



April 20, 2016

To: All Interested Parties

From: Beverly Adamo
Director of Administrative Services

RE: RFP for Purchase and Delivery of Heavy-Duty Buses #2015-08

Addendum Number 2

This correspondence constitutes official record of the second alteration of the Livermore Amador Valley Transit Authority (LAVTA) "Request for Proposals for Purchase and Delivery of Heavy Duty Buses" issued on December 30, 2015.

This Addendum adds the following Consortium Member and adjusts the number of minimum and maximum buses that may be ordered by Consortium Members as a result of this procurement as follows:

Page 3, Item 2 Procuring Agencies

Add Consortium Member: 9. City of Glendale
Glendale Beeline
633 E. Broadway, Room 300
Glendale, CA 91206

Page 5, Item 5 Scope of Work

Replace: " In the event that all of the participating Consortium Members enters into a contract with the successful Proposer(s), the successful Proposer(s) (Contractor(s)) will also furnish Consortia Members a minimum of 104 and a maximum of 195 buses within the contract term in accordance with specifications as contained in the Technical Specifications." with "In the event that all of the participating Consortium Members enters into a contract with the successful Proposer(s), the successful Proposer(s) (Contractor(s)) will also furnish Consortia Members a minimum of **106** and a maximum of **205** buses within the contract term in accordance with specifications as contained in the Technical Specifications."

Page 45, Item 17 Consortium Member Vehicle Quantities

Add:

CONSORTIUM MEMBER	MIN/MAX QUANTITY
City of Glendale	2 - 10

This Addendum also responds to written questions as follows:

QUESTION	RESPONSE
1. Section #7.b, Tech Spec page #6. Since the Proterra Catalyst’s composite body is corrosion resistant by nature, would the spray coating requirement apply to our vehicle?	In this particular case, spray coating the body is not required.
2. Section #25.9, Tech Spec Page #129. Regarding the requirement: “Traction motor speed control shall be continuously variable and not rely on shift points.” Is the intent that the vehicle’s powertrain shouldn’t rely on shift points or the traction motor specifically? We currently utilize a pneumatically shifted transmission in conjunction with the traction motor in order to maximize vehicle efficiency.	LAVTA would prefer not to have a transmission at all in our electric bus however since that is all that is offered by you company we will give it full consideration and corresponding scoring in the evaluation process
3. Section #25.9, Tech Spec 129. The Proterra Catalyst vehicles incorporate a 220kW permanent magnet traction motor that cannot achieve a maximum torque of 1019N*m (750 lb.-ft.) on its own. By itself it procudes 700N*m of torque, but when paired with our two-speed transmission it achieves >2300Nm torque at the transmission output. Please clarify.	As stated above, LAVTA would prefer not to have a transmission at all in the case of an electric bus however since that is all that is offered by you company we will give it full consideration and corresponding scoring in the evaluation process.
4. Section 11.3b; Tech Spec Page #15. “The engine shall be equipped with a fast idle device to be automatically engaged with the transmission in neutral and the air conditioning system and/or wheelchair lift in operation.” Can you please clarigy that this requirement is not applicable for electric buses?	This does not apply to electric buses.
5. Section 11.3c, Tech Spec Page #15. “The engine compartment shall be equipped with a Rheostat Variable Speed Control With Toggle Switch and Guard.” Can you please clarify that this requirement is not applicable for electric buses?	This does not apply to electric buses.
6. Section 11.8, Tech Spec Page #16. Fuel System. Can you please clarify that this requirement is not applicable for electric buses?	This does not apply to electric buses.
7. Section #11.9, Tech Spec Page #17. Exhaust System. Can you please clarify that this requirement is not applicable for electric buses?	This does not apply to electric buses.
8. Section #13, Tech Spec Page #22. Fire Suppression systems are not required for electric buses, since there is no engine compartment and operating temperatures of the electric drive	Fire suppression is still required.

<p>equipment remains much cooler than internal combustion engines. Additionally, with regenerative braking, the service brakes are taxed much less than traditional vehicles, greatly reducing the risk for a tire fire. Please clarify that this requirement is not applicable for electric buses.</p>	
<p>9. Section #14.3c, Tech Spec Page #25. “There shall be a set of battery jumper terminals located at both the front and the rear of the coaches in easily accessible locations.” Can you please clarify that this requirement is not applicable for electric buses?</p>	<p>This does not apply to electric buses.</p>
<p>10. Section #14.5, Tech Spec Page #25. The starter is not available for electric buses. Can you please clarify that this requirement is not applicable for electric buses?</p>	<p>This does not apply to electric buses.</p>
<p>11. Section #21.5, Tech Spec Page #62. Are the three Central Stations required to be provided by the successful proposers for the Category 2 buses as well as the Category 1 proposer?</p>	<p>No</p>
<p>12. Customer Specification Requirement: PAGE RFP-3 LAVTA’s initial purchase will comprise of a minimum of 12 and a maximum of 20 buses for LAVTA.</p> <p>PAGE RFP-12 2. PROPOSER’S EXPERIENCE AND QUALIFICATIONS ...delivery requirements can be accomplished for the minimum quantity of 7 and maximum quantity of 71 buses to be awarded by LAVTA. GILLIG respectfully requests clarification on the total number of buses LAVTA will be awarding for RFP 2015-08 Five year contract. Page RFP-3 lists LAVTA’s initial purchase as a minimum of 12 and a maximum of 20 buses. Page RFP-12 lists a minimum quantity of 7 and a maximum quantity of 71.</p> <p>At the February 3, 2016 Pre-Proposal Meeting it was mentioned that the initial order of buses will be a minimum of 12 and a maximum of 20.</p> <p>Please advise how many buses LAVTA intends to purchase as a base (initial order) and how</p>	<p>LAVTA intends to purchase 20 buses in 2017.</p>

<p>many additional option buses will be purchased over the 5 year contract.</p>	
<p>13. Has LAVTA made a determination yet regarding the total number of electric buses that LAVTA intends to purchase off this contract? As well, have you been able to find out how many electric buses the others participating agencies intend to order off of it?</p>	<p>No, we have not. The determination as to how many buses LAVTA or any other agency will purchase may or may not be directly tied to the price of the electric buses and available grants to cover infrastructure necessary to deploy such a fleet. LAVTA reserves the right not to order any electric buses.</p>
<p>14. Section 10, Page RFP-8 - Specification Requirement: B. PROPOSAL CONTENT 6. PROPOSER'S QUALIFICATOINS C. Proposer must submit a copy of their latest audited financial statement completed by a certified public accountant within the past 18 months.</p> <p>GILLIG LLC is a privately held California company with the financial ability to complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Hayward, California to manufacture the vehicles proposed in compliance with specifications.</p> <p>We request approval to delete the submission of our "Confidential" financial report with the bid documents.</p> <p>We can supply the "Confidential" Financial Report on request during the negotiation process for discussion.</p> <p>Please advise.</p>	<p>This is acceptable.</p>
<p>15. Section 13 Other Requirements and under Performance Bond of the RFP. Specification Requirement: B. PERFORMANCE SECURITY The Contractor shall furnish at its own expense a Performance Bond <u>completed on LAVTA's form</u>, a sample of which is included herewith as Appendix C.</p> <p>GILLIG requests approval to provide our Performance Bond issued by our surety company on their standard form. A sample is attached for your review and approval. Our surety company is licensed to do business in your State.</p>	<p>LAVTA has examined the provided performance bond and it is NOT acceptable; proposers will need to use LAVTA's performance bond form.</p>

