

VVTA IFB PARATRANSIT VEHICLE REBRAND

ADDENDUM NO. 1

Thursday, July 23, 2026

The following questions were posed prior to the deadline on Friday, July 17, 2026, as well as the answers from VVTA Staff:

- Q1: "Sec. A & Sec. X.1, pp.4,12: Section A (Bid Schedule) lists the Bid Opening Date as Thursday, July 30, 2026, while Section X.1 (Opening of Bids) states bids will be publicly opened on Thursday, July 23, 2026. Please confirm the correct, single Bid Due Date / Public Bid Opening date."
- A1: Bids Due Date/Public Bid Opening: 3:00 p.m. PDT. Thursday, July 30, 2026
- Q2: "Sec. A, p.4 vs. Notice Inviting Bids Item 6, p.2: The cover Notice Inviting Bids (Item 6) lists the deadline for questions as July 13, 2026, at 5:00 PM, while the Bid Schedule in Section A lists July 17, 2026, at 5:00 PM. Please confirm the correct final date and time for submission of written questions."
- A2: Last Day for Questions: 5:00 p.m. PDT, Friday, July 17, 2026
- Q3: "Sec. A, p.4: Please confirm the Addenda and Answers to Questions date of 2:00 PM PDT, Thursday, July 23, 2026, remains accurate once the question-deadline and bid-opening date conflicts above are resolved, and confirm whether this leaves Bidders sufficient time to incorporate addenda into final pricing before the (to-be-confirmed) Bid Due Date."
- A3: Addenda and Answers to Questions: 2:00 p.m. PDT, Thursday, July 23, 2026. Bids Due Date/Public Bid Opening remains as 3:00 p.m. PDT. Thursday, July 30, 2026.
- Q4: "Sec. 3.3, p.2 / Sec. J.2, p.6: Please clarify the accepted submission methods. The IFB references (a) one hard copy marked "Original" plus one electronic copy via publicpurchase.com, and elsewhere (b) sealed original plus one electronic copy, "OR" submission via publicpurchase.com. Is electronic submission through publicpurchase.com alone sufficient, or is a physical hard-copy original always required in addition?"
- A4: Electronic submission through publicpurchase.com alone is sufficient.
- Q5: "Sec. J.5, p.7: If submitting electronically via publicpurchase.com, please confirm whether registration/account setup on that platform is required in advance, and whether there is a recommended lead time to establish an account prior to the bid due date."
- A5: To submit a bid through publicpurchase.com, you will need to register and create an account. Please contact publicpurchase.com for more information.

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- Q6: “Sec. B, p.4 / Attach. A §1, p.14: The IFB states the project covers 45 Paratransit E-450 cutaway vehicles, broken out as 39 at the Hesperia facility and 6 at the Barstow facility. Please confirm this 39/6 split is current and reflects the actual fleet count and location at time of award and confirm whether the count is fixed or subject to change before or during the contract term (e.g., due to fleet retirements, additions, or transfers between yards).
- A6: The quantities listed in the scope are correct: 39 vehicles at the Hesperia facility and 6 vehicles at the Barstow facility, for a total of 45 vehicles. Vehicle locations may change due to operational needs. However, the total will remain 45 unless modified by VVTA in writing.
- Q7: “Attach. A §3.c, p.14: The Scope of Work references a VVTA-provided "Paratransit Micro sign list" spreadsheet to verify decal placement and bus types. Please provide this spreadsheet (or confirm when it will be issued) so Bidders can verify it against the example photos and accurately price by bus type/configuration.”
- A7: <https://www.dropbox.com/scl/fi/9hojz2as78z007whrf3w0/ADA-Micro-VVTA-sign-list.xlsx?rlkey=h0m0n2w1ylhz2tjbtjmlps9up&st=blctludv&dl=0>
- Q8: “Attach. A §3, pp.14–15: Examples 1–3 (pp.17–19) appear to show three distinct cutaway body styles/lengths (different window counts and body proportions). Please confirm how many distinct vehicle body configurations exist within the 45-vehicle fleet, and whether decal sizing/templates differ by configuration and, if so, the quantities and sizes required for each configuration.”
- A8: Please refer to Paratransit Micro sign list on question 7. Bus1- 23, Bus 2- 5, Bus 3- 17
- Q9: “Attach. A §3.b–4, pp.14–15: Example 4 (p.20) shows the new VVTA logo artwork at a small scale and is explicitly marked "NOT TO SCALE." Will VVTA provide production-ready, scaled vector print files (e.g., AI/EPS/PDF with exact dimensions and Pantone/CMYK color specifications) for the new side, rear, and front "Direct Access" decals, or is the Contractor responsible for developing this artwork from the reference image?”
- A9: This will be provided to the awarded bidder.
- Q10: “Attach. A §3.a, p.14: How old are the existing decals currently installed on the fleet, and are the current decals reflective material or opaque (non-reflective) material?”
- A10: The existing decals may be as old as the vehicles; however, decals have been maintained and replaced over the years due to normal wear. VVTA requires all replacement decals under this contract to be reflective.

