to be 24 volt as the electrical system of the bus is designed to provide and distribute 24-volt DC power.	Denied. All exterior lighting shall be 12v
121	46	1.75.2 Temperature Controls	Approval requested for an on/off HVAC switch to toggle the A/C as this will simplify setting the A/C in auto mode.	Denied.
122	46	1.75.4 Heater Core(s) and Water Lines	Approval requested by OEM, Thermo King, for an HVAC unit that does not incorporate a drain cock as it is a potential leak spot. Clarification provided if the drain cock is still desired, it may be added to the bus's HVAC plumbing system but not on the core itself.	Approved
123	47	1.76.2 Sign Enclosures	Approval requested by OEM, Luminator, for the use of aluminum housings for the rear sign. Polycarbonate rear sign enclosures are no longer used because of deterioration, cracking, and failure of the integrity of the housing due to heat in the engine/HVAC compartment. Aluminum housings have been the standard since 2012.	Approved
124	34 - Attachment D	14 Buy America	Please confirm whether the City requires the current statutory Buy America threshold (i.e., 70% domestic content).	Denied. 70% domestic content is required
125	48 - Attachment E	Liability	Will the City accept a reasonable liability cap and exclusion of consequential damages, while preserving uncapped obligations for fraud, willful misconduct, IP infringement, and third-party bodily injury/property damage caused by Contractor?	Denied.
126	48 - Attachment E	Termination of Convenience / Cancellation	If the City terminates after Contractor begins production or commits to custom components, will the City pay for work in process, non-cancellable materials, restocking/cancellation charges, and completed buses?	Approved

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127	48 - Attachment E	Intellectual Property	Please confirm that the City's IP ownership clause does not transfer ownership of Contractor's pre-existing technology, vehicle designs, manufacturing processes, software, firmware, tooling, diagnostics, drawings, or supplier/OEM materials.	The clause does not transfer ownership of any of the Contractor's technology, vehicle designs, manufacturing processes, software, firmware, tooling, diagnostic systems, drawings, or supplier/OEM materials that are (i) pre-existing from the date of the contract with the City and (ii) are not developed solely for the City's use under the contract.
128	5 - Attachment F	1.17 Delays	Will the City expand excusable delay to include supply chain disruption, battery/electronics shortages, governmental actions, regulatory delays, shipping constraints, supplier delays, and City-caused delays?	Approved. Any delays expected should be disclosed at the time of PO based on known and current conditions of supply chain and distribution channels.
129	5 - Attachment F	1.18 Liquidated Damages	Please provide the liquidated damages rate, calculation method, maximum cap, grace period, and exclusions for excusable delay, City-caused delay, supply chain disruption, force majeure, and delayed approvals.	Delivery scheduled will be made known as the time of PO. No LD's will be assessed
130	14 & 15 - Attachment F	1.53 Warranty & 1.53.1	For battery-electric buses, will the City accept Contractor's battery-electric warranty schedule and warranty exclusions, including third-party component warranty pass-through, or must Contractor meet each Attachment F warranty line item exactly?	The MFG should provide their warranty for the EB bus battery option and the City will evaluate as part of the bid process.
131	9 Attachment F	18. PRICE ADJUSTMENTS:	We would like formally request the use of Producer Price Index (PPI) vs. Urban Consumers Price Index (CPI-U) for Price Adjustments.	Approved. The city agrees to use the US Department of Labor/Bureau of Labor Statistics Produce Price Index (PPI) Category 1413, "Trucks and Bus Bodies".