

August 1, 2022

ADDENDUM NUMBER ONE

ATL RFP Number 22-064

TRANSIT FLEET INSPECTION SERVICES

REQUEST FOR PROPOSALS

Atlanta-Region Transit Link Authority (ATL)

ISSUED BY: State Road and Tollway Authority (SRTA)

245 Peachtree Center Avenue, Suite 2200

Atlanta, GA 30303

From: Staci Winston, ATL Issuing Officer

To: Potential Respondents

This Addendum forms a part of the **Request for Proposals (RFP) No. 22-064** and modifies the RFP as described below. ATL changes and clarifications are underlined. **This Addendum consists of forty-eight (48) pages.**

I. ATL ANSWERS TO QUESTIONS RECEIVED

ATL is hereby issuing responses to questions about the RFP received from interested parties to the RFP. Answers are underlined.

1. In the case that turnover audit is requested, would fluid sampling of all the buses be required? If not all, what percentage of the fleet would require fluid samples?

Response: On turnover audit fluid sampling of all buses is required.

2. The extent of inspection services as related to being visual or if anything is to be disassembled and reassembled for inspection such as wheels removed for brake inspection or similar areas?

Response: Inspection services would be visual only. Brake inspections would be a visual inspection with stroke measurements. Disc brakes would be visual and inspection of the wear indicator pin. Drum and rotors may need measuring if a maximum wear line is not evident in the visual inspection. If something were to present that needed disassembly, the ATL contractor would be responsible for disassembly and reassembly.

3. Who will perform the disassembly/reassembly of the components? How will this time be captured?

Response: See number 2

4. Will the contractor be required to read engine/transmission/HVAC codes or just document any check engine/trans/HVAC lights? Who will be required to provide the necessary readers?

Response: Document any check engine/trans/HVAC lights only. ATL staff have readers and can assist if further information is needed on a light or code.

5. Will any road tests be required?

Response: No road test will be required.

6. Will the ATL maintenance shop have sufficient personnel scheduled to complete the inspections without delaying the process?

Response: Yes. Two bus bays with lifts will also be scheduled for contractor use.

7. What hours of the day will vehicles be available for inspections?

Response: ATL will endeavor to accommodate the contractor with their preferred hours, not to exceed 12 hrs per day. We ask that the contractor be punctual on their requested hours as this impacts ATL staff too.

8. What is the process if vehicles scheduled for inspections are placed in service and not available for the inspection?

Response: This should not happen as ATL has adequate fleet numbers to accommodate a vigorous inspection schedule. ATL only operates commuter service so during mid-day, all buses are on the yard and are back in by 8:00 pm.

II. **Part 3 – Draft Contract Agreement for ATL #22-064
(See attached 45 pages of Draft Agreement)**

III. **DBE Info – Revised Section 2.10 MINORITY BUSINESS PARTICIPATION**

2.10 MINORITY BUSINESS PARTICIPATION (**Revised**)

The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this solicitation and resulting Contract. It is ATL's policy to practice nondiscrimination based on age, disability, race, gender, color, sex, religion or national origin in the award or performance of this contract. All companies qualifying under this solicitation are encouraged to submit proposals. The requirements of this solicitation apply for all Proposers, including those who qualify as a Disadvantaged Business Enterprise (DBE). **ATL's overall agency goal for participation by DBEs in its federally funded contracts awarded between October 1, 2020, and September 30, 2023, is 9.62%. As with all ATL solicitations, DBE participation is highly encouraged.** Proposers with questions regarding DBE certification may contact the Issuing Officer. Additional Contract requirements related to participation by DBEs are specified in Part 3 – Contract of this RFP. As an incentive to increase utilization of minority-owned businesses as subcontractors on State purchases, the State

of Georgia provides for an income tax adjustment on the state tax return of any company that subcontracts with a State certified minority-owned firm to furnish goods, property, or services to the State of Georgia. The Tax Incentive Program is codified at O.C.G.A. §48-7-38 and is managed by the Georgia Department of Revenue.

IV. **REVISED Section 4.4 NOTICE OF AWARD**

... At the end of the evaluation process, the ATL shall contact the apparent successful Proposer(s). **The apparent successful Proposer(s) must return the signed copies of the Contract to the Issuing Officer within one (1) week of notification. Failure to do so may lead to rejection of the Proposer.** The ATL reserves the right to proceed to discussions with the next highest ranked Proposer. The ATL reserves the right to modify the Contract to be consistent with the successful offer. ...

PLEASE REVIEW THE DRAFT AGREEMENT (PART 3) TERMS AND CONDITIONS IN THEIR ENTIRETY

END OF ADDENDUM NUMBER 1