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October 26, 2017

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**Invitation to Negotiate No.**

18-03-MH

**Entitled:**

**Electric Buses for PATS**

**Opening Date:**

November 09, 2017 at 3:00 p.m.

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## **Addendum No. 1**

**Review the following changes/additions/clarifications to Invitation to Negotiate (ITN) No. 18-03-MH Electric Buses for PATS to be addressed in submitted proposals:**

1. **Q. What is the route distance/will we have access to a route map?**

Response: (Maps were made available to the vendors). Route C will be the route taken by the electric bus. One loop is 5 miles, and weekly a bus on Route C drives approximately 878 miles. Here is the link to our Bull Runner map, the route as mentioned above is C: <http://www.usf.edu/administrative-services/parking/documents/bull-runnermap.pdf>).

2. **Q. There is an option for a second bus; is the proposal just for one?**

Response: Yes. USF is seeking one bus with ITN 18-03-MH, but depending on the cost we may explore adding another bus in the future.

3. **Q. Are the evaluation factors equally weighted?**

Response: The evaluation committee will determine the weight. Cost will be a factor, but for an Invitation to Negotiate cost is not necessarily the determining factor.

4. **Q. Are you looking for depot charging or on-route charging?** Response: Depot charging. The bus will run continuously throughout the day, Monday-Friday, and charge overnight at the depot. The hours we are looking for the bus to run are Mon – Thurs 7:00 am – midnight; Fridays 7:00 am – 5:30 pm.
5. **Q. What will be the power charge at the depot?** Response: That will be built based on the requirements of the selected proposal.
6. **Q. Will we be able to bring a contractor back to review the depot site if necessary?**  
Response: Yes. The charging station is a component of the bid, including the installation, so we understand the need for additional visit(s). Please contact Purchasing and they will work with Facilities Management to set up a scheduled time to visit. For clarification USF will not provide additional information to vendors that come for another site visit, we will provide access to the site only. All questions must be submitted in writing to USF Purchasing.
7. **Q. Is there any need for us to be engaged with the local utility supplier?** Response: No. USF will make sure the necessary power is supplied to the area where the charging station will be installed.
8. **Q. How will the bus or buses be arranged at the charging station depot?** Response: Assuming the charging outlet is to the back of the bus, one bus will drive in and the next will back in behind it, so the buses will be backend to backend while charging. We want to be able to accommodate two buses at the same time. USF is open to an alternative design that will allow two buses to be charged at the same time in the space shown to the vendors at the site visit.
9. **Q. What is the existing fleet?** Response: No electric buses currently; 41 conventional buses. Four 40' Gillig buses. Want to expand 40' buses, and electric buses. 98% run on B20 biodiesel, though a few use diesel (off-campus vehicles).
10. **Q. What is the funding source being used?** Response: Most is from the Student Green Energy Fund, a fund unique to USF that supports sustainable projects that directly benefit students and reduce USF's carbon footprint. The rest will be provided by the Division of Parking and Transportation Services (PATS).
11. **Q. Do drivers kneel the bus at every stop?** Response: It depends on the driver. There is no requirement to do so. Kneeling is done based on passenger needs or curb to street height.
12. **Q. Will there be space at the charging station depot for buses to turn around?**  
Response: No. There will probably not be space for two buses side-by-side either. Most likely they would need to be in a line (two buses back to back).
13. **Q. Will you accept alternate charging station depot designs if they are functional?**  
Response: Yes, but keep in mind that our Facilities Management team made the design with the dimensions of the buildings, transformer, and buses involved.
14. **Q. Payment Page. 10/11. The University's preferred payment method is P-card.**  
Please clarify the requirement for acceptance of Visa purchasing card, per the Minority Vendor & Visa P-Card Certification on page 21 of 29, while the Purchase Order and Payment Preferences form on page 27 of 29 seems to allow payment by check, and possible ACH if requested after award?

Response: This is a standard form that is included in all USF solicitations, the P-Card option usually pertains to ongoing services agreements. For this type of large dollar amount purchase USF will use a purchase order and payment will be made to the awarded vendor via a check. The final payment structure can be negotiated with the awarded vendor.

**Note: to all interested vendors, as stated in the specifications for ITN 18-03-MH section III, item III, h USF will consider alternative systems...**

**15. Q. Exhibit A, Pages. 18/19, Cost of each line item.**

Proterra respectfully requests approval to provide pricing for the complete bus, as specified, rather than detailed cost for each line item? **Response: This is acceptable, with the exception of the extended warranties. These would need to be line items.**

**16. Q. Exhibit A, Page 18 BRT Front End- Three Piece Windshield.**

Request approval of a one-piece windshield. This is inherent to the body design for our Catalyst electric buses? **Response: Approved, please ensure that details of the alternate equipment is included in your proposal.**

**17. Q. Exhibit A, Page 18 34" Clear Opening Front and Center Doors.** Request approval for a front door clear width of 33.2"? **Response: Approved, please ensure that details of the alternate equipment is included in your proposal.**