<p>16. Section 13, Page RFP-20 - Specification Requirement: K. DELIVERY/TIME FOR PERFORMANCE For each category of buses, the delivery of the initial order of LAVTA's buses shall occur as follows. 1. PRODUCTION BUSES Delivery of coaches shall be no later than 365 calendar days after the close of the calendar quarter (i.e., March 31, June 30, September 30, December 31) in which the Procuring Agency's purchase order is delivered to the Contractor.</p> <p>GILLIG respectfully requests approval to revise the delivery of the coaches to LAVTA to within 16 months of the date of receipt of purchase order.</p>	<p>Denied. LAVTA required that the first of 20 buses built in 2017 be delivered to the agency in August of 2017.</p>
<p>17. Section 13, Page RFP-21 - Specification Requirement: K. DELIVERY/TIME FOR PERFORMANCE 4. DAMAGE BY CONTRACTOR All risk of damage or loss to the buses up to the time of delivery to LAVTA at the specified location shall be the responsibility of the Contractor. Any materials or equipment found to be damaged or defective at the time of delivery shall be repaired, replaced, or corrected at no additional cost to LAVTA. LAVTA may deduct any costs it incurs for such repairs, replacement, or correction from any payments due if Contractor fails to comply with the requirements of this section.</p> <p>GILLIG requests concurrence and approval that the assumption of risk of loss of the bus transfers to the Agency upon delivery of each bus to the Agency's receiving facility, and confirmed by a signed receipt from the Agency's designated agent. Any defects or damage noted on this receipt will be the Contractor's responsibility.</p> <p>This request is for insurance purposes and complies with the wording in the APTA Standard Bus Procurement Guidelines.</p>	<p>This issue can be discussed during negotiations with the successful proposer(s).</p>
<p>18. Section 13, Page RFP-22 - Specification Requirement: L. INSPECTION/ACCEPTANCE/PAYMENT If such conditional acceptance is given, LAVTA will pay the invoice for each coach, less a retention of 5% of the invoice cost for each bus</p>	<p>This issue can be discussed during negotiations with the successful proposer(s).</p>

<p>that is conditionally accepted. The retention will be held until all outstanding acceptance issues have been resolved to the satisfaction of LAVTA and LAVTA issues a final acceptance notice for each bus.</p> <p>In the event the procuring agency elects to conditionally accept buses with outstanding repairs, GILLIG requests reduction of the retention to the current industry standard of two (2) percent of the total cost of each delivered and accepted vehicle.</p>	
<p>19. Section 15, Page RFP-44 Specification Requirement: 2. TABLE OF CONTENTS</p> <ul style="list-style-type: none">• ____ (a) Most recent audited financial statement <p>GILLIG LLC is a privately held California company with the financial ability to complete this procurement. We have a fully operational, fully staffed manufacturing plant located in Hayward, California to manufacture the vehicles proposed in compliance with specifications.</p> <p>We request approval to delete the submission of our "Confidential" financial report with the bid documents.</p> <p>We can supply the "Confidential" Financial Report on request during the negotiation process for discussion.</p> <p>Please advise.</p>	<p>Accepted.</p>
<p>20. Section 14, Page Appendix A, Page 5 - Specification Requirement: The CONTRACTOR shall indemnify, keep and save harmless LAVTA, and its directors, officers, agents and employees against any and all suits, claims, or actions arising out of any injury to persons or property, including but not limited to damages arising from the infringement of intellectual property rights of third parties, that may occur, or that may be alleged to have occurred, arising from the performance of this Agreement by the CONTRACTOR caused by a negligent act or omission of the CONTRACTOR or its employees, subcontractors or agents. The</p>	<p>This issue can be discussed during negotiations with the successful proposer(s).</p>

<p>CONTRACTOR further agrees to defend any and all such actions, suits, or claims and pay all charges of attorneys and all other incurred costs and expenses. If any judgment is rendered against LAVTA or any of the other individuals enumerated above in any such action, CONTRACTOR shall, at its expense, satisfy and discharge the same. This indemnification shall survive termination or expiration of this Agreement.</p> <p>GILLIG requests the addition of the following wording to this paragraph: Contractor shall not be responsible to indemnify, defend, keep and save harmless the agency, it's officials, employees and agents against injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgements, costs and expenses which arise or accrue against the agency soley as the result of intentional or negligent acts on the part of the agency, it's agents, officials or employees.</p>	
<p>21. Section 15, Page Appendix A, Page 5 - Specification Requirement: The insurance requirements specified in this section shall apply to CONTRACTOR and any subcontractors, suppliers, temporary workers, independent contractors, leased employees, or any other persons, firms or corporations that CONTRACTOR authorizes to work under this Agreement (hereinafter collectively referred to as "Agents"). CONTRACTOR is required to procure and maintain at its sole cost and expense the insurance coverages subject to all of the requirements set forth below.</p> <p>GILLIG maintains and pays the premiums for insurance of the types and limits it deems sufficient for its protection.</p> <p>A copy of our Certificate of Liability Insurance has been provided for your information and approval.</p>	<p>LAVTA has examined the provided certificate of insurance, and it IS acceptable. But, if proposers are unable to meet any of the required endorsements, proposers will need to notify LAVTA when their proposal is submitted.</p>
<p>22. Section 15, Page Appendix A, Page 6 - Specification Requirement: A. TYPES OF INSURANCE 2. COMMERCIAL GENERAL LIABILITY INSURANCE Products and completed operations insurance shall be maintained for three years following termination of this Agreement.</p>	<p>This issue can be discussed during negotiations with the successful proposer(s).</p>

<p>GILLIG maintains and pays the premiums for insurance of the types and limits it deems sufficient for its protection through the manufacturing process, and through delivery and acceptance at the Agency property.</p> <p>Upon delivery of the transit vehicles, the Agency, as the new Legal Owner, would be responsible to obtain and pay the premiums for insurance of the types and limits it requires for its protection.</p> <p>GILLIG requests deletion of the requirement to maintain insurance for three years following termination of this Agreement. The Warranty Coverage section of the contract documents would cover the vehicles as required, and is administered by our Service Warranty Department.</p>	
<p>23. Section 15, Page Appendix A, Page 7 - Specification Requirement: B. ENDORSEMENTS 1. ADDITIONAL INSURED</p> <p>The referenced policies and any Excess or Umbrella policies shall include as Additional Insureds LAVTA and its directors, officers, employees, volunteers and agents while acting in such capacity, and their successors or assignees, as they now, or as they may hereafter be constituted, singly, jointly or severally.</p> <p>GILLIG respectfully requests the sentence above be amended to read as follows:</p> <p>With the exception of the workers' compensation policy, the referenced policies and any Excess or Umbrella policies shall include as Additional Insureds LAVTA and its directors, officers, employees, volunteers and agents while acting in such capacity, and their successors or assignees, as they now, or as they may hereafter be constituted, singly, jointly or severally.</p> <p>GILLIG wishes to advise that with workers compensation there is no additional insured since employees are employees of Contractor (GILLIG) and not LAVTA.</p>	<p>This issue can be discussed during negotiations with the successful proposer(s).</p>
<p>24. Section 13.K Page 20 - Specification Requirement:</p>	<p>Delivery costs should be included in the quoted per price bus cost. Contractor will pay for all such</p>

