

1. Page 101. Vehicle Dimensions

Step in height from Ground (first Step):

10" Maximum (+/- .5") (no load)

9" Nominal (+/- .5") (no load)

Question: Can you please clarify the nominal and maximum measurements? Due to the nature of the Ford Transit and the design of the entry, the ground to first step is 10.5". **Acceptable.**

2. Ambulatory Passenger Door – Clear Entry

Width: Minimum 30"

Height: Minimum 75"

Question: Due to the design of the Ford Transit and the use of boron steel above the door frame, QVM standards do not allow the body upfitter to modify the entry door. These measurements are not attainable with the OEM passenger door. Would WMATA consider a rear ambulatory entry for this solicitation? **Absolutely not.** Pictures have been attached to this request of a rear entry van.

3. Side Lift Door Entry:

46" minimum width

63" minimum height

Question: Due the design of the Ford Transit, a minimum height of 63" is not possible. The current clear opening is 58.5" and exceeds the ADA requirements of 56" for vans. Would this be acceptable? **Acceptable, change spec to 58".**

4. Aisle width; seats unfolded: Minimum 10"

Question: Due to the interior design of the Ford Transit, the 10" aisle width is not obtainable when seats are to be mounted on the wheel well. The aisle width in a worst case scenario in the rear of the van will be 8". Would this measurement be acceptable for WMATA? **This will be considered if no offeror can provide the 10" aisle width.**

5. Pages 104 – 108. VIII. Electrical Devices, Lighting and Accessories

b. Odometer Data Collection System: Successful proposer shall install WMATA provided components in conjunction with Trapeze Ranger installation. Such proposer shall be responsible for ensuring compatibility between the proposed platform and the existing trapeze/Asset Works FSS system.

Question: Has WMATA performed any testing on the Trapeze Ranger product and its compatibility with the Ford Transit? Our manufacturer has not installed this system in the new

Ford Transit and we feel it is unreasonable for the upfitter to be responsible for the compatibility of the two products. Would WMATA consider adding a prototype program to determine compatibility with these products? **Proposer is responsible to work with Trapeze to ensure compatibility.**

6. Master Electrical Shut-Off Switch. An ON/OFF electrical shut-off switch shall be included with the conversion.

Question: Ford QVM does not recommend the use of a master cut-off switch and we request the deletion of this requirement. **Denied, this switch cuts off power to aftermarket added equipment.**

7. Clearance Lights: The vehicle shall be equipped with sealed LED clearance lighting surrounding the vehicle roof at the highest practical point.

Question: The Ford Transit 350 high roof (single rear wheel) does not offer clearance lights as a standard or option. The Ford Transit 350 high roof (dual rear wheel) offers clearance lights as a standard option on the van. Would WMATA consider a dual rear wheel or deletion of this requirement? **No to both, If required equipment is not standard, then addition is required.**

8. Exterior Rear Mounted LED Light Strip (Whelen): Two Whelen Engineering part number PSR00FRR (or WMATA approved equal) LED light strips shall be mounted on the rear of the vehicle at approximately the same height as the Center High Mounted Stop Light.

Question: Could WMATA please update the part number of this product? We have searched the manufacturer website and could not find the product currently available and would like to investigate the product further. **The PSRASXCR is an updated part number and would also count as the rear clearance lights.**

9. Reflectors: Vehicle shall be equipped with a minimum of two red reflectors at rear and two amber reflectors at front.

Question: Could WMATA please provide more detail as to the location of these reflectors? Or would this be an item which would be addressed in a pre-production meeting? **Pre-Production Item.**

10. Audible Back-Up/Parking Alert System: An audible obstacle detection system shall be included in each vehicle.

Question: Would WMATA consider utilizing the Ford OEM detection system? The Ford Transit has a rear backup camera as a standard option and the detection system is an option which would be covered under the Ford OEM warranty. **Yes, WMATA would prefer the OEM system if it meets the field of view requirements, however the audible warning to the operator is also required.**

11. Trapeze/Mentor Road Ranger Pre-Wire and Installation: The following equipment is to be provided by the vehicle proposer and installed at the vehicle convertor's manufacturing facility.

