

**MORONGO BASIN TRANSIT AUTHORITY
ADDENDUM NO. 2
Vehicle RFP #11-03
Date Issued: 11/07/2011**

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 Proposal, CER 3, Acknowledgement of Addendum. On this Certificate, the Proposer is to list each Addendum including the date of the Addendum.

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

1. IP 11.3, Proposal Format Requirements, Package 2, Price Proposal Requirements is modified as follows:
No. 2 - Pricing Schedule (including but not limited to such pricing elements as optional bus features). Note: Subject to the provisions of SP 4, Pricing, the selected Contractors shall agree to sell vehicle(s), including proposed optional equipment, at the same price and under the terms and conditions of this Agreement from the time of contract award to the expiration of the initial contract term. Contractors are prohibited from offering any parts credits, rebates, etc. not submitted with original proposal following Contract award.
2. The section at the end of IP 12.4 is modified as follows:

As noted, pricing will be scored at of the basis of 40 points. The proposer's price score will be calculated in the following manner:

$$\text{Proposer Price Score} = \frac{\text{Lowest Price Proposed}}{\text{Proposer's Cost}} \times \text{Proposer's Price Points}$$

Under this formula, the proposer with the lowest proposed price for the base model vehicle will receive **40** points. The other proposals will receive a proportionate share of points based on how much higher their proposed price is in relationship to the low proposed price. **Points will not be awarded for the pricing for the option features. However, each Agency ordering from the resulting schedule will evaluate the pricing of any selected optional features to calculate a total price. Thus the pricing of any optional features may affect the selection of the vehicle to be ordered.**

3. SP 4. Procurement Fee is modified as follows: A procurement fee of 1.5% of total pre-tax price per vehicle, up to \$15,000 per transaction shall be paid by the Contractor(s) to the Cooperative each month based on activity on this contract. This fee shall be shown as a separate line item on the invoice to the Agency ordering the vehicles. **It shall be payable to the Cooperative within sixty (60) days of delivery to agencies.**
4. WR 1.1.3 Body and Chassis Structure – The text in this is section has been deleted and the Section Heading is now noted as **“Intentionally Omitted.”**

5. The text in QA 4.1, Pre-Delivery Bus Documentation Package (BDP) is deleted and replaced by the following:

The Contractor's quality assurance organization shall be responsible for preparing a documentation package for each Bus. The BDP shall be inserted into a manila envelope which shall be labeled with the Agency name and the bus number on the front of the envelope. This envelope shall be placed into the Bus and shall be presented to the Agency upon delivery.

At a minimum, each BDP shall contain the following items:

- **BDP Check-off Sheet listing the following:**
 - **CNG pressure test certification – if applicable**
 - **Water test Certification.**
 - **Alignment Certification.**
 - **Smoke Opacity Test (Exhaust Emissions), if applicable.**
 - **“Completed Bus” Inspection document.**
 - **Copy of defects noted during any Agency on-site inspection.**
 - **List of “Open Items”- if any**
 - **VIN number (copy of bus data plate)**
 - **Certificate of Origin, if applicable**
 - **Weight slip (curb weight)**
 - **Certificate of compliance for high voltage/energy storage protective devices, if applicable.**
 - **Copy of FMVSS plate**
6. Att A-1, 4.25a , MBTA denies request to modify CNG receptacle specification identifying Sherex 1000 as base specification
 7. Att A-1, 4.3, specification modified re-battery specification
 8. Att A-1 4.9, MBTA accepts stainless steel valve extensions in lieu of brass
 9. Att A-1, 5.1 MBTA accepts vinyl covered wood lockable cover
 10. Att A-1, 5.24, MBTA accepts quality aftermarket battery for secondary battery if it is of same amperage and battery type
 11. Att A-1 5.7, MBTA inspector may approve substitution of galvanized steel for anticorrosion treatment at preproduction meeting.
 12. Att A-1, 5.8 (Seating) Clarification: Base seats specified are for Docket 90 **vinyl**. Docket 90 cloth is an option. Please remember to identify price addition (if any) for this option on pricing and options worksheets.
 13. Att A-1 6.5, Clarification: All windows don't need to have egress capability. Vehicles must however meet FMVSS 217
 14. Att A-1 6.6, Foam insulation request may be approved by MBTA inspector at preproduction meeting
 15. Att A-1, 6.95 (A/C): References to BTU are deleted in specification. Updated Model information for ACT and TransAir is added.
 16. Intermotive Highlock is the requirement for both the Fast Idle and Interlock controllers. Note: we have deleted “manual switch” option, those customers wanting this feature can order Intermotive Gateway as an option.
 17. Att A-1, 8.7 (As Built diagrams): Dealer to provide diagrams per batch of vehicles ordered.