<p>The Contractor shall prepay all costs of delivery of each bus, shall deliver all material at its own cost and expense to this designated location, and shall bear all risk of damage to or loss of the bus while in transit. LAVTA shall reimburse Contractor for delivery costs of the buses in accordance with the proposed price set forth in Appendix B, Section 2.</p> <p>GILLIG requests clarification on the statement that LAVTA shall reimburse the contractor for delivery costs of the buses. Is LAVTA going to issue payment to GILLIG for buses that have been delivered and charged a delivery fee?</p>	<p>costs, which will be reimbursed by LAVTA when it pays Contractor for the accepted bus(es).</p>
<p>25. Section 13.K.3, Page 21 - Specification Requirement:</p> <p>Prior to delivery, each vehicle shall be completely serviced by the Contractor or by an authorized dealer of the Contractor in a service shop within the state of California.</p> <p>GILLIG requests approval to delete the requirement for each vehicle to be completely serviced by the contractor prior to delivery. Due to the nature of this procurement and different consortium members the cost to completely service the different Agency's buses will vary greatly.</p>	<p>Denied. LAVTA shall agree to the following: Each vehicle shall be ready for placement in service upon acceptance by agency's representative inspector prior to departure from assembly plant.</p>
<p>26. Section 13.K.3, Page 21 - Each vehicle shall be ready for placement in service upon delivery and acceptance. Reference Appendix R.</p> <p>GILLIG requests concurrence that each vehicle shall be ready for service upon delivery, with the exception of any software configuration or system tests that require the Agency's specific location or signals to make specific hardware, software or equipment operate properly. The main systems noted are the video surveillance and ITS systems that might require antennas, GPS or other signals to operate properly that are only available at the Agency's location.</p>	<p>LAVTA accepts this.</p>
<p>27. Section 13.K.5.B, Page 21 - Specification Requirement:</p> <p>The following items must be furnished by the Contractor upon delivery of each vehicle: operator's manual for vehicle and all add-on equipment.</p> <p>GILLIG requests approval to provide the operators and all add-on equipment 2 weeks after delivery of the first bus. GILLIG is a custom bus manufacture and as such so are our manuals. Shipping the manuals 2 weeks after deliver allows for custom manuals to include all changes up to the time the buses are delivered, which may include at a minimum changes requested by the Agency at the time of build or during inspection prior to delivery.</p>	<p>LAVTA accepts this.</p>
<p>28. Section 13.K.5.E, Page 21 - Specification Requirement:</p>	<p>LAVTA accepts this.</p>

<p>The following items must be furnished by the Contractor upon delivery of each vehicle:vehicles(s) free of dealer signs and manufacturer emblems.</p> <p>GILLIG wishes to advise the Agency that the "GILLIG" name will be provided in the following locations only:</p> <ol style="list-style-type: none"> 1. Horn button - Center of steering wheel 2. Light bar - High mounted below destination sign compartment 3. Dash gauges - Center of dash 4. Front cap - Embossed lower front 5. License plate pocket - Rear of bus 6. License plate frames - Front and rear 	
<p>29. Section 13.K.5.G, Page 22 - Specification Requirement:</p> <p>The following items must be furnished by the Contractor upon delivery of each vehicle: All required documents for securing vehicle title completely executed by the manufacturer/dealer and ready for submission to the Department of Motor Vehicles (i.e., CA Certified Weight Certificate, Vehicle Certificate of Origin). The manufacturer warrants that the title will pass to LAVTA free of any liens, mortgages and encumbrances, financing statements, claims, and demands of any character.</p> <p>GILLIG requests approval to supply the adequate documents for registering the bus no later than 10 days after delivery of buses to the Agency.</p>	<p>LAVTA accepts this.</p>
<p>30. Section 13.N.5, Page 26 - Specification Requirement:</p> <p>Fleet defect repairs and modifications shall also be applied to units that are no longer covered under warranty, but only if they are still within three years or 36,000 miles from the in-service date.</p> <p>GILLIG respectfully clarifies that the fleet defect provision only applies during the original warranty period and not any extended coverage period. Also, GILLIG clarifies that in the event of a fleet defect, the coverage after the repair is for the time and/or miles of the unexpired original warranty as defined in the APTA/FTA Standard Bus Procurement Guidelines.</p>	<p>Denied.</p>
<p>31. Section 13.N.15, Page 28 - Specification Requirement:</p> <p>Labor – LAVTA shall be reimbursed by the Contractor for labor. The reimbursement amount shall be determined by multiplying the number of work hours actually required to diagnose and correct the defect by the current labor rate (inclusive of benefits) in effect at the time of repair, plus forty percent (40%) overhead and administrative charges.</p>	<p>LAVTA contracts fleet maintenance to MV transportation. Their current labor rate is \$35.00 however that is subject to change.</p>

<p>GILLIG requests information on the actual dollar per hour wage rate for the mechanics called for in this section.</p> <p>GILLIG also request to provide the straight wage rate plus the standard 25% for fringe benefits as a compensation base for any work done under this section.</p>	
<p>32. Section 13.N.15, Page 28 - Specification Requirement:</p> <p>Other – The cost of towing the coach, if such action is necessary, shall also be reimbursable, whether done by LAVTA employees or by an outside contractor. Towing reimbursement shall remain in effect throughout the time periods set forth in paragraphs 1 and 2 above.</p> <p>GILLIG requests deletion of the requirement for the manufacturer to reimburse towing charges. The bus manufacturer has no control over this decision (tow/repair on site), and due to widely varying guidelines and criteria involved, it is impossible to predict the cost impact in the bid process. GILLIG, as well as other manufacturers have in the past experienced major administrative problems and costs regarding towing charges.</p> <p>Additionally, as a clarification, GILLIG cannot pay any towing beyond the basic bus warranty, as this would increase the unrecoverable costs even further.</p>	<p>Denied.</p>
<p>33. Section 13.N.15, Page 28 - Specification Requirement:</p> <p>Method – Warranty reimbursement shall be made through a warranty claim form. LAVTA will provide the following information on such form: LAVTA part number.</p> <p>GILLIG would like to clarify that the GILLIG part number is required on warranty forms for proper processing.</p>	<p>LAVTA accepts this.</p>
<p>34. Section 13.N.O, Page 29 - Specification Requirement:</p> <p>The Contractor shall keep all maintenance manuals, parts manuals, and related technical documentation up-to-date and available to LAVTA at no charge for a minimum period of twelve (12) years after the date of acceptance of the coaches furnished under this contract.</p> <p>GILLIG would like to clarify that manuals will be kept up to date for the term specified in this section, but if additional manuals are required above and beyond what were initially provided under this contract they can be obtained from our parts department at a minimal cost.</p>	<p>LAVTA accepts this.</p>
<p>35. Section Q.6, Page 30 - Specification Requirement:</p> <p>Ten (10) current coach part manuals applicable to the coaches provided under this contract, including all</p>	<p>LAVTA accepts this.</p>

<p>subsystems and components, whether manufactured by the Contractor or purchased ready made from an outside source. This manual shall include detailed dimensional drawings for all glazing used in the coach (windows, windshield and doors) to allow future replacement. An index shall be provided at the front of the manual that contains a numerical listing to section reference and alpha part description to section of reference. Four (4) manuals shall have all pages laminated in clear plastic;</p> <p>GILLIG requests approval to provide an index at the rear of our parts book.</p>	
<p>36. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>Vehicle Operations Training - The vehicle operation training will be provided to a team of Operator Trainers and will cover a minimum of two classes at four (4) hours per class.</p> <p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>	<p>LAVTA accepts this.</p>
<p>37. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>Basic Vehicle Orientation - A basic vehicle orientation class for mechanics, service workers, and supervisors will be conducted which provides an overview of the vehicle, service access locations to all major components, locations of all daily service items on the bus, location of all diagnostic ports, and other general operations and of vehicle maintenance. A minimum of six classes at four (4) hours per class will be provided.</p> <p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>	<p>LAVTA accepts this.</p>
<p>38. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>Bus Maintenance - A detailed twenty-four (24) hour class covering the bus air system, doors, suspension, body and other minor systems will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p> <p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>	<p>LAVTA accepts this.</p>
<p>39. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>Bus Electrical - A detailed twenty-four (24) hour class covering the bus electrical system including the charging/starting circuit, 12/24 volt power distribution,</p>	<p>LAVTA accepts this.</p>