Question: Has WMATA performed any testing on the Trapeze Ranger product and its compatibility with the Ford Transit? Our manufacturer has not installed this system in the new Ford Transit and we feel it is unreasonable for the upfitter to be responsible for the compatibility of the two products. Would WMATA consider adding a prototype program to determine compatibility with these products? **No, there is no interface other than power supply.**

12. DriveCam Installation: Successful contractor (vehicle proposer) shall install DriveCam-3 wiring harness and camera which will be provided by WMATA and drop-shipped to the proposer's location prior to vehicle delivery to WMATA.

Question: Has WMATA performed any testing on the DriveCam-3 product and its compatibility with the Ford Transit? Our manufacturer has not installed this system in the new Ford Transit and we feel it is unreasonable for the upfitter to be responsible for the compatibility of the two products. Would WMATA consider adding a prototype program to determine compatibility with these products? **No, there is no interface other than power supply.**

13. Active Safety Packages:

3. Rear View Camera System: One rear view camera will be mounted at the rear center of the vehicle near the roof line.

Question: Would WMATA consider the Ford OEM camera which is offered standard on the Transit product? **Absolutely! In fact it is preferred provided the field of view meets the requirement.**

14. Page 111. HVAC System

d. Rear Air Conditioning: Auxiliary air conditioning shall be provided with this conversion. The system shall incorporate an after-market ceiling-mounted evaporator, and an after-market skirt-mounted 2-fan condenser tied into the OEM (chassis manufacturer) compressor.

Question: American Climate Control has designed a new air conditioning/heating system for the new Ford Transit which is being utilized in specifications on other contracts in the United States. This system offers both a tie-in and stand alone configuration. The tie-in configuration would offer 35,000BTU of A/C and 45,000BTU of heat at the rear unit with a combined total of 50,000BTU including the OEM dash A/C. The stand alone configuration would offer 45,000BTU of A/C and 45,000 BTU of heat at the rear unit with a combined total of 60,000BUT including the OEM dash A/C. **No question was asked.**

15. Page 110-112. X. Exterior Body

Drip Edge: OEM, to be included over all windows and passenger door openings.

Question: Would WMATA consider removing this requirement due to the fact that Ford does not offer this option on the Transit product? **Yes, delete.**

16. Bumpers: Shall be provided at both front and rear of vehicle.

Question: At this time, we are unaware of any manufacturer removing the Ford OEM front/rear bumpers from the Transit. Due to the design of the Transit, we are unaware of any product available to utilize to replace the OEM bumpers. Would WMATA consider the OEM bumpers from Ford? **Yes, as long as they meet the stated specifications.**

17. Standard Entry Door System: Ambulatory ingress and egress will be made available through the curb side OEM van door modified to serve as an operator controlled transit door. The door will be opened and closed via a school bus style door control rod. The operator will be able to fully open and close the door from a seated position. Doro shall have an emergency manual release mechanism with a red handle and will be CLEARLY labeled "EMERGENCY ONLY".

Question: Due to the design of the dash area of the Ford Transit, the use of a manual door opener is difficult because it interferes with the gear shifter which is mounted on the dash. We have previously designed other door openers which have a shorter arm (and by default less leverage) which requires the driver to almost leave their seat (depending on their size and physical capability) to open the manual door. Would WMATA consider a rear ambulatory entry for this van? **Absolutely not.** Please reference the pictures attached to this request.

18. License Plate Mounting: Provision shall be made to permanently and securely mount license plates directly to bumper or body. System shall be approved by WMATA in advance. Required for front tag and preferable for rear of vehicle.

Question: Ford offers license plate mounting for front/rear as an OEM standard. Would WMATA consider these mounting brackets acceptable? **Absolutely not for the front and yes for the rear.**

19. Page 112. XI. Exterior Finish

Proposer will be responsible for delivering the vehicles complete with exterior paint and graphics as approved. Proposer must submit for WMATA approval a graphic design for the body type proposed that takes the theme used on the older van design and transfers that to the proposed platform as depicted. As specified below, the lower portion of the vehicles will be painted in metallic paint with clear-coat finish in the following color: Red – Pantone 485C.

