



# STATE OF MICHIGAN ENTERPRISE PROCUREMENT

STATE OF MICHIGAN  
DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET  
525 W. ALLEGAN, LANSING, MI 48933  
P.O. BOX 30026, LANSING, MI 48909

## NOTICE OF CONTRACT

NOTICE OF CONTRACT NO. **230000000558**

between

THE STATE OF MICHIGAN

and

<b>CONTRACTOR</b>	Hoekstra Transportation, Inc.
	3741 Roger B Chaffee
	Grand Rapids, MI 49548
	Steve Bolin
	(616) 299-5170
	sbolin@hoekstratruck.com
	CV0045588

<b>STATE</b>	Program Manager	Jeff Turner	MDOT
		(517) 335-3282	
		Turnerj3@michigan.gov	
	Contract Administrator	Yvon Dufour	DTMB
(517) 249-0455			
dufouy@michigan.gov			

### CONTRACT SUMMARY

**DESCRIPTION:** Full-size Vans with or without Lift

INITIAL EFFECTIVE DATE	INITIAL EXPIRATION DATE	INITIAL AVAILABLE OPTIONS	EXPIRATION DATE BEFORE CHANGE(S) NOTED BELOW
3/1/2023	2/28/2025	Two, 1-year options	
PAYMENT TERMS		DELIVERY TIMEFRAME	
Net 45			
ALTERNATE PAYMENT OPTIONS			EXTENDED PURCHASING
<input type="checkbox"/> P-card <input type="checkbox"/> Payment Request (PRC) <input type="checkbox"/> Other			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM DELIVERY REQUIREMENTS			
MISCELLANEOUS INFORMATION			
<b>THIS IS NOT AN ORDER:</b> This Contract Agreement is awarded on the basis of our inquiry bearing the solicitation #230000000230. Orders for delivery will be issued directly by the Department in accordance to Schedule A, section 5.1 Authorizing Document.			
ESTIMATED CONTRACT VALUE AT TIME OF EXECUTION			<b>\$42,593,880.00</b>

**FOR THE CONTRACTOR:**

**Hoekstra Transportation, Inc.**  
Company Name

\_\_\_\_\_  
Authorized Agent Signature

\_\_\_\_\_  
Authorized Agent (Print or Type)

\_\_\_\_\_  
Date

**FOR THE STATE:**

\_\_\_\_\_  
Signature

**Pamela Platte, Category Director**  
Name & Title

**DTMB - Procurement**  
Agency

\_\_\_\_\_  
Date

Hoekstra Transportation Inc

## **STANDARD CONTRACT TERMS**

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This STANDARD CONTRACT (“**Contract**”) is agreed to between the State of Michigan (the “**State**”) and Hoekstra Transportation Inc (“**Contractor**”), a Michigan Corporation. This Contract is effective on March 1, 2023 (“**Effective Date**”), and unless terminated, will expire on February 28, 2025 (the “**Term**”).

This Contract may be renewed for up to 2 one-year periods. Renewal is at the sole discretion of the State and will automatically extend the Term of this Contract. The State will document its exercise of renewal options via Contract Change Notice.

The parties agree as follows:

- 1. Duties of Contractor.** Contractor must perform the services and provide the deliverables (the “**Contract Activities**”) described in a Statement of Work, the initial Statement of Work is attached as Schedule A – Statement of Work. An obligation to provide delivery of any commodity is considered a service and is a Contract Activity.

Contractor must furnish all labor, equipment, materials, and supplies necessary for the performance of the Contract Activities unless otherwise specified in a Statement of Work.

Contractor must: (a) perform the Contract Activities in a timely, professional, safe, and workmanlike manner consistent with standards in the trade, profession, or industry; (b) meet or exceed the performance and operational standards, and specifications of the Contract; (c) provide all Contract Activities in good quality, with no material defects; (d) not interfere with the State’s operations; (e) obtain and maintain all necessary licenses, permits or other authorizations necessary for the performance of the Contract; (f) cooperate with the State, including the State’s quality assurance personnel, and any third party to achieve the objectives of the Contract; (g) return to the State any State-furnished equipment or other resources in the same condition as when provided when no longer required for the Contract; (h) assign to the State any claims resulting from state or federal antitrust violations to the extent that those violations concern materials or services supplied by third parties toward fulfillment of the Contract; (i) comply with all State physical and IT security policies and standards which will be made available upon request; and (j) provide the State priority in performance of the Contract except as mandated by federal disaster response requirements. Any breach under this paragraph is considered a material breach.

Contractor must also be clearly identifiable while on State property by wearing identification issued by the State, and clearly identify themselves whenever making contact with the State.

- 2. Notices.** All notices and other communications required or permitted under this Contract must be in writing and will be considered given and received: (a) when

verified by written receipt if sent by courier; (b) when actually received if sent by mail without verification of receipt; or (c) when verified by automated receipt or electronic logs if sent by facsimile or email.

If to State:	If to Contractor:
<b>See Contract Administrator information shown below.</b>	Hoekstra Transportation Inc. 3741 Roger B Chaffee Blvd Grand Rapids, MI, 49548 SBolin@Hoekstralnc.com 616-389-1130

3. **Contract Administrator.** The Contract Administrator, or the individual duly authorized for each party, is the only person authorized to modify any terms of this Contract, and approve and execute any change under this Contract (each a “**Contract Administrator**”):

State:	Contractor:
Yvon Dufour 300-320 South Walnut Street, Elliot Larsen Building, <sup>2nd</sup> Floor Lansing, MI 48933 dufoury@michigan.gov (517) 249-0455	Hoekstra Transportation Inc. 3741 Roger B Chaffee Blvd Grand Rapids, MI, 49548 SBolin@Hoekstralnc.com 616-389-1130

4. **Program Manager.** The Program Manager for each party will monitor and coordinate the day-to-day activities of the Contract (each a “**Program Manager**”):

State:	Contractor:
Jeff Turner 425 W Ottawa St Lansing, MI 48908 turnerj3@michigan.gov 517-335-1700	Hoekstra Transportation Inc. 3741 Roger B Chaffee Blvd Grand Rapids, MI, 49548 SBolin@Hoekstralnc.com 616-389-1130

5. **Performance Guarantee.** Contractor must at all times have financial resources sufficient, in the opinion of the State, to ensure performance of the Contract and must provide proof upon request. The State may require a performance bond (as specified in a Statement of Work) if, in the opinion of the State, it will ensure performance of the Contract.

6. **Insurance Requirements.**

*See Schedule C.*

7. **Administrative Fee and Reporting.** Contractor must pay an administrative fee of **.75%** on all payments made to Contractor under the Contract including transactions with the State (including its departments, divisions, agencies, offices, and commissions), MiDEAL members, and other states (including governmental

subdivisions and authorized entities). Administrative fee payments must be made online by check or credit card at: <https://www.thepayplace.com/mi/dtmb/adminfee>  
Contractor must submit an itemized purchasing activity report, which includes at a minimum, the name of the purchasing entity and the total dollar volume in sales. Reports should be mailed to MiDeal@michigan.gov.

The administrative fee and purchasing activity report are due within 30 calendar days from the last day of each calendar quarter.

- 8. Extended Purchasing Program.** This contract is extended to MiDEAL members. MiDEAL members include local units of government, school districts, universities, community colleges, and nonprofit hospitals. A current list of MiDEAL members is available at [www.michigan.gov/mideal](http://www.michigan.gov/mideal).

If extended, Contractor must supply all Contract Activities at the established Contract prices and terms. The State reserves the right to impose an administrative fee and negotiate additional discounts based on any increased volume generated by such extensions.

In addition, 30 days after the effective date of this contract, other States (including governmental subdivisions and authorized entities) are permitted to separately contract with the Contractor for the purchase of vans using the Technical Specifications and Pricing in this Contract, by way of a separate agreement between any such State(s) and Contractor. The separate contract(s) between State(s) and Contractor(s) allows for modifications upon mutual agreement by both parties. Any such separate agreement that Contractor may enter into does not alter this Contract in any way, and the State of Michigan does not become a party to any such agreement and does not assume any liability or responsibilities pertaining to any such separate agreement. With respect to any such contract, Contractor will pay the State of Michigan .75% of all amounts Contractor invoices or bills under that separate contract, regardless of whether Contractor is paid for such invoiced amounts. Contractor will make such payments within 30 calendar days from the last day of each calendar quarter.

Contractor must submit invoices to, and receive payment from, extended purchasing program members and other States on a direct and individual basis

- 9. Relationship of the Parties.** The relationship between the parties is that of independent contractors. Contractor, its employees, and agents will not be considered employees of the State. No partnership or joint venture relationship is created by virtue of this Contract. Contractor, and not the State, is responsible for the payment of wages, benefits and taxes of Contractor's employees and any subcontractors. Prior performance does not modify Contractor's status as an independent contractor. Neither party has authority to contract for nor bind the other party in any manner whatsoever.
- 10. Intellectual Property Rights.** If a Statement of Work requires Contractor to create any intellectual property, Contractor hereby acknowledges that the State is and will be the sole and exclusive owner of all right, title, and interest in the Contract Activities

and all associated intellectual property rights, if any. Such Contract Activities are works made for hire as defined in Section 101 of the Copyright Act of 1976. To the extent any Contract Activities and related intellectual property do not qualify as works made for hire under the Copyright Act, Contractor will, and hereby does, immediately on its creation, assign, transfer and otherwise convey to the State, irrevocably and in perpetuity, throughout the universe, all right, title and interest in and to the Contract Activities, including all intellectual property rights therein.

- 11. Subcontracting.** Contractor may not delegate any of its obligations under the Contract without the prior written approval of the State. Contractor must notify the State at least 90 calendar days before the proposed delegation and provide the State any information it requests to determine whether the delegation is in its best interest. If approved, Contractor must: (a) be the sole point of contact regarding all contractual matters, including payment and charges for all Contract Activities; (b) make all payments to the subcontractor; and (c) incorporate the terms and conditions contained in this Contract in any subcontract with a subcontractor. Contractor remains responsible for the completion of the Contract Activities, compliance with the terms of this Contract, and the acts and omissions of the subcontractor. The State, in its sole discretion, may require the replacement of any subcontractor.
- 12. Staffing.** The State's Contract Administrator may require Contractor to remove or reassign personnel providing services by providing a notice to Contractor.
- 13. Background Checks.** Pursuant to Michigan law, all agencies subject to IRS Pub. 1075 are required to ask the Michigan State Police to perform fingerprint background checks on all employees, including Contractor and Subcontractor employees, who may have access to any database of information maintained by the federal government that contains confidential or personal information, including, but not limited to, federal tax information. Further, pursuant to Michigan law, any agency described above is prohibited from providing Contractors or Subcontractors with the result of such background check. For more information, please see Michigan Public Act 427 of 2018. Upon request, or as may be specified in a Statement of Work, Contractor must perform background checks on all employees and subcontractors and its employees prior to their assignment. The scope is at the discretion of the State and documentation must be provided as requested. Contractor is responsible for all costs associated with the requested background checks. The State, in its sole discretion, may also perform background checks.
- 14. Assignment.** Contractor may not assign this Contract to any other party without the prior approval of the State. Upon notice to Contractor, the State, in its sole discretion, may assign in whole or in part, its rights or responsibilities under this Contract to any other party. If the State determines that a novation of the Contract to a third party is necessary, Contractor will agree to the novation and provide all necessary documentation and signatures.
- 15. Change of Control.** Contractor will notify the State, within 30 days of any public announcement or otherwise once legally permitted to do so, of a change in Contractor's organizational structure or ownership. For purposes of this Contract, a change in control means any of the following: (a) a sale of more than 50% of

Contractor's stock; (b) a sale of substantially all of Contractor's assets; (c) a change in a majority of Contractor's board members; (d) consummation of a merger or consolidation of Contractor with any other entity; (e) a change in ownership through a transaction or series of transactions; (f) or the board (or the stockholders) approves a plan of complete liquidation. A change of control does not include any consolidation or merger effected exclusively to change the domicile of Contractor, or any transaction or series of transactions principally for bona fide equity financing purposes.

In the event of a change of control, Contractor must require the successor to assume this Contract and all of its obligations under this Contract.

- 16. Ordering.** Contractor is not authorized to begin performance until receipt of authorization as identified in a Statement of Work.
- 17. Acceptance.** Contract Activities are subject to inspection and testing by the State within 30 calendar days of the State's receipt of them ("**State Review Period**"), unless otherwise provided in a Statement of Work. If the Contract Activities are not fully accepted by the State, the State will notify Contractor by the end of the State Review Period that either: (a) the Contract Activities are accepted but noted deficiencies must be corrected; or (b) the Contract Activities are rejected. If the State finds material deficiencies, it may: (i) reject the Contract Activities without performing any further inspections; (ii) demand performance at no additional cost; or (iii) terminate this Contract in accordance with Section 24, Termination for Cause.

Within 10 business days from the date of Contractor's receipt of notification of acceptance with deficiencies or rejection of any Contract Activities, Contractor must cure, at no additional cost, the deficiency and deliver unequivocally acceptable Contract Activities to the State. If acceptance with deficiencies or rejection of the Contract Activities impacts the content or delivery of other non-completed Contract Activities, the parties' respective Program Managers must determine an agreed to number of days for re-submission that minimizes the overall impact to the Contract. However, nothing herein affects, alters, or relieves Contractor of its obligations to correct deficiencies in accordance with the time response standards set forth in this Contract.

If Contractor is unable or refuses to correct the deficiency within the time response standards set forth in this Contract, the State may cancel the order in whole or in part. The State, or a third party identified by the State, may perform the Contract Activities and recover the difference between the cost to cure and the Contract price plus an additional 10% administrative fee.

- 18. Delivery.** Contractor must deliver all Contract Activities F.O.B. destination, within the State premises with transportation and handling charges paid by Contractor, unless otherwise specified in a Statement of Work. All containers and packaging become the State's exclusive property upon acceptance.
- 19. Risk of Loss and Title.** Until final acceptance, title and risk of loss or damage to Contract Activities remains with Contractor. Contractor is responsible for filing, processing, and collecting all damage claims. The State will record and report to Contractor any evidence of visible damage. If the State rejects the Contract Activities,

Contractor must remove them from the premises within 10 calendar days after notification of rejection. The risk of loss of rejected or non-conforming Contract Activities remains with Contractor. Rejected Contract Activities not removed by Contractor within 10 calendar days will be deemed abandoned by Contractor, and the State will have the right to dispose of it as its own property. Contractor must reimburse the State for costs and expenses incurred in storing or effecting removal or disposition of rejected Contract Activities.

- 20. Warranty Period.** The warranty period, if applicable, for Contract Activities is a fixed period commencing on the date specified in a Statement of Work. If the Contract Activities do not function as warranted during the warranty period, the State may return such non-conforming Contract Activities to the Contractor for a full refund.
- 21. Invoices and Payment.** Invoices must conform to the requirements communicated from time-to-time by the State. All undisputed amounts are payable within 45 days of the State's receipt. Contractor may only charge for Contract Activities provided as specified in a Statement of Work. Invoices must include an itemized statement of all charges. The State is exempt from State sales tax for direct purchases and may be exempt from federal excise tax, if Services purchased under this Agreement are for the State's exclusive use. Notwithstanding the foregoing, all fees are exclusive of taxes, and Contractor is responsible for all sales, use and excise taxes, and any other similar taxes, duties and charges of any kind imposed by any federal, state, or local governmental entity on any amounts payable by the State under this Contract.

The State has the right to withhold payment of any disputed amounts until the parties agree as to the validity of the disputed amount. The State will notify Contractor of any dispute within a reasonable time. Payment by the State will not constitute a waiver of any rights as to Contractor's continuing obligations, including claims for deficiencies or substandard Contract Activities. Contractor's acceptance of final payment by the State constitutes a waiver of all claims by Contractor against the State for payment under this Contract, other than those claims previously filed in writing on a timely basis and still disputed.

The State will only disburse payments under this Contract through Electronic Funds Transfer (EFT). Contractor must register with the State at <http://www.michigan.gov/SIGMAVSS> to receive electronic fund transfer payments. If Contractor does not register, the State is not liable for failure to provide payment. Without prejudice to any other right or remedy it may have, the State reserves the right to set off at any time any amount then due and owing to it by Contractor against any amount payable by the State to Contractor under this Contract.

Excluding federal government charges and terms, Contractor warrants and agrees that each of the fees, economic or product terms or warranties granted pursuant to this Contract are comparable to or better than the equivalent fees, economic or product term or warranty being offered to any commercial or government customer (including any public educational institution within the State of Michigan) of Contractor. If Contractor enters into any arrangements with another customer of Contractor to provide the products or services, available under this Contract, under more favorable prices, as the prices may be indicated on Contractor's current U.S. and International price list or comparable document, then this Contract will be



deemed amended as of the date of such other arrangements to incorporate those more favorable prices, and Contractor will immediately notify the State of such fee and formally memorialize the new pricing in a change notice.

- 22. Liquidated Damages.** Liquidated damages, if applicable, will be assessed as described in a Statement of Work. The parties understand and agree that any liquidated damages (which includes but is not limited to applicable credits) set forth in this Contract are reasonable estimates of the State's damages in accordance with applicable law. The parties acknowledge and agree that Contractor could incur liquidated damages for more than 1 event. The assessment of liquidated damages will not constitute a waiver or release of any other remedy the State may have under this Contract for Contractor's breach of this Contract, including without limitation, the State's right to terminate this Contract for cause under Section 24 and the State will be entitled in its discretion to recover actual damages caused by Contractor's failure to perform its obligations under this Contract. However, the State will reduce such actual damages by the amounts of liquidated damages received for the same events causing the actual damages. Amounts due the State as liquidated damages may be set off against any fees payable to Contractor under this Contract, or the State may bill Contractor as a separate item and Contractor will promptly make payments on such bills.
- 23. Stop Work Order.** The State may suspend any or all activities under the Contract at any time. The State will provide Contractor a written stop work order detailing the suspension. Contractor must comply with the stop work order upon receipt. Within 90 calendar days, or any longer period agreed to by Contractor, the State will either: (a) issue a notice authorizing Contractor to resume work, or (b) terminate the Contract or delivery order. The State will not pay for Contract Activities, Contractor's lost profits, or any additional compensation during a stop work period.
- 24. Termination for Cause.** (a) The State may terminate this Contract for cause, in whole or in part, if Contractor, as determined by the State: (i) endangers the value, integrity, or security of any facility, data, or personnel; (ii) becomes insolvent, petitions for bankruptcy court proceedings, or has an involuntary bankruptcy proceeding filed against it by any creditor; (iii) engages in any conduct that may expose the State to liability; (iv) breaches any of its material duties or obligations under this Contract; or (v) fails to cure a breach within the time stated by the State in a notice of breach, if in its sole discretion the State has chosen to provide a time to cure. Any reference to specific breaches being material breaches within this Contract will not be construed to mean that other breaches are not material.
- (b) If the State terminates this Contract under this Section, the State will issue a termination notice specifying whether Contractor must: (i) cease performance immediately. Contractor must submit all invoices for Contract Activities accepted by the State within 30 days of the date of termination. Failure to submit an invoice within that timeframe will constitute a waiver by Contractor for any amounts due to Contractor for Contract Activities accepted by the State under this Contract or (ii) continue to perform for a specified period. If it is later determined that Contractor was not in breach of the Contract, the termination will be deemed to have been a Termination for Convenience, effective as of the same date, and the rights and

obligations of the parties will be limited to those provided in Section 25, Termination for Convenience.

The State will only pay for amounts due to Contractor for Contract Activities accepted by the State on or before the date of termination, subject to the State's right to set off any amounts owed by the Contractor for the State's reasonable costs in terminating this Contract. Contractor must promptly reimburse to the State any fees prepaid by the State prorated to the date of such termination, including any prepaid fees. The Contractor must pay all reasonable costs incurred by the State in terminating this Contract for cause, including administrative costs, attorneys' fees, court costs, transition costs, and any costs the State incurs to procure the Contract Activities from other sources.

- 25. Termination for Convenience.** The State may immediately terminate this Contract in whole or in part without penalty and for any reason or no reason, including but not limited to, appropriation or budget shortfalls. The termination notice will specify whether Contractor must: (a) cease performance of the Contract Activities immediately. Contractor must submit all invoices for Contract Activities accepted by the State within 30 days of the date of termination. Failure to submit an invoice within that timeframe will constitute a waiver by Contractor for any amounts due Contractor for Contract Activities accepted by the State under this Contract, or (b) continue to perform the Contract Activities in accordance with Section 26, Transition Responsibilities. If the State terminates this Contract for convenience, the State will pay all reasonable costs, as determined by the State, for State approved Transition Responsibilities to the extent the funds are available.
- 26. Transition Responsibilities.** Upon termination or expiration of this Contract for any reason, Contractor must, for a period of time specified by the State (not to exceed 90 calendar days), provide all reasonable transition assistance requested by the State, to allow for the expired or terminated portion of the Contract Activities to continue without interruption or adverse effect, and to facilitate the orderly transfer of such Contract Activities to the State or its designees. Such transition assistance may include, but is not limited to: (a) continuing to perform the Contract Activities at the established Contract rates; (b) taking all reasonable and necessary measures to transition performance of the work, including all applicable Contract Activities, training, equipment, software, leases, reports and other documentation, to the State or the State's designee; (c) transferring title in and delivering to the State, at the State's discretion, all completed or partially completed deliverables prepared under this Contract as of the Contract termination date; and (d) preparing an accurate accounting from which the State and Contractor may reconcile all outstanding accounts (collectively, "**Transition Responsibilities**"). This Contract will automatically be extended through the end of the transition period.
- 27. Return of State Property.** Upon termination or expiration of this Contract for any reason, Contractor must take all necessary and appropriate steps, or such other action as the State may direct, to preserve, maintain, protect, or return to the State all materials, data, property, and confidential information provided directly or indirectly to the Contractor by any entity, agent, vendor, or employee of the State.

**28. Indemnification.** Contractor must defend, indemnify and hold the State, its departments, divisions, agencies, offices, commissions, officers, and employees harmless, without limitation, from and against any and all actions, claims, losses, liabilities, damages, costs, attorney fees, and expenses (including those required to establish the right to indemnification), arising out of or relating to: (a) any breach by Contractor (or any of Contractor's employees, agents, subcontractors, or by anyone else for whose acts any of them may be liable) of any of the promises, agreements, representations, warranties, or insurance requirements contained in this Contract; (b) any infringement, misappropriation, or other violation of any intellectual property right or other right of any third party; (c) any bodily injury, death, or damage to real or tangible personal property occurring wholly or in part due to action or inaction by Contractor (or any of Contractor's employees, agents, subcontractors, or by anyone else for whose acts any of them may be liable); and (d) any acts or omissions of Contractor (or any of Contractor's employees, agents, subcontractors, or by anyone else for whose acts any of them may be liable).

The State will notify Contractor in writing if indemnification is sought; however, failure to do so will not relieve Contractor, except to the extent that Contractor is materially prejudiced. Contractor must, to the satisfaction of the State, demonstrate its financial ability to carry out these obligations.

The State is entitled to: (i) regular updates on proceeding status; (ii) participate in the defense of the proceeding; (iii) employ its own counsel; and to (iv) retain control of the defense, at its own cost and expense, if the State deems necessary. Contractor will not, without the State's prior written consent (not to be unreasonably withheld), settle, compromise, or consent to the entry of any judgment in or otherwise seek to terminate any claim, action, or proceeding.

Any litigation activity on behalf of the State, or any of its subdivisions under this Section, must be coordinated with the Department of Attorney General. An attorney designated to represent the State may not do so until approved by the Michigan Attorney General and appointed as a Special Assistant Attorney General.

The State is constitutionally prohibited from indemnifying Contractor or any third parties.

**29. Infringement Remedies.** If, in either party's opinion, any piece of equipment, software, commodity, or service supplied by Contractor or its subcontractors, or its operation, use or reproduction, is likely to become the subject of a copyright, patent, trademark, or trade secret infringement claim, Contractor must, at its expense: (a) procure for the State the right to continue using the equipment, software, commodity, or service, or if this option is not reasonably available to Contractor, (b) replace or modify the same so that it becomes non-infringing; or (c) accept its return by the State with appropriate credits to the State against Contractor's charges and reimburse the State for any losses or costs incurred as a consequence of the State ceasing its use and returning it.

**30. Limitation of Liability and Disclaimer of Damages. IN NO EVENT WILL THE STATE'S AGGREGATE LIABILITY TO CONTRACTOR UNDER THIS CONTRACT, REGARDLESS OF THE FORM OF ACTION, WHETHER IN CONTRACT, TORT, NEGLIGENCE, STRICT LIABILITY OR BY STATUTE OR OTHERWISE, FOR ANY**

**CLAIM RELATED TO OR ARISING UNDER THIS CONTRACT, EXCEED THE MAXIMUM AMOUNT OF FEES PAYABLE UNDER THIS CONTRACT.** The State is not liable for consequential, incidental, indirect, or special damages, regardless of the nature of the action.

- 31. Disclosure of Litigation, or Other Proceeding.** Contractor must notify the State within 14 calendar days of receiving notice of any litigation, investigation, arbitration, or other proceeding (collectively, "**Proceeding**") involving Contractor, a subcontractor, or an officer or director of Contractor or subcontractor, that arises during the term of the Contract, including: (a) a criminal Proceeding; (b) a parole or probation Proceeding; (c) a Proceeding under the Sarbanes-Oxley Act; (d) a civil Proceeding involving: (1) a claim that might reasonably be expected to adversely affect Contractor's viability or financial stability; or (2) a governmental or public entity's claim or written allegation of fraud; or (3) any complaint filed in a legal or administrative proceeding alleging the Contractor or its subcontractors discriminated against its employees, subcontractors, vendors, or suppliers during the term of this Contract; or (e) a Proceeding involving any license that Contractor is required to possess in order to perform under this Contract.
- 32. State Data.** All data and information provided to Contractor by or on behalf of the State, and all data and information derived therefrom, is the exclusive property of the State ("**State Data**"); this definition is to be construed as broadly as possible. Upon request, Contractor must provide to the State, or a third party designated by the State, all State Data within 10 calendar days of the request and in the format requested by the State. Contractor will assume all costs incurred in compiling and supplying State Data. No State Data may be used for any marketing or commercial purposes.
- 33. Reserved.**
- 34. Reserved.**
- 35. Reserved.**
- 36. Reserved.**
- 37. Records Maintenance, Inspection, Examination, and Audit.** Pursuant to MCL 18.1470, the State or its designee may audit Contractor to verify compliance with this Contract. Contractor must retain and provide to the State or its designee and the auditor general upon request, all records related to the Contract through the term of the Contract and for 4 years after the latter of termination, expiration, or final payment under this Contract or any extension ("**Audit Period**"). If an audit, litigation, or other action involving the records is initiated before the end of the Audit Period, Contractor must retain the records until all issues are resolved.

Within 10 calendar days of providing notice, the State and its authorized representatives or designees have the right to enter and inspect Contractor's premises or any other places where Contract Activities are being performed, and examine, copy, and audit all records related to this Contract. Contractor must cooperate and provide reasonable assistance. If financial errors are revealed, the amount in error must be reflected as a credit or debit on subsequent invoices until the

amount is paid or refunded. Any remaining balance at the end of the Contract must be paid or refunded within 45 calendar days.

This Section applies to Contractor, any parent, affiliate, or subsidiary organization of Contractor, and any subcontractor that performs Contract Activities in connection with this Contract.

- 38. Representations and Warranties.** Contractor represents and warrants: (a) Contractor is the owner or licensee of any Contract Activities that it licenses, sells, or develops and Contractor has the rights necessary to convey title, ownership rights, or licensed use; (b) all Contract Activities are delivered free from any security interest, lien, or encumbrance and will continue in that respect; (c) the Contract Activities will not infringe the patent, trademark, copyright, trade secret, or other proprietary rights of any third party; (d) Contractor must assign or otherwise transfer to the State or its designee any manufacturer's warranty for the Contract Activities; (e) the Contract Activities are merchantable and fit for the specific purposes identified in the Contract; (f) the Contract signatory has the authority to enter into this Contract; (g) all information furnished by Contractor in connection with the Contract fairly and accurately represents Contractor's business, properties, finances, and operations as of the dates covered by the information, and Contractor will inform the State of any material adverse changes; (h) all information furnished and representations made in connection with the award of this Contract is true, accurate, and complete, and contains no false statements or omits any fact that would make the information misleading; and that (i) Contractor is neither currently engaged in nor will engage in the boycott of a person based in or doing business with a strategic partner as described in 22 USC 8601 to 8606. A breach of this Section is considered a material breach of this Contract, which entitles the State to terminate this Contract under Section 24, Termination for Cause.
- 39. Conflicts and Ethics.** Contractor will uphold high ethical standards and is prohibited from: (a) holding or acquiring an interest that would conflict with this Contract; (b) doing anything that creates an appearance of impropriety with respect to the award or performance of the Contract; (c) attempting to influence or appearing to influence any State employee by the direct or indirect offer of anything of value; or (d) paying or agreeing to pay any person, other than employees and consultants working for Contractor, any consideration contingent upon the award of the Contract. Contractor must immediately notify the State of any violation or potential violation of these standards. This Section applies to Contractor, any parent, affiliate, or subsidiary organization of Contractor, and any subcontractor that performs Contract Activities in connection with this Contract.
- 40. Compliance with Laws.** Contractor must comply with all federal, state and local laws, rules and regulations.
- 41. Reserved.**
- 42. Reserved.**
- 43. Nondiscrimination.** Under the Elliott-Larsen Civil Rights Act, 1976 PA 453, MCL 37.2101, *et seq.*, the Persons with Disabilities Civil Rights Act, 1976 PA 220, MCL 37.1101, *et seq.*, and [Executive Directive 2019-09](#). Contractor and its subcontractors

agree not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex (as defined in Executive Directive 2019-09), height, weight, marital status, partisan considerations, any mental or physical disability, or genetic information that is unrelated to the person's ability to perform the duties of a particular job or position. Breach of this covenant is a material breach of this Contract.

- 44. Unfair Labor Practice.** Under MCL 423.324, the State may void any Contract with a Contractor or subcontractor who appears on the Unfair Labor Practice register compiled under MCL 423.322.
- 45. Governing Law.** This Contract is governed, construed, and enforced in accordance with Michigan law, excluding choice-of-law principles, and all claims relating to or arising out of this Contract are governed by Michigan law, excluding choice-of-law principles. Any dispute arising from this Contract must be resolved in the Michigan Court of Claims. Complaints against the State must be initiated in Ingham County, Michigan. Contractor waives any objections, such as lack of personal jurisdiction or *forum non conveniens*. Contractor must appoint an agent in Michigan to receive service of process.
- 46. Non-Exclusivity.** Nothing contained in this Contract is intended nor is to be construed as creating any requirements contract with Contractor, nor does it provide Contractor with a right of first refusal for any future work. This Contract does not restrict the State or its agencies from acquiring similar, equal, or like Contract Activities from other sources.
- 47. Force Majeure.** Neither party will be in breach of this Contract because of any failure arising from any disaster or acts of god that are beyond their control and without their fault or negligence. Each party will use commercially reasonable efforts to resume performance. Contractor will not be relieved of a breach or delay caused by its subcontractors. If immediate performance is necessary to ensure public health and safety, the State may immediately contract with a third party.
- 48. Dispute Resolution.** The parties will endeavor to resolve any Contract dispute in accordance with this provision. The dispute will be referred to the parties' respective Contract Administrators or Program Managers. Such referral must include a description of the issues and all supporting documentation. The parties must submit the dispute to a senior executive if unable to resolve the dispute within 15 business days. The parties will continue performing while a dispute is being resolved, unless the dispute precludes performance. A dispute involving payment does not preclude performance.

Litigation to resolve the dispute will not be instituted until after the dispute has been elevated to the parties' senior executive and either concludes that resolution is unlikely or fails to respond within 15 business days. The parties are not prohibited from instituting formal proceedings: (a) to avoid the expiration of statute of limitations period; (b) to preserve a superior position with respect to creditors; or (c) where a party makes a determination that a temporary restraining order or other injunctive relief is the only adequate remedy. This Section does not limit the State's right to terminate the Contract.