<p>multiplex system, and all electrical schematics will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p> <p>GILLIG would like to clarify that the maximum number of students per operator training cannot exceed 12 students per class.</p>	
<p>40. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>AC/Heat System - A detailed twenty-four (24) hour class covering the bus heating and air conditioning system operations, maintenance, diagnostics and troubleshooting will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p> <p>GILLIG requests the number of students per class that are required under this contract.</p>	<p>There shall be no more than 12 students per A/C class.</p>
<p>41. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>Engine - A detailed forty (40) hour class covering the engine and exhaust after treatment system provided that includes engine familiarization, electronic controls, mechanical and electronic diagnostics, exhaust system operation, maintenance and diagnostics, component replacement of exhaust key components will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p> <p>GILLIG requests the number of students per class that are required under this contract.</p>	<p>There shall be no more than 12 students per exhaust treatment after treatment class.</p>
<p>42. Section 13.N.R, Page 32 - Specification Requirement:</p> <p>Transmission - A detailed thirty-two (32) hour class covering the transmission provided that includes transmission familiarization, operation, electronic controls, mechanical and electronic diagnostics will be provided for LAVTA's mechanics, supervisors, maintenance trainers and support staff. A minimum of six classes will be provided.</p> <p>GILLIG requests the number of students per class that are required under this contract.</p>	<p>There shall be no more than 12 students per transmission class.</p>
<p>43. Section 13.N.R, Page 33 - Specification Requirement:</p> <p>Destination Sign System - A detailed four (4) eight (8) in APTA hour class covering the destination sign system including operations, maintenance, diagnostics and troubleshooting, and component replacement will be provided for LAVTA's mechanics, supervisors,</p>	<p>There shall be no more than 12 students per destination sign system class</p>

<p>maintenance trainers and support staff. A minimum of six classes will be provided.</p> <p>GILLIG requests the number of students per class that are required under this contract.</p>	
<p>44. Section 13.N.R, Page 33 - Specification Requirement:</p> <p>Destination Sign System Programming - A detailed eight (8) hour class covering the destination sign system including use of the programming software, loading LAVTA’s destination sign listing into the system, sign list updates, programming features, and transfer of program to individual buses will be provided for LAVTA’s designated sign programmers. A minimum of two classes will be provided.</p> <p>GILLIG requests the number of students per class that are required under this contract.</p>	<p>There shall be no more than 12 students per destination sign programming class</p>
<p>45. Section 4.1.E, Page 2 - Specification Requirement:</p> <p>mileage intervals. Routine scheduled maintenance actions, such as filter replacement and adjustments, shall not be required at intervals of less than 6,000 miles, except for routine daily service performed during the fueling operations. Higher levels of scheduled maintenance tasks shall occur at even multiples of mileages for lower level tasks.</p> <p>GILLIG would like to advise the Agency that all maintenance tasks should occur at the manufactures recommended interval and those intervals may not be at even multiples.</p>	<p>LAVTA may or may not accept this based on the “recommended interval” and may determine that the vendor is therefore not responsive to this requirement. This issue can be negotiated with the successful proposer(s).</p>
<p>46. Section 4.2.H, Page 3 - Specification Requirement:</p> <p>The unit shall be delivered fully operational and ready for revenue service with all necessary equipment and accessories.</p> <p>GILLIG would like to clarify that buses delivered will be delivered with all necessary equipment and accessories as required under this contract. The Agency is responsible for programming, software and hardware necessary for the bus to work with the Agency’s infrastructure after delivery of the bus. Some systems that are required under this contract can only be tested and only work within the operating range of the Agency’s system and area.</p>	<p>LAVTA accepts this.</p>
<p>47. Section 4.1.I, Page 3 - Specification Requirement:</p> <p>The low floor vehicle platforms are included in this specification and are generally described as 102” wide, low floor 30, 35, and 40 foot heavy-duty transit coaches. Approximate dimensions desired are as follows:</p>	<p>LAVTA accepts the dimensions provided in the attachment.</p>

<p>GILLIG requests approval to provide the approximate dimensions. These are standard on the GILLIG bus. (Table included as attachment XX)</p>	
<p>48. Section 8.6.A, Page 8 - Specification Requirement: Air suspension system shall consist of four (4) rear and four (4) front Rolling Lobe Firestone air bellows GILLIG would like to clarify that due to the varying design of the different lengths of buses and types required under this contract that Firestone, Goodyear or Contitech air bellows may be used.</p>	<p>LAVTA accepts this.</p>
<p>49. Section 8.6.A, Page 8 - Air suspension system shall consist of four (4) rear and four (4) front Rolling Lobe Firestone air bellows and three (3) leveling valves as manufactured by Delco GILLIG requests approval to provide suspension leveling valves manufactured by Barksdale, rather than the leveling valves specified. This premium valve is standard on the GILLIG Low Floor bus.</p>	<p>LAVTA accepts this.</p>
<p>50. Section 8.6.D, Page 8 - Specification Requirement: Metal air chambers, if used, shall be guaranteed by the manufacturer for the life of the coach. GILLIG request approval to delete the requirement for the air chambers to be guaranteed by the contractor for the life of the bus. Air chambers have internal components that can fail during the life of the bus and may need to be replaced.</p>	<p>LAVTA accepts this.</p>
<p>51. Section 8.6.F, Page 8 - Specification Requirement: Each axle shall have front radius rods manufactured by Clevite and rear radius rods manufactured by O&S GILLIG requests approval to provide O&S, Tenneco or Clevite radius rods due to the different style and lengths of vehicles required under this contract.</p>	<p>LAVTA accepts this.</p>
<p>52. Section 9.3.B, Page 10 - Specification Requirement: Brake valve shall be a Bendix-Westinghouse “E-6.” GILLIG requests approval to provide the Bendix E-8P brake application valve rather than the E-6 valve specified. The E-8P valve is the standard on the GILLIG Low Floor bus and requires less foot travel for complete brake application.</p>	<p>LAVTA accepts this.</p>
<p>53. Section 9.3.B, Page 11 - Specification Requirement:</p>	<p>LAVTA accepts this.</p>

<p>The parking brake shall be actuated and exhausted by a manual “push-pull” valve. The valve shall apply the brakes by pushing “in” and release the brakes by pulling “out.</p> <p>GILLIG requests approval to provide a Bendix Model PP-1 parking brake valve (pull to apply, push to release) located to the left of the driver.</p> <p>This is standard on the GILLIG coach.</p>	
<p>54. Section 10.2.A, Page 12 - Specification Requirement:</p> <p>Air reservoirs shall be of adequate capacity for supplying the air volume needs of the coach. All air tanks shall be equipped with four (4) drain valves mounted on the road side, and have pull cords at lower skirt curbside.</p> <p>GILLIG requests approval to delete the requirement for all air tanks to be equipped with flush type drain valves.</p> <p>The air reservoirs on a Low Floor bus are mounted in the roof structure in an air tank compartment under the roof making this type valve impractical.</p> <p>GILLIG will supply four (4) drain valves on the road side of the bus conveniently located approximately waist high above the battery box.</p>	<p>LAVTA accepts this.</p>
<p>55. Section 10.1, Page 13 - Specification Requirement:</p> <p>The switches shall be connected in parallel and shall trigger a red indicator “LOW AIR” light and an audible alarm when the air pressure of any reservoir is below 90 p.s.i.</p> <p>GILLIG requests approval to install the low air pressure switches on the supply, primary and secondary air tanks. These switches connected in parallel, cause red indicator lights "low air" to be on and an audible alarm sounds when air pressure on any reservoir is below 60 psi.</p>	<p>LAVTA accepts this.</p>
<p>56. Section 11.1.D, Page 14 - Specification Requirement:</p> <p>The rear mounts for the engine shall be attached to engine bell housing.</p> <p>GILLIG advises the Agency that with a T-drive configuration, the Allison B400R transmission bolts directly to the engine. No rear mounts are required.</p>	<p>LAVTA accepts this.</p>
<p>57. Section 11.5, Page 15 - Specification Requirement:</p> <p>Flexible lines (air, fuel and oil) in the engine compartment, shall be FC300 Aero Quip with reusable fittings.</p>	<p>LAVTA accepts this.</p>