Question: The color provided in this section "Red-Pantone 485C" is a vinyl color and not a paint code. Is it the intention for WMATA to have the bottom of the vans painted, or is vinyl preferred? **You are correct that it is a vinyl color but we prefer that it be a paint that matches that color) (However, a vinyl option would be considered.**

20. Page 117. XII. Vehicle Interior

Entry Assist Rails: Two 10” entry assist rails to be included mounted above and below entry door control rod.

Question: The installation of entry assist rails at the co-pilot door will significantly interfere with the limited space available. Would WMATA consider removing this requirement? **No.**

If WMATA was to choose a rear entry van, there would be sufficient space to install multiple grab rails for passenger entry. **Rear entry will not be considered under any circumstances.**

21. Page 119. VII. Other

ISO 9001:2000: Converter must be ISO 9001:2000 certified.

Question: Would WMATA consider removing the request for ISO 9001-2000 certification? We are unaware of any van upfitter in the United States who modifies the OEM Ford Transit who has this certification. **Yes, delete the requirement, too restrictive.**

22. Converter Location: OEM approved converter shall have a production facility located within 250 miles of the chassis manufacture’s assembly plant and must have the ability to utilize the chassis manufacture’s Ship-Thru program with OEM High Roof Vehicles.

Question: Currently there is only one (1) Ford Transit upfitter who can meet this requirement. The other upfitters are not located within 250 miles of the chassis manufacturing facility. We request the removal of this requirement. **Ship Thru required – distance requirement dropped – maximum odometer of 300 miles upon delivery.**

23. Page 122. VII Other

Successful proposer will be required to have a full service facility within a 250 mile radius of Washington, DC. Successful proposer will have a minimum of ten service bays. A minimum of four trained technicians are required including one available to be dispatched to various WMATA facilities on 24 hours’ notice. A parts warehouse is also required within a 250 mile radius of Washington, DC. Successful proposer will be required to offer parts deliveries, once per week at no charge, to as many as three WMATA or WMATA contractor locations in the Washington, DC area.

Question: Our facility is located in Capitol Heights, MD within 5 miles of Washington, DC. We have three (3) fifty foot (50’) service bays and a full service body shop. We also employ two (2) full-time mechanics, a road service technician and a parts delivery/lot attendant. Our facility has sufficient space to stock the necessary parts to service WMATA and this multi-year contract.

Our facility in Fishersville, VA which is within 160 miles of Washington, DC has another five (5) forty-five foot (45’) service bays and a wash bay. This facility employs two (2) full-time

technicians and one (1) apprentice technician. Would these locations be acceptable to WMATA to service the contract? **Yes, reduce requirement to 7 service bays.**

24. Due to the deviations from the specifications provided and the OEM design differences from the Ford Econoline Van to the Ford Transit, would it be beneficial for representatives of WMATA to view a converted Ford Transit prior to submission of bids? **(No)** NBSL would be willing to obtain a converted Ford Transit from our manufacturer to bring to Washington, DC to allow representatives to ask questions about the limitations and policies the Ford QVM program has set forth for the Ford Transit. In addition, representatives from American Climate Control have offered to be present to answer any questions WMATA might have in regards to the A/C and heating systems available. **No question was asked.**

25. Would WMATA consider extending the opening date of this solicitation? **Yes.** Due to the amount of questions asked and information required to prepare an appropriate response, we request that the date of the bid opening be extended to three (3) weeks post the time at which responses to these questions are received from WMATA. **Due date will be extended until March 4, 2016, 2 PM EST.**

26. Would WMATA consider DBE participation favorably as a part of the review process, even though the contract goal is zero? **Small business compliance is not required but if small businesses are proposed the appropriate forms will need to be submitted. Additionally, small business participation will have no influence on the award criteria.**

27. Because the RFP instructs proposers to include all direct and indirect costs associated with meeting the specs on this RFP, and because our manufacturer only needs to secure ISO certification in response to this RFP, is it appropriate to attribute the cost to secure and maintain the ISO certification over the five year term of the contract as part of the indirect cost component of our offer? (No comment: See Below) Note: One of two manufacturers that we are representing has only partially completed the process and would need to complete the certification phase. We can identify no Paratransit Van manufacturers with current ISO certifications. **Requirement for ISO is removed.**