- 49. Media Releases.** News releases (including promotional literature and commercial advertisements) pertaining to the Contract or project to which it relates must not be made without the prior written approval of the State, and then only in accordance with the explicit written instructions of the State.
- 50. Schedules.** All Schedules and Exhibits that are referenced herein and attached hereto are hereby incorporated by reference. The following Schedules are attached hereto and incorporated herein:

Document Title	Document Description
<b>Schedule A</b>	Statement of Work
<b>Schedule B</b>	Pricing
<b>Schedule C</b>	Insurance Requirements
<b>Schedule D</b>	Specifications
<b>Schedule E</b>	Federal Clauses
<b>Schedule F</b>	Affidavit for Driver Delivery
<b>Schedule G</b>	Equipment Checklist

- 51. Entire Agreement and Order of Precedence.** This Contract, which includes Statement of Work, and schedules and exhibits, is the entire agreement of the parties related to the Contract Activities. This Contract supersedes and replaces all previous understandings and agreements between the parties for the Contract Activities. If there is a conflict between documents, the order of precedence is: (a) first, this Contract, excluding its schedules, exhibits, and Statement of Work; (b) second, Statement of Work as of the Effective Date; and (c) third, schedules expressly incorporated into this Contract as of the Effective Date. NO TERMS ON CONTRACTOR’S INVOICES, ORDERING DOCUMENTS, WEBSITE, BROWSE-WRAP, SHRINK-WRAP, CLICK-WRAP, CLICK-THROUGH OR OTHER NON-NEGOTIATED TERMS AND CONDITIONS PROVIDED WITH ANY OF THE CONTRACT ACTIVITIES, OR DOCUMENTATION HEREUNDER, EVEN IF ATTACHED TO THE STATE’S DELIVERY OR PURCHASE ORDER, WILL CONSTITUTE A PART OR AMENDMENT OF THIS CONTRACT OR IS BINDING ON THE STATE OR ANY AUTHORIZED USER FOR ANY PURPOSE. ALL SUCH OTHER TERMS AND CONDITIONS HAVE NO FORCE AND EFFECT AND ARE DEEMED REJECTED BY THE STATE AND THE AUTHORIZED USER, EVEN IF ACCESS TO OR USE OF THE CONTRACT ACTIVITIES REQUIRES AFFIRMATIVE ACCEPTANCE OF SUCH TERMS AND CONDITIONS.
- 52. Severability.** If any part of this Contract is held invalid or unenforceable, by any court of competent jurisdiction, that part will be deemed deleted from this Contract and the severed part will be replaced by agreed upon language that achieves the same or similar objectives. The remaining Contract will continue in full force and effect.

- 53. Waiver.** Failure to enforce any provision of this Contract will not constitute a waiver.
- 54. Survival.** Any right, obligation or condition that, by its express terms or nature and context is intended to survive, will survive the termination or expiration of this Contract; such rights, obligations, or conditions include, but are not limited to, those related to transition responsibilities; indemnification; disclaimer of damages and limitations of liability; State Data; non-disclosure of Confidential Information; representations and warranties; insurance and bankruptcy.
- 55. Contract Modification.** This Contract may not be amended except by signed agreement between the parties (a "**Contract Change Notice**"). Notwithstanding the foregoing, no subsequent Statement of Work or Contract Change Notice executed after the Effective Date will be construed to amend this Contract unless it specifically states its intent to do so and cites the section or sections amended.



## FEDERAL PROVISIONS ADDENDUM

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This addendum applies to purchases that will be paid for in whole or in part with funds obtained from the federal government. The provisions below are required, and the language is not negotiable. If any provision below conflicts with the State's terms and conditions, including any attachments, schedules, or exhibits to the State's Contract, the provisions below take priority to the extent a provision is required by federal law; otherwise, the order of precedence set forth in the Contract applies. Hyperlinks are provided for convenience only; broken hyperlinks will not relieve Contractor from compliance with the law.

### 1. Equal Employment Opportunity

If this Contract is a “**federally assisted construction contract**” as defined in [41 CFR Part 60-1.3](#), and except as otherwise may be provided under [41 CFR Part 60](#), then during performance of this Contract, the Contractor agrees as follows:

- a. The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:  
  
Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
- b. The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
- c. The Contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the Contractor's legal duty to furnish information.
- d. The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers'

representatives of the Contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

- e. The Contractor will comply with all provisions of [Executive Order 11246](#) of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- f. The Contractor will furnish all information and reports required by [Executive Order 11246](#) of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- g. In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this Contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in [Executive Order 11246](#) of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in [Executive Order 11246](#) of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- h. The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of [Executive Order 11246](#) of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance:

Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The applicant agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of Labor such information as they may

require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The applicant further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the applicant agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance, guarantee); refrain from extending any further assistance to the applicant under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case to the Department of Justice for appropriate legal proceedings.

## 2. **Davis-Bacon Act (Prevailing Wage)**

If this Contract is a **prime construction contract** in excess of \$2,000, the Contractor (and its Subcontractors) must comply with the Davis-Bacon Act ([40 USC 3141-3148](#)) as supplemented by Department of Labor regulations ([29 CFR Part 5](#), "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"), and during performance of this Contract the Contractor agrees as follows:

- a. All transactions regarding this contract shall be done in compliance with the Davis-Bacon Act (40 U.S.C. 3141- 3144, and 3146-3148) and the requirements of 29 C.F.R. pt. 5 as may be applicable. The contractor shall comply with 40 U.S.C. 3141-3144, and 3146-3148 and the requirements of 29 C.F.R. pt. 5 as applicable.
- b. Contractors are required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor.
- c. Additionally, contractors are required to pay wages not less than once a week.

## 3. **Copeland "Anti-Kickback" Act**

If this Contract is a contract for construction or repair work in excess of \$2,000 where the Davis-Bacon Act applies, the Contractor must comply with the Copeland "Anti-Kickback" Act ([40 USC 3145](#)), as supplemented by Department of Labor regulations ([29 CFR Part 3](#), "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"), which prohibits the Contractor and subrecipients from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled, and during performance of this Contract the Contractor agrees as follows:

- a. **Contractor.** The Contractor shall comply with 18 U.S.C. § 874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. pt. 3 as may be applicable, which are incorporated by reference into this contract.
- b. **Subcontracts.** The Contractor or Subcontractor shall insert in any subcontracts the clause above and such other clauses as FEMA or the applicable federal awarding agency may by appropriate instructions require, and also a clause requiring the Subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of these contract clauses.
- c. **Breach.** A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a Contractor and Subcontractor as provided in 29 C.F.R. § 5.12.

#### 4. **Contract Work Hours and Safety Standards Act**

If the Contract is **in excess of \$100,000** and **involves the employment of mechanics or laborers**, the Contractor must comply with [40 USC 3702](#) and [3704](#), as supplemented by Department of Labor regulations ([29 CFR Part 5](#)), as applicable, and during performance of this Contract the Contractor agrees as follows:

- a. **Overtime requirements.** No Contractor or Subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of 40 hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than 1 ½ times the basic rate of pay for all hours worked in excess of 40 hours in such workweek.
- b. **Violation; liability for unpaid wages; liquidated damages.** In the event of any violation of the clause set forth in paragraph (1) of this section the Contractor and any Subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such Contractor and Subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of \$27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of 40 hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.
- c. **Withholding for unpaid wages and liquidated damages.** The State shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or Subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or

subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

- d. Subcontracts.** The Contractor or Subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1) through (4) of this section and also a clause requiring the Subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

## **5. Rights to Inventions Made Under a Contract or Agreement**

If the Contract is funded by a federal “funding agreement” as defined under [37 CFR §401.2 \(a\)](#) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with [37 CFR Part 401](#), “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

## **6. Clean Air Act and the Federal Water Pollution Control Act**

If this Contract is **in excess of \$150,000**, the Contractor must comply with all applicable standards, orders, and regulations issued under the Clean Air Act ([42 USC 7401-7671g](#)) and the Federal Water Pollution Control Act ([33 USC 1251-1387](#)), and during performance of this Contract the Contractor agrees as follows:

### **Clean Air Act**

1. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
2. The Contractor agrees to report each violation to the State and understands and agrees that the State will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency or the applicable federal awarding agency, and the appropriate Environmental Protection Agency Regional Office.
3. The Contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA or the applicable federal awarding agency.

### **Federal Water Pollution Control Act**

1. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
2. The Contractor agrees to report each violation to the State and understands and agrees that the State will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency or the applicable federal awarding agency, and the appropriate Environmental Protection Agency

Regional Office.

3. The Contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA or the applicable federal awarding agency.

## 7. Debarment and Suspension

A “contract award” (see [2 CFR 180.220](#)) must not be made to parties listed on the government-wide exclusions in the [System for Award Management](#) (SAM), in accordance with the OMB guidelines at [2 CFR 180](#) that implement [Executive Orders 12549 \(51 FR 6370; February 21, 1986\)](#) and [12689 \(54 FR 34131; August 18, 1989\)](#), “Debarment and Suspension.” SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than [Executive Order 12549](#).

- a. This Contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such, the Contractor is required to verify that none of the Contractor’s principals (defined at 2 C.F.R. § 180.995) or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
- b. The Contractor must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.
- c. This certification is a material representation of fact relied upon by the State. If it is later determined that the contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the State, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment
- d. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

## 8. Byrd Anti-Lobbying Amendment

Contractors who apply or bid for an award of **\$100,000 or more** shall file the required certification in Exhibit 1 – Byrd Anti-Lobbying Certification below. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, officer or employee of Congress, or an employee of a Member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient who in turn will forward the certification(s) to the awarding agency.

## 9. Procurement of Recovered Materials

Under [2 CFR 200.322](#), Contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act.

- a. In the performance of this contract, the Contractor shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired:
  - i. Competitively within a timeframe providing for compliance with the contract performance schedule;
  - ii. Meeting contract performance requirements; or
  - iii. At a reasonable price.
- b. Information about this requirement, along with the list of EPA- designated items, is available at EPA's Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>.
- c. The Contractor also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act.

#### **10. Additional FEMA Contract Provisions.**

The following provisions apply to purchases that will be paid for in whole or in part with funds obtained from the Federal Emergency Management Agency (FEMA):

1. **Access to Records.** The following access to records requirements apply to this contract:
  - a. The Contractor agrees to provide the State, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts, and transcriptions
  - b. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed
  - c. The Contractor agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the contract

In compliance with the Disaster Recovery Act of 2018, the State and the Contractor acknowledge and agree that no language in this contract is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

#### **2. Changes.**

See the provisions regarding modifications or change notice in the Contract Terms.

#### **3. DHS Seal Logo and Flags.**

The Contractor shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre-approval.

#### **4. Compliance with Federal Law, Regulations, and Executive Orders.**

This is an acknowledgement that FEMA financial assistance will be used to fund all or a portion of the contract. The Contractor will comply with all applicable Federal law, regulations, executive orders, FEMA policies, procedures, and directives.

**5. No Obligation by Federal Government.**

The Federal Government is not a party to this contract and is not subject to any obligations or liabilities to the State, Contractor, or any other party pertaining to any matter resulting from the Contract.”

**6. Program Fraud and False or Fraudulent Statements or Related Acts**

The Contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the Contractor’s actions pertaining to this contract.



## **EXHIBIT 1**

# **BYRD ANTI-LOBBYING CERTIFICATION**

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Contractor must complete this certification if the purchase will be paid for in whole or in part with funds obtained from the federal government and the purchase is greater than \$100,000.

### **APPENDIX A, 44 C.F.R. PART 18 – CERTIFICATION REGARDING LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The Contractor, Hoekstra Transportation Inc, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. Chap. 38, Administrative Remedies for False Claims and Statements, apply to this certification and disclosure, if any.

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Signature of Contractor's Authorized Official

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Name and Title of Contractor's Authorized Official

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Date

Hoekstra Transportation Inc

# SCHEDULE A – STATEMENT OF WORK CONTRACT ACTIVITIES

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**Contract No. 230000000558**

**Full-size Vans with or without Lift**

## **BACKGROUND**

This contract is used to provide funding to authorized transit agencies in Michigan for the purchase of Full-size Vans with or without Lift.

## **SCOPE**

The Contractor must provide Full-size Vans with or without Lift per **Schedule D – Specifications** and all other requirements of this solicitation.

## **REQUIREMENTS**

### **1. General Requirements**

#### **1.1. Product Specifications**

- A. Contractor must provide Full-size Vans with or without Lift per Schedule D, Specifications for Full-size Vans with or without Lift
- B. In the Specification documents, all cells in “Product Detail or Pre-Approved Alternate” column must be completed by the Contractor for each item.
- C. Brands or trade names are for identification purposes only and do not limit the Contractor to such brands or trade names.
- D. Chassis serial number, body number, axle ratio (if applicable), gross vehicle weight rating (GVWR), seating capacity and paint codes shall be imprinted on a permanent decal(s) or stamped on a metal plate(s) and affixed in the driver's area of the vehicle (location to be approved by the State).
- E. The Contractor must be capable of handling final inspection and corrections required by the State prior to acceptance of the Full-size Vans with or without Lift after a contract is awarded.
- F. The Contractor must provide parts and service for a period of seven (7) years after the vehicles have been placed in service throughout the State of Michigan. The Contractor must supply body replacement parts within five (5) business days of a request by a transit agency unless the Contractor notifies the transit agency that the part is not available for shipment and provides the shipping date when the part will be available.
- G. Regardless of options and seating plan ordered, the Contractor must certify that all vehicles delivered must not exceed the GVWR of chassis as bid (determined by engineering calculated loaded vehicle axle weights). Manufacturers must comply

with the chassis company's quality vehicle manufacturing program such as Ford's Quality Vehicle Modifier (QVM).

### **1.1.1. Alternate Products and Equipment**

- A. In the Schedule D, Specifications for Full-size Vans with or without Lift wherever brand, manufacturer, or product names are referenced it is included only for establishing a description of the minimum quality required for an item. This inclusion is not to be construed as advocating or prescribing the use of a particular brand, product, or item.
- B. Contractors who wish to propose an Alternate Product must submit the proposed item(s) in question form by the Bid Q&A deadline. (See Proposal Instructions section 3).
- C. Contractors must include thorough descriptive literature and technical data for each item that may include but is not limited to: dimensions, raw materials and purchased parts.
- D. It is the Contractor's responsibility to submit sufficient information to enable the State to evaluate whether their proposed Alternate Product is of equal quality to the reference brand.
- E. In the Q&A addendum posted on [www.michigan.gov/SIGMAVSS](http://www.michigan.gov/SIGMAVSS), the State will indicate whether a proposed Alternate Product is approved.
- F. Contractors should list all their proposed Alternate Products in the "Product Detail or Pre-Approved Alternate" section of the Schedule D, Specifications for Full-size Vans with or without Lift in their bid.

Approval of Alternate Bids or Alternate Products is solely at the State's discretion. A Contractor proposing an Alternate Product not approved in the Q&A addendum may lose evaluation points or be disqualified from further consideration, also solely at the State's discretion.

### **1.2. Warranties**

The Contractor must provide warranties per **Schedule D, Specifications for Full-size Vans with or without Lift**, section V. **VENDOR/MANUFACTURER REQUIREMENTS**, subsection D.

Requests for warranty repairs should be phoned in to the Contractor's service department @ 1-800-444-4104 or the manufacturers customer service hotlines for assistance.

The State reserves the right to require additional warranties other than those identified by the Contractor in its response to this RFP.

### **1.3. Recall Requirements and Procedures**

If a recall is issued, customers are notified by the OEM and provided a pathway to resolution.

If the vehicle requires a visit to a repair facility, the Contractor facilitates the scheduling,

service, parts and paperwork so that the customer can get back on the road quickly.

#### **1.4. Quality Assurance Program**

The body modifiers use ISO9001.

#### **1.5. Incentives**

The Contractor allows trade-ins.

### **2. Service Requirements**

#### **2.1. Timeframes**

All Contract Activities must be delivered within 210 business days from receipt of order. The receipt of order date is pursuant to the **Notices** section of the *Standard Contract Terms*.

#### **2.2. Delivery**

Delivery must be made between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday ONLY, excluding Holidays.

The vehicle will be driven to the final destination and delivery will be scheduled with the Ordering Entity.

#### **2.3. Technical Support and Repairs**

The Contractor must specify its toll-free number for the State to make contact with the Contractor for technical support, repairs and maintenance. The Contractor must be available for calls and service during the hours of 8 am to 5 pm EST.

#### **2.4. Training**

The Contractor will provide training when necessary, including but not limited to, aspects of ordering, shipping, billing, receiving, and vehicle maintenance. At the request of the State, the Contractor will provide in-service training on products, installation, and product safety issues. The Contractor will also provide training jointly with the Ordering Entity as needed during the period covered by the Contract at no additional charge.

#### **2.5. Reporting**

The Contractor must submit to the Program Manager quarterly reports which include agency name, vehicle(s) purchased, options, price, date ordered, date delivered, funding used: (Federal/State/Local).

The State reserves the right to request additional reports.

#### **2.6. Meetings**

Meetings requested by the State include, but are not limited to, the pilot and production meetings as required per Section 7 - Acceptance, Inspection and Testing.

The State may request other meetings as it deems appropriate.

### **3. Staffing**

#### **3.1. Contractor Representative**

The Contractor must appoint a Service manager or a Product Representative specifically assigned to State of Michigan accounts who will respond to State inquiries regarding the Contract Activities, answer questions related to ordering and delivery, etc. (the "Contractor Representative").

**Steve Bolin – Commercial Sales Manager**  
**Hoekstra Transportation**  
**3741 Roger B Chaffee Blvd.**  
**Grand Rapids, MI 49548**  
**Office 616.389.1130**  
**Mobile 616.299.5170**  
**Email [SBolin@Hoekstrainc.com](mailto:SBolin@Hoekstrainc.com)**

The Contractor must notify the Contract Administrator at least 14 calendar days before removing or assigning a new Contractor Representative.

### **3.2. Key Personnel**

The Contractor must appoint one individual who will be directly responsible for the day to day operations of the Contract (“Key Personnel”). Key Personnel must be specifically assigned to the State account, be knowledgeable on the contractual requirements, and respond to State inquiries within 24 hours.

Contractor’s Key Personnel must be available during the following times: 8:00 am – 5:00 pm Eastern.

**Steve Bolin – Commercial Sales Manager**  
**Hoekstra Transportation**  
**3741 Roger B Chaffee Blvd.**  
**Grand Rapids, MI 49548**  
**Office 616.389.1130**  
**Mobile 616.299.5170**  
**Email [SBolin@Hoekstrainc.com](mailto:SBolin@Hoekstrainc.com)**

**Mark Hoekstra** – 25 years – President of Hoekstra Companies  
3741 Roger B Chaffee Blvd.  
Grand Rapids, MI 49548  
1-800-444-4104 x 1102

**Rebecca Voss** – 25 years - Sales Administrator  
3741 Roger B Chaffee Blvd.  
Grand Rapids, MI 49548  
1-800-444-4104

**Matt Reiffer** – 20 years – Service Manager MDOT Business  
Hoekstra Transportation, Inc.  
3741 Roger B Chaffee Blvd.  
Grand Rapids, MI 49548  
1-800-444-4104 x 1125

**Tim Oddy** – Technical Assistance and Parts Director MDOT  
Hoekstra Transportation, Inc.  
3741 Roger B Chaffee Blvd.  
Grand Rapids, MI 49548  
1-800-444-4104 x 0014

**Jim Harned** – 26 years – Parts Dpt. Director  
Hoekstra Transportation, Inc.

3741 Roger B Chaffee Blvd.  
 Grand Rapids, MI 49548  
 1-800-444-4104 x 1126

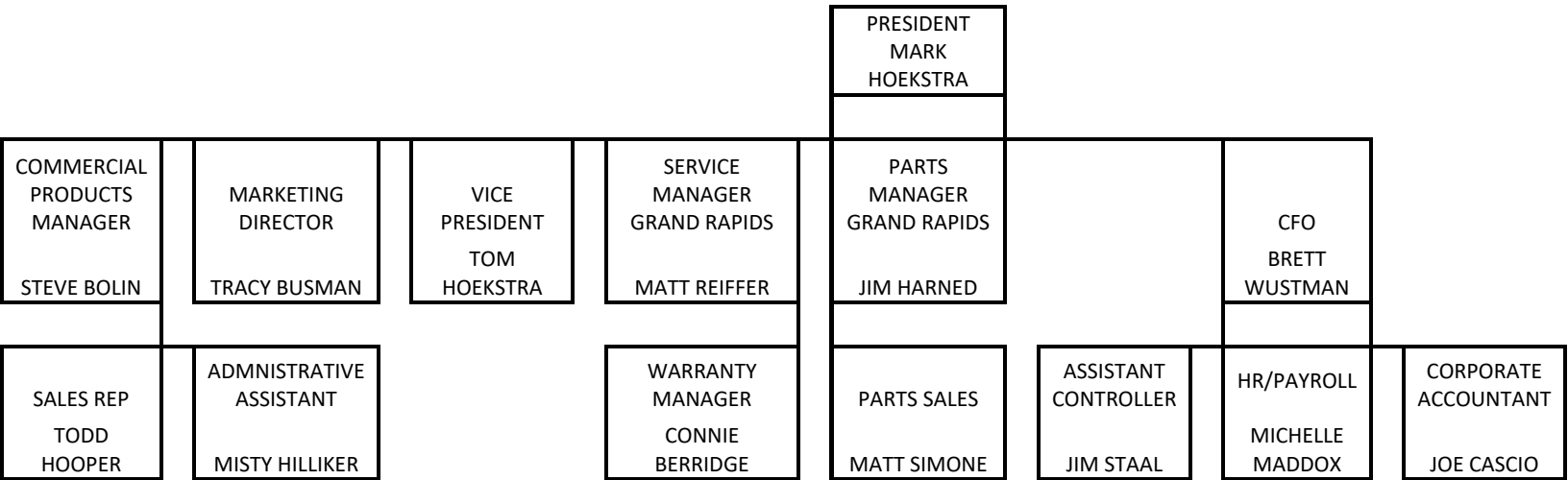
The Contractor may not remove or assign Key Personnel without the prior consent of the State. Prior consent is not required for reassignment for reasons beyond the Contractor’s control, including illness, disability, death, leave of absence, personal emergency circumstances, resignation, or termination for cause. The State may request a résumé and conduct an interview before approving a change. The State may require a 30-calendar day training period for replacement personnel.

The Contractor must identify the Key Personnel, indicate where they will be physically located, and describe the functions they will perform.

**3.3. Non-Key Personnel**

The Contractor must notify the Contract Administrator at least 10-calendar days before removing or assigning non-key personnel.

**3.4. Organizational Chart**



**3.5. Customer Service Toll-Free Number**

The Contractor must specify its toll-free number for the State to contact the Contractor Representative who must be available for calls during the hours of 8 am to 5 pm EST Monday through Friday, at a minimum. Identify customer service availability for this proposal by hours and days of the week.

**1-800-444-4104. x 1130**

**3.6. Technical Support, Repairs and Maintenance**

The Contractor must specify its toll-free number for the State to contact the Contractor for technical support, repairs and maintenance. The Contractor must be available for calls and service during the hours of 8 am to 5 pm EST Monday through Friday, at a minimum. Identify availability for this proposal by hours and days of the week.

**3.7. Disclosure of Subcontractors**

If the Contractor intends to utilize subcontractors, the Contractor must disclose the following:

- The legal business name; address; telephone number; a description of subcontractor’s organization and the services it will provide; and information concerning subcontractor’s ability to provide the Contract Activities.
- The relationship of the subcontractor to the Contractor. Of the contract cost, the price of the subcontractor’s work. Whether the Contractor has a previous working experience with the subcontractor. If yes, provide the details of that previous relationship.
- A complete description of the Contract Activities that will be performed or provided by the subcontractor.

Contractor must provide detailed information as requested in the requirement(s):

Contractor must provide detailed information as requested in the above requirement(s).	
<b>The legal business name, address, telephone number of the subcontractor(s).</b>	
<b>A description of subcontractor’s organization and the services it will provide and information concerning subcontractor’s ability to provide the Contract Activities.</b>	
<b>The relationship of the subcontractor to the Contractor .</b>	
<b>Whether the Contractor has a previous working experience with the subcontractor. If yes, provide the details of that previous relationship.</b>	
<b>A complete description of the Contract Activities that will be performed or provided by the subcontractor.</b>	
<b>Of the total contract cost, the price of the subcontractor’s work.</b>	



### **3.8. Security**

The Contractor will be subject the following security procedures:

The Contractor must explain any additional security measures in place to ensure the security of State facilities.

The Contractor's staff may be required to make deliveries to or enter State facilities. The State may require the Contractor's personnel to wear State issued identification badges.

The Contractor must: (a) explain how it intends to ensure the security of State facilities, (b) whether it uses uniforms and ID badges, etc., (c) identify the company that will perform background checks, and (d) the scope of the background checks.

The Contractor's products are delivered to agencies in the field and not State facilities, however in the case where the Contractor needs to appear at State facilities, their representatives wear name tags and check in prior to visit with State staff and building security.

## **4. Pricing**

### **4.1. Price Term**

Pricing is firm for the entire length of the Contract with exceptions per section "4.2 Price Changes".

### **4.2. Price Changes**

- A.** Pricing is firm for a 365-day period ("Pricing Period"). The first pricing period begins on the Effective Date. Adjustments for changes in the chassis manufacturers OEM standard equipment may be requested, in writing, by either party and will take effect no earlier than the next Pricing Period subject to **D.**, and **E.** of this section.
- Adjustments for changes in federal regulations may be submitted at any time during the contract term subject to **C.**, **D.**, and **E.** of this section.
- B.** The Ordering Entity shall receive the benefit of any decreases in the cost incurred by the Contractor. If the chassis manufacturers OEM standard equipment pricing increases during the Contract period by more than one hundred dollars (\$100.00), the Contractor may request a price revision to reflect the actual cost experienced. The request for a cost increase must be accompanied by evidence from the chassis manufacturer that a change actually affected the Contractor's cost. Additionally, it shall be the Contractor's responsibility to provide written notice to the State of its qualification for price reductions.
- C.** If changes in federal regulations affect the cost of the Vans during the Contract period by more than one hundred dollars (\$100.00), the Contractor may request a price revision to reflect the actual cost increase experienced. The request must be accompanied by evidence that the change actually affected the Contractor's cost.
- D.** Requests for price changes shall be received in writing at least 30 days prior to their effective date and are subject to written acceptance before becoming effective. In the event new prices are not acceptable, the Contract may be canceled.
- E.** Per Federal Transit Administration (FTA) requirements, a cost or price analysis is required for all price changes.

- i. The State may request a Review upon 30 days written notice that specifies what Deliverable is being reviewed. At the Review, each party may present supporting information including information created by, presented, or received from third parties.
- ii. Following the presentation of supporting information, both parties will have 30 days to review the supporting information and prepare any written response.
- iii. In the event the Review reveals no need for modifications of any type, pricing will remain unchanged unless mutually agreed to by the parties. However, if the Review reveals that change may be recommended, both parties will negotiate in good faith for 30 days unless extended by mutual agreement of the parties.
- iv. If the supporting information reveals a reduction in prices is necessary and Contractor agrees to reduce rates accordingly, then the State may elect to exercise the next one-year option, if available.
- v. If the supporting information reveals a reduction in prices is necessary and the parties are unable to reach agreement, then the State may eliminate all remaining Contract renewal options.
- vi. Any changes based on the Review must be implemented through the issuance of a Contract Change Notice.

## **5. Ordering**

### **5.1. Authorizing Document**

The appropriate authorizing document for the Contract will be a Delivery Order (DO) from the authorizing transit agency.

### **5.2. Order Verification**

The Contractor must have internal controls approved by Central Procurement Services to verify abnormal orders and to ensure that only authorized individuals place orders.

## **6. Delivery**

### **6.1. Delivery Programs**

The Contractor will be permitted to drive vehicle(s) to final destinations in compliance with the "Schedule F - Affidavit for Driver Delivery", however, the affidavit must be completed and submitted with the Contractor's proposal.

- A.** Delivery must be made between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday ONLY, excluding Holidays.
- B.** The Contractor agrees and will pay the Ordering Entity if they pick the vehicle up at the Contractor's location. The rate will be equal to the rate paid to the Contractor's drivers plus provide or reimburse the cost of gasoline/fuel.
- C.** The vehicle will be driven to the final destination and delivery will be scheduled with the Ordering Entity.

### **6.2. General Delivery**

The State and/or the Ordering Entities have the right to refuse vehicle delivery if the following conditions are not met. For the delivery of all units that may be released against the Contract the following must apply:

- A. The Contractor must produce the pilot model as the first Vans ordered by the State for its transit agencies.
- B. The Vans should be:
  - i. air conditioned
  - ii. the largest size on request by the transit agencies.
- C. All necessary testing and equipment placement must be performed on the pilot models before final inspection/acceptance by the State.
- D. The pilot model must serve as a standard for the following units as ordered but should not relieve the Contractor from an obligation to manufacture all units in compliance with all specifications.

## **7. Acceptance**

### **7.1. Acceptance, Inspection and Testing**

The State will use the following criteria to determine acceptance of the Contract Activities:

- A. The Contractor must complete all corrections required by the State or Ordering Entity prior to delivery and final acceptance.
- B. Delivery of Production Chassis to the Body Manufacturer must be as soon as chassis availability from OEM not to exceed 210 calendar days.
- C. Exact Production for Delivery Due Dates will be determined by the delivery schedule, plus (+) seven (7) calendar days from issue dated indicated on the Purchase Order.

### **7.2. Inspection**

#### **A. Pilot, Production Model and Plant Inspections:**

- i. Pilot Model Review Meeting at the Manufacturer's facility, or at a mutually agreed upon location, must be conducted within thirty (30) calendar days from the date of the Purchase Order.
- ii. Pilot Model Approvals, shall be completed by the State and/or receiving agency within thirty (30) calendar days after delivery of the pilot model by the ordering agency.
- iii. Periodic Production/Plant Inspections, by the Michigan Department of Transportation, Office of Passenger Transportation include two (2) per contract period.
- iv. Final inspection shall be made at a site(s) as agreed upon by the Contractor and the ordering agencies. The Contractor should be capable of handling final inspection and corrections required by the State prior to acceptance of the Full Size Vans after a Contract is awarded. The Contractor should be responsible for transportation (air fare, rail fare, car rental, taxi, or mileage), lodging, parking expenses, meals, and tips for up to three (3) individuals, as determined by the Michigan Department of Transportation, Office of Passenger Transportation, for involvement in any of the above pilot model and production schedule review or plant inspections. All travel expenses should be based on the DTMB, Vehicle and Travel Services Schedule of Travel Rates for Classified and Unclassified

Employees Effective January 1, 2011 or subsequent updates.  
[http://www.michigan.gov/dmb/0,4568,7-150-9141\\_13132---,00.html](http://www.michigan.gov/dmb/0,4568,7-150-9141_13132---,00.html)

### **7.3. Testing**

- A. Testing - Prior to delivery, the Contractor must certify that:
- i. All quality assurance activities have been completed.
  - ii. All applicable testing has been completed.
  - iii. All material deficiencies discovered during the quality assurance activities and testing have been corrected.

The Deliverable or Service is in a suitable state of readiness for the State's review and approval.

- B. If a Deliverable includes installation at the Ordering Entity location the Contractor must:
- i. Perform any applicable testing.
  - ii. Correct all material deficiencies discovered during the quality assurance activities and testing.
  - iii. Inform the State that the unit is in a suitable state of readiness for the State's review and approval.
- C. To the extent that testing occurs at the Ordering Entity's location personnel are entitled to observe or otherwise participate in testing.

### **7.4. Final Acceptance**

Final Acceptance is when the project is completed and functions according to the requirements listed in all previous sections of this document. Any intermediate acceptance of sub-Deliverables does not complete the requirement of Final Acceptance.

**The State and /or the Ordering Entity have the right to refuse vehicle delivery when the conditions listed above are not met.**

## **8. Invoice and Payment**

### **8.1. Invoice Requirements**

All invoices submitted to the State must include: **(a)** date; **(b)** delivery order number; **(c)** contract number; **(d)** quantity; **(e)** description of the Contract Activities; **(f)** line items for up-fitting options **(g)** unit price; **(h)** shipping cost (if any); and **(i)** total price; **(j)** Ordering Entity; **(k)** VIN number.

### **8.2. Payment Methods**

The Ordering Entities will make payment for Contract Activities to the Contractor.

### **8.3. Procedure**

The Ordering Entities have been instructed to make immediate inspection on receipt of units and to process payment documents promptly. Payments, however, will be delayed if the Full-Size Transit Van(s) fails to comply with specification requirements. Therefore, it is incumbent upon the Contractor to close pre-delivery inspection in accordance with the contract requirements.

## **9. Liquidated Damages**

Late or improper completion of the Contract Activities will cause loss and damage to the State, and it would be impracticable and extremely difficult to fix the actual damage

sustained by the State. Therefore, if there is late or improper completion of the Contract Activities the State is entitled to collect liquidated damages in the amount of \$5000 and an additional \$100 per day for each day Contractor fails to remedy the late or improper completion of the Work.

