



**QUESTIONS AND ANSWERS
RFP 24-03 CHARLOTTE TROLLEY CAR w/ OPTIONAL
W2 TROLLEY CAR REHABILITATION**

MAY 16, 2024

MATA's RESPONSES FOLLOW IN BOLD

QUESTION 1

Note that the Charlotte Birney cars, 91, 92, & 93, are 24" shorter, both overall and between truck centers, than the Memphis Birney, 453.

Yes, is 2' shorter.

QUESTION 2

With regard to the FMVSS standard noted in Part 1, 8.0, C., this section would seem to apply to the supplier of vehicles. Is it relevant for a rehabilitation contract?

Yes.

QUESTION 3

With regard to Part 1, 15.0, please clarify that MATA is willing to negotiate a progress payment schedule, as opposed to full payment on completion.

Yes, MATA is willing to negotiate.

QUESTION 4

With regard to Part 2, 3.4, Please confirm alternate schedules are allowed for the proposal. Are there any disqualifying conditions on the schedule?

Yes, MATA will consider alternate schedules and will not disqualify for proposing an alternate schedule.

QUESTION 5

With regard to Part 2, 3.4.1, what is the value of liquidated damages? Is this to be part of the proposal? This contractor would note that these cars have not been available to run in the system, and while the desire to get additional lines operational is appreciated, it is not believed a heavy-handed penalty clause would be justified as liquidated damages. Please consider limiting liquidated damages to a maximum percentage of the contract value.

Review Addendum 4 dated May 16, 2024.

QUESTION 6

With regard to Part 2, 3.6, testing seems to be indicated at all AW weights. Typically, we have only performed full testing at AW0 for all cars and AW3 for the initial car of a type. Please clarify whether testing at all AW weights is needed for all cars.

The Contractor should only need to test AW0 and AW3 for each car type. Therefore one Birney at AW0 and AW3 and the one W2 at AW0 and AW3.

QUESTION 7

With regard to Part 2, 4.5, 220 hours of training with contractor on-site seems excessive. Please consider a reduction of this requirement.

MATA will keep the hours stated in the procurement.

QUESTION 8

With regard to Part 2, 5.3-1, Melbourne trucks are specified. Is MATA aware of a source for available Melbourne trucks for this project? If an alternative is proposed, what criteria will MATA use for evaluation?

MATA is currently testing and will provide this answer at a later date.

QUESTION 9

With regard to Part 2, 5.3-2, cars believed to not be within the RFP's scope are referenced. Please indicate whether this reference should be removed.

MATA will reference only: 234, 453, 455, 539, 540, these cars are currently in operation. Review Addendum 4 dated May 16, 2024..

QUESTION 10

With regard to Part 2, 5.3-3, cars believed to not be within the RFP's scope are referenced. Please indicate whether this reference should be removed.

See the answer to question 9.

QUESTION 11

With regard to Part 2, Sections 5.6.1 and 6.6.1, plymetal subfloor is specified. In this contractor's experience, plymetal is a very difficult product with which to work, and can still be subject to corrosion and decay. We would strongly recommend consideration of a phenolic subfloor product as an acceptable alternative.

Yes, MATA will consider an alternate.

QUESTION 12

Section 5.8 references refurbished high voltage controls, in contradiction with section 5.2-2, which specifies a PWM style control. Please clarify specified intent for the cars' control systems.

K35 High Voltage. Review Addendum 4 dated May 16, 2024.

QUESTION 13

Please clarify whether, in Part 2, Sections 5.9 & 6.9, it is the intent that roller bearings replace the existing bearings on the Melbourne trucks.

Specs for the bearing is attached to the following link.

[24-03 Documents](#)

QUESTION 14

With regard to Part 2, Sections 5.9.2 & 6.9.2, consider alternate phrasing to “shall not leak” for newly designed gear housings. Given the nature of the split housing on a Melbourne truck, vast improvement over the traditional design should be possible, but the “shall not leak” wording seems prohibitive.

Review Addendum 4 dated May 16, 2024.

QUESTION 15

Part 2, Section 5.10.1 specifies CP27 air compressors. Would refurbishment of the existing, very similar, CP25 air compressors be an acceptable alternative? Does MATA know of a source for CP27 compressors?

No, will not be accepted.

QUESTION 16

Part 2, Section 6.2 refers to 545 as a replica Melbourne car. Please confirm that the car is an original Melbourne car.

Yes, the car is an original Melbourne. Review Addendum 4 dated May 16, 2024.

QUESTION 17

Part 2, Section 6.3-1, please advise whether any of the following major components are missing from 545: Trucks, Compressor, Controllers, Line Breaker, Motorman's Brake Valves, Relay Valve, Duplex Gauges, E-brake Stand/Crank, Brake Cylinder.

