

1. The following questions apply to the 8/2, 12/2 & 16/2 Cutaway Chassis Shuttle Buses
 - a. **Description, Page 2 of 18:** May we submit an electronic [memory stick or CD] version of the Altoona Test Report since it is 100 pages instead all of the hard copies? Please approve. **FOLLOW BID SPECIFICATIONS**
 - b. **Rear Axle Ratio, Page 3 of 18:** Coupled with the 6.8L engine the Ford OEM standard rear axle ratio is 4:56:1 in lieu of the specified 4:10:1. Please approve. . **MANUFACTURERS STANDARD FOR 6.8L ENGINE**
 - c. **Body Structural Framing, Pages 4 and 5:** Provided in Exhibit A are representative body drawings and a narrative describing our body design. Our bus body meets FMVSS 220 Rollover, FMVSS 221 Joint Strength, FMVSS 214 Side Impact and has been 7 Year/200,000 Mile Altoona Bus Tested. Our design is not identical to but is superior to the specified design. We request that our body design be approved. It is the same design that has been approved by KPTA in previous bids. We will provide the 11 gauge wheel wells, and specified FRP roof and aluminum skins. . **FOLLOW BID SPECIFICATIONS**
 - d. **Body Structure Framing & Interior, Pages 5 and 6:** Please note that manufacturers use fiberglass reinforced "plastic" [FRP], not "plywood". Please acknowledge. . **FOLLOW BID SPECIFICATIONS**
 - e. **Electrical System Components, Page 7:** In lieu of Electronic Body Circuit Panel with Self Diagnostic Capabilities in an ABS non-conductive enclosure, which is a system offered by a limited number of bidders, we ask approval of our in-house designed standard electrical system/panel which we believe is superior and more reliable than specified. Our system has been approved by Kentucky in previous bids and many states [i.e. TN, OH, MN, MI, NY, MA, WI, PA, and others]. The electrical panel is located in the specified location above the driver's door. Below is a photo and description of our body electrical system. It is very simple to troubleshoot and repair. This circuit panel is separate and distinct from the vehicle chassis circuits. Please approve. **FOLLOW BID SPECIFICATIONS**
 - f. **Passenger Doors, Page 9 of 18:** Please allow spring door shocks as well as pneumatic door shocks. Spring style are more reliable. Please approve. **FOLLOW BID SPECIFICATIONS**
 - g. **Seats, Page 13 of 18:** Please change 24" seatbelt extenders to 12"; 24" seatbelt extensions are no longer available. **12" SEAT BELT EXTENSIONS APPROVED DUE TO THE DISCONTINUANCE OF 24" SEAT BELT EXTENSIONS.**
 - h. **Miscellaneous Technical Specifications, Page 14 of 18:** Our standard bus design has two large channels, one on each side where the walls meet the roof, that each run from the front to the rear of the bus. Rear electrical harnesses and dome lights are in these channels. There is also extra room in each channel for running communications and power cables for equipment the customer man want to add. We ask that our standard channels be approved in place of adding a conduit. Please approve. **FOLLOW BID SPECIFICATIONS**
 - i. **Wheelchair Lift Equipment, Page 14:** As stated on page 15 of specifications: "American Disabilities Act [ADA] regulations shall supercede all requirements included in these specifications." Since we design our buses to comply with federal regulations which includes ADA regulations which read as follows: "For vehicles more than 22 feet in length, the clearance from the raised lift platform or the ramp surface to the top of the door must be at least 68 inches. For vehicles 22 feet or less in length, the overhead clearance must be at least 56 inches."; please approve our standard lift door height which exceeds specified federal ADA dimensions but is slightly less than the specified 71" at slightly over 69". We would request that you approve our dimensions and body design which meets all applicable ADA and FMVSS regulations and standards, including FMVSS 214 Side Impact, FMVSS 220 Rollover and FMVSS 221 Joint Strength. The bus we are proposing the Phoenix built by Coach and Equipment MFG CORP exceeds the specifications and has undergone with great success the FTA 200,000 mile/7 Year Bus Test, and has been accepted by the following states: Tennessee, Ohio, Michigan, Indiana, Wisconsin, Minnesota, New York, Massachusetts and several others. This is the same body we bid and that was approved by KPTA during the last bid. . **APPROVED lift door height" at slightly over 69"**

- j. **BASE BID PRICE OPTIONS at the end of several vehicle specifications [2 Pages]:** It states at the beginning “All Items Need Pricing to be included in Bid”. Please note that a few of these items are no longer available. For instance, Ford does not offer an E450 chassis on the specified 138” WB; and neither Ford is offering a diesel engine on its E Series chassis; nor is GM/Chevy offering a diesel engine the specified 3500 and 4500 chassis. Our question is, if the item is not offered or available, may we just indicate this in the pricing blank as “N/A”? Please approve. **APPROVED**
2. **8/2 Cutaway Chassis Shuttle Bus, Page 3 of 18:** Please approve and overall body length of 254.6” instead of a minimum of 260”. Our bus meets or exceeds the other dimensions. With both Help bumpers installed our bus is nominally 260” long. **OVERALL LENGTH IS BUMPER TO BUMPER**
3. **16/2 Cutaway Chassis Shuttle Bus, Page 3:** Please approve our Interior Length Behind Driver dimension of 209” instead of a maximum of 201”. **APPROVED**
4. **Bid Announcement & Due Date:** Instead of five days before bids are due, please allow two weeks after KPTA posts answers to requests for approved equals and questions for bids to be due, so that bidders will have sufficient time to prepare bids and deliver to RTEC. **FOLLOW BID SPECIFICATIONS**
5. **Invitation for Bids [IFB], Section A.4.1, Contractual Obligation of Bidder [Pricing Adjustments]:** Please allow in addition to chassis increases, non-chassis [body & equipment] prices to be adjusted each year of the contract [base and option year] by the Producer Price Index for Trucks and Buses 1413. This is a common practice by many states and transit authorities for multi-year contracts. Body builder costs have been increasing each year in this strong economy. Please approve. If denied for the second year of the contract, then please approve an adjustment in body and equipment permitted in the option year based on the PPI 1413. **FOLLOW BID SPECIFICATIONS**
6. **Invitation for Bids [IFB], Delivery and Acceptance, Section B.2.1:** Please change “120 days” to “180 days”. In today’s market deliveries a 180 day delivery is more realistic. Please approve. **BIDDER SPECIFIES DELIVERY TIME ON THE BID PROPOSAL FORM AND COMMUNICATED TO THE PURCHASER**