**18. Q. Exhibit A, Page 18 Lift-U Lu18 Ramp In Front Door Position.** Request approval for a Ricon 4:1 ADA Ramp; or Lift-U LU-11 ramp. The body design of our 40' Catalyst precludes the installation of an LU-18? **Response: Approval to proceed with the Lift-U, LU-11 ramp; please ensure that details of the alternate equipment is included in your proposal.**

**19. Q. Exhibit A, Page 18 Allison B300R 5 Speed Transmission With Retarder**

- **First Stage Off Accelerator**
- **Second And Third Stages Off Brake**

Request approval for Proterra's standard 2-speed auto-shift EV transmission, which does not require a retarder? **Response: Approved, again please ensure that details of the alternate equipment is included in your proposal.**

*Note that our ProDrive system includes regenerative braking. When the driver takes a foot off of the accelerator, the vehicle slows and the motor runs in reverse, directing energy to the batteries to charge. Braking maintenance is reduced because drivers engage the brake pedal far less--significantly extending the lifespan of the braking system's parts.*

**20. Q. Exhibit A, Page 18 Suspension Air 2 Bags Per Axle.** Request approval of Proterra's suspension design which has 4 air bags on the rear axle and 2 air bags on the front axle? **Response: Approved, please ensure that details of the alternate equipment is included in your proposal.**

**21. Q. Exhibit A, Page 18 I/O Controls LED Interior Lighting, first 2 lights tinted.** Request approval of Proterra's standard Hadley interior lighting system? **Response: Approved, our concern, is that if not tinted these would affect driver view at night. We noticed from the specs that the lights are dimmable.**

**22. Q. Exhibit A, Page 18 Thermo King Roof Mount, Athenia Am II Air Conditioning System.** Request approval of Proterra's standard Eberspaecher roof mount HVAC system? **Response: This would only be**

acceptable if there is a maintenance facility within the Tampa Bay area. Please provide pricing for extended warrant as requested.

23. Q. **Exhibit A, Page 18 Driver Fan, Two Speed.** Proterra requests approval of our standard three speed driver fan? **Response: Approved.**
24. Q. **Exhibit A, Page 18 Sub Key For Twin Vision Signs.** Please provide additional information on this requirement for clarity. **Response: Access to unit, to program signage with USF specific information.**
25. Q. **Exhibit A, Page 18 Fire Suppression System.** Please provide additional detail on this requirement. Proterra offers as standard a fire detection system as electric buses carry no on-board liquid fuel and generally operate at much cooler temperatures than traditional buses. Additionally, most Battery Management Systems constantly monitor heat in the packs and can automatically shut down if they detect abnormal temperatures. While we can provide a suppression system, we respectfully request additional detail such as whether USF has a preferred system (brand) and which areas the system should protect? **Response: Based on your details, the detection system is fine. That with the fire extinguisher would meet our needs.**
26. Q. **Exhibit A, Page 18 Radial Tires 275/70R 22.5.** Proterra requests approval of our standard size 305/70R 22.5 tires? **Response: Approved, please ensure that details of the alternate equipment is included in your proposal.**
27. Q. **Exhibit A, Page 18 Paint Exterior one color, white.** Proterra respectfully requests approval for the use of white gelcoat as acceptable for vehicles constructed with a composite body structure, rather than paint? **Response: Approved.**
28. Q. **Exhibit A, Page 18 Paint Interior one color, off white.** Request approval for an interior design with Kydex panels rather than painted? **Response: Approved, as long as the panels are off white.**
29. Q. **Exhibit A, Page 18 Engine Mounted Air Compressor.** Request approval for the air compressor to be mounted to the ProDrive frame as there is no engine? **Response: Approved.**
30. Q. **Exhibit A, Page 18 Haldex Drain Valves On All Air Tank With Pull Cords To The Side.** Request approval for Proterra's standard design which incorporates drain lines which are routed to an access panel on the side of the bus, which allows each tank to be individually drained by 1/4" turn valves? **Response: Approved, as long as this is an easy access for our mechanics.**
31. Q. **Exhibit A, Page 18 Tee Fitting On All Air Lines.** Please clarify the intent of the required Tee fittings? This is not currently something that is part of our standard design. **Response: This is to assist the mechanic team to manually put air in the bus if needed.**
32. **Exhibit A, Page 18 Silicone Cooling Hoses.** Proterra requests approval of the Catalyst cooling system which incorporates EPDM hoses? **Response: Approved, providing that the Proterra design will withstand the varied Florida temperatures.**  
*Please note that the cooler temperatures developed by an electric bus eliminate the need for more expensive and less reliable silicone hoses. EPDM hoses provide better securement (less leakage) and greater reliability.*