18. Att A-1, 8.8 (Radio): Specification changed to High Quality AM/FM with MP3 or OEM radio. Manufacturers choice.
19. Att A-1, 3.0: Clarification. MBTA inspector to measure between door panels.
20. Att A-1, 5.21 (Connectors): Change requested by AZ/Buswest for Elkhart is acceptable if approved MBTA inspector at preproduction meeting.
21. Att A-1, 5.3 (Type A Fuel Tank): Clarification. Fuel capacity requested is for largest available. If 40 gallons is largest available due to bus body limitation, then it meets the requirements.
22. Att A-1, 5.8c, lap retractor belt in lieu of under seat retractor for center seat of rear row acceptable if approved by MBTA inspector at preproduction meeting.
23. Att A-1 5.92, Altro remains base floor covering. Gerflor Tarabus may be offered as an **option** with appropriate credit if approved by MBTA inspector at preproduction.
24. Att A-1, 6.2. MBTA accepts bottom step tread of 8.5"
25. Att A-1, 6.2. MBTA allows ground to first step to be 12.5"
26. Att A-1 6.5. Specification clarified re-window functions and dimensions. Window in front of entrance door and Drivers side window does not have to be 860 sq in.
27. Att A-1 6.7. Exterior paint needs to match chassis cab and be VOC compliant.
28. Att A-1 6.9. Clarification: Undercoating to be applied per QVM.
29. Att A-1 6.9. Request for water based undercoating may be approved by MBTA inspector at preproduction meeting.
30. Att A-1 7.0. Final location of aux floor heater to be approved by MBTA inspector at preproduction meeting.
31. Att A-1 7.1. MBTA accepts standard stowage and securement method.
32. Att A-1 7.3a. Rear entry door construction. Aluminum structure is allowed if finished product appears consistent in appearance with the sidewall construction of the bus.
33. Att A-1 8.0b. Clarification. Vehicle shall come with retractable tie-down systems equal in number to tie down positions provided.
34. Att A-1 8.5e. Interior light switch may be located on the engine cover (doghouse) if equipped with quick disconnect harness per 5.21
35. Attachment C. Options request is for Freedman Foldaway double seat.
36. Attachment C. Clarification. Proposers are asked to provide pricing for single or multiple vent roof vents if available.
37. Att A-2 2.0 Engine. Revised to 3.6 liter
38. Att A-2 6.6d (locks). Requirement changed to two (2) key fobs
39. Att A-2 6.8 (interior color) Base interior changed to gray
40. Att A-2 7.0a. Plywood requirement behind rear seat deleted.
41. Att A-2 7.C. Cargo area to be covered with OEM carpet material.
42. Att A-3 3.0. Vehicle chart is updated and revised adding INT and FRT line to scope of work
43. Att A-3 4.4. Steel tanks are deleted.
44. Att A-3, 4.10 Stainless steel valve extensions are accepted in lieu of brass
45. Att A-3 5.6. Approved as per #9 above.
46. Att A-3 5.6. Clarification. As per specification, only one battery needs to be moved.
47. Att A-3 5.6, For FRT class, batteries may be mounted road side behind cab in a box and slide-out tray
48. Att A-3 5.7. Location of battery tray under drivers step is approved.
49. Att A-3 5.13, MBTA inspector may approve substitution of galvanized steel for anticorrosion treatment at preproduction meeting.
50. Att A-3 5.16, substitution of Bostrom and National seat to be approved by MBTA inspector at preproduction. Docket 90 vinyl or black transit cloth for seat is acceptable.
51. Att A-3 5.14. MBTA accepts seamed roof for buses wider than 96"

