

Group 40523, IFB 23170, BUSES, TRANSIT (Adult Passenger) Vendor Inquiries and OGS Responses 09/27/2019

Q#	Solicitation Document	Document Section	Vendor Question	Referenced Clause or Specification	OGS Response
1	General	General	Vendor 1: We Still do not have 2021 chassis pricing from Ford. Vendor 2: As of today Ford has still not released chassis pricing for the 2021 chassis'	N/A	The comments are noted. OGS declines to revise the Solicitation or delay the "Bid Opening / Due date for Bids" past the revised date of October 10, 2019 at 11:00 AM ET (see Question 2).
2	IFB Main Document	Section 1.4 Key Events/Dates	Request that the bid date be moved back a week. There are only 9 workdays between email notification of the bid amendments being sent and the proposed bid date, of which 2 are the Jewish High Holidays, leaving only 7 work days. We feel this is an insufficient amount of time for bidders to prepare proposals of this magnitude.	Page 1: BID OPENING DATE: October 3, 2019 <u>October 10, 2019</u> Section 1.4 Key Events/Dates: Bid Opening / Due date for Bids: 10/03/2019, 11:00 AM ET <u>10/10/2019, 11:00 AM ET</u>	The "Bid Opening / Due date for Bids" has been changed to October 10, 2019 at 11:00 AM ET. The IFB has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).
3	Attachment 1 – Specifications and Pricing	All Lots, PART 3: Base Item Specifications, Seating (Row # varies)	Your response does not protect ridership in a manner compliant with Docket 90 A- Federal Register October 20, 1993. This is the most appropriate level of safety for ridership using bus transportation. Docket 90 provides all ridership which includes, elderly, wheelchair bound, additional egress time in the event of a vehicle fire. I have attached a copy of Docket 90 in its entirety for your review. This is the proper action to prevent potential harm and or litigation in the event of a fire. The seats represent the largest fuel load in the bus. States and Cities across the USA specify Docket 90 as the level of safety for their passengers. We limited our suggestion to upholstery components, since the seats represent the greatest fuel load within the passenger compartment. Your specification DOES require the -Seat foam must meet ASTM D-3675 Radiant Flammability Test. Please see Docket 90 as this si required also....you failed to add ASTM E-662 for smoke emissions. Why would you not require the upholstery and foam to comply fully with Docket 90. The specification does not make sense or provide clarity or the safety level of Docket 90. As you are aware, the expansion of service throughout the surface transportation industry has provided greater mobility for individuals with a variation of physical challenges. We believe this effort also includes the responsibility to accept and adopt the fire safety recommendations of the F.T.A. Our request is to incorporate Docket 90 into your vehicle requirement to best achieve a suitable level of interior fire safety for seating for the broad spectrum of ridership. It is a fact that the FMVSS 302 is an inadequate standard and does not provide any significant level of fire protection. There are numerous documents and articles directly related to this subject. Should a fire incident occur, due to intentional means (vandalism) or accidental ignition the option as currently provided in the vehicle specification places the potential liability squarely on the shoulders of the transportation authority, as opposed to a bus manufacturer or the seating manufacturer. Please require Docket 90 for your seating applications. I've been working with flame and smoke with seating materials for 35 years. I've never seen anything like this. It is contradictory and it's not in the best interest of ridership or the state of New York. Who is responsible for writing the specifications?	Entire seat frame, except mounting brackets, shall be enclosed in energy absorbing materials. Seat covers shall be transit grade vinyl, 36 oz. per linear yard (Cameo/Predictions), or Compatible Equivalent, or transit grade fabric produced from Marquesa Lana Yarns-Interweave, or Bus Textil Level 3, or Compatible Equivalent. All cover materials must meet FMVSS 302 flammability requirements. Seat foam must meet ASTM D-3675 Radiant Flammability Test.	OGS declines to revise Attachment 1 – <i>Specifications and Pricing</i> to "incorporate Docket 90 into your vehicle requirement." Regarding Docket 90-A FTA recommendations, see "Recommended Fire Safety Practices for Transit Bus and Van Materials Selection" posted on the FTA's website at https://www.transit.dot.gov/oversight-policy-areas/recommended-fire-safety-practices-transit-bus-and-van-materials-selection , which states "These practices are recommendations rather than requirements and are not binding on FTA's grantees, but do reflect FTA's interest in promoting safety issues."