<p>GILLIG will provide AeroQuip FC300 premium "Blue" cloth covered steel braided hose for the hydraulic system in the engine compartment. Due to bend radius, the supply line (#20 hose) on the hydraulic reservoir will be AeroQuip FC350 heavy duty "Black" cloth covered steel braided. Due to pressure requirements the hydraulic pump output hose will be Aeroquip #444 high pressure hose.</p> <p>The fuel lines within the engine compartment that go from the fuel supply to the fuel filters and fuel pump are AeroQuip FC350 heavy duty "Black" cloth covered steel braided hose.</p> <p>The engine oil lines within the engine compartment that go from the primary oil filters to the remote mounted filter and the oil pan are AeroQuip FC300 premium "Blue" cloth covered steel braided hose.</p> <p>The engine coolant lines within the engine compartment that go from the engine to/from the remote mounted coolant filter and the deaeration hoses to/from the surge tank AeroQuip FC300 premium "Blue" cloth covered steel braided hose.</p> <p>The air line from the compressor to the bulkhead and the bulkhead to the air dryer is a #16 AeroQuip FC186 braided stainless steel hose. This hose has an adequate pressure rating and is used to help promote heat dissipation.</p> <p>GILLIG requests approval for this standard, proven installation.</p>	
<p>58. Section 11.8.H, Page 17 - Specification Requirement:</p> <p>Underbody fuel lines shall be stainless steel braided Teflon. Lines shall be sized to meet the requirements of the engine manufacturer.</p> <p>GILLIG requests approval for fuel lines constructed of stainless steel tube hard lines and Aeroquip premium FC350 hose for the flexible lines.</p> <p>This is our standard configuration that is industry accepted and has been engineered, tested, and field proven over an extended time period. Using our standard configuration ensures the best product performance, the best pricing and the best support (service parts stocking, service manual references, field service familiarity, etc.) Non-standard configurations usually cannot meet the optimized characteristics of standard components and thus do not allow GILLIG to maximize its benefits to our customers. Consequently, GILLIG respectfully requests approval of our optimized standard configuration.</p>	<p>LAVTA accepts this.</p>
<p>59. Section 11.10.G, Page 18 - Specification Requirement:</p>	<p>LAVTA accepts this.</p>

<p>The retarder to have an On-Off switch mounted in overhead electrical compartment.</p> <p>GILLIG requests approval to provide the retarder disabling switch located on the dash rather than in the electrical panel above the driver.</p> <p>GILLIG is standard with a dash mounted retarder disable switch to allow the driver to react and adjust for slippery or other adverse road conditions that retarder brake torque may affect.</p>	
<p>60. Section 12.2, Page 20 - Specification Requirement:</p> <p>A sight glass to determine satisfactory engine coolant level shall be provided and shall be accessible by opening one of the engine compartment’s access doors. A spring-loaded, push button type valve to safely release pressure or vacuum in the cooling system shall be provided with both it and the water filler no more than 60 inches above the ground and both shall be accessible through the same access door.</p> <p>GILLIG requests approval to provide a pressure release valve on the surge tank pressurized side that is accessible only through the curb side access door. GILLIG will provide a water fill accessed through the rear engine door. This design allows for checking and filling the system without the use of tools or opening other access doors. Should system maintenance be needed the side access door will need to be accessed.</p>	<p>LAVTA accepts this.</p>
<p>61. Section 12.4B - Specification Requirement:</p> <p>Filler cap shall be hinged type.</p> <p>GILLIG requests approval to provide a positive locking filler cap retained with a chain.</p>	<p>LAVTA accepts this.</p>
<p>62. Section 12.4C, Page 21 - Specification Requirement:</p> <p>A spring-loaded, push-button type valve to safely release pressure or vacuum in the cooling system shall be provided. A “T” fitting shall be installed prior to the valve to allow pressure testing of the system. The valve and water filler shall be located no more than sixty inches (60”) above the ground and be accessible through the same access door as the sight glass.</p> <p>GILLIG requests approval to provide a pressure release valve on the surge tank pressurized side that is accessible only through the curb side access door. GILLIG will provide a water fill accessed through the rear engine door. This design allows for checking and filling the system without the use of tools or opening other access doors. Should system maintenance be needed the side access door will need to be accessed.</p>	<p>LAVTA accepts this.</p>

<p>63. Section 14.2.A, Page 24 - Specification Requirement:</p> <p>The term battery means two or more heavy duty top quality lead acid battery units mounted side by side in a battery compartment.</p> <p>GILLIG requests clarification if AGM or lead acid batteries are required for this contract.</p>	<p>Lead acid batteries.</p>
<p>64. Section 14.3.A, Page 24 - Specification Requirement:</p> <p>The cable shall be permanently marked with a "+" and "-" at the battery end.</p> <p>GILLIG advises that our battery cables are not marked "with a "+" and "-" at the battery end" and our color codes are RED for 28 volts, YELLOW for a 14 volt and BLACK for ground.</p>	<p>LAVTA accepts this.</p>
<p>65. Section 14.3.B, Page 25 - Specification Requirement:</p> <p>A circuit breaker capable of interrupting a major short circuit shall be supplied on the positive side of the batteries</p> <p>GILLIG wishes to advise the Agency that our main power cables are protected by a large fuse located in the compartment next to the battery box, forward of the rear wheels.</p>	<p>LAVTA accepts this.</p>
<p>66. Section 14.3.D, Page 25 - Specification Requirement:</p> <p>The switch shall be totally sealed in its own sub-compartment. It is preferred that the switch handle be non-removable. If the switch handle is removable, it shall be attached to the switch housing using a small corrosion proof metal cable. Emergency flasher and Equipment shelter power circuitry shall be independent of the main switch.</p> <p>GILLIG would like to advise the Agency that the emergency flashers and equipment shelter power circuitry are not independent from the main switch. Certain items within the equipment shelter can have power independent of the main switch. Further requirements can be discussed during the preproduction meeting if GILLIG is the successful bidder.</p>	<p>LAVTA accepts this.</p>
<p>67. Section 14.8.A, Page 26 - Specification Requirement:</p> <p>Each harness shall contain identified spare wires (10 percent, minimum one) and shall be installed with consideration of possible future need to remove and replace it.</p>	<p>Denied</p>

<p>GILLIG would like to clarify that harnesses may not have 10 percent , minimum one spare wire(s).</p>	
<p>68. Section 14.10.A, Page 28 - Specification Requirement:</p> <p>Provisions shall be made for a 12-volt circuit for farebox operation and alarm. The supply shall be located in a weather proof junction box immediately under the farebox mounting area.</p> <p>GILLIG would like to advise the Agency that the wiring for the farebox will be provided inside the bus and does not require a junction box.</p>	<p>LAVTA accepts this.</p>
<p>69. Section 14.10.B, Page 28 - Specification Requirement:</p> <p>A 2 inch (2”) conduit will be installed between the farebox junction box under the floor and the equipment shelter to allow data cables to be pulled to interface the farebox and AVL system.</p> <p>GILLIG request approval to delete the requirement for a 2” conduit from the farebox to the equipment shelter. We no longer use a junction box for farebox connections. Harnesses are routed under the bus and through the side console.</p>	<p>LAVTA accepts this.</p>
<p>70. Section 14.11.A, Page 28 - Specification Requirement:</p> <p>All antennas shall be attached to the roof and routed to the radio compartment through a 0.75 inch inside diameter conduit.</p> <p>GILLIG requests approval to delete the requirement for conduits to be installed for routing the antenna cables to the radio compartment. Further discussion on conduits and their routing, if needed, can be discussed further at the preproduction meeting if GILLIG is the successful bidder.</p>	<p>LAVTA accepts this.</p>
<p>71. Section Specification Requirement:</p> <p>Contractor is to install appropriate loom conduit and necessary accessories for later installation of AVL, Surveillance and Clipper equipment.</p> <p>GILLIG requests more information on the Clipper system, such as components to be installed, locations of components and requirements for each system that GILLIG is required to install loom conduit and necessary accessories per the contract.</p>	<p>MTC is currently working with Gillig to clarify the Clipper pre-wire requirements. LAVTA does not have the information requested at this time. LAVTA will work with the successful proposer(s) to resolve this issue.</p>
<p>72. Section 14.11.E, Page 29 - Specification Requirement:</p> <p>Contractor is to supply and install standard coaxial antenna cable, RG A 58/U housed in appropriate loom, connecting antenna with equipment shelter. Loom installation shall</p>	<p>LAVTA accepts this.</p>