28. Can the manufacturer be considered a viable vendor if in the process of securing ISO certification cannot be secured by 2 pm on February 29, 2016? **Requirement for ISO is removed.**

29. Is cost of prototype billable to WMATA? **Yes, the first article or pilot is the first van delivered and purchased.**

30. Of the three operations and maintenance contractors, are any already Ford warranty certified? **This information is not available.**

31. Could we have contact information for the three current contractors? **This information will not be provided.**

32. Has WMATA already completed an analysis of the additional liability cost associated with using front entry door as the ambulatory entrance? **N/A – Requirements are defined in the RFP.**

33. Front OEM passenger door without modification measures 59” tall, 20” wide at step, 26.5” wide at widest point and 16” wide at top tapering at the roof line. Is WMATA expecting modification of Ford’s boron steel frame or of the stepwell to accommodate passenger entry? **No.**

34. Front OEM door without modifications and equipped with manual bus style door control arm will further restrict clear opening by approximately 2”. Will WMATA reconsider its’ specifications by deleting the requirement for an OEM door with manual bus style door control arm? **WMATA will entertain examples.**

35. It appears that the intent of the specification is for the wheelchair lift must be on the curbside of the vehicle. If so, would WMATA consider a rear entrance for ambulatory passengers? **Absolutely not.**

A running board style of step can be installed at rear of vehicle to facilitate passenger loading. This step would be installed below the rear bumper and auxiliary entrance stanchions could be spaced approximately 36” apart inside the vehicle? **N/A**

36. Braun raised roof vans most recently included an APD door which was only 24” wide. Is this the style of door you are interested in? **N/A – Requirements are defined in the RFP.**

This door and van platform are both currently discontinued. See picture on the following:



a.

37. If APD door or modified OEM door are utilized, they must be FMVSS 206 compliant. See below: **No Question was asked.**

- a. The Braun Corporation has updated the design of its APD transit entry door system pursuant changes in FMVSS 206 that are directly applicable to the raised roof conversion. These changes were made to this standard effective 9/1/09. As noted in the Executive Summary of these recent FMVSS 206 changes, it should be noted that “This document also extends the application of FMVSS No. 206 to buses with a gross vehicle weight rating (GVWR) of 4,536 kg (10,000 pounds) or less, including 12-15 passenger vans.”
- b. The inclusion of this requirement summation is particularly relevant to the specification since an after-market passenger entry and lift entry door system is required.
- c. More specifically the standard requires that “Each hinged door system shall be equipped with at least one primary door latch system. A primary door latch system consists of a primary door latch(s) and a striker(s). The primary door latch should be equipped with both a fully latched position and a secondary latched position. In addition, the FMVSS 206 ruling eliminates an exclusion from the requirements of FMVSS 206 previously provided to vehicle doors that were equipped with wheelchair platform lifts.”

38. If the intent of WMATA is not to have the wheelchair lift on the curbside of the vehicle, would a rear loading wheel chair lift configuration be considered? **Absolutely not.**

39. If a rear loading wheelchair lift configuration is acceptable, would a transit style door as pictured below be considered? **A rear loading wheelchair lift configuration is NOT acceptable.**



40. Will there be annual increases for the “Living wage of \$13.48” over the life of the contract? **This is not a services contract therefore the living wage requirement does not apply.**

41. Does WMATA require certified payroll reports from contractor? **This is not a services contract so this requirement is not applicable.**

42. Does WMATA require certified payroll reports from contractor's subcontractors? **This is not a services contract so this requirement is not applicable.**

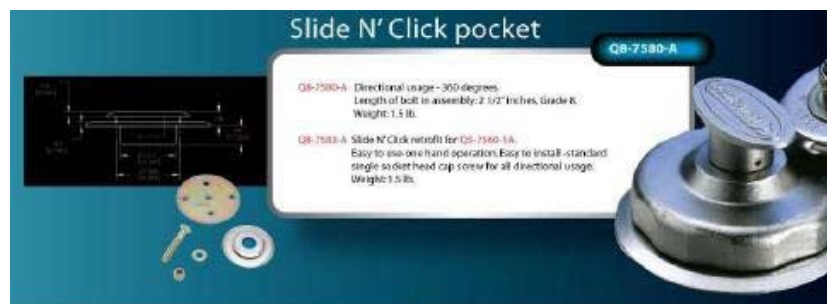
43. Does Living wage apply WMATA require certified payroll reports from contractor? **This is not a services contract so this requirement is not applicable.**