33. **Q. Exhibit A, Page 18 Rear Tow Hooks.** Request approval for rear tow eyes, rather than tow hooks? Please note that Proterra's design allows for rear towing only in emergency or recovery efforts until access to the front of the bus is possible. Response: **Approved, please ensure that details of the alternate equipment are included in your proposal.**
34. **Q. Exhibit A, Page 18 High Idle.** Please remove this requirement as it is not applicable to an Electric Bus? Response: **Noted. This item is now removed.**
35. **Q. Exhibit A, Page 18 Provide EV Charging Station.** Proterra respectfully requests additional information which is required to provide a responsive and responsible quote considering the requirement for a turnkey installation at USF's operating facility? Additional information being requested includes: Footprint allocation, detail of power feed available at location, whether USF will supply switchgear and main transformer, etc.? Additionally, Proterra requests that the City to provide site drawings and utility contact information in addition to allowing a site-visit to enable prospective proponents the ability to review the space and site conditions? Response: **This requirement speaks to the charging station that is needed, to charge bus overnight. USF will supply switchgear and main transformer based on the electrical charging station requirements for the bus.**
36. **Q. Exhibit A, Page 19 Hour Meter.** Please clarify this requirement as hour meters are not typically provided on electric buses? Response: **This was to help measure the charge on the vehicle. If another option is available, please specify.**
37. **Q. Exhibit A, Page 19 Rear Mount Collision Avoidance Light.** Please clarify whether a center mount brake light meets this requirement? Response: **Approved.**
38. **Q. Exhibit A, Page 19 LED Stepwell Lights At Ceiling And Floor.** Proterra requests approval to provide LED stepwell lights at the floor only? Response: **Approved, as stated our preference is as noted because we'd like to ensure the area is clearly lit. Please note that our interior lighting design is fully compliant with ADA guidelines.**
39. **Q. Exhibit A, Page 19 Audible Directional Signals.** Please clarify that the intent of this requirement is to provide an audible signal for the driver (interior) rather than an exterior audible signal? Response: **Yes, interior audible for the driver.**
40. **Q. Exhibit A, Page 19 Red LED Light At All Emergency Exits.** Please provide additional detail for this requirement, including location of the lights in relation to the exits and when the lights should be illuminated? Response: **Exit light above both passenger exit doors. This light would remain lit as long as the bus is turned on. Emergency exits at windows and roof hatch would have sticker.**
41. **Q. Exhibit A, Page 19 Turn Signals Side, Optronics, Armored.** Request approval for Proterra's standard Hella turn signal lights? Response: **Approved, confirm that there is a protective shield for the lights in the proposal.**
42. **Q. Exhibit A, Page 19 Floor Mounted Directional Signals.** Request clarification that this requirement pertains to the directional signal switches rather than the exterior signals themselves? Response: **Yes, allowing driver to operative with foot versus hand.**
43. **Q. Exhibit A, Page 19 Am/Fm/Cd/PA with Four Speakers.** Request approval of Proterra's standard 7-speaker system for the proposed 40' bus? Response: **Approved.**

- 44. Q. **Exhibit A, Page 19 Pre-Wire For 4 Camera System.** Please clarify whether USF is seeking pre-wire only, or a full installation of a 4 camera recording system as listed further down on the same page? If USF is requiring a full installation, please provide additional information including brand preference, types of cameras, recording capability and location of the cameras? **Response: This is pre-wire only.**
- 45. Q. **Exhibit A, Page 19 Undercoating, In Side All Roll Cage Tubes.** Proterra wishes to clarify that our composite unibody construction does not have roll cages but any tubes under the body are e-coated and then powder coated so inner surface is protected. **Response: Approved.**
- 46. Q. **Exhibit A, Page 19 Roof Hatch, Emergency Exit.** Proterra requests approval for two (2) roof hatches which is standard on our 40' buses? **Response: Approved.**
- 47. Q. **Exhibit A, Page 19 Driver's Window With ¼" Laminated Glass.** Proterra requests approval of our driver's window which is tempered glass. This is required due to the design / shape of the window? **Response: Approved.**
- 48. Q. **Exhibit A, Page 19 Passenger Windows Tip-In Transom 7/32" Laminated, 28% Tinting.** Proterra requests approval of 5mm tempered glass? **Response: Approved.**
- 49. Q. **Exhibit A, Page 19 Automatic Roller Blind, Driver Front And Side.** Proterra requests approval of our standard Auto Motion manual sunshades? **Response: Approved.**
- 50. Q. **Exhibit A, Page 19 Air Door, Vapor Slide-Glide With Sensitive Edges.** Proterra requests approval for our standard Ventura Inward Gliding Pneumatic Door? **Response: Approved.**
- 51. Q. **Exhibit A, Page 19 Standee Line, Yellow 3" X38".** Proterra requests approval for our standard 2" standee line? **Response: Approved.**
- 52. Q. **Exhibit A, Page 19 Extended valve systems on rear wheels.** Please clarify if this requirement pertains to extended valve stems on the inner dual wheels to allow access from the outer wheel? **Response: Yes.**
- 53. Q. **Exhibit A, Page 19 Thermo King Tks391 Screw Compressor.** Proterra requests approval of our standard compressor which is an integral part of our Eberspaecher HVAC system. **Response: Approved, please provide extended warranty information for the Eberspaecher HVAC system. We would also like to confirm that a service provider is located in the Tampa Bay area.**

Note: **Please note receipt of this addendum by signing and returning with your proposal response**

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Authorized Signature & Date

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Print Name

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Company Name