52. Att A-3 6.1, MBTA accepts 30" X 87" entry door.
53. Att A-3 6.7, Foam insulation request may be approved by MBTA inspector at preproduction meeting.
54. Att A-3 6.12, MBTA inspector may approve request f(tie in request for Glaval/TransAir) or A/C installation modification at preproduction. Updated ACT model information added.
55. Att A-3 7.3, Intermotive GTWY 801 interlock controller accepted as equal
56. Att A-3 8.5b. (As Built diagrams): Dealer to provide diagrams per batch of vehicles ordered.
57. Att A-3 8.6 (Radio): Specification changed to High Quality AM/FM with MP3 or OEM radio. Manufacturers choice.
58. Att A-4 4.25, Installation of CNG tanks in rear luggage compartment is accepted. USSC Fogmaker is accepted as equal to Kidde
59. Att A-4 4.9, MBTA accepts stainless steel valve extensions in lieu of brass
60. Att A-4 5.21, MBTA accepts vinyl covered wood lockable cover
61. Att A-4 5.23, 5.23 (h) is removed
62. Att A-4 5.24, MBTA accepts quality aftermarket battery for secondary battery if it is of same amperage and battery type.
63. Att A-4 5.25, one battery may be left under the hood, the other battery may be installed in the tray.
64. Att A-4 5.7, MBTA inspector may approve substitution of galvanized steel for anticorrosion treatment at preproduction meeting.
65. Att A-4 6.1, MBTA approves 39" unobstructed width, 35" clear opening.
66. Att A-4 6.6, Foam insulation request may be approved by MBTA inspector at preproduction meeting.
67. Att A-4 6.9, (Undercoating) Request to delete undercoating in favor of Mil-Spec coating and and polyurea may be approved by MBTA inspector at preproduction.
68. Att A-4 6.95, Roof top condenser installation may be approved by MBTA inspector at preproduction meeting.
69. Att A-4 8.7, Dealer to provide diagrams per batch of vehicles ordered.
70. Att A-4 8.8, Radio may be high quality AM/FM CD with MP3 jack in lieu of OEM
71. Att A-5 1.0, Under vehicle lift reference deleted
72. Att A-5 3.0, spare tire may be mounted in OEM location
73. Att A-5 3.0(n), Radio may be high quality AM/FM CD with MP3 jack in lieu of OEM
74. Att A-5 4.0b, slide out tray reference deleted
75. Att A-5 5.0, deleted requirement for a reverse flange type design. Roof and interior dimensions are revised.
76. Att A-5 5.0d, deleted drip rail
77. Att A-5 5.0j, deleted road noise measurement reference
78. Att A-5 6.0, (seating) Clarification Passenger seating shall provide seating for 8 ambulatory passengers, or 2 ambulatory passenger while accommodating 2 passengers seated in mobility aids, excluding the driver.
79. Att A-5 6.0a, in-van seat testing documentation reviewed by a Professional Engineer and approved by MBTA inspector at preproduction is accepted as an approved equal.
80. Att A-5 7.1b, MBTA accepts edging to match interior color
81. Att A-5 8.3, Specification revised to make lift availability contingent on availability from manufacturer.
82. Att A-5 8.3, reference to lift behind the rear axle is deleted.
83. Att A-5 8.4 specification is revised to Intermotive Highlock
84. MBTA adds Attachment A-6, for Class "U" Unibody diesel shuttle