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Q11: "Attach. A §4.a.i & §4.a.iii, p.15: Section 4.a.i specifies 3M Controltac 180-C (or equivalent) as the required decal material, while Section 4.a.iii separately requires that all decals be reflective, meeting applicable roadway visibility standards. These two requirements appear to be in direct conflict: 3M Controltac 180-C is a non-reflective cast vinyl film, and there is no equivalent material that satisfies both the 180-C specification and a reflectivity requirement, as reflective vinyl films are a fundamentally different product category.

Please clarify which requirement governs — are decals intended to be non-reflective (3M Controltac 180-C or equivalent), with Section 4.a.iii removed or clarified as inapplicable to this scope, or are decals intended to be fully reflective per roadway visibility standards, requiring Section 4.a.i to be revised to an appropriate reflective film specification?"

A11: You are correct, the decal described is intended to be a non-reflective, the decal which will now be required will be a 3M Scotchlite Reflective Graphic Film 680CR or equivalent.

Q12: "Attach. A §4.i, p.15: Per Section F (Approved Equals), please confirm the process and timeline for submitting an approved-equal material request, and confirm whether an approved-equal submission must be resolved via addendum before the bid due date or may be submitted with the bid for post-award approval."

A12: Bidders may submit the items they consider as the alternative to what was specified with their bids. VVTA staff will evaluate the items to be considered and will release a determination if the item is accepted as an approved equal.

Q13: "Attach. A §5.c, p.16: Section 5.c states that "some decal ghosting or paint differences may remain following decal removal" and that "acceptance of ghosting shall be at VVTA's discretion." Because ghosting is typically caused by long-term UV exposure to the uncovered areas of the vehicle surface and its severity cannot be fully determined until after existing decals are removed, please clarify the standard that will be used to determine whether ghosting is acceptable or unacceptable. Additionally, please confirm whether the Contractor's responsibility is limited to standard decal removal and reasonable cleaning of the affected area, or whether the Contractor will also be responsible for additional corrective work such as chemical treatment, abrasive polishing, paint correction, repainting, or covering the ghosted areas if VVTA determines the remaining ghosting is unacceptable."

A13: The Contractor is responsible for standard decal removal, adhesive removal, cleaning, and reasonable surface preparation. Minor ghosting caused by normal paint fading may be acceptable at VVTA's discretion. Repainting or extensive paint correction is not included unless the condition resulted from damage caused by the Contractor or VVTA authorized additional work in writing.

Q14: "Attach. A §5.b, p.16: Given that acceptance of ghosting is at VVTA's sole discretion, what is the current baseline paint condition across the fleet? Are there vehicles with known faded paint, prior damage, or areas where removal risk is elevated, and will VVTA document

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baseline vehicle condition before work begins on each vehicle so that damage caused by the contractor can be fairly distinguished from pre-existing conditions?”

