**Department of Materials Management**

**Procurement Unit**

**MONTGOMERY COUNTY PUBLIC SCHOOLS**

**45 W. Gude Drive, Suite 3100**

**Rockville, Maryland 20850**

**September 22, 2020**

**NOTICE TO BIDDERS**

**The following are questions and responses regarding**

**RFP No. 9462.1 Electrification of School Buses**

Question 1: Can more details be provided about the 3 fleets referenced on page 3?

(“… beginning in the first year of each of the 3 fleets as stipulated in the RFP.”)

***The three fleets refer to the buses purchased in each of the first three years, one fleet per year.***

Question 2: Can more details be provided for the depot-only parking charging and the combined depot, school, other parking/charging locations plans? Is there a percentage of the total bus fleet that is likely to charge at the school vs. the depot? Or is there a preference from MCPS’ point of view?

 ***MCPS’ preference is to retain all parking and charging capabilities at each of the five depot sites. MCPS is interested in learning the associated costs to park 10 buses at each school. Since its unrealistic to visit and plan for each of the 208 schools, the RFP included an example school to base the proposal on.***

Question 3: How important is it to MCPS for buses to continue to operate if the grid is down for an extended period of time?

 ***In the event that the grid goes down and MCPS leadership decides to close school, MCPS would need operational buses to pick up and return students home. Use of buses for other than to/from school during an extended outage is an advantage and that capability should be described and priced separately.***

Question 4: Taking into consideration that this proposal is tailored on diesel buses configurations, will Montgomery County Public Schools accept different measurements, for example alternatives to the maximum 30’ length? Lion offers all-electric Type C vehicle of up to 40’ in length, which would allow for different seating plan configurations.

 ***MCPS is open to different bus sizes as long as the stated seating configuration is included.***

Question 5: Could you please confirm the number of passengers per bus required? Will there be different passengers capacity requirements or will Montgomery County Public School implement a standard? Following up on question number 4 above, should the bus body length be maintained at 30’, could you please provide us with a floor plan of the bus required to determine the 57 seat configuration required?

 ***The current 57 configuration has 11 39” seats on the driver side and 12 39” seats on the door side.***

***The 30 foot body is desired for maneuverability. The current configuration in a non-wheelchair bus is 7 39” seats and one 30” seat on both sides.***

Question 6: Should different configurations be submitted to allow for wheel chair and wheel chair access?

***Wheelchair lift equipped buses should offer three wheelchair spaces. Track seating should be used so seats can be placed in wheelchair slots when not being used.***

Question 7: In order to adequately propose robust infrastructure for the fleet, could we please have some additional information regarding the existing fleets’ routes on average? Particularly miles driven daily on average?

 ***MCPS operates roughly 1200 routes that travel an average of 100 miles each.***

Question 8: Will Montgomery County Public Schools implement a scoring scale to include pricing, requirements, references and experience in the evaluation? More specifically, what criteria will be used to evaluate all bids under this solicitation? Without clear requirements, it would be possible to award a manufacturer that has limited or no experience with zero-emission Type C school buses in cold climates.

1. Lion recommends that applications are evaluated on a weighted scoring scale that includes the proposed vehicle pricing (30%), meet the proposed requirements (30%), provide references and delivery experience (40%)
2. We have noticed language regarding not yet available Type C all-electric school bus. Would there be additional evaluation criteria regarding OEM’s that already have Type C all-electric school buses deployed throughout North America?

***MCPS will evaluate each bid based on the overall proposal and its ability to provide a complete “budget neutral turnkey” solution that meets the specified expectations stated in the RFP.***

Question 9: Will Montgomery County Public Schools add punitive measures and a non-responsive designation to awardees that do not meet the proposed delivery timeframe? Currently, there are no measures that insure on time delivery of vehicles. It is important that interested parties apply within their capabilities. Without a penalty for non-delivery, any applicant that has not invested in their technology can apply without concern of delivery on time (or ever). This potentially ties up funding for years and prevents responsive applicates from being awarded. Lion recommends financial penalties per vehicle not delivered at designated milestones and an applicant being deemed non-responsive if the deliveries are not made by the final due date. The next responsive bidder would then be awarded.

 ***See Erratum/Addendum #1***

Question 10: Could we please obtain clarifications regarding the delivery schedule? As there are different locations for the fleet, with various numbers of vehicles located at each, what criteria would be used to determine the procurement/delivery schedule? Will the oldest and most pollutant buses be replaced first? How many per location, or will a percentage be used at each location do determine replacement schedule? Will it be possible to visit all of the school depots to understand what the facilities entail with regards to maintenance capabilities and infrastructure costing?

 ***The specific schedule will mostly be established by the successful vendor based on their ability to implement infrastructure and provide suitable electric buses. Every inquiring company is welcome to tour each site. Refer to question 26.***

Question 11: What does Montgomery county Public Schools prefer--electric or auxiliary heater? Both are available on the Type C school bus manufactured by Lion.