Unauthorized Removal of Key Personnel will interfere with the timely and proper completion of the Contract, to the loss and damage of the State, and it would be impracticable and extremely difficult to fix the actual damage sustained by the State. Therefore, the State may assess liquidated damages against Contractor as specified below.

- The State is entitled to collect \$1000 per individual per day for the removal of any Key Personnel without prior approval of the State.
- The State is entitled to collect \$1000 per individual per day for an unapproved or untrained key personnel replacement.

## **10. Additional Requirements**

### **10.1. Environmental and Energy Efficiency Product Standards**

The Contractor must identify any energy efficient, bio-based, or otherwise environmentally friendly products used in the products. Contractor must include any relevant third-party certification, including the verification of a United States Department of Agriculture certified bio-based product label. Contractor must describe how products that meet these requirements are identified or otherwise labelled.

### **10.2. Hazardous Chemical Identification**

In accordance with the federal Emergency Planning and Community Right-to-Know Act, 42 USC 11001, *et seq.*, as amended, the Contractor must provide a Material Safety Data Sheet listing any hazardous chemicals as defined in 40 CFR §370.2, to be delivered. Each hazardous chemical must be properly identified, including any applicable identification number, such as a National Stock Number or Special Item Number.

The Contractor must identify any hazardous chemicals that will be provided under any resulting contract.

### **10.3. Mercury Content**

Pursuant to MCL 18.1261d, mercury-free products must be procured when possible. The Contractor must explain if it intends to provide products containing mercury, the amount or concentration of mercury, and whether cost competitive alternatives exist. If a cost competitive alternative does exist, the Contractor must provide justification as to why the particular product is essential. All products containing mercury must be labeled as containing mercury.

### **10.4. Brominated Flame Retardants**

The State prefers to purchase products that do not contain brominated flame retardants (BFRs) whenever possible. The Contractor must disclose whether the products contain BFRs. Contractor must describe how products that meet these requirements are identified or otherwise labelled.

**12.5 Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS)**

The Contractor must confirm that the provided products do not intentionally contain PFAS. This consists of all components of the provided products, including product packaging.

**11. Service-Level Agreements (SLAs)**

- A.** The Contractor will be held accountable to meet the requirements and the service level requirements established in this Contract.
- B.** The State reserves the right to reconsider or amend SLA amounts for split awards should they occur.
- C. Please Note:** Should Contractors require clarification or have any questions with regard to the SLAs, they should submit them during the *Question and Answer Period* of this solicitation; please see the **Proposal Instructions** for the timeline.

**Service Level Agreements for this Contract will be as follows:**

SLA Metric 1. Timely Deliveries	
<b>Definition and Purpose</b>	<p>All orders must be delivered within 210 calendar days of receipt of order            AND            The Contractor must ensure that items and quantities delivered are exactly the items, brands, and quantities on the Order Confirmation. No substitutions will be allowed without prior written permission by Program Manager and a Change Notice executed by the Contract Administrator.</p> <p>The entire order will be received on the same day unless a partial delivery has been approved in advance by the Program Manager.</p>

SLA Metric 1. Timely Deliveries	
<b>Acceptable Standard</b>	<ol style="list-style-type: none"> <li>1. All deliveries must occur in accordance with the approved delivery schedule for each Facility and Facility Receiving hours. See Section 2.2.</li> <li>2. Extenuating circumstances must be communicated by the Contractor to the Program Manager prior to the scheduled delivery date and time.</li> <li>3. Items, brands, and quantities delivered will match the Order Confirmation exactly.</li> <li>4. Signed and dated packing slips will be provided to Agency at the time of delivery.</li> <li>5. The entire order must be delivered on the same day unless a partial delivery has been approved in advance by the Program Manager.</li> <li>6. Orders not received in their entirety, as determined by a review of the Data Sources, will be considered inaccurate.</li> </ol> <p>The acceptable standard is 100% compliance.</p>
<b>Credit Due for Failing to Meet the Service Level Agreements</b>	<ol style="list-style-type: none"> <li>1. \$100.00 may be assessed for each of the first five occurrences of non-compliance in a given calendar year.</li> <li>2. \$500.00 may be assessed beginning with the sixth occurrence of non-compliance and on each occurrence thereafter in a given calendar year.</li> </ol> <p>Extenuating circumstances will be reviewed by the Program Manager before any Service Credits are assessed.</p> <p>At the discretion of the State, these credits may be applied toward any payable due to the Contractor or be payable directly to the State. Payments made directly to the state will be completed within 10 days of notice of assessment.</p>

**Full Size Non-Lift and Lift Transit Vans with Alternate Seating**

**SCHEDULE B**

**PRICING**

1. The Contractor must provide a pricing schedule for the proposed Contract Activities using Cost Models below. The pricing schedule should be submitted in Microsoft Excel; however, you may also submit an additional pricing schedule in a non-modifiable format (e.g., PDF). Failure to complete the pricing schedule as requested may result in disqualification of your proposal.

2. Price proposals must include all costs, including but not limited to, any one-time or set-up charges, fees, and potential costs that Contractor may charge the State (e.g., shipping and handling, per piece pricing, and palletizing).

3. The Contractor is encouraged to offer quick payment terms. The number of days must not include processing time for payment to be received by the Contractor's financial institution.

Quick payment terms: \_\_\_\_\_n/a\_\_\_\_\_ % discount off invoice if paid within \_\_\_\_\_n/a\_\_\_\_\_ days after receipt of invoice.

4. By submitting its proposal, the Contractor certifies that the prices were arrived at independently, and without consultation, communication, or agreement with any other Contractor.



**COST MODEL/EVALUATION FORM**  
**MICHIGAN FULL SIZE VANS SPECIFICATION**  
**Minimum 4 Years/100,000 Miles**

<b>Bidder Company Name:</b>	<b>Hoekstra Transportation Inc.</b>
<b>Bidder Address:</b>	<b>3741 Roger B Chaffee Blvd. Grand Rapids, MI. 49548</b>
<b>Preparer's Name:</b>	<b>Steve Bolin</b>
<b>Inspection Facility:</b>	<b>Hoekstra Transportation Inc.</b>
<b>Address of Inspection Facility:</b>	<b>3741 Roger B Chaffee Blvd. Grand Rapids, MI. 49548</b>

<b>I COST MODEL</b>			
	<b>Qty</b>	<b>Description</b>	<b>Michigan Public Transit Authorities Unit Price</b>
		<b>Base Van Floor Plans</b>	
<b>A.</b>		<b>Class III – 148" W.B. – Vinyl Seat Covers</b>	
1.	1	13 passenger plus driver low roof without lift	<b>56,563.00</b>
2.	1	13 passenger plus driver medium roof without lift	<b>61,875.00</b>
3.	1	13 passenger plus driver high roof without lift	<b>63,189.00</b>
4.	1	13 passenger plus driver high roof extended length without lift	<b>67,301.00</b>
<b>B.</b>		<b>Class III – 148" W.B. – Fabric Seat Covers</b>	
1.	1	13 passenger plus driver low roof without lift	<b>57,119.00</b>
2.	1	13 passenger plus driver medium roof without lift	<b>62,431.00</b>
3.	1	13 passenger plus driver high roof without lift	<b>63,746.00</b>
4.	1	13 passenger plus driver high roof extended length without lift	<b>67,857.00</b>
<b>C.</b>		<b>Class IV – 148" W.B. – Dual Rear Wheel - Vinyl Seat Covers</b>	
1.	1	14 passenger plus driver high roof extended length without lift	<b>66,559.00</b>
<b>D.</b>		<b>Class IV – 148" W.B. – Dual Rear Wheel - Fabric Seat Covers</b>	
1.	1	14 passenger plus driver high roof extended length without lift	<b>67,161.00</b>
			<b>633,801.00</b>
<b>E.</b>		<b>Equipment Options</b>	
1	1	Alternate Adjustable Seating and Floor System I	<b>7,053.00</b>
1	1	Alternate Adjustable Seating and Floor System II	<b>4,937.00</b>
1	1	Aluminum L Track Flooring System	<b>5,059.00</b>
2	1	Alternate Lift with Power Sliding Side Door 1,000 pound capacity	<b>9,068.00</b>
3	1	Power Sliding Side Cargo Door	<b>1,008.00</b>
4	1	Emergency Roof Exit	<b>232.00</b>
5	1	Emergency Egress Window (Requires Privacy Tinted Windows)	<b>1,310.00</b>
6	1	Cross View Mirror	<b>301.00</b>
7	1	Destination Sign - LED	<b>5,038.00</b>
8	1	Donation box (in lieu of farebox – deduct)	<b>453.00</b>
9	1	Running Boards	<b>1,209.00</b>
10	1	Farebox	<b>1,562.00</b>
11	1	Farebox Electrical Prep Only (less farebox- deduct)	<b>171.00</b>
12	1	Limited Slip Differential	<b>353.00</b>

13	1	Paint - Different Full body	202.00
14	1	Paint - One 6" Stripe	705.00
15	1	Reflective 6" Vinyl Belt Stripe	705.00
16	1	Rear Side Entry Wheelchair Lift	9,999.00
17	1	Lift – Type I – (34 inch wide 800 pound capacity side mounted)	3,023.00
18	1	Lift – Type I – (37 inch wide 1,000 pound capacity rear mounted)	5,340.00
19	1	Lift – Type II – 800 pound Capacity, Powered outer barrier (in lieu of type I lift)	3,023.00
20	1	Lift - Folding Platform 800# Capacity (in lieu of lift)	3,023.00
21	1	Alternate Lift Manufacturer	504.00
22	1	Wheelchair Single Point Securement System (in lieu of one L-Track position)	370.00
23	1	Additional Wheelchair Position – L Track System	940.00
24	1	Additional Wheelchair Position – Single Point System	1,310.00
25	1	Recessed Wheelchair Securement Station	5,038.00
26	1	Two-way radio prep package	252.00
27	1	Radio - AM/FM stereo system w/6 speakers	0.00
28	1	Public Address (PA) System Only w/ two speakers	303.00
29	1	Entry Stepwell Heater (Bi-fold Entrance Door Only)	364.00
30	1	Bi-fold Entrance Door	8,060.00
31	1	Handrails & Stanchions	403.00
32	1	Adjustable Flooring Single Forward Facing Flip Seat - Vinyl	1,058.00
33	1	Adjustable Flooring Single Forward Facing Flip Seat - Cloth	1,108.00
34	1	Adjustable Flooring Double Forward Facing - Vinyl	1,562.00
35	1	Adjustable Flooring Double Forward Facing - Cloth	1,612.00
36	1	Seating – Forward Facing Standard Single Seat – Vinyl	101.00
37	1	Seating – Forward Facing Standard Single Seat – Cloth	101.00
38	1	Seating – Forward Facing Standard Single Seat – Vinyl (Deduct)	-498.00
39	1	Seating – Forward Facing Standard Single Seat – Cloth (Deduct)	-574.00
40	1	Seating – Forward Facing Standard Double Seat - Vinyl	101.00
41	1	Seating – Forward Facing Standard Double Seat - Fabric	101.00
42	1	Seating – Forward Facing Standard Double Seat – Vinyl (Deduct)	-705.00
43	1	Seating – Forward Facing Standard Double Seat – Fabric (Deduct)	-806.00
44	1	Seating – Forward Facing Single Fold-A-Way – Vinyl	1,162.00
45	1	Seating – Forward Facing Single Fold-A-Way – Cloth	1,208.00
46	1	Seating – Forward Facing Double Fold-A-Way - Vinyl	1,612.00
47	1	Seating – Forward Facing Double Fold-A-Way - Fabric	1,713.00
48	1	Seating – Forward Facing Double Fold-A-Way – Vinyl (Deduct)	-1,612.00
49	1	Seating – Forward Facing Double Fold-A-Way –Fabric (Deduct)	-1,713.00
50	1	Seating – Double Flip-up – Vinyl	1,511.00
51	1	Seating – Double Flip-up - Fabric	1,511.00
52	1	Seating – Double Flip-up – Vinyl (Deduct)	-1,612.00
53	1	Seating – Double Flip-up – Fabric (Deduct)	-1,713.00
54	1	Seating – Double w/Single Integrated Child Seat (ICS) - Vinyl	1,411.00
55	1	Seating – Double w/Single Integrated Child Seat (ICS) – Fabric	1,511.00
56	1	Seating – Double w/Single Integrated Child Seat (ICS) – Vinyl (Deduct)	-1,411.00
57	1	Seating – Double w/Single Integrated Child Seat (ICS) – Fabric (Deduct)	-1,511.00

58	1	Seating – Double w/Double Integrated Child Seat (ICS) - Vinyl	1,370.00
59	1	Seating – Double w/Double Integrated Child Seat (ICS) - Fabric	1,463.00
60	1	Driver’s Power Seat Base (Class One Only)	1,108.00
61	1	Alt. Engine - Propane	8,060.00
62	1	Alt. Engine - CNG	16,120.00
63	1	Alt. Engine – Diesel	0.00
64	1	Battery Electric Propulsion	13,173.00
65	1	Back-up Sensor System	554.00
66	1	Video Surveillance – Two Camera System	1,735.00
67	1	Video Surveillance - Four Camera System	2,519.00
68	1	Video Surveillance - Six Camera System	2,821.00
69	1	Video Surveillance - DVR System Upgrade	907.00
70	1	Video Surveillance – Extra Interior Cameras	252.00
71	1	Video Surveillance – Extra Exterior Cameras	252.00
72	1	Video Surveillance Preparation Package	504.00
73	1	Bike Rack	2,922.00
74	1	Rear HVAC without OEM Heat and A/C	3,023.00
75	1	Cruise Control	353.00
76	1	Overhead Compartment	0.00
<b>SUBTOTAL (Options)</b>			<b>143,682.00</b>
<b>GRAND TOTAL EVALUATION PRICE OF A, B, C, D, and E ABOVE</b>			<b>777,483.00</b>

Refer to “Standard Contract Terms”, section 7, regarding administration fee.

Hoekstra Transportation Inc.

## **SCHEDULE C - INSURANCE REQUIREMENTS**

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**Contract No. 230000000558**  
**Full-size transit Vans with or without Lift**

- 1. General Requirements.** Contractor, at its sole expense, must maintain the insurance coverage as specified herein for the duration of the Term. Minimum limits may be satisfied by any combination of primary liability, umbrella or excess liability, and self-insurance coverage. To the extent damages are covered by any required insurance, Contractor waives all rights against the State for such damages. Failure to maintain required insurance does not limit this waiver.
- 2. Qualification of Insurers.** Except for self-insured coverage, all policies must be written by an insurer with an A.M. Best rating of A- VII or higher unless otherwise approved by DTMB Enterprise Risk Management.
- 3. Primary and Non-Contributory Coverage.** All policies for which the State of Michigan is required to be named as an additional insured must be on a primary and non-contributory basis.
- 4. Claims-Made Coverage.** If any required policies provide claims-made coverage, Contractor must:
  - a. Maintain coverage and provide evidence of coverage for at least 3 years after the later of the expiration or termination of the Contract or the completion of all its duties under the Contract;
  - b. Purchase extended reporting coverage for a minimum of 3 years after completion of work if coverage is cancelled or not renewed, and not replaced with another claims-made policy form with a retroactive date prior to the Effective Date of this Contract.
- 5. Proof of Insurance.**
  - a. Insurance certificates showing evidence of coverage as required herein must be submitted to [DTMB-RiskManagement@michigan.gov](mailto:DTMB-RiskManagement@michigan.gov) within 10 days of the contract execution date.
  - b. Renewal insurance certificates must be provided on annual basis or as otherwise commensurate with the effective dates of coverage for any insurance required herein.
  - c. Insurance certificates must be in the form of a standard ACORD Insurance Certificate unless otherwise approved by DTMB Enterprise Risk Management.
  - d. All insurance certificates must clearly identify the Contract Number (e.g., notated under the Description of Operations on an ACORD form).

- e. The State may require additional proofs of insurance or solvency, including but not limited to policy declarations, policy endorsements, policy schedules, self-insured certification/authorization, and balance sheets.
  - f. In the event any required coverage is cancelled or not renewed, Contractor must provide written notice to DTMB Enterprise Risk Management no later than 5 business days following such cancellation or nonrenewal.
- 6. Subcontractors.** Contractor is responsible for ensuring its subcontractors carry and maintain insurance coverage.
- 7. Limits of Coverage & Specific Endorsements.**

Required Limits	Additional Requirements
<b>Commercial General Liability Insurance</b>	
<b>Minimum Limits:</b> <b>\$1,000,000 Each Occurrence</b> <b>\$1,000,000 Personal &amp; Advertising Injury</b> <b>\$2,000,000 Products/Completed Operations</b> <b>\$2,000,000 General Aggregate</b>	Contractor must have their policy endorsed to add “the State of Michigan, its departments, divisions, agencies, offices, commissions, officers, employees, and agents” as additional insureds using endorsement CG 20 10 11 85, or both CG 20 10 12 19 and CG 20 37 12 19.
<b>Automobile Liability Insurance</b>	
<b>If a motor vehicle is used in relation to the Contractor's performance, the Contractor must have vehicle liability insurance on the motor vehicle for bodily injury and property damage as required by law.</b>	
<b>Workers' Compensation Insurance</b>	
<b>Minimum Limits:</b> <b>Coverage according to applicable laws governing work activities.</b>	Waiver of subrogation, except where waiver is prohibited by law.
<b>Employers Liability Insurance</b>	
<b>Minimum Limits:</b> <b>\$500,000 Each Accident</b> <b>\$500,000 Each Employee by Disease</b> <b>\$500,000 Aggregate Disease</b>	

- 8. Non-Waiver.** This Schedule C is not intended to and is not to be construed in any manner as waiving, restricting or limiting the liability of either party for any obligations under this Contract, including any provisions hereof requiring Contractor to indemnify, defend and hold harmless the State.

**Contract # 23000000558**  
**Schedule D**  
**State of Michigan**  
**Office of Passenger Transportation**  
**Specifications for**  
**Full Size Non-lift and Lift Vans with Alternate Seating**

**I. PURPOSE OF SPECIFICATIONS**

These specifications are setting forth the minimum requirements for a two-axle commercial non-lift vehicle or Paratransit type commercial vehicle equipped with a commercial wheelchair lift. The van shall be a passenger van or wagon chassis complying with FMVSS 226, Ejection Mitigation Safety Standards. The vehicle must be capable of meeting all seating requirements (see APPENDIX A - Standard Van Seating Charts). As a minimum, vehicles must meet all applicable Michigan Motor Carrier Vehicle Codes, all applicable Federal Motor Vehicle Safety Standards (FMVSS) and the Americans with Disabilities Act (ADA).

Vans in these specifications shall be defined by the following classes:

- A. Class III: Minimum 8,500 GVWR
- B. Class IV: Minimum 9,900 GVWR

The Class of vans must be capable of seating a minimum of 10 adult forward facing passengers (including driver) or an alternate capacity of ambulatory adult passengers and wheelchair passengers:

- 1) The van model(s) offered is a minimum Class I – IV - 4 years/100,000-mile van service life category.
- 2) Will meet the requirements of Federal Register Rules and Regulations 49 CFR Part 665, Bus Testing Program.
- 3) Testing is required for a manufacturer of a new van model or a van produced with a major change in component or configuration shall provide a copy of the test report(s) as specified in §665.11 and § 665.13.
- 4) Bidders shall submit any and all reports related to the vans in this bid as specified in §665.11 and § 665.13

Chassis serial number, axle ratio, gross vehicle weight rating (GVWR), seating capacity and paint codes shall be imprinted on a permanent decal(s) or stamped on a metal plate(s) and affixed in the driver's area of the van (location to be approved by the State).

Regardless of options and seating plan ordered, the successful bidder shall be responsible for certifying that all vans delivered: 1) shall not exceed the GVWR of chassis as bid (determined by engineering calculated loaded vehicle axle weights), and 2) single wheelchair securement area vans shall not exceed 21' 11" in length measured bumper to bumper excluding the energy absorbing portion of the bumper (distance of travel allowed for compression of the bumper without body deformation). Manufacturers shall comply with the chassis company's quality vehicle manufacturing program such as Ford's Quality Vehicle Modifier (QVM).

Please refer to Exhibit A Statement of Work, section 1.1 for additional specification requirements.

**II. VAN SPECIFICATIONS**

**A. GENERAL DESIGN AND CONSTRUCTION**

**INSTRUCTIONS:** Where applicable, Bidder should specify either suggested source or pre-approved alternate and/or provide detail for all items.

Specification Requirement	Suggested Source or Pre-Approved Alternate
<p><b>1) SAFETY:</b> The Van shall be designed using only prudent, proven engineering principles with all work performed only by professional established firms. The van purchased shall comply with all State regulations and requirements applicable to the design and manufacture of vans for the State of Michigan.</p>	<p><b>Suggested Source</b></p>
<p><b>2) DRIVER SIZE and COMFORT:</b> Design criteria of van purchased shall be for all females from the 5th percentile, to males of the 95th percentile, to be equally as comfortable in using all controls required to safely drive and maneuver the van. All driver controls shall comply with FMVSS 101, with hand and foot controls required to operate the van safely, including the placement of exterior adjustable mirrors, positioned to meet this safety requirement. <u>All non-OEM controls shall be within driver's reach.</u></p>	<p><b>Suggested Source</b></p>
<p><b>3) QUALITY of WORKMANSHIP:</b> All labor employed in both the manufacturing and assembly processes of the van purchased shall be to the highest industry standards. The entire van shall be within all established engineering tolerances set by all parties involved in the design and production of the van. All added components shall be installed and positioned according to the component manufacturer's installation procedures which shall be available upon request.</p>	<p><b>Suggested Source</b></p>
<p><b>4) WELDING:</b> All welding procedures used throughout the construction of the van, including materials, qualifications and training of personnel, shall be in accordance with the standards of the American Society for Testing and Materials (ASTM) and the American Welding Society (AWS). Contact surfaces of all material to be welded shall be clean, and free of grease, paint, rust and scale. After welding, all rough edges and surfaces on parts shall be ground smooth and coated with a corrosion inhibiting primer and paint.</p>	<p><b>Suggested Source</b></p>

<p><b>5) ATTACHMENT HARDWARE:</b> All rivets, screws, bolts, nuts, washers and other types of fasteners used in the construction process, including those that would be exposed to the elements, shall be of appropriate size and strength rating for the application. They shall be sprayed with or dipped in a rust-resistant coating material, be plated, be stainless steel, or otherwise be made of rust-resistant type material, all of which will pass the 480-hour ASTM B117 Salt Spray test and the 480 hour ASTM D2247 Humidity Resistance test (<b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, items 21. &amp; 22.</b>). Fasteners used by the respective component manufacturers in their assemblies are acceptable as part of the assembly.</p>	<p><b>Suggested Source</b></p>
<p><b>B. VAN STRUCTURE AND EXTERIOR</b></p>	
<p><b>1) OEM Chassis Construction</b></p> <p><b>a.</b> All interior panels and trim may be made of scuff-resistant laminate/FRP, molded ABS, or OEM finished material. Interior panels shall have as a minimum the physical properties of gauge number 24 (.024" thickness). Interior panel substrate shall not be of wood composition, plywood or a pressed wood product. Interior panel threaded fasteners or rivets shall secure panels to chassis framing structure. Where fasteners are in the panels only, a reinforcing nut or reinforcing panel shall be installed for added strength and fastener retention.</p>	<p><b>Suggested Source</b></p>
<p><b>b.</b> No sheet metal screws shall be permitted, except for rubrails and rubber fender splash guards which can be secured with stainless steel or equivalent plated locking-type, self-tapping fasteners. Fastener materials shall be compatible with materials being fastened and meet the 480-hour ASTM B117 Salt Spray test and the 480 hour ASTM D2247 Humidity Resistance test (<b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, items 21. &amp; 22.</b>). Where self-tapping fasteners are used in body panels, the body panels shall have an imbedded reinforcing nut or a reinforcing panel shall be integrated into the FRP composite for added strength and fastener retention.</p>	<p><b>Suggested Source</b></p>



<p><b>2) Interior</b></p> <p><b>a.</b> The interior of the van shall provide a pleasant, aesthetically pleasing atmosphere. The door and driver instrument panel are to be painted or otherwise finished with a non-reflective, anti-glare finish that matches the overall interior tones of interior panels. All <b>non-OEM</b> interior hinged access doors shall use quarter-turn, <u>non-corrosive</u> metal, thumb latches with positive stop mechanism to hold the door positively closed. All interior markings shall be durable materials affixed to the interior panels' smooth surfaces or markings shall be durable materials affixed to metal plates fastened to the interior panels of the van. The interior design and colors shall be approved by the State.</p>	<p><b>Suggested Source</b></p>
<p><b>b.</b> All interior panels shall be made of laminate/FRP, molded ABS, or OEM finished scuff-resistant materials.</p>	<p><b>Suggested Source</b></p>
<p><b>c.</b> A white or light gray color shall be installed in the interior area above the seat rail lines, in the ceiling area, and on the rear endwall. All materials and treatments shall be easily cleaned. Panel fastening devices shall match color of panels. All interior finished surfaces shall be impervious to diesel fuel, gasoline, and commercial cleaning agents. Finished surfaces shall not be damaged by controlled applications of graffiti-removing chemicals.</p>	<p><b>Suggested Source</b></p>
<p><b>d.</b> The interior height of the passenger compartment at center aisle shall be 67" minimum for Class II-IV medium roof vans and 75" minimum for Class II-IV high roof vans. The interior headroom width at roofline above seat line shall be 66", minimum.</p>	<p><b>Suggested Source</b></p>
<p><b>e.</b> <u>All surfaces, items, or hardware in the passenger compartment having sharp edges, corners, or angles that could cause injury, shall be padded with a heavy-duty, vinyl-covered, energy absorbing material to match interior colors.</u> Areas inside the passenger compartment of low headroom where a person is prone to strike his head shall be marked and padded. All handrails shall have rounded edges where exposed.</p>	<p><b>Suggested Source</b></p>
<p><b>f.</b> A shelf area above the driver's compartment shall be used for two way radio installation and other storage. The shelf shall have a 60-pound capacity minimum and colored to match interior.</p>	<p><b>Suggested Source - OEM</b></p>

<p><b>3) Flooring</b></p> <p><b>a.</b> The floor deck may be integral with the OEM basic structure or mounted on the structure securely to prevent chafing or horizontal movement. All floor fasteners shall be corrosion resistant steel and shall remain secured and corrosion resistant for the service life of the van. The non-OEM floor deck shall be 5/8" one piece CNC sub-floor or 5/8" fiberglass encased composite material, minimum, with sealed edges to prevent moisture intrusion. The floor deck upper surface shall have all cracks and voids filled and the whole surface rough sanded before installing the flooring material. A layer of sealer shall be installed between floor deck edges that butt against structural members and other deck sections to prevent dust and moisture intrusion. Passage holes provided for wiring and hoses in the floor deck shall be thoroughly sealed to prevent dust and moisture intrusion. Passenger seating floor rail/track shall not be installed in the wheelchair lift or wheelchair securement areas. The floor deck, including the sealer, attachments, and coverings, shall be waterproof, non-hygroscopic, resistant to wet and dry rot, and resistant to mold growth.</p>	<p><b>Suggested Source</b></p>
<p><b>b.</b> The entire passenger area including the wheelchair securement area, entrance steps and stepwell area, shall be overlaid with smooth, slip resistant flooring material. <u>The main passenger area shall be one piece with no seams.</u> The resilient sheet flooring system (2.2 mm thickness minimum) shall be a high-quality vinyl with aluminum oxide and color quartz grains throughout the thickness, silicon carbide grains in the surface layer and a non-woven polyester/cellulose backing with glass fiber reinforcement. Installation of flooring must be done strictly according to the flooring manufacturer's directions using the proper accessories, tools, and adhesives. Suggested Sources: Altro Transflor™ Meta, Altro Transflor™ Chroma, Gerflor™ Sirius.</p>	<p><b>Suggested Source – Gerflor - Sirius</b></p>
<p><b>c.</b> Step treads for bus style door shall be one-piece resilient sheet flooring system matching the passenger compartment flooring. All step edges (nosings of step tread material) shall have a band of bright yellow contrasting color running full width of the step. Step tread to stepwell joints shall be sealed to prevent intrusion of moisture and debris. <u>There shall be no aluminum nose edging and step tread and nose edging shall be one piece.</u></p>	<p><b>Suggested Source</b></p>

<p><b>4) Gauges</b>  <b>a.</b> Chassis Original Equipment Manufacturer (OEM) gauges shall be used in the driver's instrument cluster, but if they are not available, VDO brand gauges or Stewart Warner gauges shall be used. Each van shall have an instrument cluster with the following non-glare needle-type gauges which are easily monitored by sight from the driver's position (lights in lieu of gauges are not acceptable). <u>All after-market gauges shall be together in a pod located on the A-pillar.</u></p>	<b>Suggested Source</b>
<p><b>b.</b> Voltmeter and its wiring shall be compatible with generating capacities, if available from OEM.</p>	<b>Suggested Source</b>
<p><b>c.</b> Engine oil pressure gauge, if available from OEM.</p>	<b>Suggested Source</b>
<p><b>d.</b> Engine coolant temperature gauge.</p>	<b>Suggested Source</b>
<p><b>e.</b> Fuel gauge.</p>	<b>Suggested Source</b>
<p><b>5) Bumpers</b>  The front and rear bumpers shall be an OEM.</p>	<b>Suggested Source</b>
<p><b>6) Mud Flaps and Splash Guards</b>  <b>a.</b> All four wheel opening mud flaps and splash guards shall be OEM.</p>	<b>Suggested Source</b>
<p><b>b.</b> Where the mud flaps and splash guards are not an integral part of the body, installation shall be made after the finish coat of paint is applied to the van using stainless steel fasteners and adhesive.</p>	<b>Suggested Source</b>
<p><b>c.</b> Where aftermarket steps are used on front of van a metal splash guard integral to the step is acceptable.</p>	<b>Suggested Source</b>
<p><b>d.</b> Other mud flaps/splash aprons/shields shall be installed to protect van equipment (AC components, batteries, front wheel inner shield, auxiliary heater box, and the like) from road splash using stainless steel fasteners.</p>	<b>Suggested Source</b>
<p><b>7) Towing</b>  Tow hooks shall be provided in the rear of the van, which shall be of sufficient strength to tow 1½ times the GVWR of the van. Tow hooks shall be easily accessed and free of interference with the bumper system when in use. Access to tow hooks may be made through holes in the bumper assembly. The intended use for tow hooks is only to safely move the van to a point of tow truck hook-up. Tow hooks shall be installed to prevent them from dragging when the van is driven over an incline. The tow hooks, equal to Original Equipment Manufacturer (OEM) units, shall be mounted and adequately secured to the chassis frame as recommended by the tow hook manufacturer or may be supplied by the OEM as standard equipment on the chassis. The van shall be designed to be towed from the front or from the rear with either a frame</p>	<b>Suggested Source</b>

<p>contact or a wheel lift. A fuel tank protection frame shall not interfere with a frame contact lift. The bidder shall provide the towing and lifting procedure at delivery.</p>	
<p><b>8) Undercoating/Rustproofing</b>  When the unit is completed, the sections of the underside of the van exposed to the elements shall be treated with an undercoating material except those areas of the OEM chassis where undercoating is not recommended. Undercoating shall be warranted for the same period covered by the chassis warranty. Suggested source: Tectyl 121-B or Rusfre Rubberized Undercoating 1020F-1.</p>	<p><b>Approved Equal - Dinitrol 447 Per Questions and answers.</b></p>
<p><b>9) Interior Mirrors/Sun Visors</b>  Interior mirror rearview and sun visors shall be OEM</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>10) Exterior Mirrors</b>  <b>a.</b> Each van shall be equipped with OEM exterior, powered-remote, heated, left-hand and right-hand rear-view mirrors of flat glass with non-powered convex mirrors (3" in diameter, minimum) attached or a combination flat/convex glass in a single mirror head. Flat glass shall be power remote adjustable if available from OEM. The mirror brackets shall be high impact plastic. The mirror shall contain at least 70 square inches of flat glass viewing area.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>b.</b> All exterior mirrors shall be constructed with high impact plastic or stainless-steel housings. Mirrors shall be remote adjusting and shall move independently of the mirror housing. The mirrors shall be modular in design so that the glass can be replaced using the "twist lock" mechanism for service without removing the entire mirror assembly from the van.</p>	<p><b>Suggested Source</b></p>
<p><b>c.</b> Mirror mountings shall be reinforced when not in a structural frame member to prevent mirror vibration, with approval by the State at the time of Pilot Model Inspection. The mirror placement shall not obstruct driver vision nor have window divider bars between the driver and mirror face. <u>ALL MIRROR MOUNTING SHALL NOT CAUSE PREMATURE BODY DAMAGE</u></p>	<p><b>Suggested Source</b></p>