- A14: The Contractor shall notify VVTA of any existing paint damage, fading, previous repairs or other conditions that would affect decal removal, prior to removal. The Contractor will not be held responsible for properly documented pre-existing conditions.
- Q15: “Attach. A §2.a, p.14: Work is restricted to 7:00 PM–5:00 AM nightly, after revenue vehicles return from service. Please confirm whether this is a 7-day/week availability window or limited to specific days and confirm how many vehicles VVTA will be able to stage and make available per night at each location for work.”
- A15: Work may be performed seven days per week during the 7:00 p.m. - 5 a.m. window for Hesperia. Barstow installations will need to be performed during business hours. VVTA will coordinate with the awarded contractor to provide bus availability.
- Q16: “Attach. A §2.a & §8.b, pp.14,17: Will VVTA provide access to electrical power at both the Hesperia and Barstow yards for lighting and equipment use, or must the Contractor supply independent power (e.g., generators)?”
- A16: Electrical power is available in both VVTA facilities. However, the Contractor is responsible for providing all necessary extension cords. VVTA will provide a lit bay for use in removal and installation of the decals in Hesperia. For Barstow, since the decals will need to be replaced during business hours, additional lighting should not be needed.
- Q17: “Attach. A §1.a, p.14: Is there covered/protected workspace available at either yard, or will all work be performed in open air? Additionally, how many vehicles can be worked on simultaneously, accounting for the number of dedicated, covered workspaces versus open-air positions available at each yard?”
- A17: VVTA will provide a lit maintenance bay for the removal and installation of decals in Hesperia. This bay will be limited to two – three vehicles maximum that may be worked on at a time. If additional vehicles are needed to be worked on simultaneously, work may also be performed outdoors, depending on the space availability and daily operation. The number of vehicles that may be worked on simultaneously shall be coordinated with VVTA. VVTA does not guarantee a dedicated covered or temperature-controlled workspace for Barstow.
- Q18: “Attach. A §2.c–9, pp.14,17: Please confirm whether the detailed work schedule (Section 2.d) and the Submittals package (Section 9: work schedule, product data, installation methodology, warranty information) are due prior to contract execution/Notice to Proceed or may be submitted as part of the bid itself.”
- A18: The product data, installation methodology, warranty information, and estimated work schedule are due at the time of proposal.

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- Q19: "Sec. X.2.a, p.12 vs. Attach. C §1.A, p.12, Attach. C: Section X (Evaluation, Negotiation and Selection) states award will go to the "lowest and best responsive and responsible bidder" considering price "and other factors," while Section X.2.g (Award) and the Notice Inviting Bids describe a low-bid public-opening process typical of a price-based IFB. Please confirm whether award will be made strictly to the lowest responsive/responsible bidder, or whether non-price factors (e.g., experience, references, schedule, warranty terms) will be formally scored and weighted, and if so, please provide the evaluation criteria and weighting."
- A19: IFBs are awarded to the lowest responsive/responsible bidder. No point scoring or weighting of non-price factors will be used. Rather, VVTA may consider factors related to bidder responsibility and responsiveness, such as compliance with the solicitation requirements, ability to perform the contract, delivery schedule, warranty, and past performance, as permitted by the IFB and applicable procurement requirements.
- Q20: "Attach. C §19, pp.14–16: Please confirm whether the following minimum insurance coverage requirements listed in Attachment C (Sample Contract) apply to this bid: (1) Commercial General Liability including Products/Completed Operations — \$2,000,000 per occurrence for bodily injury and property damage liability and \$4,000,000 aggregate, with VVTA named and endorsed as an Additional Insured; (2) Automobile Liability — \$2,000,000 per occurrence for bodily injury and property damage liability and aggregate, with VVTA named and endorsed as an Additional Insured; (3) Workers' Compensation — statutory limits; and (4) Employer's Liability — \$1,000,000 per occurrence."
- A20: These are the correct limits.
- Q21: "Sec. J.4, p.7 / Attach. E p.4: Section J.4 states prices are to be quoted "including California State and Local Sales Tax" and lists only the Hesperia rate (7.75%). Since work is also performed in Barstow, what is the applicable sales tax rate for work performed at the Barstow yard, and please confirm whether sales/use tax applies to the decal materials, the installation labor, or both under this Contract."
- A21: – The tax rate is dependent on the location of where the product is being received. If the contractor is shipping the product to Hesperia, that product will need to have the Hesperia Tax rate applied. If the items are shipped and received in Barstow, it would be the Barstow tax rate.
- Q22: "Sec. M, p.7: Section M states the Contractor is "responsible for payment of all taxes for any goods, services, processes, and operations incidental to or involved in the contract," while Section J.4 says prices should be quoted inclusive of tax. Please confirm there is no double-counting expected — i.e., that the Bidder's quoted price already includes all applicable tax and no additional tax pass-through will be invoiced separately."
- A22: No additional tax pass-through or separate invoicing for applicable taxes will be permitted beyond the submitted bid price.
- Q23: "Attach. E, p.4 (Bid Pricing Form): The Bid Pricing Form separates "Removal and cleanup of Old Decals" and "Production and Installation of New Decals" as two line items of 45 units

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each, plus an optional hourly repair rate. Please confirm whether unit pricing is expected to be uniform across all 45 vehicles regardless of body-style/configuration differences noted in Attachment A, or whether Bidders may propose differentiated per-vehicle pricing by configuration with supporting detail.”