<p>permit future replacement of cable by “pull-through” method.</p> <p>GILLIG requests approval to discuss the specific loom requirements, if required, during the preproduction meeting if GILLIG is the successful bidder.</p>	
<p>73. Section 14.14.C, Page 32 - Specification Requirement:</p> <p>Four (4) 21 c.p. incandescent lamps shall be installed in the engine compartment in locations which will provide maximum illumination for the mechanics.</p> <p>GILLIG requests approval to provide (3) LED strip lights placed locations which will provide maximum illumination for the mechanics. This is standard on the GILLIG bus.</p>	<p>LAVTA accepts this.</p>
<p>74. Section 14.17.I, Page 33 - Specification Requirement:</p> <p>Bottom lamp (back-up lamp) shall be LED Dialight with removable acrylic clear lens, replaceable 32 c.p. bulb number 1156.</p> <p>GILLIG would like to clarify that our back-up lamp is LED, but does not have a replaceable bulb</p>	<p>LAVTA accepts this.</p>
<p>75. Section 14.18.D, Page 34 - Specification Requirement:</p> <p>High power LED strips shall be in one-foot sections, manufactured by Nichia or Philips with expected life of the LED’s to maintain 60 to 70 percent of original brightness after 60,000 hours of operation.</p> <p>GILLIG requests approval to provide interior LED lighting manufactured by I/O controls.</p>	<p>LAVTA accepts this.</p>
<p>76. Section 14.18.F, Page 35 - Specification Requirement:</p> <p>Failure of any light fixture or driver module shall be indicated via a telltale light panel or dashboard display.</p> <p>GILLIG would like to clarify that there is no telltale for interior passenger lighting to the driver. This is standard on the GILLIG bus.</p>	<p>LAVTA accepts this, however it our desire to have this feature on our buses. Should another bidder agree to provide the requested equipment, their proposal will be given higher points in this technical area.</p>
<p>77. Section Specification Requirement:</p> <p>Driver’s light shall be Xantech Model 107276. Light to be recess-mounted in the top of the window frame above driver’s head. The use of the sun visor shall not impair the drivers lamp in any way. Location to be approved by LAVTA. Switch to be located on the bezel of the lamp.</p> <p>GILLIG requests approval to provide a Peterson LED drivers light.</p>	<p>LAVTA accepts this.</p>

<p>78. Section 15.1.C, Page 35 - Specification Requirement:</p> <p>The entire coach understructure, including the wheelhouses, shall be spray coated with PPG Corashield 7972 taupe undercoating.</p> <p>GILLIG would like to clarify that the rear section of the bus and the upper deck flooring is not coated with undercoating. The upper deck flooring is a composite material and resistant to corrosion.</p>	<p>LAVTA accepts this.</p>
<p>79. Section 15.13.F, Page 39 - Specification Requirement:</p> <p>All exterior service doors shall be equipped with no less than two (2) heavy duty gas assisted struts for ease of opening and firm closure of doors.</p> <p>GILLIG would like to clarify that due to the varying lengths and types of vehicles that the exterior access panels will be installed with gas support struts (2), mechanical sliding locks (2) or removable panels for servicing the bus.</p> <p>This is standard on the GILLIG bus.</p>	<p>LAVTA clarifies that if an exterior door is equipped with a hinge it shall be equipped with no less than 2 gas assisted struts for ease of opening and firm closure of doors.</p>
<p>80. Section 19.1.B, 19.1.C, Page 44 - Specification Requirement:</p> <p>Steps at the front entrance and rear exit shall be covered with matching ALTRO flooring not less than five-sixteenths inch (5/16") flooring,</p> <p>Entrance area and front standee area shall be covered with matching ALTRO flooring not less than five-sixteenth inch (5/16") in thickness. The entrance area and the standee area are to be separated by a yellow strip molded into the flooring. A six-inch (6") stainless steel backing shall be furnished under standee line edge.</p> <p>GILLIG would like to clarify that the Altro flooring requested as supplied by GILLIG is 2.7mm thick or .106". This is the standard offering from Altro on the GILLIG bus.</p>	<p>LAVTA accepts this.</p>
<p>81. Section 19.4.B, Page 45 - Specification Requirement:</p> <p>Ceiling trim panels shall be Melamine, Melamine bonded to aluminum one-tenth inch (1/10") minimum thickness. Color shall be complementary to the interior of coach. Color shall be Wilson Art Frosty White 1573-1.</p> <p>GILLIG would like to clarify that panels will be a minimum 1/8" thickness and insulated. No aluminum is used. Panels are supported so as to prevent buckles, drumming, or flexing.</p>	<p>LAVTA accepts this.</p>

<p>82. Section 19.5.B, Page 46 - Specification Requirement:</p> <p>All stanchions and grab rails shall be one and one-quarter inch (1-1/4") diameter smooth surface anodized extruded stainless steel tubing, with fittings that match tubing. Minimum tubing thickness shall be .065-inch.</p> <p>GILLIG requests approval to provide stainless steel stanchions that are not anodized. This is standard on the GILLIG bus.</p>	<p>LAVTA accepts this.</p>
<p>83. Section 19.5.I, Page 46 - Specification Requirement:</p> <p>Entrance grab rails shall be installed at the front stepwell area of the coach. Such a grab rails shall be affixed to the wheelchair lift platform. The grab rail shall not interfere with wheelchair maneuverability. They shall be stainless steel construction.</p> <p>GILLIG would like to clarify that due to the low floor design and the use of a flip out ramp that the use of grab rails affixed to the wheelchair lift platform are not available.</p>	<p>LAVTA accepts this.</p>
<p>84. Section 19.5.J, Page 46 - Specification Requirement:</p> <p>All grab rails in the front entrance, including the doors and vertical stanchions shall be surface anodized extruded stainless steel tubing,.</p> <p>GILLIG requests approval to provide stainless steel stanchions that are not anodized. This is standard on the GILLIG bus.</p>	<p>LAVTA accepts this.</p>
<p>85. Section 19.6A, 19.6B, Page 47 - Specification Requirement:</p> <p>The Operator compartment shall be equipped with no less than two (2) five-sixteenths inch (5/16") square key locking devices to be accessed by use of the door interlock control. This door will also be equipped with a gas prop or spring loaded hinge.</p> <p>Air conditioning evaporator grille shall be equipped with no less than two (2) five-sixteenths inch (5/16") square key locking devices to be accessed by use of the door interlock control. The door shall be equipped with no less than two (2) spring loaded hinges.</p> <p>All door motor access doors shall be equipped with no less than two (2) five-sixteenths inch (5/16") square key locking devices to be accessed by use of the door interlock control. All doors will be equipped with no less than two (2) spring loaded hinges.</p>	<p>LAVTA accepts this, however; our preference is to have all hinged service doors be equipped with no less than 2 spring loaded hinges.</p>