<p><b>11)Driver's Seats</b></p> <p>a. The Original Equipment Manufacturer (OEM) driver's seat shall comfortably hold and support the human body in the ergonomically correct position for driving and meet the flammability requirements of FVMSS 302. The driver's seat with arm rests (right side seat arm rest, left side door arm rest) shall have adjustments for fore and aft slide, 4" minimum travel, back recline, 20° minimum, and weight range capacity up to 350 pounds. While seated, the driver shall be able to make all of these adjustments by hand without complexity, excessive effort, or being pinched. Manual operated adjustment mechanisms shall hold the adjustments and shall not be subject to inadvertent changes. The seat shall be high-backed and shall be properly aligned (centered) behind steering wheel to allow for maximum seat adjustments and operator comfort. The seat belt with shoulder harness, automatic retractor and supplemental restraint (SRS) system shall be OEM chassis equipment. All seats and seat mountings shall meet applicable federal standards. <u>An option for an electric minimum 10-way cloth power adjustable seat shall be available.</u> Suggested sources: OEM</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. The driver's seat covering shall be gray cloth-type woven fabric (with flame retardant qualities) or material and color matching van seats if possible, meeting the requirements listed below in <b>All Seats (see section II. Van Specifications, subsection 16. Cloth-type Woven Fabric Requirements (with flame resistance)).</b></p>	<p><b>Suggested Source</b></p>
<p><b>12)Passenger Seats</b></p> <p>a. All passenger seats shall be mid-back and are required to meet all applicable FMVSS testing including FMVSS 210 (<b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, items 15.</b>)</p>	<p><b>Suggested Source</b></p>
<p>b. All seats shall be equipped with externally mounted 3 point restraint belt system.</p>	<p><b>Suggested Source</b></p>
<p>c. Two passenger, forward facing seats shall be 35" minimum width with a non-foam, black energy-absorbent, vandal-proof grab handle mounted to the top of each seat back (two per double seat). Grab handles are not required on seats that have a back against a wall.</p>	<p><b>Suggested Source – (2) 16" Freedman GOES with top grabs. Per Questions and answers.</b></p>
<p>d. Single passenger seats shall be 16" minimum width with a black, energy-absorbent, vandal-proof grab handle mounted to the top of the seat back.</p>	<p><b>Suggested Source</b></p>
<p>e. Forward facing seats shall have 27" minimum knee to hip room.</p>	<p><b>Suggested Source</b></p>

f. Aisle facing seats shall have arm rests on both ends if the seat is not against a modesty panel.	<b>Suggested Source</b>									
g. All seats shall be supported on the floor with high carbon steel support brackets. Seat frame shall be cold-roll steel tubing. Floor anchorage shall be neat and not interfere with entering and exiting the seat. The bidders shall provide certification test data that the installation of the seats, seat mountings including floor anchorage and floor fasteners shall meet all applicable FMVSS including FMVSS 207, 208, 209, and 210 for the van model being offered in this bid <b>(see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, items 15.)</b> .	<b>Suggested Source</b>									
<p>h. All metal components of the seat assembly shall be coated with a powder coat epoxy paint finish that shall meet the following tests:</p> <table border="1" data-bbox="175 758 768 1003"> <tr> <td data-bbox="175 758 410 827">Salt Spray</td> <td data-bbox="410 758 597 827">480 hours</td> <td data-bbox="597 758 768 827">ASTM B117</td> </tr> <tr> <td data-bbox="175 827 410 896">Humidity Resistance</td> <td data-bbox="410 827 597 896">480 hours</td> <td data-bbox="597 827 768 896">ASTM D2247</td> </tr> <tr> <td data-bbox="175 896 410 1003">Impact Resistance</td> <td data-bbox="410 896 597 1003">To 80 inch- pounds</td> <td data-bbox="597 896 768 1003">ASTM D2794</td> </tr> </table>	Salt Spray	480 hours	ASTM B117	Humidity Resistance	480 hours	ASTM D2247	Impact Resistance	To 80 inch- pounds	ASTM D2794	<b>Suggested Source</b>
Salt Spray	480 hours	ASTM B117								
Humidity Resistance	480 hours	ASTM D2247								
Impact Resistance	To 80 inch- pounds	ASTM D2794								
i. All testing is to be performed on standard metal seating materials that have coating thickness of 1.3 to 1.8 mils. Certified test documents are required with bid proposal <b>(see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, item 14.)</b> .	<b>Suggested Source</b>									
j. The seating arrangements and configuration shall be furnished by the Program Manager or Designee and/or Ordering Entity.	<b>Suggested Source – MobilityTrans</b>									
k. Suggested sources: AMF Bruns, Freedman Seating, AbiliTrax Step-N-Lock, Cam Lock.	<b>Suggested Source – Freedman Seating</b>									

<p><b>13) Wheelchair Lift-Equipped Vans Folding Seats</b>  Forward facing (double) fold-away or flip (double) seats with seat belts shall be provided in the wheelchair securement area per seating arrangements <b>(see Section B. 26, Wheelchair Securement Area)</b>. <u>All aisle facing seats provided shall be flip seats.</u> Fold-away or flip seats shall include all dimensional, structural and testing requirements of the standard seat specification. Seat locking/latching devices shall be of high quality and be easy to latch and unlatch. Seats must positively latch in the seated and folded position to prevent inadvertent folding or unfolding of the seat. Any support legs resting on flooring shall be non-marring or rest on metal plates flush mounted with flooring. All fold-away seats shall be able to pass FMVSS 210 without having to fasten additional latches or cables. All fold-away seats shall fold against the wall when wheelchair space is required (no further than 12" from wall in the vertical folded position). Seat may not extend into van more than 37½" (two passenger) and 18½" (1 passenger) when folded down for passenger seating unless a foldaway is required adjacent to the wheel well. Aisle space may be reduced to 14 inches where fold-up seating is placed on each side of the aisle or 15½" where placed opposite a stationary seat. The seat bottom cushion shall be a 5° tilt up from level, minimum, and back cushion shall be at 95°, minimum. The seats shall be of the same design as the other passenger seats. All seat backs of the fold-away/fold-up seats shall be covered with material matching seat cushion color and fabric. Suggested source: AbiliTrax Step-N-Lock and CamLock; Freedman Feather Weight Foldaway or Mid-Hi Flip.</p>	<p><b>Suggested Source – Freedman Seating</b></p>
<p><b>14) Seat Material</b>  Seats shall be individually contoured to each passenger for occupant comfort and retention. Seats shall be covered with Docket 90 rated cloth-type woven fabric or vinyl fabric at the transit agency's option. Cloth-type fabric or vinyl shall completely enclose the seat cushion and the seat back. Seat background colors shall be gray, red, blue, and other in-stock colors (bidder to provide available choices at time of bid). All background colors shall be approved by the Program Manager or Designee.</p>	<p><b>Suggested Source – Freedman</b></p>
<p><b>15) Cloth-type Woven Fabric Requirements (with flame resistance)</b>  a. Minimum weight 23 ounces per linear yard.</p>	<p><b>Suggested Source – Synergy</b></p>
<p>b. 50,000 minimum double rubs (ASTM - 3597-77 Wyzewbeek Method).</p>	<p><b>Suggested Source – Synergy</b></p>

c. Color fastness to light 300 hours minimum (AATCC-16-1977 Carbon Arc.)	<b>Suggested Source – Synergy</b>
d. Comply with California BLT-117.	<b>Suggested Source – Synergy</b>
i All cloth-type woven fabrics except Holdsworth Wool shall be treated with a flame proofing solution following the manufacturer's specifications, No-Flame by Amalgamated Chemical Inc., or equal.	<b>Suggested Source – Synergy</b>
ii The fabric shall be a plush material.	<b>Suggested Source – Synergy</b>
iii Suggested source: Flame Resistant Fabrics by Holdsworth. Contractor shall provide technical data sheet including flammability and smoke emissions for the seat covering material supplied ( <b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, item 13.</b> ).	<b>Suggested Source – Synergy</b>
<b>16) Vinyl Fabric</b>	<b>Suggested Source – D90</b>
a. Shall be transportation grade expanded vinyl, 33 ounces per linear yard minimum.	
b. Suggested source: Flame Resistant vinyl by CMI or Camira. Contractor shall provide technical data sheet including flammability and smoke emissions for the seat covering material supplied ( <b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, item 13.</b> ).	<b>Suggested Source – D90</b>
<b>17) Cushions</b>	<b>Suggested Source – Freedman</b>
a. Seat cushion and back cushion shall be molded high resilient (HR) polyurethane foam padding. Seat cushion indentation load deflection (ILD) shall be 35 pounds minimum, with compression to 15% maximum, and tensile-strength of 15 minimum. Seat and back cushion shall meet the physical properties of ASTM D-3574 and the flammability requirements of FMVSS 302, minimum. The technical data sheet for the foam supplied shall be included in the bid proposal with the seat information ( <b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, item 16.</b> ). Suggested source: Manufacturer's standard.	
b. Seat and back cushions shall be supported with a spring-type support system. Seat and back cushions shall be completely covered with seat cushion covering material. Seat back depth shall not exceed 3½" overall.	<b>Suggested Source – Freedman</b>
<b>18) Passenger Seat Belts</b>	<b>Suggested Source – Freedman GOES</b>
a. All seats shall be equipped with 3-point seat belts for each designated seating position.	



<p><b>b.</b> The bidders shall provide certification test data that the seat belts, and the installation are in compliance with FMVSS-207, 208, 209, and 210 where applicable for the van model being offered in this bid (<b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, item 15.</b>).</p>	<p><b>Suggested Source</b></p>
<p><b>c.</b> Two universal "Buckle Up" decals approximately 6" by 6" shall be furnished loose with each van. Decals shall indicate that seat belt use is recommended.</p>	<p><b>Suggested Source – MobilityTRANS</b></p>
<p><b>d.</b> The male end of the belt will have a locking retractor. The retractor will be mounted underneath the seat to the seat frame and there shall be no lap retractors except on the rear center bench seats (if equipped).</p>	<p><b>Suggested Source – freedman GOES</b></p>
<p><b>e.</b> Belts shall have a push button latch release mechanism with push button on aisle side of seat.</p>	<p><b>Suggested Source – freedman GOES</b></p>
<p><b>19)Interior Lighting</b>  <b>a.</b> Interior lighting shall be OEM or equivalent.</p>	<p><b>Suggested Source - OEM</b></p>
<p><b>b. If additional interior lighting is added other than OEM it shall be:</b></p> <ul style="list-style-type: none"> <li><b>i</b> Overhead entrance and stepwell lights shall be LED and provide no less than two foot-candles of illumination on the entrance step tread or lift or ramp with the door open. Outside light(s) shall provide at least 1 foot-candle of illumination on the street surface within 3 feet of step tread outer edge. This system shall provide illumination automatically when the door is open and meet ADA requirements.</li> <li><b>ii</b> All lights shall have access holes large enough to easily remove electrical connector.</li> <li><b>iii</b> Overhead entrance and stepwell lights shall be wired to and be automatically activated by a door-controlled switch. Lights shall operate any time the ignition key is on and the door is opened.</li> <li><b>iv</b> Stepwell light shall be on the side away from wheel splash.</li> <li><b>v</b> Interior lighting shall be LED and provide a minimum of two foot-candles of illumination at a reading level. Interior lighting fixtures shall be reasonably flush with the interior walls and ceiling, so no hazard exists for the passengers. All lights shall have lead wire long enough to remove light at least 6" from van and easy access to the connectors for service. All interior lights shall be grounded by an in-harness ground attached in the fuse panel to a common grounding point.</li> </ul>	<p><b>Suggested Source</b></p>

<p><b>20)Exterior Lighting</b> Exterior lighting shall be OEM and in accordance with Federal Motor Carrier Safety Regulations (393.11) and ADA regulations.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>21)Heating/Ventilating/Air Conditioning (HVAC)</b> a. During normal passenger service, OEM front and rear heavy-duty heating system shall be capable of raising the interior temperature of a van from 0°F to 60°F at knee level (22" above the floor) throughout the interior of van within 30 minutes from engine startup. After initial warm-up, while the van is in passenger service, the front and rear heavy-duty heating system shall be sufficient to maintain a minimum of 64°F at knee level throughout interior of van and at the driver's foot space when the outside temperature is 0°F. All HVAC fan motors shall be supplied with proper radio frequency (RF) suppression equipment to remove two-way radio interference.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. Front heating unit shall be automotive in-dash type, chassis Original Equipment Manufacturer (OEM), and shall be capable of delivering heat, fresh air ventilation, and air conditioning to the driver's area. The front heater shall have a temperature control valve which can be regulated from the driver's area. The driver's area shall have air circulation in each mode of defrost, heat, fresh air ventilation, and air conditioning.</p>	<p><b>Suggested Source – OEM</b></p>
<p>c. Front heater shall have coolant temperature control valve or other controls which can regulate heater temperature from the driver's area.</p>	<p><b>Suggested Source – OEM</b></p>
<p>d. Air conditioning charge ports shall be protected from road debris to prevent corrosion.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>22)Windows</b> a. All windows and windshield shall be OEM. Optional Emergency Egress window requires privacy window tinting.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. All windows shall be OEM tinted AS2 or equivalent. Emergency Egress Window requires privacy window tinting.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>23)Paint</b> a. All exterior surfaces shall be smooth and free of visible fasteners (excluding round head structural rivets), dents, and wrinkles. All exterior finished surfaces shall be impervious to diesel fuel, gasoline, and commercial cleaning agents. Finished surfaces shall not be damaged by controlled applications of commonly used graffiti-removing chemicals.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. Standard paint color for all vans shall be the manufacturer's pre-finished white exterior. Additional paint schemes will be quoted in <b>section IV. Equipment Options, subsection 12. Options, item a. Paint – Optional Designs.</b> Only OEM colors shall be available for full body paint options.</p>	<p><b>Suggested Source – OEM</b></p>

c. Special design paint application pricing will be negotiated at the time of ordering by the transit agency.	<b>Suggested Source</b>
<b>24) Type I Lift, (Platform Type) (Shall Meet ADA Requirements)</b> a. The Type I platform lift (passive lift) shall be installed for use by persons with disabilities. The lift assembly shall be mounted within the van body on the right (curb) side. The van manufacturer must provide documentation (reviewed by the State at pilot model production) that the lift installation complies with the lift manufacturer's lift installation requirements. The overhead clearance between the top of the door opening and the raised lift platform, or highest point of a ramp shall be a minimum of 68" to meet ADA requirements.	<b>Suggested Source – Braun/MobilityTrans</b>
b. The lift shall be an electro-hydraulic type. If the lift has a crossbar, it shall be above the door opening and well padded. The platform lift equipment shall be a double "C" channel parallel arm construction, hydraulically operated by two single-acting cylinders with gravity unfold, gravity down, power up, and power fold (stow) operation. No part of the lift platform shall exceed 6 inches/second during the lowering and lifting of an occupant and shall not exceed 12 inches/second during deploying or stowing. The lift shall have a mechanical outboard safety wheel stop to prevent wheelchair from rolling off the platform during the lifting cycle. Successful bidder shall deliver the lift equipped van with the type of lift equipment requested by the State. Suggested sources: Braun, Ricon.	<b>Suggested Source – Braun</b>
c. A manual safety override shall be provided that will remain operable. Lift shall have manual override instructions visible from inside and outside the van with door open.	<b>Suggested Source – Braun</b>
d. Lift control pendant shall be located on curbside of rear mounted lifts.	<b>Suggested Source – Braun</b>
e. The entire lift assembly shall be installed inside the van body and shall have adequate protection installed on all sharp corners or items that protrude into the passenger area to prevent accidental injury to passengers. Wall and floor mounting points shall be reinforced and shall be attached with fasteners having a thread locking feature. Lift installation shall insure that no lift rattling exists when the van is operated while the lift is stowed.	<b>Suggested Source – Braun</b>
f. A lift control interlock system shall be installed that shall ensure that the van cannot be moved when the lift is not stowed and that the lift cannot be deployed unless the interlock is engaged [to meet ADA regulation in 49 CFR Part 38, Subpart B-Vans, Vans and Systems, §38.23, (b)(2)(I)]. The interlock system shall engage when the lift operation sequence is followed. Interlock operating instructions shall be included with the van at	<b>Suggested Source – Intermotive</b>

<p>delivery. An indicator light (red, labeled) shall be provided at the driver's station that is activated when the lift door is open and when the lift is in operation. An interlock override system shall be installed that allows service personnel to move the van to a safe area for repairs. Suggested Source: Intelligent Lift Interlock System (ILIS) by Intermotive Products</p>	
<p><b>g.</b> All lift equipped vans shall display the international symbol of accessibility, one each on left and right side of the van. Location shall be determined at pilot model inspection.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>h.</b> The lift shall meet ADA requirements as well as these minimum requirements.</p> <ul style="list-style-type: none"> <li><b>i</b> Capacity 1,000 pounds minimum (<b>rear lift only</b>).</li> <li><b>ii</b> Usable platform width 34" for side mounted and 37" for rear mounted minimum.</li> <li><b>iii</b> Usable platform length 54" minimum.</li> <li><b>iv</b> Platform shall include automatic locking inboard safety wheel stop (minimum 6" height) and outboard safety wheel stops to prevent wheelchair from rolling off.</li> <li><b>v</b> Platform shall automatically stop at floor level.</li> <li><b>vi</b> Platform shall automatically stop when lowered to ground level.</li> <li><b>vii</b> Hand held controls shall be conveniently located on a flexible or coiled, cut- resistant cable and shall be mounted with access from inside or outside the van. The cable shall be routed to eliminate being pinched in any moving parts.</li> <li><b>viii</b> Platform, bridge plate, and area between bridge plate and aisle shall be skid resistant.</li> <li><b>ix</b> Bridge plate and platform shall be coated to resist rust.</li> <li><b>x</b> Platform shall have horizontal handrails (one each side) on platform to assist passenger during lift operations. Handrails (yellow) shall fold automatically to prevent any obstructions into the van passenger area.</li> <li><b>xi</b> Lift door operated interrupt switch shall prevent use of lift with lift door(s) closed. Heavy duty long life switches shall be used in this application.</li> <li><b>xii</b> The wheelchair lift shall comply with all federal, Americans with Disabilities Act (ADA), and Veterans' Administration regulations.</li> <li><b>xiii</b> Light installation shall be designed to illuminate the lift platform when deployed at floor level at no less than two foot-candles of illumination. Outside light(s) shall provide at least 1 foot-candle of illumination on the street surface within 3 feet of step tread outer edge. This system shall provide illumination automatically when the lift door is open and meet ADA requirements. On-off light switch shall be lift door-actuated.</li> </ul>	<p><b>Suggested Source – Braun</b></p>

<p>i. Lift platform shall be fitted with device to prevent the platform from touching or leaning against door after being returned to stored position when the lift assembly is not in use.</p>	<p><b>Suggested Source – Braun</b></p>
<p><b>25) Wheel Chair Securement Area</b></p> <p>a. The Wheelchair securement system shall be a retractor style system and comply with all FMVSS and SAE standards including, but not limited to FMVSS 49.38 (ADA) and FMVSS 210 and all recognized government standards at minimum. Additionally, the system will be installed to the manufacturers supplied specifications and be ADA compliant in application. Certificate of crash testing must be made available if requested. Securement location shall be installed as shown by the seating plan option and approved at pilot model production. Fold-away seating shall be provided for use when wheelchairs are not being carried as shown in floor plans. The integrated securement system shall restrain the occupant and the wheelchair separately and securely.</p>	<p><b>Suggested Source – Q-Straint</b></p>
<p>b. Wheelchair securement shall meet these minimum requirements:</p> <p>i Forward facing wheelchair tie down and occupant restraint shall consist of floor anchorages as to attach four securement retractors with securement points for the chair and a retractable combination, lap belt/shoulder restraint with manual height adjuster for the occupant per location.</p> <p>ii Securement floor anchorage points shall be anodized aluminum, stainless steel or other noncorrosive metal construction and consist of aircraft type insert pockets that can be flush mounted with the flooring (Flanged “L” style track, Q’Straint, Sure-Lok – Omni aluminum 6061-T6 or equivalent with matching end caps). Anchorages and securements must be tested together and compatible. Floor anchorage points for the first securement space shall be spaced at a minimum of 52" from center of front track to center of rear track in at least one location. Floor anchorage points shall be located no closer than 4" from a stationary wall or obstruction (forward or rearward) that would hinder an operator from attaching the securement system. The center run of anchorage track between two securement locations can be shared with the rear anchorage of the front securement system and the front anchorage of the rear securement system. Width of anchorage track shall be no less than 30" wide allowing for the widest of mobility devices. In the event 52" can't be achieved in one ADA applications location it must be noted in the bid exceptions. 48"min of all locations.</p>	<p><b>Suggested Source – Q-Straint</b></p>

<ul style="list-style-type: none"> <li>iii Shoulder belt wall anchorage shall be permanently fastened to the body structure in the wall according to the securement manufacturer's installation instructions, <u>except with Alternate Adjustable Seating and Floor System</u>. Shoulder belts manual height adjustment shall allow approximately 12" of vertical height adjustment allowing for differences in height of the secured mobility aid passenger.</li> <li>iv The four belts that attach to the wheelchair from the floor anchorage points shall use a simple speed hook end ("J" or "S" style) for chair attachment and have automatic self-tensioning heavy-duty retractors with a hard metal cover and have available tightening knob. Knob is for aiding in additional securement control. All floor attachment belts shall be the same and work in any of the four floor attachment points and be equipped with pin connector brackets for the lap belt assembly. Automatic self-tensioning and self-locking retractors with metal covers shall be part of the four floor belt assemblies for automatic belt tensioning. Retractor anchorage fittings shall be easily identified for locked placement in the floor track</li> <li>v All belt components and their attachments to such vehicles shall meet ADA design load requirements of 2,500 lbs. per securement leg and a minimum of 5000 lbs. for each mobility device.</li> <li>vi All components shall meet SAE J2249 requirements and be 30 MPH/20G impact tested.</li> <li>vii All components shall be installed to the securement manufacturer's recommended specifications.</li> </ul> <p>Suggested sources: Q'Straint Model Q-8100-A1L; Sure-Lok's Retractor™ Systems for L track AL-712S-4C or AMF Bruns Silver Series H370 525 HB.</p>	
<p>c. A wheelchair restraint storage system shall be positioned under the foldaway seats at each wheelchair space or a storage bag or an aluminum box. Storage system shall:</p> <ul style="list-style-type: none"> <li>i Keep restraints clean.</li> <li>ii Be free of any sharp edges.</li> <li>iii Provide easy accessibility to restraints.</li> <li>iv Restraints shall be stored securely to prevent noise while the vehicle is in motion.</li> <li>v Restraint storage system shall be compatible with the installed securement system (L-Track or 360 ° single point securement system). Suggested Source: Freedman Tie-Down Storage System.</li> </ul>	<p><b>Suggested Source – All depending on layout</b></p>

<ul style="list-style-type: none"> <li>vi A storage pouch, from the securement manufacturer, shall be provided for the lap belt restraints so that the occupant restraints can be stored off the floor in the van when not in use. Location of storage pouch shall be determined by ordering agency.</li> <li>vii One belt cutter shall be supplied per vehicle.</li> <li>viii Two (2) Q5-7580 blue loops shall be supplied per vehicle.</li> </ul>	
<b>III. CHASSIS SPECIFICATIONS</b>	
<p><b>1)</b> The chassis shall have a pre-delivery inspection performed by a representative of the chassis manufacturer before the van manufacturing process begins. A copy of the completed pre-delivery inspection form shall accompany the bare chassis and accompany the van during manufacturing as part of the build order. All standard or optional chassis equipment to be included shall be as advertised by the manufacturer and factory installed and shall not consist of substitute or aftermarket equipment. Optional chassis equipment not available from the factory may be dealer installed. The chassis shall meet the following minimum requirements.</p>	<b>Suggested Source – OEM</b>
<p><b>2)</b> Class I, Class II, and Class III - Chassis shall have one front axle with single wheels and one rear axle with single wheels. It shall have a driver and passenger OEM door with co-pilot seat.</p>	<b>Suggested Source – OEM</b>
<p><b>3)</b> Class IV - Commercial rated chassis shall have one front axle with single wheels and one rear axle with dual wheels.</p>	<b>Suggested Source – OEM</b>
<p><b>4) Tilt Wheel/Power Steering</b>  a. Chassis shall be equipped with power steering and a tilt wheel steering column. The steering column shall be adjustable for various up and down positions of the steering wheel. The steering gear shall be a full power assist type.</p>	<b>Suggested Source – OEM</b>
<p><b>5) Wheel Base</b>  a. <del>The minimum wheelbase shall be 104.8" - 120.6" (Class I), 130" (Class II), and 148" (Class III &amp; Class IV)</del> using the wheelbase for each of the specified van lengths which will provide proper approach and departure angles, proper handling, and proper ride characteristics. Maximum rear overhang shall not exceed: 50 inches on Class I, II, and III and 76 inches on the Class IV.</p>	<b>Suggested Source – OEM</b>
<p><b>6) Engine</b>  a. Class I shall be gasoline, fuel injected, I-4, 2.5L minimum</p>	<b>NA</b>
<p>b. Class II, III, &amp; IV shall be gasoline, fuel injected, V-6, 3.5L minimum</p>	<b>Suggested Source – OEM</b>
<p><b>7) Transmission</b>  The electronically controlled transmission shall be a minimum, heavy-duty, six-speed automatic with overdrive cooled by an "H.D. transmission oil cooler" in series with radiator cooler or equal (cooler capacity to match GVWR of van).</p>	<b>Suggested Source – OEM – 10 Speed</b>

<p><b>8) Alignment</b>  a. The bus shall have a four-wheel alignment at final point of inspection at curb weight after final assembly is completed, just prior to delivery to the transit agency. Final alignment settings shall be +/- .1 degree of preferred manufacturer's alignment specification. A copy of the work order indicating the camber, caster and toe-in settings at time of final inspection shall be provided with the bus at delivery. All axle alignment required.</p>	<p><b>Suggested Source –  Mobility Trans</b></p>
<p>b. Alignment machine shall be certified annually for calibration.</p>	<p><b>Suggested Source –  Mobility Trans</b></p>
<p><b>9) Gross Van Weight Rating</b></p>	
<p><b>a. Class III</b>  i <b>148" Wheelbase-8,500-lb. minimum.</b> Van axle weight shall not exceed chassis manufacturer's axle weight rating or spring and tire capacity.</p> <p><b>b. Class IV</b>  i <b>148" Wheelbase Dual Rear Wheel-9,900-lb. minimum.</b> Van axle weight shall not exceed chassis manufacturer's axle weight rating or spring and tire capacity.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>10)Differential</b>  Heavy-duty rear axle with full floating axles. Gear ratio shall allow vans to travel approximately 65 miles M.P.H. loaded, maximize fuel economy, and not exceed manufacturer's recommended engine operating R.P.M. Axles shall be marked if synthetic oil is used.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>11)Battery, Cables, and Grounds</b>  a. The battery equipment shall be furnished by the OEM. The battery shall be maintenance free with reserve capacity of 400 minutes @ 80° F, 950CCA minimum, 12-volt minimum. Lift equipped vans shall have dual batteries installed and be a pair of matching units.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. The batteries must be fresh, fully charged units when the finished van leaves the manufacturing plant. Batteries that have been in the van during the manufacturing process which were allowed to become fully discharged for a period of time shall be replaced with fresh new batteries. Both batteries shall be mounted in the OEM location under the driver seat. Both batteries shall have a protective cover over the positive cable connection. The inside of the battery compartment shall be covered with a durable insulating material to prevent electrical shorts. The totally enclosed battery compartment shall be vented, and the tray shall be coated with an acid resistant coating. Recommended Battery Sources: OEM</p>	<p><b>Suggested Source – OEM</b></p>
<p>c. Battery positive and ground cables shall be OEM standard, flexible copper wire with permanently affixed cable connector</p>	<p><b>Suggested Source – OEM</b></p>



<p>ends with heat shrink tubing applied. All cable ends shall be fastened in a manner equal to the method used by the chassis OEM. Positive cable ends at the battery shall use a protective cover or cap as an added insulator. Cable assemblies installed in place of chassis manufacturer's battery cables shall be sized to match the electrical system's maximum current draw to provide proper engine starting and operation of all systems.</p>	
<p>d. Engine, body, and equipment grounds (properly sized) shall be installed to handle subsystem electrical capacity. For all non-OEM ground wire connections; 1) paint shall be removed at the grounding point to provide a cleaned surface; 2) grounding wires and cables fastened to the frame or body structure shall use a bolt with nut installed in a proper sized hole; and 3) a coating of dielectric material shall be applied to the cleaned surfaces, cable ends, bolts, and nuts where each positive or grounding cable or wire is attached. The following is a list of grounding locations:</p> <p>i <u>Lift pump motor shall be grounded directly to battery using OEM instructions.</u></p>	<p><b>Suggested Source – OEM</b></p>
<p><b>12) Alternator</b>  The alternator equipment shall be furnished by the OEM where high output will match system needs. This system shall be a 12-volt serpentine belt drive with internal or external voltage regulator. It shall be capable of maintaining the battery at a state of full charge under all operating conditions and equipment loads, 200-amp minimum. The alternator(s) shall be supplied with proper radio frequency (RF) suppression equipment and have a 1/2" wide braided ground strap connected between the alternator frame and the engine block to reduce two-way radio interference. Any bracket modifications shall not reduce the strength of the mounting bracket.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>13) Engine Fast Idle</b>  Vans with lifts shall have the engine equipped with fast idle control which includes manual and automatic control features. Fast idle shall not activate unless the transmission control is in park (P). The control system shall have a manual switch, volt sensor, an indicator light, and activate automatically from voltage sensors. The system shall automatically deactivate when the van foundation brakes are applied and when van is shifted into gear. Suggested source: Chassis manufacturer's equipment, Gateway by Intermotive Products, Penntex Model PX-HI-(mod no) with time out module, Vortec MD30-2500.</p>	<p><b>Suggested Source – Intermotive (Lift Vehicles Only)</b></p>

<p><b>14) Brakes</b></p> <p>a. The van foundation brakes shall be a power-actuated hydraulic split system of a four-wheel disc type with a three channel anti-lock braking system. The system shall be the heaviest-duty available for stop and go operation. The brake system shall include a red brake warning lamp (RBWL) in the instrument cluster that lights when the parking brake is on, when a front or rear hydraulic failure occurs, or when brake fluid is low in the reservoir and act as a low brake warning system.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. Parking Brake – Rebuildable and repairable by trained technician, heaviest-duty available from chassis manufacturer.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>15) Fuel Tank</b></p> <p>Fuel tank capacity shall be the largest size available for each chassis. Fuel fill shall not extend beyond the exterior surface of the van and may have the fuel cap set in a recess similar to a Ford OEM unit. Fuel fill shall be on the street (left) side of the van. Fuel tank capacity shall be 25 gallon minimum for all vans.</p>	<p><b>Suggested Source – OEM (25 Gallon)</b></p>
<p><b>16) Hazard Flashers</b></p> <p>Hazard flashers shall use the OEM switch and control system with an electronic flasher.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>17) Shock Absorbers</b></p> <p>Chassis shall have gas filled shock absorbers front and rear, most heavy-duty available from chassis manufacturer. It is the responsibility of the manufacturer (van supplier) to match the shock absorber performance to the vans GVWR.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>18) Springs and Suspension</b></p> <p>a. The chassis shall be equipped with a heavy-duty MacPherson strut coil spring front suspension to match the specified gross axle weight rating.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. Chassis shall be equipped with a heavy-duty rear suspension OEM chassis leaf spring suspension with heavy-duty gas shock absorbers to match the specified gross axle weight rating.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>19) Stabilizer</b></p> <p>Chassis shall have heavy-duty OEM suspension stabilizers if available.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>20) Wheels</b></p> <p>a. Van wheels shall be 16.0" x 6.0" minimum, steel disc, hub piloted type, 5-hole flange nut style. Wheels shall be OEM black.</p>	<p><b>Suggested Source – OEM</b></p>
<p>b. All wheels shall be equipped with TPMS</p>	<p><b>Suggested Source – OEM</b></p>

