

## COMPBD2010 Questions and Answers

1Q: In the original copy of the competitive bid the sample Pricing Form was not pre-populated with data for reference. I do have the copy of the Pricing Form with sample figures that was distributed at the meeting yesterday. Would it be possible to have the sample figures included as an updated section in the Addendum as well?

1A: I have included those in the revised addendum attached. They are not highlighted in red. Please remember to explain your options like in the example I handed out yesterday.

2Q: Regarding Page 23, Section III Technical Specifications, topics: Diesel Oxidation Catalysts and Diesel Oxidation Catalysts/Closed Crankcase Filtration Combination, bullet point 7 of each topic and page 24 under Other Potential Technologies the wording states: "Shall be manufactured from 16 gauge 409 stainless steel or better" and "Any tailpipe equipment must be manufactured from 16 gauge 409 stainless steel or better."

The Diesel Oxidation Catalyst product manufactured by Donaldson utilizes 18 gauge 409 stainless steel that is aluminized to resist corrosion. These units are EPA/CARB approved and meet all construction, durability and warranty requirements. We have very good field experience with Donaldson DOC units in many long-term installations.

Why would this product not be acceptable under the terms of this RFP?

2A: Products on the EPA/CARB verified lists are eligible for this RFP. This information is a relic of our first RFP in 2003 and was provided by a vendor that indicated this is what all DOCs were made of. We cannot deny you proposing an EPA verified product within an EPA funded project. If the equipment meets EPA's requirements, it meets ours. We will revise the specifications and repost the Addendum on the website at [www.cleanairfleets.org](http://www.cleanairfleets.org)

3Q: If a vendor chooses not to bid on all the different types of equipment, but rather to bid only on specific types of equipment, is there a possibility that the vendor could be awarded a portion of the business, perhaps as a secondary vendor? In other words does the bid have to be all or nothing?

3A: We have required that vendors offer all equipment we requested. In the past, the RAQC has both disqualified vendors for not meeting our requirements and awarded half points under the 'Meeting Specifications' and 'Cost' categories when a vendor proposed half the equipment. Awarding half the points was done once under a very small project for trailer fairings. We bid two pieces of equipment and two vendors offered the primary equipment we were seeking. Since the project was small and had a limited timeframe, we awarded half points. Neither vendor won the award.

Due to the size and complexity of this effort, the vendor would probably be disqualified for not offering the equipment we have requested. This will be left up to the review team. The problem lies in meeting fleet needs. Most fleets request both tailpipe/crankcase and idle reduction retrofits. In our current effort we have one vendor that offers both and one that offers only tailpipe/crankcase retrofits. This has led us to deploy both contractors in a single fleet. This creates problems both for the RAQC in managing the project and the fleet scheduling and managing two contractors. That is why we have required all vendors to provide everything we've asked for in this RFP.

Please email Steve McCannon with questions at [smcannon@raqc.org](mailto:smcannon@raqc.org) by 2:00 pm Wednesday, June 9<sup>th</sup>.