

MORONGO BASIN TRANSIT AUTHORITY

ADDENDUM NO. 2

**To Vehicle Specifications
Vehicle RFP #09-02
Date Issued: 120409**

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

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

MBTA revises and reissues Vehicle Specifications document as follows:

1. MBTA revises to Section 7.3 (a), page 20 allowance for stainless steel strap style hinge.
2. MBTA revises and amends Section 8.4 (c) as follows: A secured container shall be provided to store straps, pads and assemblies. The container shall be recessed in the center front cap portion of the vehicle or positioned over the driver's area with a hinged lockable door or with a thumb latch at buyers option. The container must be sealed and not have any exposed wires, protrusions or sharp edges. If there is a destination sign installed access to the area as noted is required. Cooperative must approve final design.
3. MBTA amends Section 2.2, page 5 requesting electronic and hard copy version of Altoona test report be provided.
4. MBTA amends Section 2.2, page 5 adding: Offerors may not offer buses using the FTA's demonstrator/prototype model test exemption for five (5) or less vehicles for sale under this contract.
5. Revision Section 9.0, page 25 (vehicle specs). Line added to identify make and model proposed.
6. Section 2.2, page 5: MBTA allows Class A vehicles to be Altoona tested for 4-years, 100,000 miles.
7. Section 4.9, page 8: Class A vehicles are not included in the requirement referencing tire carrier.
8. Revision to Section 5.91, page 15: Other available adhesives approved in writing by Altro for this application may be proposed.
9. Clarification Section 6.2, (a), page 15: 12" measurement is from top of step.
10. Section 6.6, page 17: MBTA accepts as approved equal "Expanded polystyrene insulation 1" thick in sidewall, 1.5" thick in ceiling.

11. Section 6.9, page 17 is revised: The entire underside of the body including floor members, side panels below floor level (if metal), and fender wells shall be undercoated, at the time of manufacture, with a nonflammable resin type polyoleim undercoating for bus applications.
12. Section 6.95 MBTA accepts as equal for Class A vehicle: Trans/Air TA712 Super with 10 CID compressor, TA71 Evaporator and SMC2L condenser.
13. Section 7.3, page 20 MBTA accepts as equal: steel tube for the bus body frame that accepts the drop inwheel chair door assembly. The door assembly is constructed of corrosion resistant aluminum extrusion frame that is welded together at all corners. It has stainless steel continuous hinges riveted to both sides that hold the door leaf panels. The frame and hinges are powder coat painted white. The door leaf panels are constructed of an aluminum tubular steel perimeter frame, aluminum exterior and plastic exterior panels all trimmed with aluminum C channel.
14. Section 8.5,(f), page 22, MBTA accepts as modification to exhaust installation specified on Type A vehicles, routing exhaust pipe straight out the rear on Ford Type A buses due to the added cross member supplied by Ford on the 2010 E-350 chassis.
15. MBTA clarifies Section 10.0 (u), page 26 and requests REI Buswatch model 70134, no spare hard drive 4 camera installed DVR system.
16. MBTA adds to Section 10.0 (v), page 26 to request touch tape at wheelchair lift.
17. MBTA clarifies Section 10.0 (aa), page 26: Bike rack to propose is to be painted black, propose least expensive Sportworks 2-bicycle capacity rack available.
18. Revision MBTA adds detail to options request in Section 10.0 (ff), page 26: Apollo MR-4, installed with 4 cameras. No spare hard drive.
19. MBTA clarifies Section 1.0, page 4: ISO 9001 certification is a requirement that MBTA will not delete. Proposer may provide documentation to the Cooperative prior to delivery of the first vehicle sold under this contract. Failure to do so will result in nullification of award.
20. MBTA accepts as equal for hybrid buses only: Sadem DM-8 compressor.
21. Section 7.3, (a), page 20: MBTA accepts as equal 1" aluminum tube in lieu of steel tube.
22. Attachment A-1, section 6.6, page 12: MBTA accepts as equal ABS plastic flares in lieu of stainless steel.
23. Attachment A-1, section 7.1, (b) page 14: MBTA accepts substitution of one piece seat and base.
24. Attachment A-1, section 7.1, (g) page 15: MBTA accepts as equal, OEM rear seat level with retractable foot rests in lieu of 20" cushion height.
25. Attachment A-2, Section 5.26 page 10 (low floor buses): MBTA will allow substitution of #2 gauge grounds. Allows for deletion of third ground on low floor vehicles proposed that don't require a separate hydraulic pump.
26. Attachment A-2, Section 6.1 page 15 (low floor buses): MBTA allows service access via a removable panel.
27. Attachment A-2, Section 6.1 page 15 (low floor buses) MBTA revises specification as follows: Running board shall be a minimum of 6.5" at front and maximum of 12" at rear.