

FLINT HILLS AREA TRANSPORTATION AGENCY

Procurement Type: Invitation to Bid

Procurement ID: FY25-1001-Wraps

ADDENDUM 4: ADDITIONAL CLARIFICATIONS (Answers to Final inquiries)

Extended Bid Due Date: September 4, 2024, 2:00 PM (CST) (Included in Addendum #3)

Amendments and Clarifications to Original IFB FY25-1001-WRAPS.

A. Bid Submission Clarification

1. **Reminder Federal Project:** The funds expended for work orders under these contracts may contain a percentage of funds appropriated by the United States Department of Transportation (DOT) and managed by the Federal Transit Administration (FTA), or the funds may be a combination of funds appropriated by the State of Kansas, or local county, or city governments. The contract will be between the selected firms and FHATA. The Firm-Fixed Price contract will contain required federal and state procurement terms and conditions, which will be applicable irrespective of funding source. The highest procurement standards, terms and conditions will apply.

Reminder to all firms bidding to please pay close attention to Section E Bid Information / Instructions and the minimum requirements for a bid to be considered responsive.

B. Additional Questions received from Turbo Images:

1. Page 51 of the original bid included an optional price for 'additional theme printed on rear' which has been removed from Attachment 1: Amended Proposal Response Form (Pricing Pages). Please confirm that coverage of the back (as shown in Appendix 1) must be included in the 'Per Bus' unit price

Response: The original was an error optional price. That was one of the reasons for issuing amended forms to update the needs of the Agency's bidding evaluation and provide clarification on pricing. As stated in Addendum 3 the Amended Bid Response Form provided in the Addendum #3 should be used.

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2. Also regarding Attachment 1: Amended Proposal Response Form (Pricing Pages) our understanding is that the unit pricing validity is through to 6/30/2027 (e.g. inclusive of three 3M annual price increases for January 2025, 2026 and 2027) and then can be increased by the % stated in the extension boxes. Our original request was to duplicate the pricing tables to provide four pricing tables – Sept 2024-Jan 31st, 2025, Feb 1st, 2025 through June 30, 2025, then July 1st, 2025 through June 30, 2026, July 1st, 2026 through June 30, 2027 - please confirm whether this is acceptable

Response: As stated in Addendum 3 the Amended Proposal Response Form provided in the Addendum should be used. The initial contract period is through June 30, 2027 and should include Firm Fixed Price for the period. Bidders should consider the possibility of cost adjustments during that period when calculating the firm fixed price for the period.

3. If the four pricing tables is not acceptable, and a price is required through to 6/30/2027 we can only 'equalize' the three 3M annual price increase by knowing the percentage split for year 1, year 2 and 3 e.g. to absorb the three 3M annual price increases into a single 'Per Bus' unit price - please advise if this information is available

Response: As stated in Addendum 3 the Amended Proposal Response Form provided in the Addendum should be used. The initial contract period is through June 30, 2027 and should include Firm Fixed Price for the period. Bidders should consider the possibility of cost adjustments during that period when calculating the firm fixed price for the period. Year one will have the largest purchase order as we are looking to re-wrap our entire fleet, while the remainder of the contract period will be for (1) new vehicles purchased in the year, less than three vehicles per year; or (2) re-wraps for vehicles accidents or damaged wrap, estimated less than five wraps in a year.

4. With regards the answer to Q2 of Addendum, Appendix 1 is reference but only includes pictures of a 'blank' vehicle and the rest are schematics
 - a. Is the sq/ft coverage exactly the same for the new design as also the existing graphics e.g. bidders should use the schematics in Appendix 1 to calculate the sq/ft coverage of existing graphics
 - b. Please confirm that the white areas in Appendix 1 are paint not vinyl

Response: A sample of what the coverage looks like of existing wraps was provided on Page 7 of the IFB, additional pictures have been added to Appendix 1 of this Addendum. Please note these are provided to show an example of the coverage of existing wraps, but these are not the new wraps. The vehicle pictures provided in Appendix of IFB was provided to show estimated size of the vehicles available for wrapping. As previously stated the square footage is similar on each vehicle but the schematics change slightly from model year to model year, as far as door and window placement goes. They are not "exactly the same" from model years. See attached Attachment 1 for Additional photos of existing wrap coverage.

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5. How will the Agency determine the lowest responsive bidders given that the Attachment 1: Amended Proposal Response Form (Pricing Pages) are a blend of different unit prices and percentage with no grant total?