Yes, all components are removed.

QUESTION 18

Part 2, Sections 5.5.3 and 6.5.3 specify 24V door operators. It is felt that pneumatic operators are a more effective and reliable alternative. Please advise as to whether this is an acceptable alternative.

No, MATA uses 12V.

QUESTION 19

Part 2, Sections 5.10.7 and 6.10.7 reference a leak-down rate of 1 psi/minute. This seems excessive in comparison to other specification given the nature of the equipment. Please consider additional allowance for this specification.

There will be no change to what is stated in the procurement.

QUESTION 20

Three spare reversers are indicated in sections 5.8.6.2 and 6.8.6.2, however a total of 9 is indicated in section 9. Please clarify the desired total quantity of spare reversers.

Yes, we will need 3 spares per vehicle for a total of 12. Review Addendum 4 dated May 16, 2024.

QUESTION 21

Previous refurbishment contracts included the addition of electrical equipment, such as wireless LAN, GPS, Radio Antenna, etc. Please advise as to whether additional components will be a part of the current refurbishment.

Equipment to be included is as follows:

Equans Part #	Description	Quantity per Unit
LBL0109.011.F	VLU- Ucineo66 Base 4Go	1
LBJ0046.008.B	MDT-Tacileo30	2
LBG0360.000.A	Driver Handset	2
LDC0597.000.A	Driver Speaker	2
LCD00446.000	Covert Microphone	2
HEE0120	GPS Antenna and Cable	1
LCDO0658.000.B	AGC Microphone	1
ICD2219	Handset Bracket	2
ICD2245	MDT Bracket	2
IDC2217.001	LED Sign Bracket	1
L057AMBN26	Hannover Interior Sign	1
LBC0189.000	External Speaker	1
ICD2221.000	External Speaker Bracket	1

Equans Part #	Description	Quantity per Unit
HDG0051	Internal PA Speaker	8
ICD2222.001	Internal Speaker Bracket	8
N/A	Speaker Grille	8
HAA0027	EA Pushbutton	1
HAA0028	Button Body	1
HAA0030	NC Contact Switch	1
IDA0040	APC mount	2
HAD0016	Hella Passenger Counter	2
N/A	Trolley Harness	

Luminator/Apollo Camera Equipment		
Item	Item Description	Quantity per Unit
RR-HDR4K08-8000	RoadRunner 4K 8 Cam Mobile Recorder	1
RR-HDEH	RoadRunner HD Environmental Heater	1
RR-4KCF1115	4K Forward Facing Camera, 115deg FoV	2
RR-HDCTDIRA100	HD Camera - Interior, 100deg FoV	4
RR-HDC360IRA	RoadRunner HD 360 Degree Camera w/ IR an	1
RR-HDUPS-S	HD Uninterruptible Power Supply,SuperCap	1
511290121	DISPLAY, INFOTRANSIT, 18.5 INCH	1
509523005	BRACKET, DISPLAY CABINET WITH CABLE CUTO	1
mSET-SC-L	mSET SmartClip Single-Vehicle License	1
mSET-SV-L	mSET Streaming Single-Vehicle License	1
RR-HDR-INSTALL-H	RR-HDR Standard Installation Kit w/ Heat	1

Other Assorted ITS Equipment		
Item	Description	Quantity per Unit
MG90, NA, LTE-A PRO	MG90 Modem	1
6001363	MG90 Antennas	2
PT-0080	ProTrans Safe Turn Alert Kit	1
CDM1250	Motorolla UHF Radio	1
SV360	AMCO Ticket Validator	1 or 2 depending on Door configuration
76-1000-1156-0	GTE Opticom TSP	1
cents-a-bil	GFI Farebox	1 or 2 depending on Door configuration

Review Addendum 4 dated May 16, 2024.

QUESTION 22

Previous refurbishment contracts included the addition of a “safety box” within the cars’ main cabin. Is this a feature of the current refurbishment?

Review Addendum 4 dated May 16, 2024.

QUESTION 23

With regard to the addition of HVAC units, please specify envelope dimensions available for overall height from top of rail allowable for the car with HVAC units, supposing they are roof-mounted.

[24-03 Documents](#)

QUESTION 24

With regard to the ability of the Birney cars to negotiate the alignment’s radii, MATA is asking the potential contractor to assume a high degree of responsibility for the end function when the root cause of the current issue is unknown. Would it be possible to arrange a demonstration of the Birney cars’ issues in the existing radii with the Milan trucks, as well as the successful passage with Melbourne trucks from another of MATA’s cars? Alternatively, would MATA remove the burden of guaranteed functionality from the contractor who installs Melbourne trucks per specification?

