



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 Fifth Street, NW, Washington, DC 20001-2651

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT

1. AMENDMENT/MODIFICATION AM No. 08	2. EFFECTIVE DATE (Same as block 17)
3. ISSUED BY PURCHASING SECTION Benjamin Kpadeh JGB - 3 rd Floor 3C-02 Office of Procurement and Materials	4. ADMINISTERED BY (If other than block 3)

5. CONTRACTOR NAME AND ADDRESS [Contractor Name] Attn: [Contact Name] [Address Line] [Address Line 2] [City], [State] [Zip+4] <small>(Street, city, county, state, and Zip Code)</small>	6. FORM TYPE <small>(Check only one)</small> <input checked="" type="checkbox"/> AMENDMENT OF SOLICITATION NO. <u>FQ18001/BTK</u> DATE <u>11/22/2017</u> <small>(See block 7)</small> <input type="checkbox"/> MODIFICATION OF CONTRACT/ORDER NO. _____ DATE _____ <small>(See block 9)</small>
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7. THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS
 The above numbered solicitation is amended as set forth in block 10. The hour and date specified for receipt of offer is intended, is not extended. Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation, or as amended, by one of the following methods; (a) By signing and returning ONE (1) copy of this amendment; (b) by acknowledging receipt of this amendment on each copy of the offer submitted; or (c) by separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE ISSUING OFFICE PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If, by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided such telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

8. ACCOUNTING AND APPROPRIATION DATA (If required)

9. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS
 This Change Order is issued pursuant to _____
 The Changes set forth in block 10 are made to the above numbered contract/order.
 The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data, etc.) set forth in block 10.
 This Supplemental Agreement is entered into pursuant to authority of _____
 It modifies the above numbered contract as set forth in block 10.

10. DESCRIPTION OF AMENDMENT/MODIFICATION
 AMENDMENT NUMBER 08 (AM 08) IS FOR RFP FQ18001/BTK - 40 FOOT / 60 FOOT CLEAN DIESEL AND 40 FOOT / 60 FOOT COMPRESSED NATURAL GAS (CNG) BUS RAPID TRANSIT (BRT) STYLE HEAVY DUTY BUSES.
The changes to RFP FQ18001/BTK are contained on the attached continuation sheet. The date and time for receipt of proposals to RFP FQ18001/BTK is changed from Friday, December 22, 2017, 2:00PM ET to Wednesday, January 17, 2018, 2:00PM ET. Also attached is a revised Fleet Plan. It replaces the Fleet Plan that was posted on WMATA's Website on August 30, 2017.
 Please monitor www.wmata.com for amendments and updates.
END OF AMENDMENT 08
 Except as provided herein, all terms and conditions of the document referenced in block 6, as heretofore changed, remain unchanged and in full force and effect.

11. <input checked="" type="checkbox"/> CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS MODIFICATION AND RETURN <u>ONE (1)</u> COPY TO ISSUING OFFICE.	<input type="checkbox"/> CONTRACTOR/OFFEROR IS NOT REQUIRED TO SIGN THIS DOCUMENT
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12. NAME OF CONTRACTOR/OFFICE BY _____ <small>(Signature of person authorized to sign)</small>	15. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY BY <small>(Signature of Contracting Officer)</small>
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13. NAME AND TITLE OF SIGNER (Type or print)	14. DATE SIGNED	16. NAME OF CONTRACTING OFFICER (Type or print) Lisa Dunlap	17. DATE SIGNED 11/22/17
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The changes made in RFP No. FQ18001 were made on the following pages and sections of RFP FQ18001/BTK:

1. RFP Section STP 6.1 Passenger Seating:
 - Page TS-16. Changes are typed in red.
 - Page TS-17. Changes are typed in red.
 - Page TS-18. Changes are typed in red.
2. RFP Section TS 76.4 Padded Inserts/Cushioned Seats:
 - Pages TS-175 & TS-176. Changes are type in red.
3. **The attached Fleet Plan replaces the one that was posted on WMATA's website on August 30, 2017.**

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(10) Maintenance Personal Skill Levels.

Define below are maintenance personal levels used in WMATA.

- a) SM: Specialist Mechanic or Class A Mechanic Leader.
- b) 4M: Journeyman or Class A Mechanic.
- c) 3M: Mechanic Helper or Class B Servicer.
- d) 2M: Mechanic Helper or Bus Serviser
- e) 1M: Cleaner, Fueler, Oiler, Hostler, or Shifter

Note: Whenever a specific time is indicated to access components or complete a task, it is assumed the vehicle is in the location where the work is to be performed. All necessary equipment is in correct position (tools, jacks, vehicle lifts, lighting, fluid recovery system etc.) and ready for use.

STP. 6 Authority-Specific Provisions

STP 6.1 Passenger Seating:

The passenger seats shall be American Seating Company "In-Sight" or USSC "Aries" or "Gemini" model with vandal resistant padded seat or approved equal. WMATA will be sole determiner of what will be approved as an equal. The seat will be cantilever configuration with the two-passenger seat 35 inches wide and 24 3/16 inches overall front to back. The seats must meet all testing requirement for Padded seat as required by the APTA Standard Bus Procurement Guide lines for Transit Buses (latest version)

The bidder shall include in his proposal a Certified Test Report as evidence of compliance with the specifications and test requirements contained herein.