4	Attachment 1 – Specifications and Pricing	All Lots, PART 3: Base Item Specifications, Seating (Row # varies)	"Seat foam must meet ASTM D-3675 Radiant Flammability Test." ASTM D-3675 (flame spread) must be used in combination with ASTM E662 (smoke generation) for compliance to FTA Docket 90-A. ASTM D-3675 is never used as a stand alone test for seat cushioning within Transit vehicles. Compliance with FTA Docekt 90-A of all seating componets best ensures safety of ridership and equipment.	Entire seat frame, except mounting brackets, shall be enclosed in energy absorbing materials. Seat covers shall be transit grade vinyl, 36 oz. per linear yard (Cameo/Predictions), or Compatible Equivalent, or transit grade fabric produced from Marquesa Lana Yarns-Interweave, or Bus Textil Level 3, or Compatible Equivalent. All cover materials must meet FMVSS 302 flammability requirements. Seat foam must meet ASTM D-3675 Radiant Flammability Test.	OGS declines to revise Attachment 1 – <i>Specifications and Pricing</i> to require "Compliance with FTA Docket 90-A of all seating componets." Regarding Docket 90-A FTA recommendations, see "Recommended Fire Safety Practices for Transit Bus and Van Materials Selection" posted on the FTA's website at https://www.transit.dot.gov/oversight-policy-areas/recommended-fire-safety-practices-transit-bus-and-van-materials-selection , which states "These practices are recommendations rather than requirements and are not binding on FTA's grantees, but do reflect FTA's interest in promoting safety issues."

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5	Attachment 1 – Specifications and Pricing	Lot A, PART 3: Base Item Specifications, Fuel Tank (Row #41)	Please accept 19 gallon fuel tank which is the OEM capacity on 2020 Chrysler Pacifica	Nominal (plus or minus 5 gallons) 25-gallon tank -20-gallon tank	Attachment 1 – <i>Specifications and Pricing</i> has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).
6	Attachment 1 – Specifications and Pricing	Lot A, PART 3: Base Item Specifications, Interlock (Row #104)	Please accept after-market interlock in that an OEM Interlock is not available on the 2020 Chrysler Pacifica	An OEM or after-market interlock system shall be supplied that conforms with ADA requirements and NYCRR Part 720-721 regulations and FMVSS 403 and 404. A manual override system in case of power failure shall also be provided. The electric system shall be protected with fuse or circuit breaker. Labeled dash mounted visual alarm (in compliance with Chapter VI, Article III, Parts 720/721, NYCRR) to indicate special service door is not fully closed, shall be provided.	Attachment 1 – <i>Specifications and Pricing</i> has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).
7	Attachment 1 – Specifications and Pricing	Lot A, PART 3: Base Item Specifications, Parking Brake (Row #56)	Please accept an electronic parking brake which is OEM on 2020 Chrysler Pacifica, in lieu of foot operated brake.	OEM supplied foot-operated or electronic parking brake.	Attachment 1 – <i>Specifications and Pricing</i> has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).
8	Attachment 1 – Specifications and Pricing	Lot A, PART 3: Base Item Specifications, Radio (Row #73)	Please delete the requirement for a CD. This is not available on 2020 Chrysler Pacifica	Lot A, B, C: Chassis Manufacturer's standard AM/FM/ CD Digital Clock Radio, with four (4) cabin speakers. Lot D, E, F, G, and H: Chassis Manufacturer's standard AM/FM/ CD Digital Clock Radio, with one (1) driver speaker and two (2) cabin speakers. Lot I, J, K, L, and M: Chassis Manufacturer's standard AM/FM/ CD Digital Clock Radio, with one driver speaker and 4 cabin speakers.	Attachment 1 – <i>Specifications and Pricing</i> for all Lots has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).