<p><b>21)Tires</b>  <b>a.</b> All tires (up to 7) shall be tubeless, steel radial blackwall, single front, and dual rear (option). All tires shall be all season tubeless. Suggested sources: Goodyear, Michelin XZA, Unisteel. The tires shall be the largest size, highest UTQG treadwear available from chassis manufacturer to meet the GVWR.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>b.</b> A spare tire shall be standard for both the steer and drive axle tires if they are of different tread design. Spare tire shall match brand and specifications on delivered vehicle.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>22)Driveshaft</b>  The multi-piece drive shaft shall be OEM and have guards of sufficient strength to prevent any drive shaft section from striking the floor of the van or the ground in the event of a tube or universal joint failure.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>23)Wipers and Horn</b>  Electric wipers shall be two-speed, delay style, dual jet washers (electric), with manufacturer’s standard arms and blades (OEM equipment preferred). Wiper motors shall be mounted for easy access and not interfere with other equipment mounted in the front bulkhead/cowl of the van. The van shall have two electric horns.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>24)Rear View Camera System</b>  Rear View Camera system shall be standard and transmit images to the rear-view mirror or multi-function audio display when vehicle is in reverse.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>25)Radiator and Cooling System</b>  The cooling system shall have an extra cooling capacity radiator (aluminum or copper core), water pump, pulley, and clutch-type fan with coolant recovery. Cooling system shall be winterized with 50/50 mixture (minimum) of permanent antifreeze and distilled water or a factory premix (minimum - 35°F freezing point). Coolant integrity shall be maintained throughout the manufacturing process to ensure that the coolant, including additives, in the delivered van is equal to the coolant installed at the chassis OEM factory. All cooling system hose connections in the engine compartment shall use constant tension spring loaded band clamps (Breeze Constant-Torque®, Clampco Products Inc., Oetiker that automatically adjust for thermal expansion and contraction to control leakage.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>26)Fluids</b>  Fluids shall be checked and filled from inside front hood where application allows. Engine oil fill/check, transmission oil fill/check, and coolant fill/check shall be located for easy</p>	<p><b>Suggested Source – OEM</b></p>

<p>access per approval at pilot model inspection. All fluids shall be at proper operating levels at delivery.</p>	
<p><b>27) Engine Cover and Trim</b>  <b>a.</b> The engine cover shall be insulated from engine heat, engine noise, and road noise. Additional equipment, including flooring, added to the engine cover area shall not interfere with removal/installation of the engine cover.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>b.</b> A non-OEM main wiring harness with Weatherpack connectors shall be used to disconnect any switches mounted on engine cover. Preferably one main connector for all switches.</p>	<p><b>Suggested Source – Molex</b></p>
<p><b>28) Exhaust System</b>  The exhaust shall exit the rear of the van and be flush with the rear bumper. If van is equipped with a rear lift door, the exhaust shall exit the rear of the van on the curb side flush with rear of the rear wheel. The exhaust system shall meet FMVSS §393.83 and current Environmental Protection Agency (EPA) requirements. The exhaust system must be installed to provide maximum ground clearance and departure angle at the rear of the van. Any exhaust system extensions shall be of the same material as OEM exhaust system, i.e. – stainless steel. All exhaust system extension hangers shall be OEM type.</p>	<p><b>Suggested Source – OEM – Side Rear Lift option requires Streetside Exhaust.</b></p>
<p><b>29) Safety Items</b>  The following safety items shall be provided on each van and items noted with an asterisk (*) shall be in a location approved by the state at pilot model inspection:</p> <p><b>a.</b> *One UL listed 5-pound, 2A-10BC dry chemical fire extinguisher. Fire extinguisher shall have a metal head, a gauge to indicate state of charge, and a bracket with strap for securement. Fire extinguisher shall be serviceable and rechargeable for the life of the van with metal mounting brackets. Fire extinguisher shall be shipped loose. Source: Manufacturer's Standard.</p>	<p><b>Suggested Source – Mobility Trans</b></p>
<p><b>b.</b> *One container of bi-directional emergency reflective triangles that meets FMVSS 125 and shall be in a location easily accessible to the driver.</p>	<p><b>Suggested Source – Mobility Trans</b></p>
<p><b>c.</b> *A 12-volt 97-db sealed solid state electronic warning alarm that is readily audible from <u>outside</u> the van when transmission is in reverse. The alarm shall: be steam cleanable; have passed a 1 million cycle test; and meet SAE J994, OSHA, Bureau of Mines and all State Regulations. The alarm shall be mounted with bolts and properly grounded and mounted on the rear of the van. Suggested source: OEM standard.</p>	<p><b>Suggested Source – OEM 102Db</b></p>
<p><b>d.</b> *An exterior height (clearance) decal shall be mounted in the driver's dash area.</p>	<p><b>Suggested Source – Mobility Trans</b></p>

e. One window breaking tool per vehicle.	<b>Suggested Source – Mobility Trans</b>
f. When not equipped with a wheelchair lift the rear door shall have an audible alarm at driver area that is energized when the inside rear door latch handle starts to open and when the rear door is locked with the ignition in the on or accessory position.	<b>Suggested Source – Mobility Trans</b>
g. An interlock system shall be provided to ensure that the van cannot be moved when the lift is not stowed and that the lift cannot be deployed unless the interlock is engaged (to meet ADA regulation). The interlock system shall engage when the lift operation sequence is followed. Interlock operating instructions shall be included with each van at delivery.	<b>Suggested Source – Intermotive</b>
h. An OEM automatic daytime headlight control system shall be provided. The system shall illuminate the headlights when the ignition switch is on and the headlight switch is off. The system shall activate automatically after engine start up with the headlamp switch off and shall deactivate automatically when the headlamp switch is on or the ignition switch is turned off.	<b>Suggested Source – OEM</b>
<b>30)Electrical</b>	<b>Suggested Source – Molex</b>
a. All non-OEM connections shall be <u>WeatherPack or Molex weatherproof connectors.</u>	
b. All wiring supplied by van builder shall have each wire permanently labeled with its function at least every eighteen inches.	<b>Suggested Source – Mobility Trans</b>
c. Body builder up-fitting wiring locations shall be provided when available from OEM.	<b>Suggested Source – Mobility Trans</b>
d. Lift equipped vans shall have a circuit breaker with a manual reset in the lift feed circuit. The circuit breaker shall be installed vertically (on the side wall) in the battery box or as close as practicable, in the positive power cable leading to the lift power pack.	<b>Suggested Source – Mobility Trans</b>
e. Install a 12-volt power point for hand held equipment in the driver's area.	<b>Suggested Source – OEM</b>
f. All cable and wires added by the van manufacturer shall be continuous color coded and numbered or function coded. The manufacturer shall furnish complete as built wiring diagrams with integrated body and chassis wiring marked to show the codes used. Mating harnesses and harness connectors shall use matching wiring and coding unless chassis OEM wiring and coding is different from van manufacturer's. The wiring shall be designed to be a "plug and play" system where the harnesses and components are fastened through common standard terminal ends and connectors.	<b>Suggested Source – Mobility Trans</b>
g. All wiring added to chassis fuse block shall be securely fastened to prevent wires from being knocked loose or loosening from vibration. The manufacturer shall use wire	<b>Suggested Source – Mobility Trans</b>

<p>raceways where needed. Wiring, harnesses, and raceways shall be supported at regular intervals by "P" clamps, or by other supporting hangers where necessary, and routed in separate hangers from heater hoses or air conditioning hoses. Van fuse/electrical panel shall be sufficiently sealed to prevent intrusion of dirt and moisture.</p>	
<p><b>h.</b> All wiring shall be heavy-duty; be properly grounded to body frame structure and the chassis; use a common grounding point; and be adequate for electrical system capacity. All wiring passage holes through engine cowl, floor area, and other partitions shall be thoroughly sealed to prevent dust and moisture intrusion.</p>	<p><b>Suggested Source – Mobility Trans</b></p>
<p><b>i.</b> All control switches, relays, and circuit breakers used for the various electrical circuits shall have a current carrying capacity adequate for the circuit that they control and shall be properly marked for their function. The illuminated switch markings shall be permanent and not wear off with switch use. Control switches shall be positioned for easy access from driver's seat. (Location to be determined at pilot model production).</p>	<p><b>Suggested Source – Mobility Trans</b></p>
<p><b>j.</b> All added wiring shall be installed in a properly sized and supported split open-type loom or a properly supported raceway for protection. All wiring harnesses shall have adequate length to allow for harness flexing from supporting brackets and where harnesses connect to electrical equipment. Any wiring added by splicing into an existing chassis Original Equipment Manufacturer (OEM) harness or wire shall match modification standards set forth by the chassis manufacturer, such as Ford's QVM. Any added accessories or electrical circuits shall not interfere with nor back-feed into other electrical circuits. Any excess harnesses shall be properly secured.</p>	<p><b>Suggested Source – Mobility Trans</b></p>
<p><b>k.</b> Wiring added from OEM chassis wiring to rear lights, fuel tank, and/or other accessories shall be supported and protected from the ice and snow build-up. Wiring shall be inside van where possible. Wiring to taillights and other exterior lights shall be long enough to remove assembly by 6" for service. Exterior connections shall be weatherproof positive lock connectors coated with dielectric grease. Suggested sources: Weather-Pak.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>l.</b> Scotch lock wire connectors are not acceptable and shall not be used for wiring installation. Terminals shall be as follows:</p> <p><b>i</b> Machine crimped on wire ends shall be used on all harnesses and cable assemblies used in the production of vans. Harness assemblies shall have connectors matching a mating connector where harnesses attach to other</p>	<p><b>Suggested Source – Mobility Trans</b></p>

<p>harnesses, switches, or other electrical units. Connections made in any harness assembly shall use Sta-Kon® disconnects and splice connectors where machine applied connectors cannot be used. Connectors shall be properly crimped with Sta-Kon® tools and covered with heat shrink tubing. In-line fuse assemblies shall use spade type fuses in a Weather-Pak holder and shall be located for ease of service.</p> <p>ii All exterior wiring connectors (plug-ins) including harnesses shall be weatherproof positive lock with the connector pins applied with the proper crimping tool (Weather-Pak, Metri-Pak). All exterior ground connections, except factory supplied braided ground straps, shall have properly applied terminal ends with heat shrink insulation applied. All connections exposed to the weather shall have dielectric grease applied to prevent corrosion.</p>	
<b>V. EQUIPMENT OPTIONS</b>	
<p><b>1) Alternate Adjustable Seating and Floor System I</b></p> <p>a. The floor system shall incorporate heating ducts and heat registers as well as include a cavity that allows the wheelchair lift power and interlock signal wires to be routed through the floor.</p>	<p><b>Suggested source:</b> <b>AbiliTrax</b></p>
<p>b. The track system shall be open channeled to prevent stuck debris and allow easy air or water pressure cleaning.</p>	<p><b>Suggested source:</b> <b>AbiliTrax</b></p>
<p>c. Seating must be able to be positioned anywhere within track system as required for transport or storage (front to back at 5" increments and side to side at 6-1/4" increments).</p>	<p><b>Suggested source:</b> <b>AbiliTrax</b></p>
<p>d. The track system must be capable of directly accepting both "A" and "L" style wheelchair tie-down systems without the need for intermediary "adaptors". Wheelchair tie-downs must also be able to be positioned anywhere within the confines of the track system at increments of 5" front to back and 6-1/4" side to side.</p>	<p><b>Suggested source:</b> <b>AbiliTrax</b></p>
<p>e. The floor base material will consist of a 1-1/2" thick composite, water resistant substrate.</p>	<p><b>Suggested source:</b> <b>AbiliTrax</b></p>
<p>f. The floor tracks will be constructed of a high strength A1011 HSLA 50 (high strength low alloy) steel which has been further plated with a zinc chromate finish, thus providing maximum strength and corrosion resistance. No aluminum shall be used in any part of the system which may come into direct contact with any steel component. Aluminum and steel in direct contact with one another leads to a galvanic corrosion process. The galvanic corrosion process is further exacerbated by exposure to certain environmental elements (such as road salt) which leads to rapid decay of and premature failure of the affected materials.</p>	<p><b>Suggested source:</b> <b>AbiliTrax</b></p>

<p><b>g.</b> The floor tracks must be mechanically fastened to the vehicle floor structure using SAE Grade 8 fasteners. All fasteners must be self-locking. All washers will be through hardened. All hardware will also be zinc plated to provide further corrosion resistance. Mechanically fastening the system is required to insure serviceability, repair, replacement or re-use of the system in replacement vehicles.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>h.</b> The system must also meet FMVSS 207, 210 and 225 compliances. All seats will be provided with an integrated 3-point lap and shoulder belt.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>i.</b> The flooring substrate must be fully encapsulated with an FMVSS 302 compliant polyurea finish (LINE-X or equal) to provide a slip resistant surface while creating a barrier which is impervious to environmental elements.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>j.</b> Seat frames shall mount in track system with ability to be mechanically interchangeable both throughout the flooring system and within the fleet.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>k.</b> Foot activated seat base release system that includes base wheels that allow for easy repositioning of the seat.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>l.</b> Seat frames shall mount in track system with ability to be mechanically interchangeable both throughout the flooring system and within the fleet.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>m.</b> “Hands free” latching and unlatching, as well as seat relocation and removal, must be accomplished from a standing position using the operator’s foot. This eliminates the need for bending and kneeling and also eliminates the risk of the operator’s knees or hands coming into contact with unsanitary floor surfaces.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>n.</b> Latching system must also be provided with a redundant, secondary mechanism to reduce the risk of unintended unlatching. Primary and secondary latches must both be activated “hands free”.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>o.</b> Seats must be able to be nested together for storage, occupying no more than 15” of floor space (measured front to back) while still being able to be locked into the floor system for safe transport.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>p.</b> Seating must be able to be moved or removed without the use of tools, from a standing position using only the operator’s foot.</p>	<p><b>Suggested source: AbiliTrax</b></p>
<p><b>q.</b> Fold-up Seats shall:</p> <ul style="list-style-type: none"> <li><b>i</b> “Hands free” latching and unlatching, as well as seat relocation and removal, must be accomplished from a standing position using the operator’s foot. This eliminates the need for bending and kneeling and also eliminates the risk of the operator’s knees or hands coming into contact with unsanitary floor surfaces.</li> </ul>	<p><b>Suggested source: AbiliTrax</b></p>



<p>ii Latching system must also be provided with a redundant, secondary mechanism to reduce the risk of unintended unlatching. Primary and secondary latches must both be activated "hands free".</p> <p>iii Seats must be able to be nested together for storage, occupying no more than 15" of floor space (measured front to back) while still being able to be locked into the floor system for safe transport.</p> <p>r. Seating must be able to be moved or removed without the use of tools, from a standing position using only the operator's foot. Suggested source: AbiliTrax Step N Lock</p>	
<p><b>2) Alternate Adjustable Seating and Floor System II</b></p>	<p>For box above - <b>Suggested source: AbiliTrax</b> (would not let me enter it above)</p>
<p>a. The vehicle must be installed with a complete aluminum floor system that is made from aluminum extruded sections. The sections will interlock together and are held in place with aluminum pins. Sections of the aluminum extrusion shall be designed so that aluminum L track can be installed flush mount into the extrusion structure. Some extrusions shall have tapped holes so the L track will be bolted to the extrusion. The extrusions with L track shall be made of AL 6063-T66 Aluminum; other floor extrusions without L track can be made of AL 6060-T6 Aluminum.</p>	<p><b>Suggested Source – Qstraint and Smart Floor</b></p>
<p>b. Each extrusion shall have a minimum wall thickness of .08".</p>	<p><b>Suggested Source – Qstraint and Smart Floor</b></p>
<p>c. Floor sections shall be primed and adhered to the primed vehicle metal floor. The adhesive shall be moisture curing one-part polyurethane with a tensile strength greater than 6 N/mm<sup>2</sup>.</p>	<p><b>Suggested Source – Qstraint and Smart Floor</b></p>
<p>d. A minimum of (8) eight sections of flush mount aluminum L-Track shall be installed into the vehicle Aluminum Floor system. Size M I 0 bolts spaced no more than 6" apart shall fasten the L-Track into tapped sections of the Aluminum Floor System. No more than (2) two bolts per L track will be bolted through the chassis metal floor. Flush mounted L track will be made from AL 6082-T6 Aluminum</p>	<p><b>Suggested Source – Qstraint and Smart Floor</b></p>
<p>e. Seats legs shall be provided to allow the seats to mount into L track and be removed without the use of tools. Seats shall have the ability to be moved throughout the cabin or moved back to provide the passenger with increased leg room. Seat legs and Seat shall be "in-vehicle" tested to meet all pertaining FMVSS</p>	<p><b>Suggested Source – Qstraint and Smart Floor</b></p>

regulations. Suggested source: Q'Straint Omni Flex Floor, Smart Floor	
<b>3) Aluminum L track flooring system</b>	
<b>a.</b> The floor system shall be made of aluminum sections interlocked together shall be used to reinforce the OEM floor. The floor extrusions shall with L-track channels shall be made of AL 6063-T66 aluminum. Extrusions without L-track channels shall be made of AL 6060-T6 aluminum. Floor system height shall be 1 3/16" (30mm). The modular floor system shall allow for attachable seats, wheelchair securements, and occupant securements to provide for flexible configurations. The aluminum floor system shall be fully tested to all applicable FMVSS requirements for both fixed and folding seats.	<b>Suggested Source – ALFO</b>
<b>b.</b> The floor system must be chemically bonded to the OEM floor and remove the need of welding or excessive drilling and bolting. The floor system should be free of any additional noises due to rattling parts. The aluminum L-tracks rails shall be high strength alloy 7108-T6 material. For flexibility to add or replace, the modular floor shall be manufactured to allow removable L-track rails.	<b>Suggested Source – ALFO</b>
<b>c.</b> Seats intended for use with the floor system shall be available in two optional fully safety tested attachment methods. 1) Bolted to the L track. 2) Easily installed or removed without use of tools. The seat latching system shall have a two-step manual release as a safety feature insuring that a latched seat may not be released accidentally by other passengers in the vehicle. Both attachment methods must have passed testing for all applicable FMVSS regulations. Aluminum L track floor system - L tracks shall be configured to the floorplan chosen. No unnecessary tracks shall be allowed. L tracks shall be individually removable for easy replacement.	<b>Suggested Source – ALFO</b>
<b>d.</b> Optional folding seats available on this RFP must be available and meet all applicable FMVSS regulations.	<b>Suggested Source – ALFO</b>
<b>e.</b> A minimum of (8) eight sections of flush mount aluminum L-Track shall be installed into the vehicle Aluminum Floor system. Size M I 0 bolts spaced no more than 6" apart shall fasten the L-Track into tapped sections of the Aluminum Floor System. No more than (2) two bolts per L track will be bolted through the chassis metal floor. Flush mounted L track will be made from AL 6082-T6 Aluminum	<b>Suggested Source – ALFO</b>
<b>f.</b> Seats legs shall be provided to allow the seats to mount into L track and be removed without the use of tools. Seats shall have the ability to be moved throughout the cabin or moved back to provide the passenger with increased leg room. Seat legs and Seat shall be "in-vehicle" tested to meet all pertaining FMVSS regulations.	<b>Suggested Source – ALFO</b>

<p><b>4) Dual Access Ambulatory &amp; Wheelchair Entry System</b></p> <p><b>a.</b> The side entry door will include a Lift Mounting System that provides ingress or egress to the vehicles interior by both ambulatory passengers and passengers in wheelchairs through the same curbside door opening. It must be constructed of high-strength steel and be bolted to the vehicle chassis in a manner that requires no notching, cutting or welding of the existing OEM frame or cross-member(s). The mounting system will be compliant with all pertinent FMVSS requirements for commercial lift mounting with regard to the rated capacity of the lift. The system must allow for the electro-mechanical movement of a commercial grade lift in a curb side entry situation to provide either ambulatory or non-ambulatory passengers. The electro-mechanical drive system will be equipped with a control system designed for safe operation as well as both an electrical and a mechanical back up (in the event of a failure in the primary drive system). When in the fully retracted position, the Lift Mounting System must provide a minimum 30” wide entry for ambulatory passengers. When in the fully extended position, the system must allow a commercial grade lift (D.O.T. compliant with up to a 34” wide platform) to be fully deployed through the same side door opening.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>b.</b> The Mounting system will be constructed of high strength steel wherever required to achieve maximum structural capacity.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>c.</b> All steel parts will either be powder coated or plated to maximize corrosion resistance.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>d.</b> The Mounting System must be mechanically fastened to the vehicle floor structure using SAE Grade 8 fasteners. All fasteners must be self-locking. All washers will be through hardened. All hardware will also be zinc plated to provide further corrosion resistance. Mechanically fastening the system is required to insure serviceability, repair, replacement or re-use of the system in replacement vehicles.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>e.</b> The system must also meet FMVSS 404 compliance standards in fully retracted or fully extended positions</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>f.</b> All sliding mechanisms will be constructed in such a manner as to achieve both corrosion and friction resistance as well as to provide minimal maintenance.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>g.</b> The Lift Mounting System will be available with an (optional photo-electric eye to prevent lateral movement should an obstruction be detected in the walk-through area.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p><b>h.</b> The Lift Mounting System will be available with optional grab bars on both sides of the ambulatory walk through area</p>	<p><b>Suggested Source – Shift N Step</b></p>

<p>i. The Lift Mounting System will include an optional “bus style” side step that is also a “bolt on” accessory. This step is provided with a cover that is also a “bolt on” accessory. This cover bolts on to the sliding door and shields the step from debris accumulation and also moves with the door.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p>j. Electro-Mechanical Rack and Pinion Drive System</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p>k. Standard Interlock feature requires lift to be in the stowed - shifted left- position in order to remove vehicle from park.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p>l. The lift shall be guaranteed by the manufacturer for twelve (12) months (with no mileage or hour limits) and any in-warranty service required shall be performed without charge (excluding labor) to using agency.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p>m. Running Board Step for Dual Access Entry Way System:  i Side Cargo Door Entrance Step– Shall be equipped with a bolt on bus style side step with polymer cover system. Step to be custom E-Coated to best OEM color match possible. Bus Step cover bolts on to the sliding door to shields the step from debris accumulation and also moves with the door.</p>	<p><b>Suggested Source – Shift N Step</b></p>
<p>n. Power Door with Dash Mount Lift Shift:  i Opens and closes the side Cargo door automatically with 12VDC voltage system.  ii Nominal current – 5A. Functioning at road inclinations of ±20°C (36%). Tested performance – 550,000 cycles (open/close = cycle) Driven by rustproof chain. Electronically controlled microprocessor  iii Remote control optional. Includes option to have lift in right shift position in drive mode. Quick Disconnect to return the door to manual. Suggested source: AbiliTrax Shift N Step  iv Power Cargo Door shall be offered as a separate option to ordering agencies.</p>	<p><b>Suggested Source – Shift N Step &amp; Ford OEM (Power Door)</b></p>
<p><b>5) Emergency Exits</b>  a. One-closing static exhaust vent, a combination roof vent-emergency exit (23" by 23" minimum), shall be installed at the mid-point on the longitudinal center line of the roof of the passenger section of the van. The roof vent-escape hatch shall provide fresh air flow inside the van when opened and when the van is in a forward motion. The escape hatch shall have an inside and an outside release handle. There is no warning buzzer requirement for the escape hatch. Suggested source: DMA 1122, Specialty Manufacturing Co., Transpec Inc.</p>	<p><b>Suggested Source – Transpec</b></p>
<p>b. Each exit used for passenger egress shall be identified with a red ½" LED indicator lamp, illuminated with the vehicle marker lighting when ignition is in the “ON” position, above each exit, including roof hatch, so that it may be seen by a passenger</p>	<p><b>Suggested Source – Transpec</b></p>

<p>in an adjacent seat. Suggested Source: Series 29, Sorenson Lighting Company</p>	
<p><b>c. Optional Emergency Egress Window:</b> An emergency egress window shall be installed by the OEM in the driver's side of van. This option requires privacy tinted glass. Suggested source: OEM</p>	<p><b>Suggested Source – OEM – NA on Low Roof</b></p>
<p><b>6) Integrated Child Restraint Seat</b> The first double seat, aisle side, on the driver's (street) side of the van shall have an integrated child restraint seat capable of safely carrying children of 20 to 50 pounds.</p>	<p><b>Suggested Source – Freedman</b></p>
<p><b>5) Cross view Mirrors</b> To prevent obstructed front and right-hand view, a convex, asymmetric, exterior cross view mirror (8" minimum diameter) shall be provided on the left front corner of the van. Suggested sources: ROSCO Eye-max LP Hawk, Inc., Van Boy.</p>	<p><b>Suggested Source – Rosco</b></p>
<p><b>6) Destination Signs</b> LED: A solid state, LED destination sign shall be provided which meets ADA requirements (one front and one side sign). Signs shall be programmable using latest version of Microsoft Windows® based software. All hardware and/or software shall be provided with the first van purchased by each transit agency. Suggested sources: Transign LLC Destinator, TwinVision MobiLite.</p>	<p><b>Suggested Source – Transign</b></p>
<p><b>7) Donation Box</b> <b>a.</b> A donation box (in lieu of the farebox) shall be mounted on an adequately braced stanchion; shall be located over a flat floor surface near the driver; and shall be accessible to passengers entering the van (meet ADA requirements). The lockable donation box shall be supplied with two keys (location shall be approved by the State at pilot model inspection). Suggested source: Diamond.</p>	<p><b>Suggested Source – Diamond</b></p>
<p><b>8) Running Boards/Steps &amp; Grab-handle</b> <b>a.</b> The van shall be equipped with either dual driver's and passenger side step (suggested source: chassis OEM) or a 10" wide running board. The steps or running board shall be securely attached to the chassis and have the capacity to support 300 pounds. When available from OEM, a grab-handle shall be supplied on the outside driver's side.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>b.</b> The van shall be equipped with a 10" wide heavy-duty step for the driver, co-pilot and passenger side sliding rear door. The step shall extend from the curb side front wheel well rearward 72" minimum. Step material shall be stainless steel or galvanized steel.</p>	<p><b>Suggested Source – MobilityTrans</b></p>

<p><b>9) Farebox</b>  <b>a.</b> The farebox (a donation box is optional) shall be mounted with the trip handle toward the driver and within easy reach of the driver. The farebox shall be mounted on an adequately braced stanchion; shall be located over a flat floor surface near the driver; and shall be accessible to passengers entering the van (meet ADA requirements). An indirect farebox light shall be connected through an entrance door jamb switch to the running light circuit operational only when door is opened.</p>	<p><b>Suggested Source – Diamond NV</b></p>
<p><b>b.</b> The farebox shall be lockable and supplied with two vaults that are interchangeable and lockable (2 keys for each lock). The vaults shall be keyed alike. The vault and farebox exteriors shall be marked with key reference. (Location shall be approved by the State at pilot model inspection.) Suggested source: Diamond Model NV</p>	<p><b>Suggested Source – Diamond NV</b></p>
<p><b>10)Farebox Electrical Preparation Package</b>  Electrical connections and wiring only (no farebox) along with support stanchion shall be supplied to the area where the standard farebox would be mounted (location shall be approved by the State at pilot model inspection)</p>	<p><b>Suggested Source – Mobility Trans</b></p>
<p><b>11)Limited Slip Differential</b>  The limited slip differential powers both wheels yet freely permit wheel speed differentiation when required during turning using standard OEM equipment.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>12)Paint – Optional Designs</b>  <b>a.</b> The van shall be painted a full body OEM color, including the roof, other than OEM white, black or red.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>b.</b> The van shall have a 6” painted stripe.</p>	<p><b>Suggested Source – Mobility Trans/ PPG</b></p>
<p><b>c.</b> The van shall have a 6”, 10-year, reflective, vinyl belt stripe. An example would be: an OEM white van with a 6” vinyl belt stripe.</p>	<p><b>Suggested Source – Mobility Trans/ 3M</b></p>
<p><b>13)Lifts (Platform) (Meet ADA Requirements)</b>  <b>a.</b> All lifts listed below shall meet all the lift requirements stated in <b>section II. Van Specifications, subsection 25. Type I Lift.</b></p>	<p><b>Suggested Source – Braun</b></p>
<p><b>b.</b> Type II; The Type II platform lift shall have a power operated outer barrier on the 34 inch usable width 800 pound capacity lift platform. Suggested sources: Braun, Ricon</p>	<p><b>Suggested Source – Braun</b></p>
<p><b>c.</b> Folding Platform: The folding platform lift shall have a platform that folds in the center during stowage and the lift platform is 34" usable width and 50" usable length with 800 pound capacity. The folding platform lift provides an unobstructed view from inside the van through the lift opening. Suggested Sources: Ricon KlearVue model K-5005 ADA</p>	<p><b>Suggested Source – Braun</b></p>
<p><b>d.</b> An alternate lift manufacturer shall be offered as an option for agencies.</p>	<p><b>Suggested Source – RICON</b></p>

<p><b>14) Wheelchair Securement Optional Systems</b></p> <p>a. The restraint system shall be a retractor style system and comply with ADA, SAE J-2249, and additionally the new 2016 WC 18 standard for WC-19 wheelchairs. This system shall be a single point securement system and meet the same requirements as listed in <b>section II. Van Specifications, subsection B. Wheel Chair Securement Area, item 26.</b> Single Point Securement System: A wheelchair single point securement system (in lieu of “L” track anchorage system) shall offer 360° directional usage “pucks” and shall be cast stainless steel with a 2½” bolt to be secured to the floor positions. Measurement of the securement locations shall be 54” from front plane to rear plane within the securement locations. The single point securement system shall meet the same requirements as listed in <b>section II. Van Specifications, subsection B. Wheel Chair Securement Area, item 26.</b> Center pucks between securement locations can share the same center of plane but the pucks shall not be shared from each securement locations. (i.e. separate single point securement systems for each wheelchair securement area). Pucks for each location, Location #1, Location #2 etc., shall be identified with color coded debris/bolt covers available from the securement supplier. Spacing of front securement pucks shall be no less than 30”. Spacing of rear securement pucks shall be centered in the rear plane of securement area 13” to 15” apart. Each securement space shall have an additional anchorage puck as to aid in the securement of scooters or difficult mobility devices. This additional anchorage puck shall be centered between the rear anchorages. Suggested Sources: QRT 360 Q’Straint Slide N’ Click, Sure-Lok, Titan 800 Slide N’ Click, OMNI Slide N’ Click Systems or equivalent.</p>	<p><b>Suggested Source – Qstraint</b></p>
<p>b. Additional Wheelchair Securement Positions: Ordering agencies shall have the ability to add additional wheelchair securement positions to the provided floor plans. The position shall match the same system as installed on the van (L-track or 360° single point securement) and shall meet requirements as stated <b>section II. Van Specifications, subsection B. Wheel Chair Securement Area, item 14 and section II. Van Specifications, subsection B. Wheel Chair Securement Area, item 26.</b> Seating shall be added or deducted to accommodate the additional wheelchair systems and shall meet vehicle weight requirements.</p>	<p><b>Suggested Source – Qstraint</b></p>
<p>c. <b>Recessed Wheelchair Securement Station:</b> The system shall be a four-point, recessed wheelchair securement station composed of a securement platform and an integrated three-point retractable lap and shoulder occupant restraint with height adjuster. The securement station shall be interlocked</p>	<p><b>Suggested Source – Qstraint ONE</b></p>