<p>GILLIG would like to advise the Agency that the below access doors are standard on the GILLIG bus.</p> <p>Operator compartment - Top hinged with prop rod Air conditioning grille - Removable Motor access doors - Top hinged with prop rod</p>	
<p>86. Section 19.11.I, Page 50 - Specification Requirement:</p> <p>Back pads shall be separate from the seat cushions and shall be individual passenger type contoured for occupant comfort and retention. The foam padding shall be a minimum of two-inch (1") compound attached</p> <p>GILLIG requests clarification on the thickness of the back padding required for the base bus configuration. GILLIG wishes to further clarify that thicker padding on the seat back will result in decreased hip to knee.</p>	<p>The foam padding shall be a minimum of one-inch (1") compound attached</p>
<p>87. Section 19.12.B, Page 50 - Specification Requirement:</p> <p>Accommodations shall be provided for two (2) wheelchair passengers to be secured in a forward-facing position in the area immediately rear of the front wheelhouses. The length of this area shall be fifty-eight inches (58") or greater,</p> <p>GILLIG requests concurrence that due to the varying lengths of buses and bus types that the 58" requirement is only meant only as a reference and can be adjusted due to varying seating options and configurations. Should the 58" not be obtainable with the other specifications required under this contract GILLIG will work with the Agency during the preproduction meeting if GILLIG is the successful bidder.</p>	<p>LAVTA accepts this.</p>
<p>88. Section 19.13.A, Page 51 - Specification Requirement:</p> <p>The ramp shall have a useable width of thirty-one inches (31")</p> <p>GILLIG requests approval to provide a Lift-U LU-18 (Dual Mode) fold out ramp.</p>	<p>LAVTA accepts this.</p>
<p>89. Section 20.12, Page 58 - Specification Requirement:</p> <p>An all LED interior Hanover Displays headsign, compatible with an Automated Visual Annunciator System, shall be provided with cabling routed to the radio box for use with the LAVTA's Clever Devices ACS radio system.</p> <p>GILLIG requests clarification if a Clever Devices or ACS radio (ITS) system is going to need to interface with the Hanover head sign.</p>	<p>LAVTA requests an interface with the TransitMaster ITS system.</p>

90. Section 21, Page 58 - Specification Requirement:

A video surveillance system, 7000 Series Digital Video Recording System shall be provided and installed in each bus.

GILLIG requests more information on the camera system the Agency would like included in the base bus configuration. Items like hard disk drive size and type, camera locations, features and quantity, impact sensor, GPS, WLAN or any other features that would allow us to properly quote the base bus configuration.

VIDEO SURVEILLANCE SYSTEM MANUFACTURER - **UTC MobileView**
 UTC MobileView VIDEO SURVEILLANCE SYSTEM PACKAGE - **Complete Camera Installation. For specific parts requirements see attached specifications sheets.**

TRANSITMASTER VIDEO SURVEILLANCE INTERFACE PROCUREMENT & INSTALLATION ITS Vendor Provided & Bus manufacturer Installed

INFRARED will be integrated into ALL Cameras

Camera location and type.

POSITION 1, Interior

Location - mounted on destination sign access door directly forward of the driver, viewing the driver.

Camera - **2.8mm Mini-Dome Color, With True D/N, IP, IR,**

POSITION – 2, Interior

Location - Above Driver on Street Side Overhead Compartment Door viewing entry door.

CAMERA - **4.0mm Mini-Dome Color, With True D/N, IP**

MICROPHONE - **Built Into Camera**

POSITION – 3, Interior

Location -Under Air Tank Forward Enclosure @ Centerline viewing forward section of bus interior.

CAMERA -**2.8mm Mini-Dome Color, With True D/N, IP**

POSTTION -4, Interior

Location -On Ceiling Panel @ Street Side Viewing Rear Door Position.

CAMERA - **4.0mm Mini-Dome Color, With True D/N, IP**

POSITION – 5, Interior

	<p>Location - On Ceiling Panel Centerline Forward Of Rear Door Position Viewing Rearward.</p> <p>CAMERA - 2.8mm Mini-Dome Color, With True D/N, IP</p> <p>MICROPHONE - Built Into Camera</p> <p><u>POSITION – 6</u>, Interior</p> <p>Location - Under Front Sign Compartment Viewing Forward.</p> <p>CAMERA - 4.0mm Wedge Color, With True D/N, IP</p> <p><u>POSITION – 7</u>, Exterior</p> <p>Location - Curb Side Roof Rail Above Front Door Position viewing lane next to and down side of bus.</p> <p>CAMERA - 4.0mm Wedge Color, With True D/N, IP</p> <p><u>POSITION – 8</u>, Exterior</p> <p>Location - Street Side Roof Rail Above Drivers Window viewing lane next to and down side of bus.</p> <p>CAMERA - 2.8mm Color Wedge, True D/N, IP, With Extended Cover</p> <p><u>POSITION – 9</u>, Exterior</p> <p>Location - Rear Cap Grill Centerline viewing rear bumper and as far rear as is possible.</p> <p>CAMERA - 2.8mm Color Wedge, True D/N, IP, With Extended Cover</p> <p>TOTAL NUMBER OF RECORDABLE IP CAMERAS REQUIRED – 9</p> <p>OTHER COMPONENT REQUIREMENTS</p> <p>UTC MobileView DVR MODEL - MobileView 7001 NVR Up To 16 Channels with 2tb HD</p>
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	<p>UTC MobileView DVR POWER SUPPLY with Master Knife Switch Power Cut Off</p> <p>UTC MobileView DVR MOUNTING LOCATION - On Top Tray/Shelf of Street Side Front Wheel, well Storage Box</p> <p>UTC MobileView EVENT TAGGING SWITCH and STATUS INDICATOR DISPLAY - STATUS INDICATOR RED/GREEN LED & EVENT SWITCH, WITHOUT KEY</p> <p>LOCATION FOR UTC EVENT TAGGING SWITCH and/or STATUS INDICATOR DISPLAY- Dash Panel</p> <p>UTC MobileView IMPACT SENSOR Required</p> <p>UTC WLAN Wireless Options - UTC MobileView Wi-Fi Required</p>
<p>91. Section 21.1.D, Page 58 - Specification Requirement:</p> <p>External Camera Housing Material Construction: The external camera housing for the DVR system shall be constructed out of ¼” cast aluminum.</p> <p>GILLIG would like to advise the Agency that the IP cameras used with the NVR7000 recorder are not cast aluminum. This type of housing was used on prior recorders with non-IP based cameras.</p>	<p>LAVTA accepts this.</p>
<p>92. Section 21.5.a, Page 62 - Specification Requirement:</p> <p>The DVR system shall include, at a minimum, three Central Stations. The Central Station shall be a personal computer (PC) operating under Windows <input type="checkbox"/>. Station Browser software can search and recall previously recorded video from the DVR’s removable drive and shall include playback features (such as “animate”) and selectable speed utilizing a slide speed bar. The Central Station software can also output the recorded images to other devices. The Central Station shall meet the following specifications, capabilities and features.</p> <ul style="list-style-type: none"> • Central Processing Unit (CPU): The Central Station shall be a minimum dual core Intel processor based PC with 4 gigabytes of RAM. The display card shall be sufficient to operate the 24 inch LED display in its native resolution. • Random Access Memory (RAM): The Central Station shall include a minimum of 4 GB of RAM. • Internal Hard Drive: The Central Station shall include a minimum of 500GB hard drive. • Monitor: The Central Station shall include a wide screen 24” LED color WSXGA monitor with a native resolution of 1600x1200, with a minimum contrast ratio of 1000:1 and a minimum refresh rate of 8ms. • Keyboard: The Central Station shall include a full-size PC keyboard. 	<p>LAVTA accepts this.</p>