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9	Attachment 1 – Specifications and Pricing	Lot D, E, G, I, J and K, PART 3: Base Item Specifications, Body (Row # varies)	Request approval for padded vinyl in drivers area in lieu of FRP	<p>Lot D: Minimum 90" interior Body width (from sidewall to sidewall). Exterior shall be smooth and free of any visible fasteners. Exterior Siding shall be 25-gauge protected (i.e. galvanized) steel (or 24-gauge aluminum) with smooth surface or laminated fiberglass composite reinforced with insulation that is foamed in place or resin hardened honeycomb. Body shall be compliant to all stated General Body specifications. Interior sidewalls shall be fiberglass, vinyl clad aluminum or Compatible Equivalent material. Insulation in walls and ceiling shall be fiberglass, resin-hardened honeycomb (FRP) material, polyurethane, or closed cell EPS foam. <u>Vinyl padding may be used for finish to the driver's area, modesty panels, or other interior trim. All cover materials must meet FMVSS 302 flammability requirements.</u></p> <p>The above red and underlined language has also been added to the following Body specifications: Lot E (Row 80-82), Lot F (Row 79-81), Lot G (Row 80-82), Lot H (Row 82-84), Lot I (Row 80-82), Lot J (Row 81-83), Lot K (Row 81-83), Lot L (Row 80-82), and Lot M (Row 81-83).</p>	Attachment 1 – <i>Specifications and Pricing</i> for Lot D, E, F, G, H, I, J, K, L and M has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).
10	Attachment 1 – Specifications and Pricing	Lot D, E, G, I, J and K, PART 3: Base Item Specifications, Entrance Doors (Row # varies)	Request approval for our standard pre-hung wheelchair and rear doors with the following construction method. Aluminum outer frame that's powder coated white and full length stainless steel hinge and pin. These doors have been approved in the past on OGS contracts.	A "walk through" minimum 74" high headroom right front entrance door with a minimum clear entry opening of 28" constructed with top and bottom (or length of door) viewing windows and a heavy duty electric opener shall be provided. An interlock (Intermotive Gateway or Compatible Equivalent) shall be installed and programmed that prevents the door from being opened or closed unless the Transit Bus speed equals zero (0). Door leading and sectional edges shall be equipped with approximately 2" extruded rubber edges to form weather-tight seal. Door shall be affixed with hinges that provide corrosion protection and fasteners or hex rod (aluminum or zinc die cast hinge with stainless steel pin also acceptable). Entrance door surround (portal) and step well shall be constructed from stainless steel or material with Compatible Equivalent corrosion resistant properties. Entrance door shall comply with FMVSS 217.	<p>The proposed construction is not an acceptable Compatible Equivalent to the specification that "Entrance door surround (portal) and step well shall be constructed from stainless steel or material with Compatible Equivalent corrosion resistant properties."</p> <p>OGS declines to revise Attachment 1 – <i>Specifications and Pricing</i> to allow for a door surround construction that is "Aluminum outer frame that's powder coated white and full length stainless steel hinge and pin."</p>

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11	Attachment 1 – Specifications and Pricing	Lot D, E, G, I, J and K, PART 3: Base Item Specifications, Floor Assembly (Row # varies)	Request approved equal for Marine Tech Plywood floor in lieu of marine grade plywood floor(see attached)	Shall be insulated and shall include a minimum 5/8" thick marine grade plywood or 3/4" Advantech sub-floor, or Compatible Equivalent. A light colored (e.g. light gray), floor covering shall have a non-slip surface that remains effective in all weather conditions and meet FMVSS 302 and ADA requirements.	"Marine Tech Plywood" is an acceptable Compatible Equivalent to "marine grade plywood."
12	Attachment 1 – Specifications and Pricing	Lot K, PART 3: Base Item Specifications, General (Row 31)	The specification calls for a GVWR of 26,500 lbs. We request approval to use a chassis with a 26,000 lb. GVWR as this is the manufacturers standard offering. All other specifications will be met. The 26,000 lb. GVWR chassis is sufficient for the passenger capacity required	GVWR: 26,500 lb. minimum. The OEM's original rating and no other rating for the GVWR shall be used.	OGS declines to revise Attachment 1 – <i>Specifications and Pricing</i> to allow for "a 26,000 lb. GVWR."