<p>and have an illuminated electrical control that shall lock or unlock the 5 perpendicular automatic retractors in the securement station with the push of a single button by the operator. The system shall auto lock after a two-minute period but allow the operator to lock and unlock manually with the illuminated control as needed. An independent electrical back up release system shall be available in the event of a loss of the vehicles main power. All securement hooks shall be bright yellow in color with ¾ inch wide webbing that have hydrophobic properties. The system shall have underside body protection from the elements either with an OEM metal subfloor or aftermarket pan. An occupant restraint stowage clip, and male buckle, shall be supplied on the wall or seating to stow when not in use and or prepare the occupant restraint for use. System shall include a placard in the vehicle. Supply a five-year warranty. Written instructions along with online visual operation instructions for training. Suggested source: Q' STRAINT ONE System part #Q11-0000 (LH- street side) and/or part# Q11-0001 (RH-curb side) or approved equal.</p>	
<p><b>15)Two Way Radio Antenna/Power</b>  <b>a.</b> All material and labor required for a pre-installation package for two-way radio equipment shall be furnished by the manufacturer. All equipment and accessories installed as part of the vans shall have no measurable radio frequency (RF) interference. All equipment installed on the van must operate in its normal mode while radio transmissions are being made from an on-board transmitter producing 110 watts or more of transmit power while operating in the range of 43 Megahertz (Mhz) to 900 Mhz. <u>Proper RF suppression shall be provided by the manufacturer in any equipment and accessories that can produce interference to eliminate such interference.</u> The van shall be designed to provide no measurable radio interference (shielding) for improved radio emissions and reception performance.</p>	<p><b>Suggested Source –  MobilityTrans</b></p>
<p><b>b.</b> An antenna cable shall be installed from the antenna mounting plate locations (roof and above side window or in front cap) to the mounting location for the radio. When installed, the cable shall have no sharp or right-angle bends or be distorted.</p>	<p><b>Suggested Source –  Mobility Trans</b></p>
<p><b>c.</b> 12-Volt Power for the Two-Way Radio - The positive lead (red 8-gauge wire fused at 40 amperes) for the radio connection shall be provided directly from the battery positive post. The ground lead (black, 8 ga) shall be connected directly to the chassis frame with a bolt, external tooth lock washers, and nut for fastening. A 12-volt ignition feed shall also be provided. Proper suppression equipment shall be incorporated in the van's electrical system to eliminate interference with radio and television transmission and reception shall not cause</p>	<p><b>Suggested Source –  Mobility Trans</b></p>



interference with any electronic system on the van. The radio power and ground leads shall terminate directly behind the driver's seat with 12 feet of extra length extending into the van interior or as specified by Ordering Entity.	
<b>d.</b> The overhead front shelf area shall be used for radio mounting and shall be constructed to support 60 pounds of weight.	<b>Suggested Source – OEM</b>
<b>16)Stereo/Radio and Public-Address System</b> <b>a. Option 1:</b> An OEM AM/FM stereo radio system shall be installed in the dashboard area within reach of the driver. At a minimum, the stereo system shall have a 4 inch mulit-function display along with controls for power, tuning, volume, and the ability to turn off sound to the rear most speakers. A total of six (6) speakers shall be installed in the van with two (2) speakers mounted in the front (audible to the driver and front passengers), two (2) speakers mounted midway on the sidewalls and two (2) speakers mounted in the rear doors of the van.	<b>Suggested Source – OEM</b>
<b>b. Option 2:</b> A public address (PA) system shall be installed in the dashboard or overhead tray area within reach of the driver and utilize a hand-held microphone. At a minimum, the PA system shall be equipped with controls for power and volume. A total of two (2) speakers shall be mounted with one in the front and one in the top rear wall of the van. Suggested sources: Custom Radio Corporation model PA6, Jensen, Mobile Page Model 470, REI	<b>Suggested Source – REI</b>
<b>c.</b> System shall fade from front to rear and left to right for all systems.	<b>Suggested Source – REI</b>
<b>17)Entrance Stepwell Heater – <u>Bi-fold entry door only</u></b> <b>a.</b> The entrance stepwell shall include a 12-volt electric heating element/unit for the lower step to prevent icing of entrance steps. The low voltage step heater shall consist of one or more wire elements laminated and vulcanized between two plies of .026" silicone rubber impregnated fiberglass cloth to maintain an approximate temperature of 160° F with a low temperature (30°F) sensing switch (Warm Welcome® by Lighthouse International, Ltd.). The entire lower step heating unit with power wires shall be enclosed between the stepwell and the step tread (beneath the step tread) of the lower step. Lead wires shall be loomed, supported by brackets, and protected by grommets where they pass through structure. The heaters shall be controlled by a on/off switch (labeled and located in the driver's switch bank) with an indicator light showing when the unit is on or thermostatically controlled.	<b>Suggested Source – WarmWelcome</b>
<b>b.</b> An indicator pilot light shall be installed and operational when the heater is on mounted within sight of the driver.	<b>Suggested Source – WarmWelcome</b>

<p><b>18)Bi-fold Entrance Door</b></p> <p>a. The van shall be equipped with heavy duty electrically operated passenger entrance door. The passenger entrance door shall be an anodized aluminum frame, split-type double leaf swing door. This door shall have a flexible soft rubber cushion on the meeting edge 1-½" in width, minimum. The door glass shall be see-through, AS-2 tint (70% luminous transmittance) safety glass. Under all operating conditions and van speeds, an airtight, watertight, and dust-proof seal shall be formed between the door and the stepwell, between the door and body opening, and between the door leaf sections. The door leading edge opening speed shall not exceed 18 inches per second and the closing speed shall not exceed 12 inches per second to provide a total door closing or opening in 2 to 4 seconds. The front passenger entrance door shall not extend below the step frame. The door shall be located completely within the envelope of the OEM sliding doorway and the van structural boron steel may not be cut. The doorway shall be surrounded with ABS or composite panels which do not discolor with age. The entrance door shall provide a 30" clear width opening, minimum. Where interior height is low at the entrance header, the header shall be padded to prevent injury to those exiting the van. Suggest Source: A&amp;M Systems Inc .</p>	<p><b>Suggested Source – MobilityTrans/ A&amp;M</b></p>
<p>b. The passenger entry door shall be operable from the exterior via a weather sealed key pad located to the right of the doorway.</p>	<p><b>Suggested Source – MobilityTrans – Will Be exterior Key Switch Per Questions/Answers</b></p>
<p>c. Entry steps shall be coved, and an LED stepwell light included.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p>d. Doorway shall not hinder operation of the side curtain airbag system.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p>e. A method shall be provided to lock the van when the van is parked.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>19)Passenger Stepwell</b></p> <p>a. All entrance steps and stepwells shall be gauge number 14 (.075" thickness) stainless steel, minimum. Steps and stepwells shall have adequate structural bracing. All metal trim hardware in the stepwell area shall be stainless steel. All fasteners in the stepwell area shall be stainless steel that will pass the 480 hour ASTM B117 Salt Spray test and the 480 hour ASTM D2247 Humidity Resistance test. Ground to first step shall not exceed 12" in height, each additional vertical step shall not exceed 9½" and all tread depths shall be 9" minimum. All steps in the entrance stepwell shall be of the same width. Stepwells shall be covered with flooring material as described in <b>section II. Van Specifications, subsection</b></p>	<p><b>Suggested Source – MobilityTrans</b></p>

<p><b>B., item 3 Flooring, subsection c.</b> Step shall not retain water. Any interior stainless steel except for exposed door frames shall be brushed, not painted.</p>	
<p><b>b.</b> The Contractor shall submit detailed engineering drawing(s) for the design of the entrance step configuration (<b>see section V. Vendor/Manufacturer Requirements, subsection F. Bid Documents, item 5.</b>).</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>20)Handrails, Stanchions (Shall meet ADA regulations)</b>  <b>a.</b> The handrails and stanchions shall be a minimum of 1¼" outside diameter. All handrails and stanchions shall be positioned so as not to interfere with wheelchair movement and shall meet ADA requirements for position and size. All handrails and stanchions in the passenger entrance area shall be highly visible yellow in color. All other handrails and stanchions shall be brushed stainless steel. Mounting brackets and fittings shall be composed of the same kind of material used for the stanchion or handrail. Stanchion mounting rubber grommets shall be able to handle roof to floor flex without excessive damage or ejection.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>b.</b> All handrail and stanchion mountings shall have reinforcement plates welded to or imbedded in the structure behind surface panels of sufficient size and strength. Final locations shall be determined at pilot model inspection. Self-tapping/threading screws shall NOT be used.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>c.</b> Floor-to-ceiling stanchions or vertical stanchions that curve 90° into the van side (yellow) shall be provided near aisle on each side of front entrance.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>d.</b> Left and right-side entrance handrails (yellow) shall be installed from low stepwell to floor-to-ceiling stanchions or vertical stanchions that curve 90° into the van side near aisle. Entrance handrails shall be positioned so passengers entering or exiting the van will have handrail support throughout the entering/exiting process and so that articles of clothing may not become entangled in the handrail-stanchion-guardrail assemblies.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>e.</b> A guardrail (yellow) shall be provided in front of and at the rear of the front entrance steps, extending from the vertical stanchions to the right side of the van 30" plus or minus 2" above the floor. A modesty panel (padded both sides, vinyl clad) shall be provided to the left (rear side) of the entrance from guardrail to floor, non-lift and rear lift vans only.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>21)Seating (Additions and Deductions)</b>  <b>a.</b> The Ordering Entity shall have the ability to add or deduct seats from the provided floor plans.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>b.</b> All additional transit style seats shall be of the same design and color as the other passenger seats, shall be equipped with passenger seat belts, and shall meet requirements stated in</p>	<p><b>Suggested Source – MobilityTrans</b></p>

<p><b>section II. Van Specifications, subsection 12. Driver’s Seats, and subsection 15. Seat material.</b></p>	
<p><b>c. “Hands Free” foot activated seat base for use with <b>Optional Adjustable Seating and Floor System</b>.</b> One required for each single cloth or vinyl seat. Includes Flip up seat bottom.</p>	<p><b>Suggested Source – MobilityTrans</b></p>
<p><b>22) Driver’s Power Seat Base</b> Provide a ten-way power seat base for standard cloth driver’s seat that allows for fore and aft, up and down, front tilt and rear tilt for the driver. Suggested source: Chassis Original Equipment Manufacturer (OEM) Deluxe Power Seat Base.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>23) Alternative Engines</b> <b>Liquefied Petroleum Gas (LPG) or Compressed Natural Gas (CNG)</b> The van shall accept liquefied petroleum gas (LPG) or compressed natural gas (CNG) application if required for fleet compliance by federal Environmental Protection Agency (EPA) alternate fuel application guidelines. The engine/chassis shall include a gaseous fuel preparation package and the cylinder heads shall have hardened valve seats. All LPG and CNG conversions shall have the largest capacity fuel tanks possible, be bi-fuel systems, and maintain all OEM powertrain warranties.</p>	<p><b>Suggested Source – Blossman (LPG) / A1 (CNG)</b></p>
<p><b>24) Battery Electric Propulsion</b> At a minimum, van shall be equipped with chassis manufacturer supplied and installed electric propulsion using a rear axle mounted drive motor and a 198-kilowatt battery. Battery and electric driveline shall have an eight year/100,000-mile warranty.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>25) Back-up Sensor System</b> An OEM rear back-up sensor system shall be installed with a minimum of four water-resistant and corrosion resistant sensors flush-mounted to the rear bumper (painted to match the bumper). The system shall automatically engage when the vehicle is in reverse and warn of objects and/or people up to a distance of seven feet (minimum). The system shall utilize an LED monitor, mounted within view of the driver. The system shall also emit a pulsating alarm or beep that is audible to the driver as the vehicle approaches the object(s) and then the system shall emit a steady alarm within at a minimum of 1.5 feet from the object(s). Suggested Sources: OEM</p>	<p><b>Suggested Source – OEM</b></p>

<p><b>26) Video Surveillance System</b></p> <p>a. The onboard digital video surveillance system shall include a six channel (minimum) mobile rated digital video recorder (DVR) that can be configured for a one to four camera system. The on-board DVR System shall include a lockable/removable 1 terabyte (minimum) hard disk drive caddy. USB data ports, analog audio/video RCA out terminals, a 10/100base-T Ethernet port, two analog audio/video (RCA) outputs, eight vehicle sensor inputs, a GPS input and one accelerometer input. The DVR shall begin recording at the start of the “engine run” switch of the vehicle or be programmable to begin recording at a specified time prior to “engine run” switch being activated. The DVR can remain functional up to 99 minutes after the ignition has been turned off and shall record continuously without operator assistance. The DVR shall be able to retrieve video by alarm, calendar-based date, time and camera search functions. The DVR shall be capable of a display resolution of 720 x 480. The DVR shall be constructed with a rugged outer housing that protects against shock, moisture and dust. System shall perform to standards in various temperature extremes of a range between -20°F to 95°F.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision (note other systems are available per bidders notes)</b></p>
<p>b. An accelerometer shall document hard breaking and other erratic driving events. A panic button or event marker shall also be installed within reach and view of the driver.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p>
<p>c. Sensors shall record van signals including turn, hazards lights, and lift operations at a minimum.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p>
<p>d. A GPS receiver shall continuously monitor van location, heading, and speed, as well as configurable and automatic time and date synchronization. The GPS antenna shall be roof mounted or as specified by Ordering Entity.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p>
<p>e. Microsoft® Windows compliant viewing software shall be included with the first van delivered to the agency. Software shall be able to view and search video from the hard drive, display a GPS map, graph speed, and save the videos.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p>
<p>f. Interior and exterior cameras shall be color, infrared and shall supply an image that is clear and stable, free from vibration. Images shall be able to be used to positively identify a passenger riding in a vehicle. The interior cameras shall also have a high sensitivity microphone. Ordering agencies shall have the flexibility to position cameras. Below is a list of interior locations and optional cameras:</p> <p>i Two Camera System: A two camera system shall be provided capturing the driver, passengers, stepwell, and farebox/donation box at a minimum.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p> <p><b>Back up Camera and Monitor will be Ford OEM on all Vans.</b></p>

<ul style="list-style-type: none"> <li>ii Four Camera System: The four-camera system shall include the camera locations listed in option one and include a camera capturing wheelchair lift and a rear passenger at a minimum.</li> <li>iii Six Camera System: A six camera system shall include an eight channel (minimum) DVR and a one terabyte minimum hard drive. Camera locations shall be same the two and four camera system with the addition of another interior camera (located at the requested of the ordering agency) and an exterior camera facing forward capturing the passenger door.</li> <li>iv Additional Interior Cameras: Ordering agencies shall have the ability to order additional cameras and select a location at time of order. Additional cameras shall include all additional wiring and mounting hardware.</li> <li>v Exterior Cameras: Ordering agencies shall have the ability to order exterior cameras and select a location at time of order. Additional cameras shall include all additional wiring and mounting hardware.</li> <li>vi DVR system upgrade shall provide an option to upgrade the DVR system to an eight channel one terabyte hard drive minimum.</li> <li>vii Back-up monitor system shall include active monitor in driver's station for programing and shall be operational when vehicle is in reverse.</li> <li>viii <u>Correct time and date shall be programmed in system upon delivery.</u></li> </ul> <p>Suggested sources: Radio Engineering Incorporated (REI), SafetyVision, AngelTrax, SafeFleet-Seon.</p>	
<p><b>27) Video Surveillance Preparation Package</b></p> <p>a. A video surveillance preparation package shall be offered (less cameras and digital video recorder system) allowing for one to four camera locations. The preparation package shall include the installation of camera wiring or conduit, DVR electrical connections, location for the DVR, and access covers for camera mounting/locations. Ordering agency shall specify the camera system to use and have the flexibility to position cameras.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p>
<p>b. Vendor shall supply all materials.</p>	<p><b>Suggested Source – REI, &amp; Safety Vision</b></p>

<p><b>28)Bike Rack</b> Rack shall be constructed of stainless steel and be capable of storing two standard 48" WB bicycles. For reduced operating costs, it shall have a modular design with individually replaceable components. The bicycle rack shall accommodate conversion to accept fat tire bicycles. Suggest source: Sportworks, Byk-Rak</p>	<p><b>Suggested Source – Byk-Rak</b></p>
<p><b>29)Rear HVAC without Rear OEM Heat and A/C</b></p> <p>a. The upgraded A/C system shall be of suitable capacity to exceed performance of the OEM system while not exceeding Ford recommendations for cooling capacity of the Rear system. The A/C system will be Rear driver's side mounted in the OEM Evaporator location. The system shall be designed to provide passenger comfort by cooling, dehumidifying, and filtering with air which is circulated within the vehicle interior. The system shall be 12 volt and shall utilize 134a Refrigerant. The system shall be of sufficient capacity to maintain the interior temperature requirements required for the multi passenger vehicle during summer operation.</p> <p>b. The Evaporator assembly shall be of suitable construction to withstand the rigorous daily usage it will be subjected to, it shall have a steel outer housing and be constructed of a serviceable design for motor and coil replacement when needed. The Evaporator shall be designed with condensation management system that shall adequately remove condensation from the interior cabin with no moisture being emitted through the vents. The Evaporator housing will have a durable Galvanized or Gavaneel coating to prevent corrosion. The Evaporator shall incorporate (1) High volume 600 CFM blower motor with a minimum three speed continuous duty permanent magnet and utilize a resistor to limit speed and amperage requirements to distribute conditioned air throughout the passenger cabin. The evaporator coil shall be of plate fin design with a block expansion valve that utilizes O-ring connections. The heater coil shall be aluminum tank design.</p> <p>c. Any A/C connection that passes through a body panel shall be weather sealed to prevent any moisture integration into the interior.</p>	<p><b>Suggested Source – Twin Air.</b></p>
<p><b>30)Cruise Control</b></p> <p>a. OEM chassis cruise control shall be provided if available</p>	<p><b>Suggested Source – OEM (see bidders notes)</b></p>
<p><b>31)Overhead Compartment</b></p> <p>a. A shelf area above the driver's compartment shall be used for two way radio installation and other storage. The shelf shall have a 60-pound capacity minimum and colored to match interior.</p>	<p><b>Suggested Source – OEM</b></p>
<p><b>V. VENDOR/MANUFACTURER REQUIREMENTS</b></p>	

<p><b>A. Van information in this section shall be submitted and reviewed at the pre-pilot model review meeting, at final pilot model production. Van information identified by “*” shall also be supplied with each van at delivery where indicated. All manuals shall be provided in an electronic copy (CD, DVD, or USB flash drive). The Contractor/manufacturer shall maintain record or proof that all van information was supplied to the transit agency.</b></p>	<p><b>Agreed</b></p>
<p><b>1) Copy of manufacturer's statement of origin for a van.</b></p>	<p><b>As specified</b></p>
<p><b>2) * Warranty papers for chassis, and additional equipment with each van at delivery.</b></p>	<p><b>As specified</b></p>
<p><b>3) * Van operating instructions showing controls and operation for the first van delivered to each transit agency and also in an electronic copy (CD, DVD, or USB flash drive).</b></p>	<p><b>As specified</b></p>
<p><b>4) * Standard manufacturer's production option sheet(s)/decal(s) for van shall be installed in manufacturer's standard location, with no holes or rivets obscuring writing and numbers. Sheet shall include rear axle ratio. A paper copy of the service broadcast sheet for chassis shall also be provided with each van.</b></p>	<p><b>As specified</b></p>
<p><b>5) * Maintenance and inspection schedule incorporating the required maintenance and inspection of the basic van and its subsystems (i.e., wheelchair lift) with each van at delivery.</b></p>	<p><b>As specified</b></p>
<p><b>6) * Proof of van suspension alignment (work order or bill) at final van inspection and with each van. Four-wheel alignment shall include adjustments to front and rear suspension and steering parts so that axle alignment, camber, caster, and toe settings are within manufacturer's desired limits. Adjustments made only when necessary. <u>Annual calibration certification of alignment machine shall be supplied.</u></b></p>	<p><b>As specified</b></p>
<p><b>7) * Proof of undercoating (warranty) at final van inspection and with each van.</b></p>	<p><b>As specified</b></p>
<p><b>8) * Front end and rear towing and lifting instructions with each van.</b></p>	<p><b>As specified</b></p>
<p><b>9) * Wheelchair securement product instructions and training program.</b></p>	<p><b>As specified</b></p>
<p><b>B. MANUFACTURER QUALITY CONTROL</b></p>	
<p><b>1) Van contractor/manufacturer shall provide a plan for quality control during van construction and include the plan as part of the bid documents. Van contractor/manufacturer shall also provide the name of the chief of quality control for van construction.</b></p>	<p><b>As specified – Lenny Cudnik, MobilityTRANS</b></p>



<p><b>2)</b> The contractor shall establish and maintain an effective in-plant quality assurance organization. It shall be a specifically defined organization and should be directly responsible to the contractor's management and completely independent from production. The quality assurance organization shall exercise quality control over all phases of production from initiation of design through manufacture and preparation for delivery. The organization shall also control the quality of supply articles. The quality assurance organization shall verify inspection operation instructions to ascertain that the manufactured product meets all prescribed requirements. The quality assurance organization shall detect and promptly assure correction of any conditions that may result in the production of defective transit vans. These conditions may occur in design, purchases, manufacture, tests or operations that culminate in defective supplies, services, facilities, technical data, or standards. The contractor shall maintain drawings and other documentation that completely describe a qualified van that meets all of the options and special requirements of this procurement. The quality assurance organization shall verify that each transit van is manufactured in accordance with these controlled drawings and documentation.</p>	<p><b>As specified - uploaded</b></p>
<p><b>3)</b> The contractor shall ensure that all basic production operations, as well as other processing and fabricating, are performed under controlled conditions. Establishment of these controlled conditions shall be based on the documented work instructions, adequate production equipment, and special work environments if necessary. A system for final inspection and test of completed transit vans shall be provided by the quality assurance organization. It shall measure the overall quality of each completed van. A system shall be maintained by the quality assurance organization for identifying the inspection status of components and completed transit vans. Identification may include cards, tags, or other quality control devices. Inspection stations shall be at the best locations to provide for the work content and characteristics to be inspected. Stations shall provide the facilities and equipment to inspect structural, electrical, hydraulic, and other components and assemblies for compliance with the design requirements. Stations shall also be at the best locations to inspect or test characteristics before they are concealed by subsequent fabrication or assembly operations. These locations shall minimally include, as practical, under-body</p>	<p><b>As specified</b></p>

<p>structure completion, body framing completion, body prior to paint preparation, water test before interior trim and insulation installation, engine installation completion, under-body dress-up and completion, van prior to final paint touch-up, van prior to road test, van final road completion and presentation to resident inspectors. Tests shall be performed by the van manufacturer to ensure that the unit is dustproof, water-tight, fumeproof, and that all van fluids are per specifications. The quality assurance organization shall be responsible for presenting the completed van to the resident inspectors. Sufficiently trained inspectors shall be used to ensure that all materials, components, and assemblies are inspected for conformance with the qualified van design.</p>	
<p>4) The State and/or the Ordering Entity may be represented at the contractor's plant by resident inspectors. They shall monitor, in the contractor's plant, the manufacture of transit vans built under this procurement. The contractor shall provide office space for the resident inspectors in close proximity to the final assembly area. This office space shall be equipped with desks, chairs, outside and interplant telephones, and other items sufficient to accommodate the resident inspector staff. Inspectors shall have lifting equipment available for raising vehicles for under vehicle inspections.</p>	<p><b>As specified</b></p>
<p><b>C. PURCHASER INSPECTION</b></p>	
<p>1) The State and/or the Ordering Entity reserves the right and shall be at liberty to inspect all material and workmanship at all times during the progress of the work and shall have the right to reject all material and workmanship which do not conform to the specifications or accepted practice. Where a resident inspector is used, upon the request to the quality assurance supervisor, the resident inspectors shall have access to the Contractor's quality assurance files related to this procurement. These files shall include drawings, material standards, parts lists, inspection processing and records, and record of defects.</p>	<p><b>As specified</b></p>
<p><b>D. WARRANTY</b></p>	
<p>1) Warranty shall become effective on the date the van is placed into service by the Ordering Entity. Warranty service performed at the manufacturer's facilities at the manufacturer's request shall have all costs covered by the manufacturer. Warranty for the van shall be the following as a minimum:</p>	<p><b>As specified</b></p>

2) Three (3) years or OEM on chassis.	As specified
3) Five (5) years or OEM on engine and transmission.	As specified
4) Three (3) years on van structure, exterior, undercoating, rustproofing, and paint.	As specified
5) Eighteen (18) months on lift.	As specified
6) All wiring shall be warranted for one 1 year from date van is put into service.	As specified
7) Manufacturer's standard warranty or one (1) year, whichever is greater, on other add-on components and items.	As specified
8) The chassis, and all add-on components shall be warranted by the successful contractor.	As specified
<b>E. MISCELLANEOUS</b>	
1) The Contractor shall furnish the State with the delivery schedule of chassis to the Contractor and a delivery date of completed vans within 30 calendar days from date of order.	As specified
2) Any in-line equipment changes shall have prior written approval of the State.	As specified
3) The Contractor shall supply the van turning radius: wheel-to-wheel and wall-to-wall.	As specified - uploaded
4) The Contractor shall furnish warranty procedure instructions and necessary forms used by customers to obtain necessary warranty repairs.	As specified - uploaded
5) The manufacturer(s) shall produce as the pilot model the first van ordered by the State for its transit agencies. The van shall be: 1) lift equipped, 2) air conditioned, and 3) the largest size on request by the transit agencies. All necessary testing and equipment placement shall be performed on the pilot models before final inspection/acceptance by the State ( <b>see Exhibit A Statement of Work, section 7.4 Final Acceptance</b> ). The pilot model shall serve as a standard for the following units as ordered but shall not relieve the contractor from an obligation to manufacture all units in compliance with all specifications.	As specified - Agreed
<b>F. BID DOCUMENTS</b>	
1) <b><u>The bidder shall supply the following with the bid quotation and class of van (if applicable). Failure to submit could result in a bid disqualification:</u></b>	As specified
2) The Michigan request for proposal (RFP) and van specification forms completed in detail per: the table on page 2 of "Solicitation Instructions and Vendor Questions	As specified – uploaded as RFP Instructions- Confidential Treatment

Worksheet”, all items designated as “to be completed by bidders” in the far-right column.	<b>Form-Vendor Questions Worksheet.docx</b>
<b>3)</b> Van floor plans to indicate dimensions and showing the interior layout of the van. The plan shall include wheelchair placement, stanchion locations, engineering calculated loaded van axle weights, and be drawn to scale for all configurations.	<b>As specified – uploaded as Floor Plans Class 3 &amp; 4.pdf</b>
<b>4)</b> Detailed engineering drawing for the design of the entrance door and door-opening device.	<b>As specified – uploaded as Doors - Entry and Lift Drawings.pdf</b>
<b>5)</b> Detailed engineering drawing for the design of the entrance step configuration.	<b>As specified – uploaded as Stepwell Drawing.pdf</b>
<b>6)</b> Manufacturer’s chassis description (specifications).	<b>As specified – uploaded as Chassis Spec Class III.pdf &amp; Chassis Spec Class IV.pdf</b>
<b>7)</b> All bidders must supply manufacturer's technical specifications for wheelchair lifts and wheelchair restraints. Manufacturer's sales literature is acceptable if it contains the technical specifications.	<b>As specified – uploaded as various Wheelchair and Restraint files</b>
<b>8)</b> Wheelchair securement crash test certificate.	<b>As specified – uploaded as Wheelchair Tiedown Shoulder Belt Test.pdf &amp; Restraint Tiedown system pull test.pdf</b>
<b>9)</b> The warranties for chassis, and drive train.	<b>As specified – uploaded as various Warranty files</b>
<b>10)</b> If applicable, as required by Title 49 of the CFR, Part 663 – Subpart D, a copy of the manufacturer's self-certification information concerning the van’s compliance with relevant Federal Motor Vehicle Safety Standards (pre-award)	<b>As specified – uploaded as Buy America (PRE) Class 3 &amp; 4.pdf</b>
<b>11)</b> Completed <b>Exhibit C - Federal Transit Administration (FTA) clauses</b> shall be attached to bid quotation.	<b>As specified – uploaded as Schedule E - Federally Required Contract Clauses.pdf</b>
<b>12)</b> Buy America analysis of manufacturer's list of component and subcomponent parts (pre-award).	<b>As specified – uploaded as Buy America (PRE) Class 3 &amp; 4.pdf</b>
<b>13)</b> The technical data sheet including flammability and smoke emissions for the seat covering material supplied.	<b>As specified – uploaded as Seat Frame Test Info.pdf</b>
<b>14)</b> Seat frame Salt Spray, humidity and impact resistance tests’ results	<b>As specified – uploaded as Salt 480 hr. Spray test</b>

	<b>certification.pdf &amp; Salt 480 hr humidity test certification.pdf</b>
<b>15)</b> Certification test data showing that the seats, the seat belts, and the installation are in compliance with FMVSS-207, 208, 209, and 210 where applicable for the van model being offered in this bid.	<b>As specified – uploaded as Seat Belt Certs.pdf, Seat - Fixed Test Report.pdf</b>
<b>16)</b> Technical data sheet for the seat cushion foam supplied.	<b>As specified – uploaded as Seat Cushion Foam.pdf</b>
<b>17)</b> Certification that the wiring and the switches for air conditioning and all add-on components are adequate to withstand transient loads expected.	<b>As specified – uploaded as Switch and Wiring Cert.pdf</b>
<b>18)</b> Proof of valid motor vehicle dealer licensing from state, county, or municipality.	<b>As specified – uploaded as Dealer License.pdf</b>
<b>19)</b> A copy of the dealer agreement between the Van Manufacturer and the designated bidder.	<b>As specified – uploaded as Dealer Agreement.pdf</b>
<b>20)</b> Certification that the van model offered are Class I – IV 4 year/100,000 mile vans and will meet the requirements of Federal Register Rules and Regulations 49 CFR Part 665, Van Testing Program. Stating from § 665.13 Test Report and Manufacturer Certification, Section (b)(1), "A manufacturer of a new van model or a van produced with a major change in component or configuration shall provide a copy of the test report to a recipient during the point in the procurement process specified by the recipient".	<b>As specified – uploaded as Altoona FTA Mass-Produced Van Exemption.pdf &amp; Altoona Testing, Vans, Exempt Letter.pdf</b>
<b>21)</b> Certification for 480-hour salt spray test per ASTM procedure B-117.	<b>As specified – uploaded as Salt 480 hr. Spray test certification.pdf</b>
<b>22)</b> 480-hour ASTM D2247 Humidity Resistance test.	<b>As specified – uploaded as Salt 480 hr humidity test certification.pdf</b>
<b>23)</b> Exhibit G - Affidavit for Driver Delivery	<b>As specified – uploaded as Schedule F - Affidavit For Driver Delivery.docx</b>

TABLE 1

1. Materials tested for surface flammability should not exhibit any flaming running, or flaming dripping.

2. The surface flammability and smoke emission characteristics of seat cushion materials should be demonstrated to be permanent after testing according to ASTM D-3574 Dynamic Fatigue Tests  $I_s$  (Procedure B).

3. The surface flammability and smoke emission characteristics of a material should be demonstrated to be permanent by washing, if appropriate, according to FED-STD-191A Textile Test Method 5830.

4. The surface flammability and smoke emission characteristics of a material should be demonstrated to be permanent by dry cleaning, if appropriate, according to ASTM D-2724. Materials that cannot be washed or dry-cleaned should be so labeled, and should meet the applicable performance criteria after being cleaned as recommended by the manufacturer.

5. ASTM E-662 maximum test limits for smoke emission (specific optical density) should be measured in either the flaming or non-flaming mode, depending on which mode generates more smoke.

6. Flooring and Fire Wall assemblies should meet the performance criteria during a nominal test period determined by the transit property. The nominal test period should be twice the maximum expected period of time, under normal circumstances, for a vehicle to come to a complete, safe stop from maximum speed, plus the time necessary to evacuate all passengers from a vehicle to a safe area. The nominal test period should not be less than 15 minutes. Only one specimen need be tested. A proportional reduction may be made in dimensions of the specimen provided that it represents a true test of its ability to perform as a barrier against vehicle fires. Penetrations (ducts, piping, etc.) should be designed against acting as conduits for fire and smoke.

7. Carpeting should be tested in according with ASTM E-648 with its padding, if the padding is used in actual installation.

8. Arm rests, if foamed plastic, are tested as cushions.

9. Testing is performed without upholstery.

**Definition of Terms**

1. Flame spread index ( $I_s$ ) as defined in ASTM E-162 is a factor derived from the rate of progress of the flame front (F) and the rate of heat liberation by the material under test (Q), such that  $I_s = F_s \times Q$ .

2. Specific optical density ( $D_s$ ) is the optical density measured over unit path length within a chamber of unit volume produced from a specimen of unit surface area, that is irradiated by a heat flux of 2.5 watts/cm<sup>2</sup> for a specified period of time.

3. Surface flammability denotes the rate at which flames will travel along surfaces.

4. Flaming running denotes continuous flaming material leaving the site of the during material at its installed location.

5. Flaming dripping denotes periodic dripping of flaming material from the site of burning material at its installed location.

**Referenced Fire Standards**

The source of test procedures listed in Table 1 is as follows:

(1) Leaching Resistance of Cloth, FED-STD-191A-Textile Test Method 5830.

Availability from: General Services Administration Specifications Division,

Building 197, Washington, Navy Yard, Washington, DC 20407.

(2) Federal Aviation Administration Vertical Burn Test, FAR-25-853.

Available from: Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

(3) American Society for Testing Materials (ASTM)

(a) Surface Flammability of Materials Using a Radiant Heat Energy Source, ASTM E-162;

(b) Surface Flammability for Flexible Cellular Materials Using a Radiant Heat Energy Source, ASTM D-3675;

(c) Fire Tests of Building Construction and Materials, ASTM E-119;

(d) Specific Optical Density of Smoke Generated by Solid Materials, ASTM E-662;

(e) Bonded and Laminated Apparel Fabrics, ASTM D-2724;

(f) Flexible Cellular Materials—Slab, Bonded, and Molded Urethane Foams, ASTM D-3574.

Available from: American Society for Testing and Materials, 1916 Race Street, Philadelphia, PA 19103.

In all instances, the most recent issue of the document or the revision in effect at the time of request should be employed in the evaluation of the material specified herein.

Issued: October 14, 1993.

