Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

RICK SCOTT
GOVERNOR

MIKE DEW
SECRETARY

October 3, 2017

To: Medium Duty Bus Manufacturers
Florida Transit Vehicle Dealers
Vehicle Subcomponent Manufacturers

Subject: RFP, TRIPS-MD-17-RFP Addendum #1

An addendum to the RFP referenced above is herein provided and you must acknowledge receipt of this addendum as indicated in Part 1, page 33, when returning your proposal.

A pre-proposal meeting was held on September 20, 2017 at 10:00 a.m. at Big Bend Transit, 2201 Eisenhower Street, Tallahassee, FL 32305.

Please contact Bill Mayer at 813-974-2646 or wmayer@cutr.usf.edu with any questions pertaining to the RFP.

Sincerely,

Erin K. Schepers
FL TRIPS Manager

#TRIPS-MD-17-RFP
Medium Duty Bus
Addendum 1- Changes and Questions
October 3, 2017

Where?	Page #	Section	Change
Part 1	63	Exhibit 5	**Replace Sentence:** Escalation will be calculated based on the following formula which utilizes the U.S. Department of Labor/Bureau of Labor Statistics Producer Price Index (PPI) (Industry) Category PCU3362113362117 "Buses and Firefighting vehicles, complete, produced on purchased chassis:" **With:** Escalation will be calculated based on the following formula which utilizes the U.S. Department of Labor/Bureau of Labor Statistics Producer Price Index (PPI) category number WPU1413.
Part 2	94	2.28.3	**Replace entire section:** To accommodate existing refueling equipment the fuel fill shall accommodate a nozzle that forms a locked and sealed connection during the refueling process to eliminate spills. Fuel shall not be allowed to flow into the tank unless the nozzle has been properly coupled, locked and sealed to the filler. With the nozzle open fuel shall enter the tank at a fill rate of not less than 40 gallons per minute of foam-free fuel without causing the nozzle to shut off before the tank is full. The nozzle shall automatically shut off when the tank is essentially full. Once disconnected fuel shall not be allowed to flow through the nozzle at any time. Any pressure over 3 psi shall be relieved from the fuel tank automatically. An audible signal shall indicate when the tank is essentially full. **With** **Optional fuel fill system.** To accommodate existing refueling equipment. A fuel fill nozzle that forms a locked and sealed connection during the refueling process to eliminate spills. Fuel shall not be allowed to flow into the tank unless the nozzle has been properly coupled, locked and sealed to the filler. With the nozzle open fuel shall enter the tank at a fill rate of not less than 40 gallons per minute of foam-free fuel without causing the nozzle to shut off before the tank is full. The nozzle shall automatically shut off when the tank is essentially full. Once disconnected fuel shall not be allowed to flow through the nozzle at any time. Any pressure over 3 psi shall be relieved from the fuel tank automatically. An audible signal shall indicate when the tank is essentially full. **Proposer shall work with purchaser to specify the correct bus fuel tank filler receptacle based on purchaser's fueling station equipment.**
Part 2	112	2.48.2	**Add the following description:** **Spare Power Pack refers to a complete drop in engine and transmission assembly mounted on a cradle. **Proposal shall include a detailed description of the components with-in the power pack assembly.**