44. Does "Living wage of \$13.48" apply to delivery drivers and auxiliary personnel? **NO.**

45. Would a ford drop ship facility be considered outside of the 250 mile ship through zone, if contractor agrees to truck finished units to Washington, DC? Mileage of each unit will be under 120 miles at time of delivery? **Acceptable.**

46. The layout of L track as shown in preliminary drawings would need to be secured to boron steel floor structure and potentially void Ford structural warranty. Would WMATA consider current generation slide-n-click attachments points for tie down systems? **Yes, if it meets RFP requirements.**

See below:



a.

47. Prefer to use a floor mounted ACC air conditioning utilized by FDOT on the Transit. Requires clear space behind the streetside wheelwell. Can we reposition seat locations within the vehicle as long as total capacity is achieved? **Yes, if it meets RFP requirements.**

48. Trapeze interface requirement was problematic with both the Ford E350 van and the MV1. What changes have been made on the Trapeze side to accommodate the OEM vehicle output variations? **This information is not available.**

49. Is mid-day or end of day trip reporting still being affected by the Trapeze interface on current fleet? **This information is not available.**

50. Is fuel economy calculations still being affected by the Trapeze interface on current fleet? **This information is not available.**

51. Go- ES seats mounted over the wheelwells will result in a taller seat profile and passenger feet not touching the floor. Does WMATA want to reconsider wheel well mounted foldaway seats for this reason? **Yes, if it meets RFP requirements.**

52. Installation of fixed Go-ES seats, fore or aft of the wheelwell, will yield additional aisle room as compared to foldaway seats. Again, would WMATA consider alternate floorplan layouts? **Yes, if it meets RFP requirements.**

53. Please confirm that gas engine requirement is to be the non-turbo version. **Confirmed.**

54. Would WMATA consider a cutaway style vehicle like that pictured below: **No.**



55. If cutaway style vehicle is acceptable, would WMATA accept a wheelbase of 156" rather than 148" as specified? **N/A.**

56. If cutaway style vehicle is acceptable, would WMATA accept an interior height of 72" rather than 74" as specified? **N/A.**

57. If cutaway style vehicle is acceptable, would WMATA accept an overall length of 22' rather than the 242" maximum as specified? **N/A.**

58. If cutaway style vehicle is acceptable, would WMATA accept a first step height of 12.5" rather than the 10" as specified? **N/A.**

59. If cutaway style vehicle is acceptable, would WMATA accept a side lift door dimension of 44" wide rather than 46" as specified? **N/A.**

60. If cutaway style vehicle is acceptable, would WMATA accept a wall mounted rear AC system rather than a ceiling mounted? **N/A.**

61. If cutaway style vehicle is acceptable, would WMATA accept a marine grade plywood that is 5/8" thick rather than the 3/4" requested? **N/A.**

62. If cutaway style vehicle is acceptable, would WMATA accept interior side panels formed of ABS textured gray panels? **N/A.**

63. If cutaway style vehicle is acceptable, would WMATA accept a rear emergency door with upper and lower windows in place of double out van style doors? **N/A.**

64. Page 19 (.pdf page 26), Item 22, RFP Solicitation Instructions

In Appendix B, the stated participation goal is listed as 0%. Will the documentation regarding DBE and SBE participation still be a required submittal? **Yes**

65. Pages 6-10 (.pdf pages 13-17), Price Schedule sheets

Would WMATA consider a one year contract with subsequent renewals including a price escalation clause? Future chassis and raw material pricing can be unpredictable? **No, WMATA expects a bidders to submit pricing for 1 base year and 4 options years. Additionally, price adjustments should be included for changes in the contractor's cost of providing goods and services based on PPI. The PRODUCER PRICE INDEX/INDICES: 141105 TRUCKS. 14.000 lbs. AND UNDER, and other relevant market conditions as approved by WMATA, will be used as guides to evaluate requested price changes. No price increases will be authorized for 365 calendar days after the effective date of the contract. Price adjustments may also be reviewed at the introduction of new model year. However, across the board" price decreases are subject to implementation at any time and shall be immediately conveyed to WMATA.**

