

MORONGO BASIN TRANSIT AUTHORITY
ADDENDUM NO. 3
Attachments A-1 and A-2
Vehicle RFP #10-01
Date Issued: 061510

The following clarifications, amendments, additions, deletions, revisions and/or modifications form a part of the documents, and change original or previously issued documents only in the manner and to the extent stated. The contract bid price shall reflect all addendum changes and each bidder must sign, and submit with the Bid Proposal, a copy of this Addendum.

The items on this addendum pertain to Class H (heavy duty low and standard floors) and not to Class E (medium duty) vehicles.

Items requested by vendors in the RFP's approved equal and request for comment period that are not addressed in this addendum are to be considered denied.

MBTA revises and reissues RFP #10-01, Terms and conditions and Attachments A-1 and A-2 as applied to Class H Vehicles as follows:

1. Attachment A-2, Section 4.4, MBTA approves as equal, Cummins ISL series engines.
2. Section 4.5, MBTA approves substitution of Lincoln Composite Tuffshell tanks.
3. Section 5.0, MBTA approves as equal, Meritor Wabco Electronically Controlled front Air Suspension System.
4. Section 6.9, MBTA approves as equal, Meritor 7116 drive axle.
5. Section 8.0, MBTA deletes requirement for rub rails on low floor buses.
6. Section 8.9, MBTA approves use of engineered composite flooring material.
7. Section 9.7, MBTA approves use of two 4-D batteries.
8. Section 4.5, MBTA amends requirement for minimum tank size (diesel) to 80 gallons.
9. Section 5.0, MBTA accepts as equal EZ Rider II Max air ride suspension.
10. Section 6.8, MBTA accepts Meritor MFS-13 and FH-946 as equal.
11. Section 6.9, MBTA approves as equal Meritor RS-23 and Model 71000.
12. Section 9.4, MBTA approves use of Intelligaire II.
13. Section 9.6, MBTA approves use of Delco 50-DN 270 amp alternator.
14. Section 10.0, MBTA approves use of laminated safety glass.
15. Section 2.1 for low and standard floor attachments is revised and reissued as follows:
Bidders for Class H vehicles will provide documents to verify vehicles offered are delivered in compliance with 49 CFR 665. Altoona test must be completed and a satisfactory test report (Hardcopy and electronic version on CD) provided to the Cooperative's prior to final acceptance of the first vehicle by a federally funded recipient. Correspondence detailing remedial action taken to mitigate any failures must be provided to the satisfaction of the MBTA. Failure to comply with these requirements will result in nullification of conditional award. Proposers offering CNG, Hybrid or low floor modifications must provide separate Altoona test documentation.

16. Section 8.6 (g), aisle clearance may be 15" if optional foldaway seats are ordered.
17. MBTA revises section 6.0, subsection 30, page 12 of Terms and conditions **for Class H vehicles only**, as follows: A procurement fee of 1.5% of total pre-tax price per vehicle, *not to exceed \$1500 per vehicle, up to \$30,000* per purchase order shall be collected by the vendor(s) and remitted to the Cooperative monthly based on activity on this contract, due within forty five (45) days of acceptance by the purchasing agencies.
18. MBTA clarifies Section 6.0, subsection 15, page 10: Successful manufacturer/bidder is required to complete registration for all vehicles delivered to California transit agencies. MSO document is approved for out of state sales.
19. Section 6.0, subsection 30, MBTA approves payment of procurement fee within 30 days after manufacture, delivery *and payment* by the purchasing agencies.
20. Section 7.0, subsection 2, MBTA approves request to deliver vehicles within 16 months of the date of issuance of purchase orders. This applies to Class H vehicles only.
21. Section 7.0, subsection 5, MBTA revises, requiring payment to the contractor by agency within 30 calendar days of acceptance of each vehicle.
22. Attachment A-2, Section 2.0, MBTA advises bidders that requirement for ISO certification is not relieved, however this certification may be met prior to inspection of first article/pilot bus.
23. Section 3.0, MBTA approves request to provide a seating capacity of thirty two (32) passengers for base low floor bus proposed.
24. Section 4.4, MBTA approves Cummins ISL 280 diesel engine.
25. Section 4.5, MBTA approves tank configuration (CNG) of four 16"x120" (front), 16"x85"(rear) 21,636 SCF.
26. Section 4.8, MBTA approves use of Modine radiator.
27. Section 5.0, MBTA approves use of "Gillig" proprietary front air suspension with Koni shock absorbers.
28. Section 5.1, MBTA approves use of "swing-type" rear exit door with 5-position control valve mounted to left of drivers seat. Door must have provision to permit manual door operation.
29. Section 6.8, MBTA approves Meritor FH946 front axle.
30. Section 6.9, MBTA approves Meritor 71163 rear axle.
31. MBTA clarifies requirement for provision of tires: One set of tires are to be provided per bus, agencies who lease tires may delete for a credit to be identified by the manufacturer/bidder.
32. Section 7.7: MBTA approves PPG Corashield undercoating.
33. Section 7.8, MBTA approves passenger compartment bulkhead of 18 gauge galvanized steel, ¾" plywood and .10" aluminum attached to roof side and floor.
34. Section 8.2, MBTA approves use of "Gillig" standard energy absorbing bumpers.
35. Section 8.3, MBTA approves use of Dupont Imron Elite VOC 2.8 paint.
36. Section 8.5, MBTA approves 3/8" thick 14% graylite lexan modesty panels.
37. Section 9.2, MBTA approves Ricon FR255 wheelchair ramp.
38. Section 9.4, MBTA approves Thermo King T1 series "HVAC" air conditioner.

39. Section 9.6, MBTA approves Delco 50 DN 270 amp alternator.
40. Section 10.0, MBTA approves 28% dark gray tint or 44% medium gray tint for passenger side windows.
41. Section 10.3, MBTA clarifies manuals requirement: Manuals should be one (1) per agency and specific to their order.
42. Attachment B, Certifications and Assurances, Section 19 (DBE): MBTA clarifies DBE certification to be submitted with bid.