 ***MCPS doesn’t have a preference***

Question 12: 1.0 MCPS General Contract Articles contains language intended for the Purchasing of School Buses. Are there any recent or intended MCPS contract modification(s) for the Leasing of Electric School Buses?

 ***No***

Question 13: 4.0 MCPS Contract Term for leasing is for a base period of 12 years plus options to extend the term of the lease. Will MCPS also accept from Lessor, a shorter base period lease term plus options to extend?

***Yes, but during this program, MCPS is expecting to receive electric buses that will be in service, under MCPS control, for 12 years.***

Question 14: 6.0 Termination Articles- is the intent of MCPS to lease for 12 years plus options to extend? Has MCPS ever terminated a contract under Articles 12 and 13 for the purchase and/or leasing of diesel School buses?

 ***No***

Question 15: 7.0 Pricing- Can MCPS schedule a site visit to Gaithersburg High School prior to September 30, 2020 for school and other parking locations estimated pricing purpose?

***Every inquiring company is welcome to tour each site.***

Questions 16: Does MCPS have the authority to order from Federal GSA Schedule contracts or an interest in a similar contract for the purpose of acceleration of this Electrification effort to lease School Buses and other line items?

 ***Maybe***

Question 17: Specs Page 1 57 passenger is based on a Pre-Covid Typical Type C school bus. Are Vendors allowed to make alterations/modifications to accommodate electrification based on less than or greater than 57 passenger?

 ***Vendors are allowed to making alterations that exceed 57 passengers, but not less.***

Question 18: Specs Page 1- Body Fluid Clean Up Kit- Is MCPS also considering the install of Partitions similar to Crown Shade Covid PPE for School Buses? Visit: [www.crownshade.com/busppe](http://www.crownshade.com/busppe)

 ***No***

Question 19: Specs Page 2- Doors- Is there any exception for the Bus OEM requirements for pressure sensitive edges to automatically open if something is detected in entrance during closing?

 ***MCPS prefers an auto reversing entrance door.***

Question 20: Does MCPS have a preference for Electrification based on AC Level 2 and/or DC Level 3 charging capabilities for the OEM supplied and warranted Electric School Bus fleet?

 ***MCPS prefers DC level 3 charging***

Question 21: Can MCPS please provide additional information on vehicle class mix?

 ***MCPS currently operates two bus types; rear engine buses that can carry 57 passengers and a type C bus that carries roughly 30 students with a wheel chair lift, used for special needs transportation. MCPS is open to other bus types and configurations as long as the specific passenger and seating configuration in the bus specification document are met.***

Question 22: Can MCPS please provide additional information on desired specifications for the electric bus variants? Is there a preferred or short list of e-school bus vendors?

 ***The attached bus specifications describe, in detail all the necessary requirements for each bus. The electric powertrain is not included and is to be determined by the vendor, in conjunction with MCPS.***

Question 23: Can MCPS please provide additional details on the V2G reference including objectives, desired timing for initial testing vs. normal operations, desired site locations, etc.?

 ***MCPS envisions V2G as a necessary component of making this a budget neutral endeavor. That requirement will determine the urgency of V2G.***

Questions 24: Can MCPS provide additional details on the daily routes including range and average miles driven, as well as shift schedules (e.g. only one in the morning and afternoon or multiple staged shifts)?

 ***MCPS operates roughly 1200 routes that travel an average of 100 miles per day. Each route varies but most routes depart at 6:00AM, return to their assigned depots around 9:30AM, and leave again around 1:30PM. Other routes have “mid-days” which will require the bus to continue transporting students throughout the middle of the day, possible not returning to the depot until 4:40-5:00 PM.***

Question 25: Can MCPS please provide additional details on the time that the buses will be in the depot? This would be the time available to charge the buses.

 ***Please refer to question 24.***

Question 26: Can MCPS please provide additional details on the roll-out plan for the buses. How many buses will be delivered to each depot during the course of the program? How many buses will be delivered by July 31, 2021 and to which depots? Will there be a pilot at one of the depots on a larger number of buses or will MCPS spread out the buses amount the five depots? What is MCPS expectations on how fast the busses need to be charged? What is MCPS expectations or estimated date to complete charging infrastructure?

 ***MCPS does not have a specific number of buses or specific timeframe for related infrastructure besides the expectation of having electric schools buses integrated into the fleet by the summer of 2021 or 2022. There are many factors that contribute to the time line and number of buses that can be delivered. For example; 1, when can suitable infrastructure be put in place. 2, when can bus manufactures produce said vehicles. 3, ratifying a contract with a vendor and MCPS. MCPS is relying on the responding vendors to research, establish, and propose a detailed and creative turnkey, budget neutral, bus electrification program***.