MATA is currently testing and will provide this answer at a later date.

QUESTION 25

For vehicle negotiation of the curves in question, what is the centerline radius of the curves? What is the gauge width in the curves? Is there a guard rail in these curves? If there is a guard rail, what is the spacing to the main rail. Are any other dimensional information or drawings available for these track radii?

The “As Built” Shop drawing is attached.

[24-03 Documents](#)

QUESTION 26

Will bid alternatives in terms of price and specification be allowed with the submitted proposal?

At this time MATA will not be able to accept alternatives in terms of price and specifications submitted.

QUESTION 27

Please consider extending the due date for bids to be at least 60 days after final responses are given on requests for clarification.

Please refer to Addendum 1 sent April 2, 2024.

QUESTION 28

Due to the wording of the RFP and announcement, this potential contractor was under the impression that the pre-proposal meeting was only available as a teleconference, and that no opportunity for inspection would be provided at that time. Would MATA consider making the cars available for inspection at another time prior to the question deadline, extending the question deadline if needed?

It was stated in the Legal Notice and Section A 1.4, that the “conference would take place on Monday, March 11, 2024. . . 547 N. Main St. 38105. While attendance is not mandatory, it is strongly suggested” . .

An Addenda was issued on April 2, and April 17, 2024. This addendum issued notice for a second demo/walkthrough of the trolley vehicles on April 23-24, 2024. The addendum can be found on our website.

https://www.matatransit.com/assets/2/6/24-07_ATMS_-_Addendum_1.pdf

QUESTION 29

Regarding question 24 above, could video be taken under-car during any demonstration and provided to potential contractors?

MATA has given vendors opportunities to view the trolley cars Noted in Addendum 1 for a second walk-through on April 23-24, 2024. Also, Addendum 3 dated April 18, 2024, noted access to video showing vehicle turning demonstrations.

QUESTION 30

Regarding sections 5.9.2 and 6.9.2, it is this contractor’s experience that MV101 Melbourne truck motors feature a keyed, tapered shaft, yet specification is for a sweated fit for the pinion gear onto the shaft. Please consider changing this requirement.

MATA is not going to change the spec as noted in the procurement.

QUESTION 31

Regarding sections 5.5.1 and 6.5.1, please clarify the conditions expected for water testing. Typically, an application rate is given in terms of flow rate per unit area over a given test duration. Please clarify expectations with regard to speed simulations of the trolley car for the water testing.

Review Addendum 4 dated May 16, 2024.

QUESTION 32

4. Terms of Payment : Please confirm that MATA will accept Milestone Payments which align with measurable and defined deliverables within the Project Milestone Schedule.

Upon contract award, MATA will work with contractor to set up a delivery and milestone payment schedule.

QUESTION 33

1. Scope of Work – General Overview: Please provide detailed information on the current Charlotte Cars (91, 92, 93). These items include current wiring schematics, dimensions, general arrangement drawings, and Car History Books

[24-03 Documents](#)

QUESTION 34

Please provide detailed track alignment drawings, information and the worst case alignment data. This is to include the turning radius into the MSF and the dynamic envelope concerns with low-height bridge underpasses.

[24-03 Documents](#)

QUESTION 35

5.9. Truck Work: Please indicate how it was determined that the change to Melbourne Trucks will correct the vehicles' ability to negotiate the turn into the MSF? Please provide any data, on site testing, or vehicle-track profile studies performed. The assertion that Car 453 (with the Melbourne Trucks navigates the turn) is not a fair comparison as the car bodies are fundamentally different, including a 2-foot longer truck center distance.

MATA is currently testing and will provide this answer at a later date.

QUESTION 36

Will alternative parts be accepted that are determined to be Technical Equals or Equivalents?

Approved equals will be evaluated per MATA's approved equal policy.

QUESTION 37

5.8.3. HVAC: Please provide technical data on the 'new style' interior heating elements that are required when replacing the cars' current elements.

[24-03 Documents](#)

QUESTION 38

5.9.8. Track Brake – Feature Deleted

6.9.8. Track Brake – Feature Deleted: Please provide any expectations on the removal of the track brakes and state whether another brake system is to be added in place of the track brakes.

This feature was deleted because MATA will not require the use of track brakes as they interfere with the cobblestone roads on our Main St. Line.

QUESTION 39

Please provide details including make/model/serial number of the rebuildable and new components including, but not limited to, the HVAC, Air compressor, motors, Power Electronics, etc.