<ul style="list-style-type: none"> • Mouse: The Central Station shall include a mouse. • Operating System: The Central Station shall operate under the latest 64 bit Windows <input type="checkbox"/>operati supported by Mobile View. • Docking Station: The Central Station shall include an external docking station that is compatible with the DVR’s removable unit. • Ports and Expansion Slots: The Docking Station shall include a 10base T Ethernet port. • Digital Output: Once files are downloaded standard software tools may be used to export video data to digital recording devices such as tapes or any high capacity storage medium. <input type="checkbox"/> C b. Windows Printing Device: The Central Station can output still frames of previously recorded video sequences to a Windows <input checked="" type="checkbox"/>e printer with suitable graphics capabilities. <p>GILLIG requests approval to provide a MobileView NVR7000 series network video recorder.</p>	
<p>93. Section 22.1.D, Page 65 - Specification Requirement:</p> <p>Heating filtering elements must be of the disposable type.</p> <p>GILLIG would like to advise the Agency that our drivers heater filter is of the cleanable type. This is standard on the GILLIG bus.</p>	<p>LAVTA accepts this.</p>
<p>94. Section 22.1.G, Page 65 - Specification Requirement:</p> <p>Main heater shall be mounted in the rear of the coach above the engine compartment. It shall be a hot water type with heavy-duty motors and a minimum capacity of 110,000 B.T.U. at 100-degree water-air temperature differential.</p> <p>GILLIG would like to clarify that the Thermo King T-14 unit is only rated at 98,000 Btu/hr.</p>	<p>LAVTA accepts this.</p>
<p>95. Section 23.A, Page 70 - Specification Requirement:</p> <p>The Proposer shall install front mounted bicycle racks to each coach prior to delivery. The rack shall be a Sportworks Model Apex 3™, including all necessary brackets, mounting hardware and bike retention accessories.</p> <p>GILLIG believes that a three position bike rack (Sportworks Inc. Apex 3, Trilogy or Byk-Rak 3-position) interferes with the photometric requirements provided for in 49 CFR Part 571.108 (FMVSS 108) and, as such, is a violation of Federal Motor Vehicle law. Per the attached letters from NHSTA, installation of a three position bike rack may render the vehicle safety system (headlamps)</p>	<p>This issue can be negotiated with the successful proposer(s).</p>

<p>inoperative and creates a liability for GILLIG and the transit agency.</p> <p>GILLIG will not agree to install a three position bike rack as it is potentially unsafe and illegal component to install on a bus. GILLIG can provide a two position bike rack (Sportworks DL2, VeloPorter 2 or Byk-Rak 2-position) or only the front bumper mounting bracket.</p>	
<p>96. Section 23.A, Page 70 - Specification Requirement:</p> <p>A sensors manufactured by Sportworks one of which warns the Operator the rack is deployed and the others providing rack occupancy to the TransitMaster AVL system shall be provided. The other sensor wires shall be routed to the Equipment box and integrated into the TransitMaster AV system</p> <p>GILLIG would like to clarify that installing any equipment, cabling or parts that are known to only work for 3 position bike racks would also cause GILLIG to be in non-compliance with FMVSS108 and therefore cannot be installed by GILLIG.</p>	<p>See above response to question 95.</p>
<p>97. Section 24.1, Page 70 - Specification Requirement:</p> <p>Color charts shall be furnished by the Contractor for LAVTA approval, based on two (2) solid body colors exterior plus two (2) color stripes, and one (1) interior color.</p> <p>GILLIG requests more information on the paint scheme from the Agency, preferably provided in Vector or digital format.</p>	<p>LAVTA is currently going through a rebranding and the requested information is not available at this time. The provided specification is intended to give prospective bidders a base configuration.to base their pricing.</p>
<p>98. Section 24.2, Page 70 - Specification Requirement:</p> <p>Exterior manufacturer’s emblem plate or decals shall not be installed.</p> <p>GILLIG wishes to advise the Agency that the "GILLIG" name will be provided in the following locations only:</p> <ol style="list-style-type: none"> 1. Horn button - Center of steering wheel 2. Light bar - High mounted below destination sign compartment 3. Dash gauges - Center of dash 4. Front cap - Embossed lower front 5. License plate pocket - Rear of bus 6. License plate frames - Front and rear 	<p>Denied</p>
<p>99. Section 24.3.C, Page 71 - Specification Requirement:</p> <p>Interior coach number in one (1) location (front header) shall be three inch (3”), plastic engraved type. Number sequence shall be furnished to the Contractor.</p>	<p>LAVTA accepts this.</p>

<p>GILLIG requests approval to provide interior bus numbers manufactured from 3M Scotchlite.</p>	
<p>100. Section 25.4.A, Page 74 - Specification Requirement:</p> <p>The operating range of the coach when run on the FTA ABD Cycle shall be at least 350 miles (560 km) or 20 hours with full fuel capacity.</p> <p>However, each agency's operation incorporates a wide variety of factors that directly effect the operating range of the coach, therefore, GILLIG would anticipate that a 350 mile range could be achieved.</p> <p>Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors, such as weight and emission standards which are beyond the manufacturers control, GILLIG requests concurrence that the mileage, as specified by the agency, is an expected mileage range goal and not a guaranteed minimum by the manufacturer.</p>	<p>LAVTA accepts this.</p>
<p>101. Section 25.4.B, Page 74 - Specification Requirement:</p> <p>The operating range of the coach when run on the design operating profile "Design Operating Profile" shall be at least 350 miles on a full tank of fuel.</p> <p>However, each agency's operation incorporates a wide variety of factors that directly effect the operating range of the coach, therefore, GILLIG would anticipate that a 350 mile range could be achieved.</p> <p>Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and other factors, such as weight and emission standards which are beyond the manufacturers control, GILLIG requests concurrence that the mileage, as specified by the agency, is an expected mileage range goal and not a guaranteed minimum by the manufacturer.</p>	<p>LAVTA accepts this.</p>
<p>102. Section 25.8.A, Page 78 - Specification Requirement:</p> <p>The operating range of the bus run in revenue service (Design Operating Profile) shall be at least 400 miles when fully secured to 3,600 PSI (nominal) of natural gas during a single fill-up.</p> <p>However, each agency's operation incorporates a wide variety of factors that directly affect the operating range of the coach; therefore, GILLIG would anticipate that a 350 mile range could be achieved.</p> <p>Due to the unique operating profiles of each customer, including terrain, traffic conditions, weather, idle time and</p>	<p>LAVTA accepts this.</p>

<p>other factors, such as weight and emission standards which are beyond the manufacturers control, GILLIG requests concurrence that the mileage, as specified by the agency, is an expected mileage range goal and not a guaranteed minimum by the manufacturer.</p>	
<p>103. Section 25.8.C, Page 79 - Specification Requirement:</p> <p>Fueling must be able to be completed in less than five minutes from an empty state to a completely full state.</p> <p>GILLIG would like to advise that filling CNG tanks even with the most advanced fueling stations and pumps that fueling of the CNG tanks from an empty state to a complete full state vary widely. The time to go from an empty state to full state will be substantially more than 5 minutes.</p> <p>GILLIG buses are equipped with an industry standard OPW 5000 series fast fill nozzle to allow for fast filling through the Agency’s filling system.</p> <p>GILLIG requests concurrence that due to the varying equipment used to pressurize the fueling station that fill times can vary greatly and the 5 minute requirement is a goal and not a guaranteed minimum number by the manufacture.</p>	<p>LAVTA accepts this.</p>

Attachment 1 amends the specifications called out in section 21. The reason that the section requires amending is that the original specifications were inadvertently written to an older technology. These new specifications more accurately describe what is available today. Attachments 2-4 include requests for deviations and responses to those requests.

Other than those specifically listed above, no other sections, terms or conditions of the above cited solicitation are being altered at this time. All other sections, conditions and language not specifically cited as altered in this document are still in full and original effect.

Submitted:

/s/ Beverly Adamo
 Beverly Adamo, Director of Administrative Services

April 20, 2016
 Date

Attachments:

1. Video Surveillance System
2. New Flyer Requests for Deviations
 - 2.1. New Flyer Requests for Deviations Supporting Documentation
 - 2.2. LAVTA Responses to New Flyer
3. Proterra Requests for Approved Deviations
 - 3.1. LAVTA Responses to Proterra
4. Gillig Request for Deviations (Note LAVTA responded in the questions listed in the Addendum above)