66. Page 4 (.pdf page 11) and pages 13-14 (.pdf pages 20-21) Proposal format

Can you confirm quantities required, both paper and electronic USB, for Volumes I, II and III? **One Original, One Copy and two electronic USB for all volumes.**

67. Page 119 (.pdf page 126), ISO 9001;2000 certification

TransitWorks meets Ford QVM, FTA TVM certification and location proximity requirements. However, TransitWorks is not currently ISO certified. The initial steps have been taken to begin the ISO certification process and TransitWorks anticipates full accreditation in approximately 12 months. Is this acceptable to WMATA? **Requirement for ISO is removed**

68. Page 87 (.pdf page 94) Bus testing

Per Gregory Rymarz, Bus Testing Program Manager, the Ford Transit Van is exempt from testing unless it has been modified in a manner not consistent with Ford QVM guidance. Please see attached e-mail from Gregory Rymarz to John Bollinger of TransitWorks. Does WMATA

concur that testing is not required? **WMATA concurs that the letter submitted successfully satisfies the requirement by specifying the nonapplicability to the offerors submittal. Said letter must be submitted with offer.**

69. Pg 100,1.1.1., I. a.

T350 is a W2X code 9500 GVW. The code supplied "R2X" is a T250 9000 GVW. Which is preferred? **T350 @ 9500# GVW.**

70. Pg. 101, 1.1.1. III. i. Ambulatory Passenger Door- Clear Entry. Width: Minimum 30"
Height: Minimum 75"

The maximum attainable height for either chassis specified is 67.5". **Changed – “Height: Minimum 65”.**

71. Pg. 104, 1.1.1. VIII. b. Odometer Data Collection System: Successful proposer shall install WMATA provided components in conjunction with the Trapeze Ranger installation. Such proposer shall be responsible for ensuring compatibility between their proposed platform and the existing Trapeze/Asset Works FSS system.

Vendor is in the process of verifying system compatibility with the chassis specified but it is not known at this time if they are compatible. **Proposer is responsible to work with Trapeze to ensure compatibility.**

72. Pg. 106, 1.1.1. VIII. i. Exterior Rear Mounted LED Light Strip (Whelen): Stated in this paragraph "Center-mounted rear brake light shall be of an LED design and shall be activated by the service brake pedal"

The current center mounted rear brake light on the chassis specified is not of an LED design and there is currently no offering in the aftermarket for an LED replacement light. **The LED requirement for the center mounted rear break light is removed.**

73. Pg. 108 1.1.1. VIII. Q Radio; None to be included. If the OEM chassis has a cutout for the radio, "the cutout shall be covered with a steel or metal plate"

If Ford offers an OEM face plate to cover the cutout and it is plastic, will that be acceptable? If the cutout has to be covered with an aftermarket plate, will plastic be acceptable or is metal required? **Yes, if it is OEM. Yes, plastic is acceptable.**

74. Pg. 110 1.1.1. X. Exterior Body: (Note; All bolts, nuts or other metal fasteners used in the assembly of this vehicle that are exposed to weather shall be corrosion proof stainless steel.

There are areas where stainless steel fasteners are not approved in assembly due to strength and mandatory pull testing i.e. seat mounting and wheelchair lift installation. For example, the hardware for Braun lift installation is Grade 8 nickel plated and the bolts for Freedman seating installation are Grade 8 with zinc coating. All are tested for FMVSS compliance.

Specific exceptions where required by manufacturer or other mandated requirements will be allowed but must be logged and documented.

75. Pg 100 Section II Vehicle Technical Specifications (e.) FMVSS 220

Please consider removing the requirement for compliance with FMVSS 220. The vehicle roof is OEM and not modified. It has been determined that FMVSS 220 does not apply to this configuration and the requirement is hereby removed as long as the roof is an OEM roof.

76. Pg 101 Section 1.1.1 (III) Vehicle Dimensions (j.) Side Lift Door Entry

Clarify: Maximum OEM door opening height is 61". Cannot achieve 63" minimum unless measuring from bottom of stepwell. Opening height does meet ADA requirements of 56" for lift door entry. Revised minimum opening height is 58"