13	Attachment 1 – Specifications and Pricing	Lot M, PART 3: Base Item Specifications, General (Row 26)	Vendor cannot meet the required minimum capacity of thirty-three (33) adult passanger seats, plus (2) wheelchair stations with the Freedman Mid-high Fetherweight. Due to the thicker material used in the Fetherweight seats only thirty-one (31) adult passenger seats, plus two (2) wheelchair stations exclusive of ordering optional foldaway seats can be achieved. Please approve one of the two following options: A- Thirty-one (31) adult passenger seats, plus two (2) wheelchair stations with Freedman Mid-high Fetherweight seats. B- Thirty-three (33) adult passanger seats, plus (2) wheelchair stations with Freedman CitiSeats or AMSECO Insight seats. See attached drawings: AE10_MIDHI FEATHERWEIGHT_E-ZRM II_35' AE10_FREEDMAN CitiSeats_E-ZRM II_35' AE10_AMSECO Insight_E-ZRM II_35'	Capacity: Minimum thirty-three (33) adult passenger seats, plus two (2) wheelchair stations. Seating: Mid-high back, adult passenger seats shall be supplied in individual passenger modules. Freedman model "Featherweight", or other Compatible Equivalent. Seat cushions per passenger shall be a minimum of 17" in width and 17" in depth, and seat back shall be a minimum of 24" in height, excluding the grab handle. All cushions and seat back covers shall have easily removable covers, replaceable without removing the seat from the Transit Bus. All seat cushions shall have identical upholstery and a spring suspension system. Side facing seats shall have a swing-up armrest securely attached to the end of each seat group. Seating: <u>Provide and install FMVSS certified fiberglass transit style seating (4ONE Gemini model, American Seating (Metropolitan and Insight) models, Freedman CitiSeat model or Compatible Equivalent). Seats shall include a plastic back shell, anti-microbial grab rails, and padded, tough to cut vandal resistant inserts.</u>	OGS declines to revise Attachment 1 – <i>Specifications and Pricing</i> to change the required "Minimum thirty-three (33) adult passenger seats, plus two (2) wheelchair stations." Attachment 1 – <i>Specifications and Pricing</i> has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).

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14	Attachment 1 – Specifications and Pricing	Lot M, PART 4: Optional Equipment, Delete 8 Passenger Seat Option (Row #180-182)	Vendor cannot meet "Delete 4-8 Passenger Seat Option" seating capacity using Freedman Mid-high Featherweight seats. Due to the thicker material used in the Featherweight seats the net attainable capacity would remove (10) passenger seats and the capacity will be reduced to twenty-three (23) seats plus two (2) wheelchairs exclusive of ordering optional foldaway seats. Please approve. Clarification provided that ENC meets the "Delete 4-8 Passenger Seat Option" with the Freedman CitiSeats and AMSECO Insight seats. See attached drawing AE11_MIDHI FEATHERWEIGHT_E-ZRM II_32'	<p>PART 4: Optional Equipment, Delete 8 Passenger Seat Option: Reduce Body length and wheelbase as referenced in the floor plan shown in the "Figures" tab for LOT M, "Delete 8 Passenger Seat option". This removes eight (8) passenger seats and the capacity will be reduced to twenty-seven (27) adults (25 seats plus 2 wheelchairs).- <u>exclusive of ordering optional foldaway seats.</u></p> <p>PART 4: Optional Equipment, Additional Seat (3-Step Fold Away; and Forward Facing): <u>(This Optional Equipment is deleted in its entirety)</u></p> <p>PART 4: Optional Equipment, Fiberglass Seating: <u>(This Optional Equipment is deleted in its entirety)</u></p>	<p>OGS declines to revise Attachment 1 – <i>Specifications and Pricing</i> to change the requirements for the "Delete 8 Passenger Seat Option" Optional Equipment to "remove (10) passenger seats and the capacity will be reduced to twenty-three (23) seats plus two (2) wheelchairs exclusive of ordering optional foldaway seats."</p> <p>Attachment 1 – <i>Specifications and Pricing</i> has been revised to make the changes indicated in Column E, "Referenced Clause or Specification" (see red and underlined language).</p>