Response: Firm Fixed Price should be provided on a per bus basis, and we will compare bids based on unit prices of the initial contract period times the estimate quantities estimated for the first initial purchase order. We will calculate % increase on extension 1 and 2 based upon the results of the calculation of the initial contract period, and initial purchase order. We will also calculate the total of tables 1 – 4 to determine a total per bus cost to remove existing, print and install new wrap. Having all bidders submit their pricing the same allows us to compare tables and calculate using the same assumptions between each bid received.

6. For the calculation of Flint Hills Manhattan City-Wide Fixed Route Theme (Ford Cut-away) pricing items 1f, 2f and 3f please confirm this is the FLINT HILLS SERVICES BRANDING – FIXED ROUTES (1 THEME) shown on page 36 (marked page 35 in the footer) with the ‘Connecting the Flint Hills’ lettering, a partial wrap, with the white area to be paint not covered in vinyl

Response: The Agency will look to the vendor to provide best practices with regards to vehicle wrapping and based on what is customarily the approach that is taken when wrapping a vehicle, including what is most cost effective while maintaining quality. Current wraps the large white areas outside of the color and logo markings are the vehicle’s white painted areas and not vinyl covering.

7. For the calculation of Flint Hills Demand Response Theme (Ford Cut-away) pricing items 1g, 2g, 3g, please confirm this is the schematic shown on page 37 (marked page 36 in the footer) with the ‘General Public Transportation’ letter, also a partial wrap, with the white area to be paint not covered in vinyl

Response: As stated in Appendix of IFB (Page 36) the existing wraps are still in design but will be similar as to coloring, placement of the windows will be removed. Attachment 3 has been provided with an updated wrap design which has not been finalized.

The Agency will look to the vendor to provide best practices with regards to vehicle wrapping and based on what is customarily the approach that is taken when wrapping a vehicle, including what is most cost effective while maintaining quality. Current wraps the large white areas outside of the color and logo markings are the vehicle’s white painted areas and not vinyl covering.

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8. To calculate Flint Hills Demand Response Theme (Ford Transit Van) pricing items 1h, 2h (marked 2g but we assume 2h), 3h, please confirm same schematic as Flint Hills Demand Response Theme (Ford Cut-away) but resized for a Ford Cut-away

Response: Yes the design for the Transit and the Cut-away will be the same and will be resized for the difference in the vehicles. Attachment 2 of this Addendum has pictures of the new Ford Transit Vans we just received into our fleet as of 8/23/2024. As stated in Appendix of IFB (Page 36) the existing wraps are still in design but will be similar as to coloring, placement of the windows will be removed. Attachment 3 has been provided with an updated wrap design which has not been finalized.

This Addendum becomes a part of the Invitation to Bid upon issuance and supersedes any previous specifications and/or provisions in conflict therewith. By submitting their Bids, Bidders are deemed to have received all such notices and to have incorporated them into their Bid.

Attachment 1: Existing Pictures of Vehicle Wraps

Manhattan City Wide Fixed Route. Coverage is the same on the driver side and passenger side. This wrap will be removed and replaced with the new design similar to the one that was included in the original IFB.



Older Manhattan City Wide Fixed Route. Coverage is the same on the driver side and passenger side. This wrap will be removed and replaced with the new design similar to the one that was included in the original IFB.



Attachment 1: Existing Pictures of Vehicle Wraps

Older Junction City Fixed Route. Coverage is the same on the driver side and passenger side. This wrap will be removed and replaced with the new design similar to the one that was included in the original IFB.



Demand Response Vehicle Wrap. Coverage is the same on the driver side and passenger side. All Demand Response Vehicles will be replaced with a new Demand Response Wrap, will be similar but will not have coverage on windows.



Attachment 2: New Ford 350 Transit Van (2024)

The following are pictures of the newest Transit Vans just received into our fleet which will be wrapped with a Demand Response Wrap. We received three vehicles as of 8/23/2024. The existing phone number and “General Public Transportation” will be removed by ATA Staff before completing the wrapping.



Attachment 3: Updated New Demand Response Wrap (Version 1)

Below is the latest update on the Demand Response Wrap. The version is not final but it shows the wrap no longer covering the windows. The contractor will be responsible for checking artwork scale to the scale of the vehicle based on the actual measurements of the vehicle being wrapped. **ATA reserves the right to add, remove, or otherwise modify any requirements and/or graphics to meet the operational and strategic objectives of the agency.**