It shall be the option of Transit Authority Engineer to require and witness the testing of a representative transverse seat at the manufacturer's facility.

The test report shall contain a record of Test performed in accordance with the guideline requirements of APTA Standard Bus Procurement Guidelines for Transit Buses (latest revision).

The report must show the diagrams, and load results on representative seats completely assembled and fastened to a rigid fixture simulating the vehicle attachment. The test data for each test shall describe the test procedure and test equipment, the resultant deflection graphically recorded, and the permanent deformation of inspection.

All seats will be similar construction and appearance. (The seat frames and mounting brackets shall be **stainless steel**.) Seat assemblies and components of identical seats shall be mechanically interchangeable. Inserts and grab handles shall be individual

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and fully interchangeable. Seat shells are to be provided in one (1), two (2) and three (3) passenger constructions with common frames to minimize weight.

The one (1) and two (2) passenger configured transverse seats shall consist of either a one or two-passenger shell with separate seat and back inserts supported by a **tubular stainless steel** frame. The one piece seat shell shall be securely fastened to the **tubular stainless steel frame** without rivets in a manner to provide structural integrity to the seat.

The seat shell shall be fully contoured for body from comfort and occupant retention. The shell must be designed with step-down relief in seat and back areas to accept padded inserts. The relief shall be 5/16" in depth and contoured to follow the configuration of the shell.

The seat incorporates a waterfall design on the front and leading edge of the seat insert to insure continuous leg support for the ranges of passengers, from fifth to 95th percentile. There shall be no "pinch points" or sharp edges in the seat's construction or installation nor surfaces which impede circulation in the legs while in the seated position. Where three (3) passengers longitudinal (aisle facing) seats are required, the seat is to have one continuous shell with three individual sittings to match the style lines and accept the same inserts as other seats in the vehicle.

The transverse seats shall have energy-absorbing, cut resistant colored textured thermoplastic grab handles capable of decelerating an occupant's head in a vehicle collision at a velocity of 22 feet per second. The grab handle shall be readily replaceable but attached securely to provide adequate and firm support.

Separate padded seat and back inserts shall be provided for each sitting. Inserts shall be minimum 3/4" in thickness and shall be comprised of 20ga steel contoured base panel with 1/2" bw smoke and flammability foam padding covered with Holds worth-fabric # 5621 6094 3267 (federal Docket 90A), Seat and back inserts shall be attached with a floating/ratcheting device which self-aligns and firmly secures to the shell eliminating rattling. The fasteners shall be capable of being cycled 25 times without diminished performance.

Therearside of the transverse seat backs shall be covered with a panel made of high impact textured stainless steel.

The bus shall be equipped **with (Q-POD)** Restraints. All frames and mounting brackets shall be stainless steel with a "bead blasted" finish. Each wheelchair location shall be equipped with two (2) passenger transverse flip up seat and/or two (2) or three (3) passenger longitudinal flip-up seat, locking into position thus creating an area to accommodate a wheelchair. At the rear of each w/c securement location a barrier with remote release securement belts and a passenger restrain belt (one end mounted to the vehicle wall and the other to the barrier) will provide required and safe securements.(QRT Deluxe

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Securement Belts). All accessibility components must comply with the requirements of the ADA.

All frame members shall be finished **with stainless steel**. Each wheelchair securement location shall be equipped with two (2) passenger transverse flip-up seat and/or two (2) or three (3) passenger longitudinal flip-up seat, locking into position thus creating an area to accommodate a wheelchair. **At the rear of each w/c securement location, a barrier with remote release securement belts and a passenger restraint belt (one mounted in the vehicle wall and the other to the barrier) will provide required safe securement (QRT Deluxe Securement Belts). All accessibility components must comply with the requirement of the ADA.**

STP 7. FIRE ALARM SYSTEMS.

An OEM redundant fire sensing device shall be provided with an alarm and light on the dash to alert the operator while bus in revenue service. The bus shall be designed and manufactured in accordance with all applicable fire safety and smoke emission regulations.

STP 8. Automatic Vehicle Health Monitoring System.

2. GENERAL

The bus manufacturer shall supply a bus with an Intelligent Vehicle System (IVS). This will provide accurate, reliable and timely bus performance and fault information and improve vehicle and passenger safety and security. IVS shall be integrated with the on-board microprocessor controlled systems and with WMATA Wireless and Ethernet LAN to create a fully intelligent vehicle that will increase vehicle performance, optimize fleet utilization, and increase operational efficiency.

Note that in the following there will be references to the sections of this appendix unless otherwise specified. A reference to the technical specification will be explicitly indicated.

The IVS is primarily constituted of bus on-board system and a depot system. The bus onboard system will have the main function to collect the fault and performance data from all of the microprocessor based systems and deliver the passenger friendly functionalities described in the following.