[24-03 Documents](#)

QUESTION 40

5.9. Truck Work: If it is determined that a newly fabricated truck will meet the intentions of the specification, including turning radius, would an alternate truck design be approved in place of the Melbourne trucks?

MATA is currently testing and will provide this answer at a later date.

QUESTION 41

5.9. Truck Work: Does MATA have any recommended sources or vendors to supply the Melbourne trucks?

MATA does not have any preferred vendors to supply Melbourne trucks.

QUESTION 42

5.3. Trolley Car Upgrades Overview: MATA indicated that Car 453 had been converted from Milan to Melbourne trucks previously. Please provide general arrangement drawings and all drawings on Car 453 to understand the general configuration of the conversion that is expected to take place on Car 91-93.

[24-03 Documents](#)

QUESTION 43

5.9. Truck Work: Please provide all drawings and technical specifications of the desired Melbourne Trucks.

[24-03 Documents](#)

QUESTION 44

Does the roof leak on Cars 91-93? Is MATA aware of any other known structural repairs required on the (3) vehicles?

MATA is not aware of any roof leaks or known structural repairs.

QUESTION 45

5.5.1. Roof: Please elaborate when the specification states that a recommended repair report shall be submitted to MATA. Is this implying that a change order will be performed because of unseen work such as roof repairs?

Yes, any unforeseen repairs during the course of the rehabilitation, will be addressed during the change order process.

QUESTION 46

Will change orders be issued if unforeseen work arises?

See the answer to question 45.

QUESTION 47

5.7.3. Low Voltage Power Supply (LVPS)

6.7.3. Low Voltage Power Supply (LVPS): Please provide the specification for the existing LVPS.

Diagrams are attached in the Vehicle Drawing folder.

[24-03 Documents](#)

QUESTION 48

To allow for adequate review of responses to questions and subsequent changes in proposed solutions, please extend the proposal due date to allow a minimum of 6 weeks following the Prospective Bidders' receipt of responses to all questions.

No, MATA will not be able to give an extension.

QUESTION 49

Section 5.6.8 indicates that a "durable bullet resistant film" shall be applied to the windows. It is our understanding that no security film application provides actual bullet resistance, but may offer additional benefit on keeping the pane together. When safety glass is already specified, the use of security films seems redundant. Alternatively, true bullet resistance may be achieved by the application of polycarbonate panels in the range of ½" to 3" thick. Is there a specific product type that MATA has in mind for this

requirement? Please consider rewording the requirement for clarification.

Review Addendum 4 dated May 16, 2024.

QUESTION 50

Is there a limitation to the overall length of the proposal document?

We would like to keep proposals at 120 pages, this does not include cover pages or dividers.

QUESTION 51

Who is to be the Project Manager for MATA on this potential contract?

Johnny Jones, Assistant Director of Fleet Maintenance will be the project manager for this project. He should not be contacted prior to contract award.

QUESTION 52

With regard to Proposal Format, 3.1.1, B indent, please clarify the details expected for the vehicle description and how this differs from the expectations in the K indent for the rehabilitation plan. Please give further guidance as to which portion of Part III is referenced in the B indent.

The contractor shall provide descriptions, drawings, specifications, etc. of the proposed rehabbed cars per 3.1.1 B. This is noted in Section 5 Birney cars and Section 6 for W2 cars. Also, in 3.1.1 K., MATA requires the contractor to provide a description of the testing that will be performed prior to delivery. This is noted in PART II Section 8.

QUESTION 53

Would MATA consider adding a contract provision that indicates that any service use of the cars upon completion shall be indicative of acceptance, thereby triggering any further contract provisions associated with acceptance?

MATA's expectation for Acceptance is noted in PART VII of the procurement.

QUESTION 54

With regard to Part 2, 5.3-1, would MATA accept refurbishment of the existing Milanese Peter Witt style trucks as a substitute for supply of Melbourne trucks?

MATA is currently testing and will provide this answer at a later date.

QUESTION 55

With regard to Proposal Format, 3.1.1, I-Indent, please clarify requirements for the

Proposed Delivery Schedule and how this differs from the J-Indent, Time of Completion.

3.1.1 I and J explain the same outcome. Contractor shall submit a schedule that includes refurbishment milestones and vehicle delivery.

QUESTION 56

With regard to Part 2, 5.5.2, Accessibility Lifts (Optional), would MATA consider a proposal for factory remanufactured lifts, as opposed to new replacements?

MATA will not accept “factory remanufactured” lifts.

QUESTION 57

Would MATA consider a proposal for new replica Birney trolleys as an alternative to the Charlotte car refurbishments?

MATA will not consider a new replica Birney Trolleys.