A23: It is the Bidder's responsibility to determine pricing that accounts for all vehicle types and configurations identified in the solicitation.

Q24: “Do you have a temp controlled bay with access to water and electricity (SIC) and 6 feet of surrounding space for ladders, etc?”

A24: See A16

Q25: “With regards to paragraph 4 – Bonds on page 2 please can you confirm this is applicable to the above IFB?”

A25: Yes, this is applicable to the IFB.

Q26: “Because the vehicles are spread across two sites, and the pre-bid is only at one, can bidders assume the vehicles on both sides are near-identical in terms of existing graphic age, type and condition?”

A26: Yes, reference link on A7.

Q27: “With regards to the pricing page in Attachment E – Required Forms on PDF page 53 (marked 4 of 15 in the footer)
Please advise you exemption or include of taxes on goods and services as advised by the paragraph M – Taxes on page 7”

A27: Yes, taxes should be included.

Q28: “With regards to the pricing page in Attachment E – Required Forms on PDF page 53 (marked 4 of 15 in the footer)
Request to state a minimum charge for repairs to cover trip charges, or can the number of hours of travel as well as labor be billing to VVTA”

A28: Billing should only include labor.

Q29: “With regards to paragraph 4 – Material Specification on page 15 because point (1) states 3M Control Tac 180-C or equivalent which is regular opaque, please can you clarify specify which decals/decals types are to be in reflective?”

A29: Refer to A-11.

Q30: “Please could you provide the dimensions of the decals described in paragraph 3 Decal Removal and Replacement on page 14”

A30: See A9 above.

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Q31: “Regarding the statement “Acceptance of ghosting shall be at VVTAs discretion” on page 16 please can you elaborate on the expected consequences of non-acceptance”

A31: If ghosting is not accepted, VVTA may require additional reasonable cleaning or surface preparation and may perform such work itself. Any corrective work beyond the original scope, such as extensive polishing or repainting, must be approved by VVTA in writing before it is performed. Damage caused by improper removal or installation shall be corrected by the Contractor at no additional cost to VVTA.

Q32: “With regards paragraph 10. Warranty per the manufacturer’s guidelines this is intended for original equipment manufacturer (OEM) finishes, can you confirm the vehicles have OEM paint or have the vehicles been repainted?”

A32: The vehicles generally have OEM paint. However, some vehicles may have received previous body or paint repairs. Existing conditions shall be documented before decal removal. The Contractor shall follow the material manufactures preparation, installation, and warranty requirements for the surface encountered.

Q33: “Please confirm that Attachment C – Sample Contract”

A33: Attachment C is the Sample Contract.

Q34: “Since this is not a public works project please confirm it is acceptable to enter N/A in the DIR Registration # in Attachment Form on PDF page 60 (footer 11 of 15)”

A34: Yes.

Q35: “Regarding the statement ‘Work shall take place during the period of 7PM-5AM nightly’ on page 14 please confirm:

This seven days a week and within that time window will we have access to batches of vehicles (if so, how many)?”

A35: See A15. As for the access to “batches of vehicles”, in Hesperia all vehicles will be available nightly unless vehicles are being repaired. Barstow will be scheduled with the awarded contractor.

Q36: “Regarding the statement ‘Work shall take place during the period of 7PM-5AM nightly’ on page 14 please confirm:

VVTA staff will be available for inspection and approval during those hours”

A36: A VVTA representative will be onsite..

Q37: “Please confirm VVTA will provide:

Pantone Matching System (PMS, not CMYK) Color Codes to avoid the need for color-matching.”

A37: See A9.

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Q38: "Please confirm VVTA will provide:
Final artwork will be provided in high-resolution vector files (e.g. Adobe Illustrator)"

A38: See A9.

Q39: "Regarding the insurance coverage on pages 35-8, request to remove the requirement for adding VVTA as an additional Insured on the Auto policy"

A39: No.

As stated in the IFB, all addenda must be acknowledged. Please use the form included in Attachment E, page 10, of the IFB to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this IFB may be a cause to deem Proposer "Non-Responsive."