The depot system is required to collect fault and performance data downloaded from the buses through the wireless link and to generate customizable reports (this system is not part of this procurement).

The bus builder shall supply the IVS system in accordance with the requirements outlined in this appendix. The bus builder shall develop a scope of supply, system integration and

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TS 76.3 Turntable Seating

Seats shall be approved by WMATA

TS 76.4 Padded Inserts/Cushioned Seats

Padded Seat Configuration

The seat shell shall be fully contoured for body form comfort and occupant retention. The shell must be designed with step-down relief in seat and back areas to accept padded inserts. The relief shall be 5/16" in depth and contoured to follow the configuration of the shell. Seat shells are to be provided in one (1), two (2) and three (3) passenger constructions with common frames to minimize weight.

The one (1) and two (2) passenger configured transverse seats shall consist of either a one or two passenger shell with separate seat and back inserts supported by a tubular steel frame. The one piece seat shell shall be securely fastened to the tubular steel frame without rivets in a manner to provide structural integrity to the seat.

Seating and interior trim shall have features to improve passenger comfort. The seat cushion and back shall be padded with a cellular foam product and is no less than 3/4-in. thick in areas contacted and loaded by passengers in the normal seated position and shall be covered with vinyl and/or fabric material.

The seat incorporates a waterfall design on the front and leading edge of the seat insert to insure continuous leg support for all ranges of passengers, from the 5th to 95th percentile. There shall be no "pinch points" or sharp edges in the seat's construction or installation, nor surfaces which impede circulation in the legs while in the seated position. Where three (3) passenger longitudinal (aisle facing) seats are required, the seat is to have one continuous shell with three individual sittings to match the style lines and accept the same inserts as all other seats in the vehicle.

The transverse seats shall have energy-absorbing, cut resistant colored textured thermoplastic grab handles capable of decelerating an occupant's head in a vehicle collision at a velocity of 22 feet per second. The grab handle shall be readily replaceable but attached securely to provide adequate and firm support.

The rear side of the transverse seat backs shall be covered with a panel made of high impact, strength textured, thermoplastic of 1/8" nominal thickness in #989 Blue. The back panel with the molded crash pad shall encompass the entire rearward frame structure and shall be recessed for increased passenger knee clearance. Coloring shall be consistent throughout the thickness of the material with no portion painted.

The bus shall be equipped with Authority approved "Pod Style" Securement System. All frames and mounting brackets shall be stainless steel with a "bead blasted" finish. Each wheelchair securement location shall be equipped with a wheelchair barrier and three (3) or four (4) passenger longitudinal flip-up seats, locking into position thus creating an area to accommodate a wheelchair.

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each w/c securement location, a barrier with remote release securement belts and a passenger restraint belt (one end mounted to the vehicle wall and the other to the barrier) will provide required and safe securement. (Deluxe Securement Belts) All accessibility components must comply with the requirements of the ADA.

Separate padded seat and back inserts shall be provided for each sitting. Inserts shall be minimum 3/4" in thickness and shall be comprised of a 20 ga steel contoured base panel with 1/2" low smoke and flammability foam padding covered with Holdsworth -Anti-Microbial fabric

#5621 6094 3267. (Federal Docket 90A). Seat and back inserts shall be attached with a floating/ratcheting device which self aligns and firmly secures to the shell eliminating rattling.

The fasteners shall be capable of being cycled 25 times without diminished performance.

Seats, back cushions and other pads shall be securely attached and shall be detachable by means of a simple release mechanism so that they are easily removable by the maintenance staff but not by passengers. To the extent practicable, seat cushions and pads shall be interchangeable throughout the bus. Materials shall have high resistance to tearing, flexing and wetting.

The seat shell shall be fully contoured for body form comfort and occupant retention. The shell must be designed with step-down relief in seat and back areas to accept padded inserts. The relief shall be 5/16" in depth and contoured to follow the configuration of the shell.

The passenger seats shall be equipped with vandal-resistant padded inserts throughout the bus (measure to uncompressed surface).

TS 76.5 Drain-hole in Seats

No requirements for drain hole provision in seat inserts.

TS 76.6 Hip-to-Knee Room

Hip-to-knee room measured from the center of the seating position, from the front of one seat back horizontally across the highest part of the seat to vertical surface immediately in front, shall be a minimum of 27.5 in. At all seating positions in paired transverse seats immediately behind other seating positions, hip-to-knee room shall be no less than 26.5 in.

Allow variations in limited areas. In order to maximize seating capacity without unduly affecting passenger comfort, minor variations in the required hip-to-knee room will be allowed in limited areas. All such areas shall be identified to WMATA prior to bid for approval.

TS 76.7 Foot Room

Foot room, measured at the floor forward from a point vertically below the front of the seat cushion, shall be no less than 14 in. Seats immediately behind the wheel housings and modesty panels may have foot room reduced, provided the wheelhouse is shaped so that it may be used as a footrest or design of modesty panel effectively allows for foot room.