Grace Crumican,  
Deputy Administrator.

[FR Doc. 93-25709 Filed 10-19-93; 8:45 am]  
BILLING CODE 4910-57-P

**IX. TABLE 1**

**TABLE 1: RECOMMENDATIONS FOR TESTING THE FLAMMABILITY AND SMOKE EMISSION CHARACTERISTICS OF TRANSIT BUS AND VAN MATERIALS**

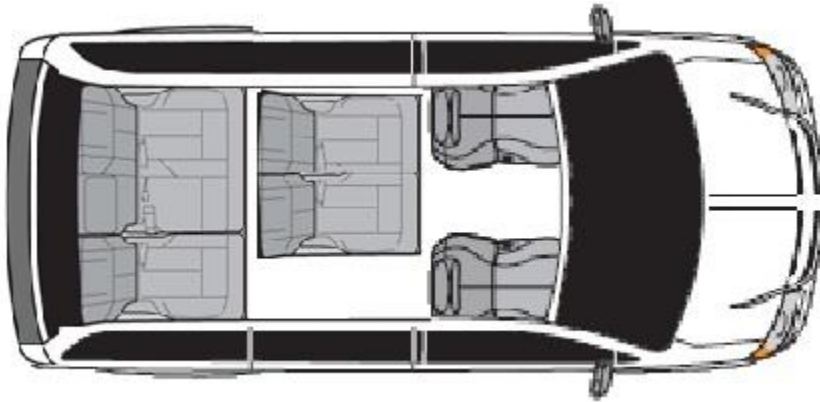
Category	Function of Material	Test Procedure	Performance Criteria
Seating	Cushion <sup>1,2,3,5,9*</sup>	ASTM D-3675	$I_s \leq 25$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	Frame <sup>1,5,8</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	Shroud <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	Upholstery <sup>1,3,4,5</sup>	FAR 25.853 (Vertical)	Flame time $\leq 10$ seconds; burn length $\leq 6$ inches
ASTM E-662		$D_s (4.0) \leq 250$ coated; $D_s (4.0) \leq 100$ uncoated	
Panels	Wall <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	Ceiling <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	Partition <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	Windscreen <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$
	HVAC Ducting <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (4.0) \leq 100$
	Light Diffuser <sup>5</sup>	ASTM E-162	$I_s \leq 100$
ASTM E-662		$D_s (1.5) \leq 100; D_s (4.0) \leq 200$	
Flooring	Wheel Well and Structural <sup>6</sup>	ASTM E-119	Pass
	Carpeting <sup>7</sup>	ASTM E-648	C.R.F. $\geq 0.5$ w/cm <sup>2</sup>
Insulation	Thermal <sup>1,3,5</sup>	ASTM E-162	$I_s \leq 25$
		ASTM E-662	$D_s (4.0) \leq 100$
	Acoustic <sup>1,3,5</sup>	ASTM E-162	$I_s \leq 25$
		ASTM E-662	$D_s (4.0) \leq 100$
Miscellaneous	Firewall <sup>6</sup>	ASTM E-119	Pass
	Exterior Shell <sup>1,5</sup>	ASTM E-162	$I_s \leq 35$
		ASTM E-662	$D_s (1.5) \leq 100; D_s (4.0) \leq 200$

\* Refers to Notes on Table 1

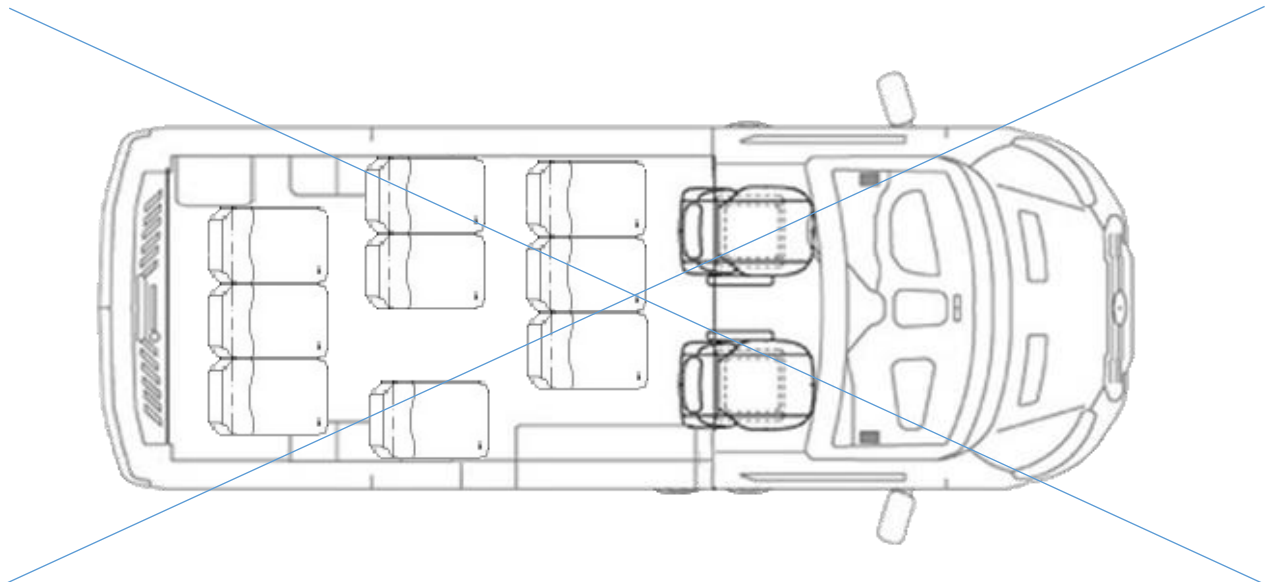
**APPENDIX A - Standard Van Seating Charts**

**All examples are for base vans only. Varying seating arrangements can be selected by substituting seats, bus style doors, wheelchair securement positions, and lifts etc....from the options on the order forms.**

**Class I – 104” – 120” Wheelbase, Six Passenger w/Driver**

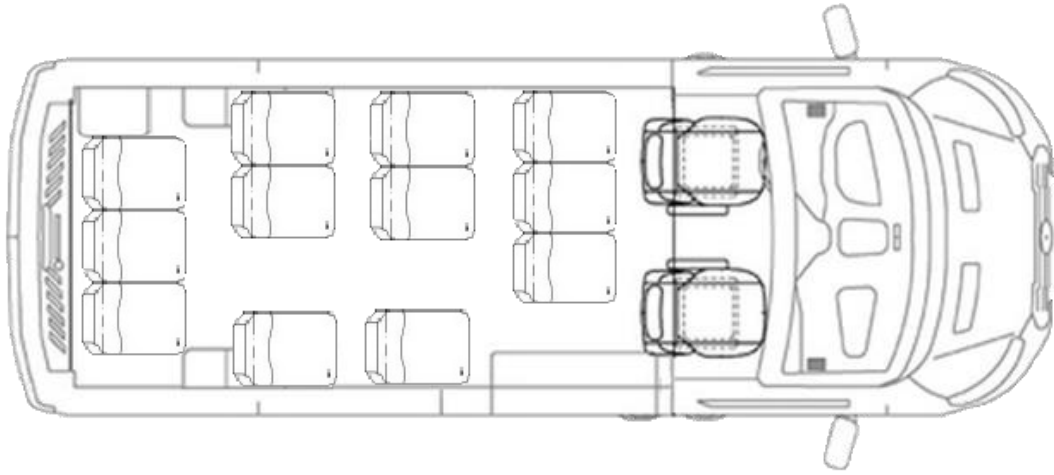


**Class II – 130” Wheelbase, Ten Passenger w/Driver**

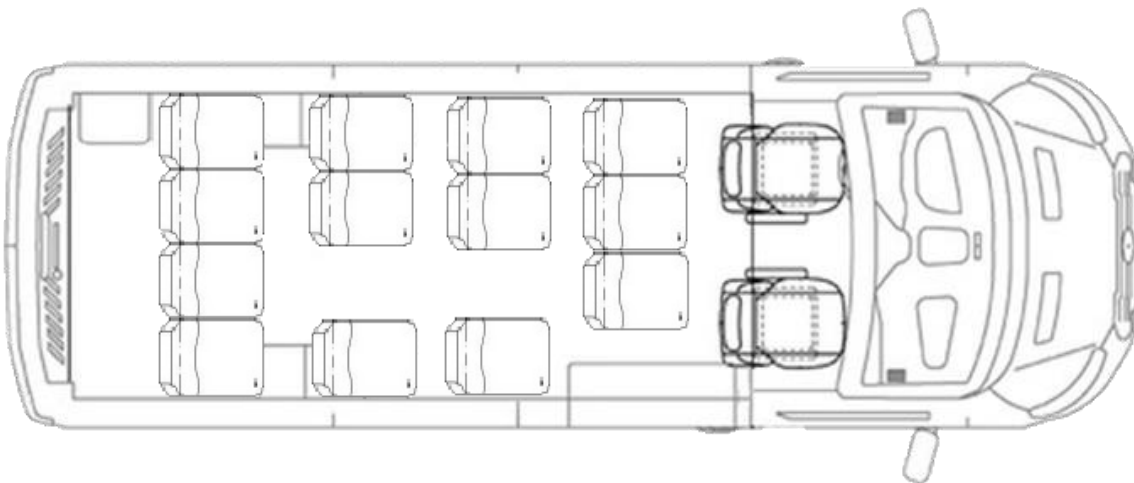




**Class III – 148” Wheelbase, Single Rear Wheels, Thirteen Passenger w/Driver**



**Class IV – 148” Wheelbase, Dual Rear Wheels, Fourteen Passenger w/Driver**



**All examples are for base vans only. Varying seating arrangements can be selected by substituting seats, bus style doors, wheelchair securement positions, and lifts etc....from the options on the order forms.**

**ROLLING STOCK  
MORE THAN \$150,000**

**ACCESS TO RECORDS AND REPORTS**

Applicability – as shown below. These requirements do not apply to micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

The following access to records requirements apply to this Contract:

1. Where the purchaser is not a State but a local government and is an FTA recipient or a subgrantee of FTA recipient in accordance with 49 CFR 18.36(i), contractor shall provide the purchaser, the FTA, the US Comptroller General or their authorized representatives access to any books, documents, papers and contractor records which are pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor shall also, pursuant to 49 CFR 633.17, provide authorized FTA representatives, including any PMO contractor, access to contractor's records and construction sites pertaining to a capital project, defined at 49 USC 5302(a)1, which is receiving FTA assistance through the programs described at 49 USC 5307, 5309 or 5311.
2. Where the purchaser is a State and is an FTA recipient or a subgrantee of FTA recipient in accordance with 49 CFR 633.17, contractor shall provide the purchaser, authorized FTA representatives, including any PMO Contractor, access to contractor's records and construction sites pertaining to a capital project, defined at 49 USC 5302(a)1, which receives FTA assistance through the programs described at 49 USC 5307, 5309 or 5311. By definition, a capital project excludes contracts of less than the simplified acquisition threshold currently set at \$150,000.
3. Where the purchaser enters into a negotiated contract for other than a small purchase or under the simplified acquisition threshold and is an institution of higher education, a hospital or other non-profit organization and is an FTA recipient or a subgrantee of FTA recipient in accordance with 49 CFR 19.48, contractor shall provide the purchaser, the FTA, the US Comptroller General or their authorized representatives, access to any books, documents, papers and record of the contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions.
4. Where a purchaser which is an FTA recipient or a subgrantee of FTA recipient in accordance with 49 USC 5325(a) enters into a contract for a capital project or improvement (defined at 49 USC 5302(a)1) through other than competitive bidding, contractor shall make available records related to the contract to the purchaser, the Secretary of USDOT and the US Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.
5. Contractor shall permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
6. Contractor shall maintain all books, records, accounts and reports required under this contract for a period of not less than three (3) years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case contractor agrees to maintain same until the recipient, FTA Administrator, US Comptroller General, or any of their authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Re: 49 CFR 18.39(i)(11). FTA does not require the inclusion of these requirements in subcontracts.

**BREACHES AND DISPUTE RESOLUTION**

Applicability – all contracts more than \$150,000.

Disputes arising in the performance of this contract which are not resolved by agreement of the parties shall be decided in writing by the recipient's authorized representative. This decision shall be final and conclusive unless within ten (10) days from the date of receipt of its copy, contractor mails or otherwise furnishes a written appeal to the recipient's CEO. In connection with such appeal, contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the recipient's CEO shall be binding upon contractor and contractor shall abide by the decision. FTA has a vested interest in

the settlement of any violation of Federal law including the the False Claims Act, 31 U.S.C. § 3729. Performance During Dispute - Unless otherwise directed by the recipient, contractor shall continue performance under this contract while matters in dispute are being resolved. Claims for Damages - Should either party to the contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefore shall be made in writing to such other party within ten days after the first observance of such injury or damage. Remedies - Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the recipient and contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the residing State. Rights and Remedies - Duties and obligations imposed by the contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the recipient or contractor shall constitute a waiver of any right or duty afforded any of them under the contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing

**BUS TESTING**

Applicability – all contracts more than \$150,000.

Contractor [manufacturer] shall comply with 49 USC A5323(c) and FTA's implementing regulation 49 CFR 665, to the extent they are consistent with 49 U.S.C. § 5318(e), as amended; and shall perform the following:

1. A manufacturer of a new bus model or a bus produced with a major change in components or configuration shall provide a copy of the final test report to the recipient prior to the recipient's final acceptance of the first vehicle.
2. A manufacturer who releases a report under para. 1 above shall provide notice to the operator of the testing facility that the report is available to the public.
3. If the manufacturer represents that the vehicle was previously tested, the vehicle being sold should have the identical configuration and major components as the vehicle in the test report, which must be provided to the recipient prior to the recipient's final acceptance of the first vehicle. If configuration or components are not identical, the manufacturer shall provide a description of the change and the manufacturer's basis for concluding that it is not a major change requiring additional testing.
4. If the manufacturer represents that the vehicle is "grandfathered" (has been used in mass transit service in the US before Oct. 1, 1988 and is currently being produced without a major change in configuration or components), the manufacturer shall provide the name and address of the recipient of such a vehicle and the details of that vehicle's configuration and major components.

CERTIFICATION OF COMPLIANCE WITH FTA'S BUS TESTING REQUIREMENTS The undersigned [Contractor/Manufacturer] certifies that the vehicle offered in this procurement complies with 49 U.S.C. A 5323(c) and FTA's implementing regulation at 49 CFR Part 665.

The undersigned understands that misrepresenting the testing status of a vehicle acquired with Federal financial assistance may subject the undersigned to civil penalties as outlined in the Department of Transportation's regulation on Program Fraud Civil Remedies, 49 CFR Part 31. In addition, the undersigned understands that FTA may suspend or debar a manufacturer under the procedures in 49 CFR Part 29.

CONTRACTOR / COMPANY NAME
---------------------------

**NAME, TITLE AND SIGNATURE OF CONTRACTOR'S AUTHORIZED OFFICIAL:**

TYPE OR PRINT NAME	TITLE
SIGNATURE <i>Brian Beebe</i>	DATE

**BUY AMERICA CERTIFICATION (ROLLING STOCK)**

Applicability – construction contracts and acquisition of goods or rolling stock (valued at more than \$150,000).

Construction Contracts and Acquisition of Goods or Rolling Stock (valued at more than \$150,000)

Contractor shall comply with 49 USC 5323(j) and 49 CFR 661, as amended by MAP-21 stating that Federal funds may not be obligated unless steel, iron and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR 661.7, and include software, microcomputer equipment and small purchases (currently less than \$150,000) made with capital, operating or planning funds. Separate requirements for rolling stock are stated at 5323(j)(2)(C) and 49 CFR 661.11 and as amended by Map-21 (5325). Rolling stock must be manufactured in the US and have a minimum 60% domestic content and adhere to contract term limitations. A bidder or offeror shall submit appropriate Buy America certification to the recipient with all bids on FTA-funded contracts, except those subject to a general waiver. Proposals not accompanied by a completed Buy America certification shall be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

Certificate of **Compliance** with Buy America Requirements.

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(1), and the applicable regulations in 49 CFR part 661.

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Only sign either Certificate of **Compliance** or Certificate of **Non-Compliance**

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CONTRACTOR / COMPANY NAME
---------------------------

**NAME, TITLE AND SIGNATURE OF CONTRACTOR'S AUTHORIZED OFFICIAL:**

TYPE OR PRINT NAME	TITLE
SIGNATURE <i>Brian Beebe</i>	DATE

---

Only sign either Certificate of **Compliance** or Certificate of **Non-Compliance**

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Certificate of **Non-Compliance** with Buy America Steel or Manufactured Products Requirements The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j), but it may qualify for an exception to the requirement pursuant to 49 U.S.C. 5323(j)(2), as amended, and the applicable regulations in 49 C.F.R. 661.7.

CONTRACTOR / COMPANY NAME
---------------------------

**NAME, TITLE AND SIGNATURE OF CONTRACTOR'S AUTHORIZED OFFICIAL:**

TYPE OR PRINT NAME	TITLE
SIGNATURE	DATE

**CARGO PREFERENCE**

Applicability – all contracts involving equipment, materials or commodities which may be transported by ocean vessels. These requirements do not apply to micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

Contractor shall: a. use privately owned US-Flag commercial vessels to ship at least 50% of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners and tankers) involved, whenever shipping any equipment, material or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for US flag commercial vessels; b. furnish within 20 working days following the loading date of shipments originating within the US or within 30 working days following the loading date of shipments originating outside the US, a legible copy of a rated, "on-board" commercial bill-of-lading in English for each shipment of cargo described herein to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the recipient (through contractor in the case of a subcontractor's bill-of-lading.); c. include these requirements in all subcontracts issued pursuant to this contract when the subcontract involves the transport of equipment, material or commodities by ocean vessel.

**CIVIL RIGHTS REQUIREMENTS**

Applicability – All contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

The following requirements apply to the underlying contract: The Recipient understands and agrees that it must comply with applicable Federal civil rights laws and regulations, and follow applicable Federal guidance, except as the Federal Government determines otherwise in writing. Therefore, unless a Recipient or Program, including an Indian Tribe or the Tribal Transit Program, is specifically exempted from a civil rights statute, FTA requires compliance with that civil rights statute, including compliance with equity in service: a. Nondiscrimination in Federal Public Transportation Programs. The Recipient agrees to, and assures that each Third-Party Participant will, comply with Federal transit law, 49 U.S.C. § 5332 (FTA's "Nondiscrimination" statute):

- a. FTA's "Nondiscrimination" statute prohibits discrimination on the basis of: (a) Race, (b) Color, (c) Religion, (d) National origin, (e) Sex, (f) Disability, (g) Age, or (h) Gender identity and (2) The FTA "Nondiscrimination" statute's prohibition against discrimination includes: (a) Exclusion from participation, (b) Denial of program benefits, or (c) Discrimination, including discrimination in employment or business opportunity, (3) Except as FTA determines otherwise in writing: (a) General. Follow: 1 The most recent edition of FTA Circular 4702.1, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable Federal laws, regulations, and guidance, and 2 Other applicable Federal guidance that may be issued, but (b) Exception for the Tribal Transit Program. FTA does not require an Indian Tribe to comply with FTA program-specific guidelines for Title VI when administering its projects funded under the Tribal Transit Program,
- b. Nondiscrimination – Title VI of the Civil Rights Act. The Recipient agrees to, and assures that each Third Party Participant will: (1) Prohibit discrimination based on: (a) Race, (b) Color, or (c) National origin, (2) Comply with: (a) Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d et seq., (b) U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964," 49 C.F.R. part 21, and (c) Federal transit law, specifically 49 U.S.C. § 5332, as stated in the preceding section a, and (3) Except as FTA determines otherwise in writing, follow: (a) The most recent edition of FTA Circular 4702.1, "Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients," to the extent consistent with applicable Federal laws, regulations, and guidance. (b) U.S. DOJ, "Guidelines for the enforcement of Title VI, Civil Rights Act of 1964," 28 C.F.R. § 50.3, and (c) Other applicable Federal guidance that may be issued,
- c. Equal Employment Opportunity. (1) Federal Requirements and Guidance. The Recipient agrees to, and assures that each Third Party Participant will, prohibit discrimination on the basis of race, color, religion, sex, or national origin, and: (a) Comply with Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e et seq., (b) Facilitate compliance with Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order No. 11246, Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note, (c) Comply with Federal transit law, specifically 49 U.S.C. § 5332, as stated in section a, and (d) Comply with other applicable EEO laws and regulations, as provided in Federal guidance, including

laws and regulations prohibiting discrimination on the basis of disability, except as the Federal Government determines otherwise in writing, (2) General. The Recipient agrees to: (a) Ensure that applicants for employment are employed and employees are treated during employment without discrimination on the basis of their: 1 Race, 2 Color, 3 Religion, 4 Sex, 5 Disability, 6 Age, or 7 National origin, (b) Take affirmative action that includes, but is not limited to: 1 Recruitment advertising, 2 Recruitment, 3 Employment, 4 Rates of pay, 5 Other forms of compensation, 6 Selection for training, including apprenticeship, 7 Upgrading, 8 Transfers, 9 Demotions, 10 Layoffs, and 11 Terminations, but (b) Indian Tribe. Title VII of the Civil Rights Act of 1964, as amended, exempts Indian Tribes under the definition of "Employer". (3) Equal Employment Opportunity Requirements for Construction Activities. In addition to the foregoing, when undertaking "construction" as recognized by the U.S. Department of Labor (U.S. DOL), the Recipient agrees to comply, and assures the compliance of each Third Party Participant, with: (a) U.S. DOL regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and (b) Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order No. 11246, Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note,

- d. Disadvantaged Business Enterprise. To the extent authorized by applicable Federal law, the Recipient agrees to facilitate, and assures that each Third-Party Participant will facilitate, participation by small business concerns owned and controlled by socially and economically disadvantaged individuals, also referred to as "Disadvantaged Business Enterprises" (DBEs), in the Project as follows: 1) Requirements. The Recipient agrees to comply with: (a) Section 1101(b) of MAP-21, 23 U.S.C. § 101 note, (b) U.S. DOT regulations, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 C.F.R. part 26, and (c) Federal transit law, specifically 49 U.S.C. § 5332, as stated in section a, (2) Assurance. As required by 49 C.F.R. § 26.13(a), (b) DBE Program Requirements. Recipients receiving planning, capital and/or operating assistance that will award prime third-party contracts exceeding \$250,000 in a Federal fiscal year must: 1 Have a DBE program meeting the requirements of 49 C.F.R. part 26, 2 Implement a DBE program approved by FTA, and 3 Establish an annual DBE participation goal, (c) Special Requirements for a Transit Vehicle Manufacturer. The Recipient understands and agrees that each transit vehicle manufacturer, as a condition of being authorized to bid or propose on FTA-assisted transit vehicle procurements, must certify that it has complied with the requirements of 49 C.F.R. part 26, (d) the Recipient provides assurance that: The Recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 C.F.R. part 26. The Recipient shall take all necessary and reasonable steps under 49 C.F.R. part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The Recipient's DBE program, as required by 49 C.F.R. part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under 49 C.F.R. part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., (2) Exception for the Tribal Transit Program. FTA exempts Indian tribes from the Disadvantaged Business Enterprise regulations at 49 C.F.R. part 26 under MAP-21 and previous legislation,
- e. Nondiscrimination on the Basis of Sex. The Recipient agrees to comply with Federal prohibitions against discrimination on the basis of sex, including: (1) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq., (2) U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. part 25, and (3) Federal transit law, specifically 49 U.S.C. § 5332, as stated in section a,
- f. Nondiscrimination on the Basis of Age. The Recipient agrees to comply with Federal prohibitions against discrimination on the basis of age, including: (1) The Age Discrimination in Employment Act (ADEA), 29 U.S.C. §§ 621 – 634, which prohibits discrimination on the basis of age, (2) U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, which implements the ADEA, (3) The Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., which prohibits discrimination against individuals on the basis of age in the administration of programs or activities receiving Federal funds, (4) U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, which

- implements the Age Discrimination Act of 1975, and (5) Federal transit law, specifically 49 U.S.C. § 5332, as stated in section a,
- g. Nondiscrimination on the Basis of Disability. The Recipient agrees to comply with the following Federal prohibitions pertaining to discrimination against seniors or individuals with disabilities: (1) Federal laws, including: (a) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of disability in the administration of federally funded programs or activities, (b) The Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. § 12101 et seq., which requires that accessible facilities and services be made available to individuals with disabilities, 1 General. Titles I, II, and III of the ADA apply to FTA Recipients, but 2 Indian Tribes. While Titles II and III of the ADA apply to Indian Tribes, Title I of the ADA exempts Indian Tribes from the definition of “employer,” (c) The Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., which requires that buildings and public accommodations be accessible to individuals with disabilities, (d) Federal transit law, specifically 49 U.S.C. § 5332, which now includes disability as a prohibited basis for discrimination, and (e) Other applicable laws and amendments pertaining to access for elderly individuals or individuals with disabilities, (2) Federal regulations, including: (a) U.S. DOT regulations, “Transportation Services for Individuals with Disabilities (ADA),” 49 C.F.R. part 37, (b) U.S. DOT regulations, “Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance,” 49 C.F.R. part 27, (c) U.S. DOT regulations, “Transportation for Individuals with Disabilities: Passenger Vessels,” 49 C.F.R. part 39, (d) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB) and U.S. DOT regulations, “Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles,” 36 C.F.R. part 1192 and 49 C.F.R. part 38, (e) U.S. DOJ regulations, “Nondiscrimination on the Basis of Disability in State and Local Government Services,” 28 C.F.R. part 35, (f) U.S. DOJ regulations, “Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities,” 28 C.F.R. part 36, (g) U.S. EEOC, “Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act,” 29 C.F.R. part 1630, (h) U.S. Federal Communications Commission regulations, “Telecommunications Relay Services and Related Customer Premises Equipment for Persons with Disabilities,” 47 C.F.R. part 64, Subpart F, (i) U.S. ATBCB regulations, “Electronic and Information Technology Accessibility Standards,” 36 C.F.R. part 1194, and (j) FTA regulations, “Transportation for Elderly and Handicapped Persons,” 49 C.F.R. part 609, and (3) Other applicable Federal civil rights and nondiscrimination guidance,
  - h. Drug or Alcohol Abuse - Confidentiality and Other Civil Rights Protections. The Recipient agrees to comply with the confidentiality and civil rights protections of: (1) The Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. § 1101 et seq., (2) The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. § 4541 et seq., and (3) The Public Health Service Act, as amended, 42 U.S.C. §§ 290dd – 290dd-2,
  - i. Access to Services for People with Limited English Proficiency. Except as the Federal Government determines otherwise in writing, the Recipient agrees to promote accessibility of public transportation services to people whose understanding of English is limited by following: 1) Executive Order No. 13166, “Improving Access to Services for Persons with Limited English Proficiency,” August 11, 2000, 42 U.S.C. § 2000d-1 note, and (2) U.S. DOT Notice, “DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (LEP) Persons,” 70 Fed. Reg. 74087, December 14, 2005,
  - j. Other Nondiscrimination Laws. Except as the Federal Government determines otherwise in writing, the Recipient agrees to: (1) Comply with other applicable Federal nondiscrimination laws and regulations, and (2) Follow Federal guidance prohibiting discrimination.
  - k. Remedies. Remedies for failure to comply with applicable Federal Civil Rights laws and Federal regulations may be enforced as provided in those Federal laws or Federal regulations.

### **CLEAN AIR**

Applicability – all contracts more than \$150,000.

1. Contractor shall comply with all applicable standards, orders or regulations pursuant to the Clean Air Act, 42 USC 7401 et seq. Contractor shall report each violation to the recipient and understands and agrees that the recipient will, in turn, report each violation as required to FTA and the appropriate EPA Regional Office.

2. Contractor shall include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with FTA assistance.

### **CLEAN WATER**

Applicability – all Contracts and Subcontracts more than \$150,000. Contractor shall comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 USC 1251 et seq. Contractor shall report each violation to the recipient and understands and agrees that the recipient shall, in turn, report each violation as required to FTA and the appropriate EPA Regional Office. Contractor shall include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with FTA assistance.

### **CONTRACTS INVOLVING FEDERAL PRIVACY ACT REQUIREMENTS**

Applicability – when a grantee maintains files on drug and alcohol enforcement activities for FTA, and those files are organized so that information could be retrieved by personal identifier, the Privacy Act requirements apply to all contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

The following requirements apply to the Contractor and its employees that administer any system of records on behalf of the Federal Government under any contract:

1. The Contractor agrees to comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552a. Among other things, the Contractor agrees to obtain the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. The Contractor understands that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract.
2. The Contractor also agrees to include these requirements in each subcontract to administer any system of records on behalf of the Federal Government financed in whole or in part with Federal assistance provided by FTA.

### **CONTRACT WORK HOURS & SAFETY STANDARDS ACT**

Applicability – contracts over \$150,000.

- 1) Overtime requirements - No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of 40 hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of 40 hours in such workweek.
- 2) Violation; liability for unpaid wages; liquidated damages - In the event of any violation of the clause set forth in para. (1) of this section, contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in para. (1) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of 40 hours without payment of the overtime wages required by the clause set forth in para. (1) of this section.
- 3) Withholding for unpaid wages and liquidated damages - the recipient shall upon its own action or upon written request of USDOL withhold or cause to be withheld, from any moneys payable on account of work performed by contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours & Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in para. (2) of this section.
- 4) Subcontracts - Contractor or subcontractor shall insert in any subcontracts the clauses set forth in this section and also a clause requiring the subcontractors to include these clauses in any



lower tier subcontracts. Prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in this section.

**DISADVANTAGED BUSINESS ENTERPRISE (DBE)**

Applicability – contracts over \$3,500 awarded on the basis of a bid or proposal offering to use DBEs.

- a. This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. The recipient’s overall goal for DBE participation is listed elsewhere. If a separate contract goal for DBE participation has been established for this procurement, it is listed elsewhere.
- b. The contractor shall not discriminate on the basis of race, color, religion, national origin or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this contract. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the municipal corporation deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).
- c. If a separate contract goal has been established, Bidders/offerors are required to document sufficient DBE participation to meet these goals or, alternatively, document adequate good faith efforts to do so, as provided for in 49 CFR 26.53.
- d. If no separate contract goal has been established, the successful bidder/offeror will be required to report its DBE participation obtained through race-neutral means throughout the period of performance.
- e. The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor’s receipt of payment for that work from the recipient. In addition, the contractor may not hold retainage from its subcontractors or must return any retainage payments to those subcontractors within 30 days after the subcontractor’s work related to this contract is satisfactorily completed or must return any retainage payments to those subcontractors within 30 days after incremental acceptance of the subcontractor’s work by the recipient and contractor’s receipt of the partial retainage payment related to the subcontractor’s work.
- f. The contractor must promptly notify the recipient whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of the recipient.

**DBE TRANSIT VEHICLE MANUFACTURER CERTIFICATION**

\_\_\_\_\_, a TVM,  
 (Name of Manufacturer)  
 hereby certifies that it has complied with the requirement of Section 26.49 of 49 CFR, Part 26 by submitting a current annual DBE goal to FTA. The goals apply to Federal Fiscal Year \_\_\_\_\_ (October 1, \_\_\_\_\_ to September 30, \_\_\_\_\_) and have been approved or not disapproved by FTA.  
 \_\_\_\_\_  
 (Name of Contract Vendor)  
 hereby certifies that the manufacturer of the transit vehicle to be supplied \_\_\_\_\_ has complied with the above referenced  
 (Name of Manufacturer)  
 requirement of Section 26.49 of 49 CFR Part 26.

MANUFACTURER	TITLE	
SIGNATURE	<i>Brian Beebe</i>	DATE

**ENERGY CONSERVATION**

Applicability – all Contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

Contractor shall comply with mandatory standards and policies relating to energy efficiency, stated in the state energy conservation plan issued in compliance with the Energy Policy & Conservation Act.

**FEDERAL CHANGES**

Applicability – all Contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

Contractor shall comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the purchaser and FTA, as they may be amended or promulgated from time to time during the term of the contract. Contractor's failure to comply shall constitute a material breach of the contract.

**FLY AMERICA REQUIREMENTS**

Applicability – all contracts involving transportation of persons or property, by air between the U.S. and/or places outside the U.S. These requirements do not apply to micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

Contractor shall comply with 49 USC 40118 (the "Fly America" Act) in accordance with General Services Administration regulations 41 CFR 301-10, stating that recipients and subrecipients of Federal funds and their contractors are required to use US Flag air carriers for US Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a US flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. Contractor shall include the requirements of this section in all subcontracts that may involve international air transportation.

