



REQUEST FOR PROPOSALS

Electric Transit Buses

DULUTH TRANSIT AUTHORITY

Addendum #1

May 22, 2024

PLEASE NOTE: THE PROPOSAL DUE DATE HAS BEEN CHANGED TO 1:00 P.M. CDT ON THURSDAY, AUGUST 1, 2024.

Please change all references in the RFP to reflect this date.

1. Please change the deadline for approved equal requests (Paragraph 4, page 6) to: **July 11, 2024.**
2. Please change the deadline for Deviation Requests (Paragraph 5, page 7) to: **July 15, 2024.**
3. The DTA held a preproposal meeting on May 16, 2024. Attendees were Enid Santiago, Bella Ma, Robby Tokar, Ride, Dan Rudiger, Gillig, Adrian Graca, New Flyer of America, Aleda Johnson, Mark Ness, Katrina Wood, Nancy Brown, DTA.
4. The RFP document posted on the website is a searchable document.
5. Please note the Vendor Compliance Matrix, the Safety Compliance Matrix and the Vendor Warranty Matrix on the DTA website, www.duluthtransit.com. These forms provide detailed information on the Proposed electric buses in lieu of a detailed narrative in the Proposal response. The format enables the Evaluation Committee to compare the Proposer's response to the DTA's specifications for evaluation purposes. Please note the Evaluation Criteria in the DTA Request for Proposal document.
6. Also note the Vendor Submittal Checklist on the DTA website, www.duluthtransit.com.
7. DTA Director of Maintenance gave an overview on how the DTA currently deploys its fleet of 7 Proterra battery electric buses. They are primarily used on morning and afternoon pull outs and charged during the day as well as overnight. During winter months, the buses typically return to the building with approximately 30% remaining state of charge; in warmer months they can return with state of charge of up to 70%. Our existing buses could be deployed on longer runs, but the current use works well for these buses. Depending on the range of the new electric buses, they may be used differently than the legacy electric buses.
8. The DTA will accept samples of maintenance and training manuals electronically. A link to a virtual Dropbox is acceptable for large files. DTA will not agree to pay for access to the sample materials.
9. The DTA uses ViriCiti telematics to track both battery electric and select diesel buses in the DTA fleet. The ViriCiti contract expires on December 31, 2024, and DTA will issue a competitive procurement for future telematics needs. There is no preference for the incumbent or from a system offered by a bus OEM. Proposers that offer a telematics system as part of its Proposal for consideration by the Evaluation Committee, the system must be able to report data for both diesel and electric vehicles.
10. The DTA specifically requires the OEM to allow DTA to connect to a third-party telematics system of the DTA's choosing. This requirement will be considered during the Evaluation of responses.

11. The DTA is interested in learning if there is a solution to turn off the ancillary systems on the buses when it is connected to the charger. Currently the camera system is on when the buses are plugged in, which uses a lot of data storage capacity. Some systems are required to be kept on, including the fire suppression and telematics system, but the fareboxes and cameras do not need to run continuously. If there is a simple, low-cost solution available, please provide a summary in the RFP response.
12. Requests for Approved Equals may be submitted in an Excel spreadsheet.