**GOVERNMENT WIDE DEBARMENT AND SUSPENSION (NON-PROCUREMENT)**

Applicability – all contracts more than \$25,000.

The Recipient agrees to the following:

1. It will comply with the requirements of 2 C.F.R. part 180, subpart C, as adopted and supplemented by U.S. DOT regulations at 2 C.F.R. part 1200, which include the following: (a) It will not enter into any arrangement to participate in the development or implementation of the Project with any Third Party Participant that is debarred or suspended except as authorized by: 1 U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, 2 U.S. OMB, "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180, including any amendments thereto, and 3 Executive Orders Nos. 12549 and 12689, "Debarment and Suspension," 31 U.S.C. § 6101 note, (b) It will review the U.S. GSA "System for Award Management," <http://https.www.sam.gov,.proxy1.semalt.design> if required by U.S. DOT regulations, 2 C.F.R. part 1200, and (c) It will include, and require each of its Third Party Participants to include, a similar provision in each lower tier covered transaction, ensuring that each lower tier Third Party Participant: 1 Will comply with Federal debarment and suspension requirements, and 2 Reviews the "System for Award Management" at <http://https.www.sam.gov,.proxy1.semalt.design> if necessary to comply with U.S. DOT regulations, 2 C.F.R. part 1200.
2. If the Recipient suspends, debar, or takes any similar action against a Third Party Participant or individual, the Recipient will provide immediate written notice to the: (a) FTA Regional Counsel for the Region in which the Recipient is located or implements the Project, (b) FTA Project Manager if the Project is administered by an FTA Headquarters Office, or (c) FTA Chief Counsel.

CONTRACTOR / COMPANY NAME
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**NAME, TITLE AND SIGNATURE OF CONTRACTOR'S AUTHORIZED OFFICIAL:**

TYPE OR PRINT NAME	TITLE	
SIGNATURE <i>Brian Beebe</i>		DATE

**INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS**

Applicability – all contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

The preceding provisions include, in part, certain Standard Terms & Conditions required by USDOT, whether or not expressly stated in the preceding contract provisions. All USDOT-required contractual provisions, as stated in FTA Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The contractor shall not perform any act, fail to perform any act, or refuse to comply with any request that would cause the recipient to be in violation of FTA terms and conditions.

**LOBBYING**

Applicability – construction/architectural and engineering/acquisition of rolling stock/professional service contract/operational service contract/turnkey contracts over \$150,000.

Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104- 65 [to be codified at 2 U.S.C. § 1601, et seq.] - Contractors who apply or bid for an award of \$150,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

*This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.*

CONTRACTOR / COMPANY NAME
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**NAME, TITLE AND SIGNATURE OF CONTRACTOR'S AUTHORIZED OFFICIAL:**

TYPE OR PRINT NAME	TITLE	
SIGNATURE <i>Brian Beebe</i>		DATE

**NO GOVERNMENT OBLIGATION TO THIRD PARTIES**

Applicability – all contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

1. The recipient and contractor acknowledge and agree that, notwithstanding any concurrence by the US Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the US Government, the US Government is not a party to this contract and shall not be subject to any obligations or liabilities to the recipient, the contractor, or any other

party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

2. Contractor agrees to include the above clause in each subcontract financed in whole or in part with FTA assistance. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

### **PRE-AWARD AND POST DELIVERY AUDITS REQUIREMENTS**

Applicability – any rolling stock procurement.

49 U.S.C. 5323/49 CFR Part 663

The Contractor agrees to comply with 49 U.S.C. § 5323(l) and FTA's implementing regulation at 49 C.F.R. Part 663 and to submit the following certifications:

1. Buy America Requirements: The Contractor shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If the Bidder/Offeror certifies compliance with Buy America, it shall submit documentation which lists 1) component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and 2) the location of the final assembly point for the rolling stock, including a description of the activities that will take place at the final assembly point and the cost of final assembly.
2. Solicitation Specification Requirements: The Contractor shall submit evidence that it will be capable of meeting the bid specifications.
3. Federal Motor Vehicle Safety Standards (FMVSS): The Contractor shall submit 1) manufacturer's FMVSS self-certification sticker information that the vehicle complies with relevant FMVSS or 2) manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

### **PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS**

Applicability – all contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

1. Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC 3801 et seq. and USDOT regulations, "Program Fraud Civil Remedies," 49 CFR 31, apply to its actions pertaining to this project. Upon execution of the underlying contract, contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submittal, or certification, the US Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act (1986) on contractor to the extent the US Government deems appropriate.
2. If contractor makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submittal, or certification to the US Government under a contract connected with a project that is financed in whole or in part with FTA assistance under the authority of 49 USC 5307, the Government reserves the right to impose the penalties of 18 USC 1001 and 49 USC 5307(n)(1) on contractor, to the extent the US Government deems appropriate.
3. Contractor shall include the above two clauses in each subcontract financed in whole or in part with FTA assistance. The clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

### **PROMPT PAYMENT**

Applicability – all contracts except micro-purchases (\$3,500 or less, except for construction contracts over \$2,000).

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 30 days from the receipt of each payment the prime contract receives from the Recipient. The prime contractor agrees further to return retainage payments to each subcontractor within 30 days after the subcontractors work is satisfactorily completed. Any delay or

postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Recipient. This clause applies to both DBE and non-DBE subcontracts.

### **RECYCLED PRODUCTS**

Applicability – all contracts for items designated by the EPA, when the purchaser or contractor procures \$10,000 or more of one of these items during the current or previous fiscal year using Federal funds. The contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247.

### **TERMINATION**

Applicability – all Contracts more than \$10,000, except contracts with nonprofit organizations and institutions of higher learning, where the threshold is \$150,000.

- a. Termination for Convenience (General Provision) the recipient may terminate this contract, in whole or in part, at any time by written notice to contractor when it is in the recipient's best interest. Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. Contractor shall promptly submit its termination claim to the recipient. If contractor is in possession of any of the recipient's property, contractor shall account for same, and dispose of it as the recipient directs.
- b. Termination for Default [Breach or Cause] (General Provision) If contractor does not deliver items in accordance with the contract delivery schedule, or, if the contract is for services, and contractor fails to perform in the manner called for in the contract, or if contractor fails to comply with any other provisions of the contract, the recipient may terminate this contract for default. Termination shall be effected by serving a notice of termination to contractor setting forth the manner in which contractor is in default. Contractor shall only be paid the contract price for supplies delivered and accepted, or for services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the recipient that contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of contractor, the recipient, after setting up a new delivery or performance schedule, may allow contractor to continue work, or treat the termination as a termination for convenience.
- c. Opportunity to Cure (General Provision) the recipient in its sole discretion may, in the case of a termination for breach or default, allow contractor an appropriately short period of time in which to cure the defect. In such case, the notice of termination shall state the time period in which cure is permitted and other appropriate conditions. If contractor fails to remedy to the recipient's satisfaction the breach or default or any of the terms, covenants, or conditions of this Contract within ten (10) days after receipt by contractor or written notice from the recipient setting forth the nature of said breach or default, the recipient shall have the right to terminate the Contract without any further obligation to contractor. Any such termination for default shall not in any way operate to preclude the recipient from also pursuing all available remedies against contractor and its sureties for said breach or default.
- d. Waiver of Remedies for any Breach In the event that the recipient elects to waive its remedies for any breach by contractor of any covenant, term or condition of this Contract, such waiver by the recipient shall not limit its remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.
- e. Termination for Convenience (Professional or Transit Service Contracts) the recipient, by written notice, may terminate this contract, in whole or in part, when it is in the recipient's interest. If the contract is terminated, the recipient shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.
- f. Termination for Default (Supplies and Service) If contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension or if the contractor fails to comply with any other provisions of this contract, the recipient may terminate this contract for default. The recipient shall terminate by delivering to contractor a notice of termination specifying the nature of default. Contractor shall only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract. If, after termination for failure to fulfill contract obligations, it is determined that contractor

was not in default, the rights and obligations of the parties shall be the same as if termination had been issued for the recipient's convenience.

- g. Termination for Default (Transportation Services) If contractor fails to pick up the commodities or to perform the services, including delivery services, within the time specified in this contract or any extension or if contractor fails to comply with any other provisions of this contract, the recipient may terminate this contract for default. The recipient shall terminate by delivering to contractor a notice of termination specifying the nature of default. Contractor shall only be paid the contract price for services performed in accordance with the manner of performance set forth in this contract. If this contract is terminated while contractor has possession of the recipient goods, contractor shall, as directed by the recipient, protect and preserve the goods until surrendered to the recipient or its agent. Contractor and the recipient shall agree on payment for the preservation and protection of goods. Failure to agree on an amount shall be resolved under the Dispute clause. If, after termination for failure to fulfill contract obligations, it is determined that contractor was not in default, the rights and obligations of the parties shall be the same as if termination had been issued for the recipient's convenience.
- h. Termination for Default (Construction) If contractor refuses or fails to prosecute the work or any separable part, with the diligence that will insure its completion within the time specified, or any extension, or fails to complete the work within this time, or if contractor fails to comply with any other provisions of this contract, the recipient may terminate this contract for default. The recipient shall terminate by delivering to contractor a notice of termination specifying the nature of default. In this event, the recipient may take over the work and complete it by contract or otherwise, and may take possession of and use any materials, appliances, and plant on the work site necessary for completing the work. Contractor and its sureties shall be liable for any damage to the recipient resulting from contractor's refusal or failure to complete the work within specified time, whether or not contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by the recipient in completing the work. Contractor's right to proceed shall not be terminated nor shall contractor be charged with damages under this clause if:
- I. Delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of contractor. Examples of such causes include: acts of God, acts of the recipient, acts of another contractor in the performance of a contract with the recipient, epidemics, quarantine restrictions, strikes, freight embargoes; and
  - II. Contractor, within 10 days from the beginning of any delay, notifies the recipient in writing of the causes of delay. If in the recipient's judgment, delay is excusable, the time for completing the work shall be extended. The recipient's judgment shall be final and conclusive on the parties, but subject to appeal under the Disputes clauses. If, after termination of contractor's right to proceed, it is determined that contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if termination had been issued for the recipient's convenience.
- i. Termination for Convenience or Default (Architect & Engineering) the recipient may terminate this contract in whole or in part, for the recipient's convenience or because of contractor's failure to fulfill contract obligations. The recipient shall terminate by delivering to contractor a notice of termination specifying the nature, extent, and effective date of termination. Upon receipt of the notice, contractor shall
- I. immediately discontinue all services affected (unless the notice directs otherwise), and
  - II. deliver to the recipient all data, drawings, specifications, reports, estimates, summaries, and other information and materials accumulated in performing this contract, whether completed or in process. If termination is for the recipient's convenience, it shall make an equitable adjustment in the contract price but shall allow no anticipated profit on unperformed services. If termination is for contractor's failure to fulfill contract obligations, the recipient may complete the work by contract or otherwise and contractor shall be liable for any additional cost incurred by the recipient. If, after termination for failure to fulfill contract obligations, it is determined that contractor was not in default, the rights and obligations of the parties shall be the same as if termination had been issued for the recipient's convenience.
- j. Termination for Convenience or Default (Cost-Type Contracts) the recipient may terminate this contract, or any portion of it, by serving a notice of termination on contractor. The notice shall state whether termination is for convenience of the recipient or for default of contractor. If termination is for default, the notice shall state the manner in which contractor has failed to perform the

requirements of the contract. Contractor shall account for any property in its possession paid for from funds received from the recipient, or property supplied to contractor by the recipient. If termination is for default, the recipient may fix the fee, if the contract provides for a fee, to be paid to contractor in proportion to the value, if any, of work performed up to the time of termination. Contractor shall promptly submit its termination claim to the recipient and the parties shall negotiate the termination settlement to be paid to contractor. If termination is for the recipient's convenience, contractor shall be paid its contract closeout costs, and a fee, if the contract provided for payment of a fee, in proportion to the work performed up to the time of termination. If, after serving a notice of termination for default, the recipient determines that contractor has an excusable reason for not performing, such as strike, fire, flood, events which are not the fault of and are beyond the control of contractor, the recipient, after setting up a new work schedule, may allow contractor to continue work, or treat the termination as a termination for convenience.

**Schedule F – Affidavit for Driver Delivery**

**Full-size Vans with or without Lift**

Vehicles may be driven to the final delivery destination if the following conditions are met:

1. The drivers of the vehicles are correctly licensed and trained in proper vehicle operation.
2. The Contractor accepts all responsibility and liability for vehicles in transit.
3. The Contractor should sign the affidavit below and submit this with the bid.

The contractor accepts all responsibility and liability for vehicles in transit and guarantees the vehicles shall be transported in a safe, proper, and efficient manner.

I understand that the State and/or the Ordering Entity may cancel approval of this affidavit at any time during the contract if the contractor fails to meet the above obligations.



\_\_\_\_\_  
Signed

**12-27-22**

\_\_\_\_\_  
Date

**Commercial Sales Manager**

Title

**Hoekstra Transportation Inc.**

Contractor



# STATE OF MICHIGAN

Contract No. 230000000558

## Full-size Van Non-Lift and Lift Transit Buses

### SCHEDULE G EQUIPMENT CHECKLIST

I BODY SPECIFICATIONS				
		Item	Product Name and Model	Size, Material, and/or Type
A.		General design and construction	MobilityTRANS Ford Wagon	Conversion and upfit of 20' & 22' Ford Transit Wagons
B.		Interior – Color	Grey, Black	Quality Ford Wagon interior of Grey ABS with some black ABS insert panels.
C.		Flooring	Gerflor	Plywood subfloor with Gerflor Transit Flooring. All edges caulked.
D.		Gauges	Ford	Chassis item
E.		Fare box	Diamond	Model NV with additional vault
F.		Bumpers	Ford	Chassis item
G.		Mud Flaps and Splash Guards	Ford	4 top quality Ford mud flaps designed for Ford Transit vans inc. wider DRW models
H.		Towing	Ford	Rear tow eyes (hooks)
I.	1.	Undercoating	Dinitrol 447	Rubber and resin based auto-body protection agent. rust protection is achieved through zinc additives
	2.	Rustproofing	Ford	OEM chassis item
J.	1.	Interior mirrors	Ford	OEM chassis item
	2.	Sun visors	Ford	OEM chassis item
K.		Exterior Mirrors	Ford	OEM chassis item
L.	1.	Seats – Driver	Ford	OEM chassis item
	2.	Seats – Passenger	Ford / Freedman	Dr. & Frt. Bucket-Ford, rear of B pillar- Freedman Go-ES 3-point, Compliant fabrics and vinyl covers match MDOT buses

	3.	Seats – Fold-up	Freedman	Freedman Go-ES 3-point. Compliant fabrics and vinyl covers match MDOT buses
	4.	Seats – Flip-up	Freedman	Freedman Go-ES 3-point. Compliant fabrics and vinyl covers match MDOT buses
<b>M.</b>		Interior lighting – LED	Ford	OEM Chassis Item
<b>N.</b>		Exterior lighting - LED	Ford	Ford OEM. LED not specified.
<b>O.</b>	1.	Heating / ventilating – Front System	Ford	OEM chassis item. Access port under hood
	2.	Heating / ventilating – Rear System	Ford	OEM chassis item. Access port under hood
<b>P.</b>		Windows	Ford	OEM chassis item
<b>Q.</b>		Paint	Ford	Ford OEM base and optional colors.
<b>R.</b>		Lift (platform type)	Braun	Rear only Braun 1000lb 37x54 Century 2 With Hand Belt
<b>S.</b>		Type II Lift 800#	Braun	Braun Century II 800LB Lift or Millenium
<b>T.</b>		Folding Platform Lift 800#	Braun	Vista
<b>U.</b>		Alternate Lift Manufacturer	Ricon	Titanium S, Titanium K, Klearview, S model

<b>II WHEELCHAIR SECUREMENT AREA</b>				
		<b>Item</b>	<b>Product Name and Model</b>	<b>Size, Material, and/or Type</b>
<b>A.</b>		Wheelchair securement	Qstraint – 8100A1-L	L-track Securment system
<b>B.</b>		Wheelchair restraints	Qstraint	Retractable Shoulder Harness with lapbelt
<b>C.</b>		Recessed Wheelchair Securement System	Qstraint ONE	four-point, recessed wheelchair securement station composed of a securement platform and an integrated three-point retractable lap and shoulder occupant restraint with height adjuster
<b>D.</b>		Restraint storage system	Q-Straint / MobilityTr ans	Under seat storage system, Pouch, or Aluminum storage boxes
<b>III CHASSIS SPECIFICATIONS</b>				

		<b>Item</b>	<b>Class I Product Name/Mod el, Size, Material and/or Type</b>	<b>Class II Product Name/Mo del, Size, Material and/or Type</b>	<b>Class III Product Name/Mod el, Size, Material and/or Type</b>	<b>Class IV Product Name/Mod el, Size, Material and/or Type</b>
<b>A.</b>		Chassis	n/a	n/a	Ford Transit	Ford Transit
<b>B.</b>		Tilt Wheel/Power Steering	n/a	n/a	Ford OEM	Ford OEM
<b>C.</b>		Wheelbase(s)	n/a	n/a	148"	148"
<b>D.</b>		Engine - Gas	n/a	n/a	3.5L	3.5L
<b>E.</b>		Transmission	n/a	n/a	10 Speed	10 Speed
<b>F.</b>		Alignment	n/a	n/a	Done after conversion at MobilityTr ans	Done after conversion at MobilityTr ans
<b>G.</b>	1.	Gross Vehicle Weight Rating (GVWR)	n/a	n/a	9,000 to 9250 GVWR	10,360 GVWR
	2.	Front axle rating	n/a	n/a	4130	4130
	3.	Rear axle rating	n/a	n/a	5730	6720
<b>H.</b>		Differential	n/a	n/a	3.73	4.10
<b>I.</b>		Battery	n/a	n/a	70 amp hour, dual batteries included when a wheelchai r lift is ordered	70 amp hour, dual batteries included when a wheelchai r lift is ordered
<b>J.</b>		Battery Cables and Grounds	n/a	n/a	Ford OEM	Ford OEM
<b>K.</b>		Alternator	n/a	n/a	220 Amp	220 Amp
<b>L.</b>		Engine Fast Idle	n/a	n/a	Intermotiv e	Intermotiv e
<b>M.</b>		Brakes	n/a	n/a	4-wheel disc	4-wheel disc
<b>N.</b>		Fuel tank capacity	n/a	n/a	25 Gallon	25 Gallon
<b>O.</b>		Hazard flashers	n/a	n/a	Ford	Ford
<b>P.</b>		Shock absorbers	n/a	n/a	Ford gas shocks	Ford gas shocks

<b>Q.</b>	1.	Suspension - Front	<b>n/a</b>	<b>n/a</b>	<b>Independent MacPherson Strut</b>	<b>Independent MacPherson Strut</b>
	2.	Suspension - Rear	<b>n/a</b>	<b>n/a</b>	<b>Solid axle, multi leaf spring, gas filled shock absorbers</b>	<b>Solid axle, multi leaf spring, gas filled shock absorbers</b>
<b>R.</b>		Stabilizer	<b>n/a</b>	<b>n/a</b>	<b>Front stabilizer bar</b>	<b>Front stabilizer bar</b>
<b>S.</b>		Wheels	<b>n/a</b>	<b>n/a</b>	<b>Steel, silver</b>	<b>Steel, silver</b>
<b>T.</b>		Tires	<b>n/a</b>	<b>n/a</b>	<b>All-season steel belted radials</b>	<b>All-season steel belted radials</b>
<b>U.</b>		Spare Tire – Steer Axle	<b>n/a</b>	<b>n/a</b>	<b>Std. matching spare fits both axles</b>	<b>Std. matching spare fits both axles</b>
<b>V.</b>		Spare Tire – Drive Axle	<b>n/a</b>	<b>n/a</b>	<b>Std. matching spare fits both axles</b>	<b>Std. matching spare fits both axles</b>
<b>W.</b>		Drive shaft	<b>n/a</b>	<b>n/a</b>	<b>Ford with Ford OEM guard</b>	<b>Ford with Ford OEM guard</b>
<b>X.</b>		Wipers / Horn	<b>n/a</b>	<b>n/a</b>	<b>Ford, Int. wipers with dual horn</b>	<b>Ford, Int. wipers with dual horn</b>
<b>Y.</b>		Radiator and cooling system	<b>n/a</b>	<b>n/a</b>	<b>Inc's transmission cooler, 583 sq. in. radiator, 21,6 fins per sq. in, 12.4 quart capacity, twin</b>	<b>Inc's transmission cooler, 583 sq. in. radiator, 21,6 fins per sq. in, 12.4 quart capacity, twin</b>

					electric fans	electric fans
<b>Z.</b>		Fluids	n/a	n/a	Use only Ford recommended fluids outlined in Owner's manual.	Use only Ford recommended fluids outlined in Owner's manual.
<b>AA.</b>		Engine Cover/Trim	n/a	n/a	Form OEM, ABS with cupholder	Form OEM, ABS with cupholder
<b>BB.</b>		Exhaust system	n/a	n/a	Ford Stainless Steel	Ford Stainless Steel

<b>IV</b>		<b>OTHER ITEMS</b>			
		<b>Item</b>	<b>Product Name and Model</b>	<b>Size, Material, and/or Type</b>	
<b>A.</b>	1.	Safety – Fire extinguisher	<b>New Life, 1014509</b>	<b>5 pounds, refillable</b>	
	2.	Safety – Reflective triangles	<b>New Life, 1013303</b>	<b>3 triangles with box</b>	
	3.	Safety – Reverse alarm	<b>Ford OEM 102db</b>	<b>Chassis item</b>	
	4.	Safety-Rear door alarm	<b>MobilityTRANS</b>	<b>Installed in-house</b>	
	5.	Safety- Exterior height (clearance) decal	<b>H.D. Premium grade vinyl</b>	<b>Height will be shown</b>	
	6.	Safety-Lift interlock system	<b>Intermotive</b>	<b>ILIS</b>	
	7.	Safety-Warning/engine shutdown system (if equipped)	<b>Ford OEM</b>	<b>Chassis item</b>	
	8.	Safety-Headlight control	<b>Ford OEM</b>	<b>Chassis item</b>	
	9.	Lift circuit breaker	<b>Braun</b>	<b>80 amp</b>	
	10	12-volt power point	<b>Ford OEM</b>	<b>Chassis item</b>	
	11	Wire coding and harnesses	<b>MobilityTRANS</b>	<b>Color keyed and labeled</b>	
	12	Electrical panel	<b>Ford OEM</b>	<b>Under dash</b>	
	13	Wiring support	<b>Ford OEM. Other wiring loomed and R-clipped every 18”</b>	<b>Ford OEM or sized per equipment mfg. guidelines</b>	

	14	Wiring grounds and capacity	Ford OEM and MobilityTRANS	Wiring grounded & sized per equipment mfg. guidelines
	15	Constant run solenoid	Ford OEM	Chassis item
	16	Circuit capacity & function	Ford OEM and MobilityTRANS	Capacities determined by Ford or equipment manufacturer
	17	Wiring protection	Ford OEM and MobilityTRANS	Ford OEM, equipment manufacturer or in-line fuses
	18	Wiring routing	Ford OEM and MobilityTRANS	Headliner or sidewalls
	19	Wiring connections	Ford OEM and MobilityTRANS	OEM, or Molex
<b>V</b>	<b>EQUIPMENT OPTIONS</b>			
<b>A.</b>		Alternate Adjustable Seating and Floor System	I – Fenton Mobility, II – AMF, or Qstraint.	I – Abilitrax, II – Smart Floor, or Omni Floor
<b>B.</b>		Alternate Lift with Power Sliding Side Door	Fenton Mobility & Ford	Shift N Step, includes ford OEM Power sliding door (when available again) Must add wheelchair lift
<b>C.</b>		Power Sliding Side Cargo Door	Ford	OEM
<b>D.</b>		Emergency Roof Exit	Transpec – T1976	Includes hatch ajar light on dashboard
<b>E.</b>		Emergency Egress Window Option with Privacy Tinted Windows	Ford	OEM
<b>F.</b>		Cross View Mirror	Rosco	Mounted on front right fender
<b>G.</b>		Destination Sign - LED	Transign	Front and side w/ OCU.

Hoekstra Transportation Inc.

<b>H.</b>		Handrails, stanchions	<b>MobilityTRANS/ Bentech</b>	<b>LH and RH sides included, Yellow</b>
<b>I.</b>		Donation box (in lieu of standard farebox – deduct)	<b>Diamond</b>	<b>5x5x5 Mounted</b>
<b>J.</b>		Running Boards	<b>MobilityTrans</b>	<b>10” Punched/ slip resistant stainless steel</b>
<b>K.</b>		Farebox	<b>Diamond NV</b>	<b>Lighted, Mounted, with extra vault.</b>
<b>L.</b>		Farebox Electrical Prep Only (less standard farebox- deduct)	<b>MobilityTrans</b>	<b>16ga ignition, and ground routed to rear of drivers seat with 5’ excess.</b>
<b>M.</b>		Limited Slip Differential	<b>Ford</b>	<b>3.73 for class III, 4.10 for class IV</b>
<b>N.</b>	1.	Paint - Different Full body	<b>Ford</b>	<b>10 OEM colors to choose from</b>
	2.	Reflective 6” Vinyl Belt Stripe	<b>3M</b>	<b>6” vinyl stripe located just above black ford oem horizontal trim.</b>
<b>O.</b>	1.	Lift – Type II – 800# Capacity, Powered outer barrier (in lieu of standard lift)	<b>Braun</b>	<b>Braun Century II 800LB Lift or Millenium</b>
	2.	Lift - Folding Platform 800# Capacity (in lieu of standard lift)	<b>Braun</b>	<b>Vista</b>
	3.	Alternate Standard Lift Manufacturer	<b>Ricon</b>	<b>Titanium S, Titanium K, Klearview, S model</b>
<b>P.</b>	1.	Wheelchair Single Point Securement System (in lieu of one standard L-Track position)	<b>Qstraint – QRT 360</b>	<b>Slide n Click WC18 compliant</b>
	2.	Additional Wheelchair Position – L Track System	<b>Qstraint – 8100A1-L</b>	<b>LTRACK includes retractable shoulder harness</b>

	3.	Additional Wheelchair Position – Single Point System	<b>Qstraint – QRT 360</b>	<b>Slide n Click WC18 compliant</b>
<b>Q.</b>		Two-way radio prep package	<b>MobilityTrans</b>	<b>Includes Laird Antenna, cable, 16ga battery, ground, and ignition routed to floor near engine cover.</b>
<b>R.</b>	1.	Radio - AM/FM stereo system w/ six speakers	<b>Ford</b>	<b>Chassis item</b>
	2.	Public Address System Only w/ two speakers	<b>REI</b>	<b>Includes 2 standalone speakers.</b>
<b>S.</b>		Entrance Stepwell Heater (Bi-fold Entrance Door Only)	<b>Lighthouse – Warmwelcome</b>	<b>Includes light in dash to indicate operation.</b>
<b>T.</b>		Bi-fold Entrance Door	<b>MobilityTRANS</b>	<b>A &amp; M electric door and motor, exterior key switch, driver button, 9” high and deep covered steps. LED step lamp, RH &amp; LH yellow handrails, retains safety side curtain airbags, composite exterior door surround</b>
<b>U.</b>		Handrails & Stanchions	<b>MobilityTrans</b>	<b>Yellow Left and Right hand entry.</b>
<b>V.</b>	1.	Seats – Rear Five Place Passenger	<b>Freedman GOES single seat.</b>	<b>3pt. D90 vinyl or cloth,</b>
<b>W.</b>	2.	Seats - Forward Facing Standard Double Seat	<b>Freedman GOES double fixed seat</b>	<b>3pt. D90 vinyl or cloth,</b>



	3.	Seats – Forward Facing Double Fold-A-Way	<b>Freedman GOES double Fold-A-Way seat</b>	<b>3pt. D90 vinyl or cloth,</b>
	4.	Seats – Double Flip-Up	<b>Freedman Featherweight</b>	<b>Aisle facing only. D90 vinyl or cloth</b>
	5.	Seats- Double w/Single Integrated Child Seat (ICS)	<b>Freedman Caregiver.</b>	<b>3pt. D90 vinyl or cloth. Grab handles NA on Child Seat.</b>
	6.	Seats- Double w/Double Integrated Child Seat (ICS)	<b>Freedman Caregiver.</b>	<b>3pt. D90 vinyl or cloth. Grab handles NA on Child Seat.</b>
<b>X.</b>		Driver's Power Seat Base ( <del>Class One</del> )	<b>Ford</b>	<b>Chassis Item.</b>
<b>Y.</b>	1.	Alt Engine – Propane	<b>Blossman</b>	<b>Installed by a Blossman installer 21GGE</b>
	2.	Alt Engine – CNG	<b>A-1</b>	<b>Installed by A-1 in Elkhart IN 21GGE</b>
	3.	Alt Engine – Diesel	<b>NA</b>	<b>NA</b>
	4.	Battery Electric Propulsion	<b>Ford</b>	<b>OEM - 198-kilowatt battery until larger battery becomes available. 8 year/ 100K Mile warranty.</b>
<b>Z.</b>		Back-Up Sensor System	<b>Ford OEM</b>	<b>Chassis Item</b>
<b>AA.</b>	1.	Video Surveillance – Two Camera System	<b>REI, Safety Vision</b>	<b>2 cameras , 10 locations to chose from.</b>
	2.	Video Surveillance - Four Camera System	<b>REI, Safety Vision</b>	<b>4 cameras , 10 locations to chose from.</b>
	3.	Video Surveillance - Six Camera System	<b>REI, Safety Vision</b>	<b>6 cameras , 10 locations to chose from.</b>
	4.	Video Surveillance - DVR System Upgrade	<b>REI, Safety Vision</b>	<b>Larger DVR</b>

	5.	Video Surveillance – Extra Interior Cameras	REI, Safety Vision	Match cameras from package ordered
	6.	Video Surveillance – Extra Exterior Cameras	REI, Safety Vision	Match cameras from package ordered
	7.	Video Surveillance Preparation Package	REI, Safety Vision	Cables routed to specified location to be chosen by ordering agency.
<b>BB.</b>		Bike Rack	Byk Rak B4032DN	2 position Stainless Steel Bike Rack mounted to front of van . Overrides front collision avoidance System.
<b>CC.</b>		Rear HVAC without Rear OEM Heat and A/C	Twin Air	Twin Air Stand-Alone Heat/Cool Floor Mount - 45K BTU Heat/35K BTU Cool With Booster Pump
<b>DD.</b>		Cruise Control	Ford	Chassis Item
<b>EE.</b>		Overhead Compartment	Ford	Chassis Item
<b>VI</b>	<b>EXCEPTIONS - List all exceptions in the space below:</b>			
<p><b>We are pleased to offer this proposal with NO EXCEPTIONS</b></p>				
<b>VII</b>	<b>BIDDER COMMENTS</b>			
<ol style="list-style-type: none"> <li>1. The current Ford Motor Company GPC and Mobility Concession of \$1000 is included in the pricing of our bid.</li> <li>2. Our pricing includes the .75% admin fee required by this RFP.</li> </ol>				

3. The Farebox(s), Donation Box and Farebox Prep have all been priced out individually as there is no “standard farebox” to deduct from.
4. The pricing of the LIFT options include more than just the lift. We have included all of the options needed to become an ADA accessible vehicle from the fully seated base vehicles in the LIFT costs. These include: Wheelchair Lift, Fast Idle/Interlock, ADA Decals, ADA lighting, lift circuit, etc.
5. The Alternate Lift Manufacture price is in addition to the customers lift style choice giving them flexibility on the type they want.
6. We have priced both L style and Single Point style restraints as there are no standard restraints in the base. The “in lieu of” is simply the cost difference between the two.
7. The AM/FM Stereo and Speakers are Standard and thus no additional cost.
8. Selecting the electric power plant option requires the selection of options including but not limited to an alternative floor system, Ford’s E-transit van model(s) and the non-availability of certain options such as the bi-fold door.
9. Due to the wide range of distances and possibilities, the extended purchasing program that is open to states & entities other than those within the State of Michigan will require the negotiation of transportation/delivery charges. Delivery is included in pricing for any eligible Michigan agency.
10. Note: Diesel engine not available from Ford Motor Co. Bid as N/A
11. In an effort to provide choices for camera systems, we have bid the two most popular systems in Michigan at equal costs. If an agency wishes to have another brand, we can provide them, but they will have to cover the difference in price if there is one.
12. Currently (as of 1-5-23) Power Doors and Cruise Ctrl are options Ford has advised NOT to order due to supply chain issues and that it will delay order fulfillment indefinitely. We will advise when these issues resolve, and Ford once again will accept the order options. We have provided pricing for when they are once again available.