
Capital Area Transportation Authority

PURCHASE OF USED 30-FOOT TRANSIT BUS

Request for Proposal Project # 2017-103

SCHEDULE OF ACTIVITIES

RFP Released:	February 1, 2017
Written Questions from Vendor / Approved Equal Submissions Due to CATA:	February 15, 2017 @ 2PM (E.S.T.)
Pre-Proposal Meeting (optional):	N/A
CATA's Responses to Questions Released:	February 20, 2017
Number of Proposals and Due Date:	Submit (5) proposal copies and (1) electronic ("PDF") copy on CD/DVD or flash drive by 2:00 P.M. on March 2, 2017 (E.S.T.)
Anticipated Award Date:	April 2017

Released on: February 1, 2017

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Capital Area Transportation Authority

Purchase of Used 30-Foot Transit Bus

Request for Proposal Project #2017-103

SECTION I: PROCUREMENT PROCESS

I-A Issuing Office

This Request for Proposal (“RFP”) is issued by Capital Area Transportation Authority (“CATA”), 4615 Tranter Street, Lansing, MI 48910.

All communications regarding this project during the procurement process must be in writing and addressed to CATA’s Purchasing & Contracts Manager:

Ms. Susan Holmes
Purchasing & Contracts Manager
Capital Area Transportation Authority
4615 Tranter Street
Lansing, MI 48910
E-mail: sholmes@cata.org

I-B Project Management

The person designated to perform as CATA’s Project Manager ***AFTER AWARD*** of the Project is named below. **This person is not to be contacted by respondents prior to award.** The only CATA contact during the RFP process is CATA’s Purchasing & Contracts Manager named above.

Mr. Steve Lewis
Maintenance Director
Capital Area Transportation Authority
4615 Tranter Street
Lansing, MI 48910

I-C Project Oversight

The oversight of this CATA Project is the responsibility of the CATA Project Manager, or his designee, named in Project Management Section above.

The Contractor will be required to work with CATA staff and service agencies as directed by CATA throughout the duration of the Contract and attend Progress Meetings as required by the CATA Project Manager.

I-D Incurring Costs

CATA is not liable for any cost incurred by any party prior to signing of a contract with that party and then only upon written authorization from CATA to proceed with the project.

I-E Contract Term

The term of the contract will commence upon the date on which it is signed by the last Contracting Party and continue until project completion, including the satisfactory delivery / acceptance of the bus to the CATA facility. The price submitted will remain fixed for any Purchase Orders issued by CATA within a one (1) year period of contract commencement.

I-F Type of Contract

The award of this solicitation will result in a **Fixed Price Contract**.

I-G Questions/Changes to the RFP

It is the desire of CATA to provide the same information to all interested parties to ensure fairness and impartiality in the procurement process. **To that end, CATA will not respond to telephone inquiries or personal visits.** Visitation by respondents or their representatives may be made to CATA only at the pre-proposal meeting, if held. All questions are to be submitted in writing. ***Submit written questions (via U.S. postal service, e-mail, or fax) to the CATA Purchasing & Contracts Manager at the address indicated in Section I above no later than the date and time indicated on the Schedule of Activities above.*** Any changes made to this RFP, in response to the questions or concerns raised in any scheduled pre-proposal meeting or through correspondence received by CATA prior to the pre-proposal meeting, will be put in writing to all firms attending any scheduled pre-proposal meeting or otherwise indicating an interest in this project by the date stated on the above *Schedule of Activities* page. No changes will be made in the RFP after such changes/answers are distributed.

I-H Pre-Proposal Meeting

Not Applicable.

I-I Proposals

To be considered for award, each respondent must submit a complete response to the RFP, using the designated format (if any) and accepting the requirements of Sections II and III below. Proposals are to be submitted only to CATA. No other distribution of proposals is to be made. An official authorized to bind the respondent to the proposal must sign the proposal in ink. Submission of a proposal shall bind the respondent to all provisions of the proposal, including costs, for a period extending not less than one hundred eighty (180) days following the Proposal Due Date, which is stated in the *Schedule of Activities* above. Submit the number of proposal copies per the directions indicated on the *Schedule of Activities* page above. Proposals, including price sheets, must be submitted to CATA by the time and date set as the Proposal Due Date indicated on the *Schedule of Activities* page above. The respondent is solely responsible for the timely delivery of the proposal to CATA. Except as provided below, late proposals will not be considered.

The Proposal shall contain a cover letter signed by a person authorized to bind the Proposer (i) agreeing that the Proposal shall remain valid for not less than 180 days (as extended in the event of a Protest) and (ii) providing a name, physical address, and email address of such person who is administering the Proposal, who has authority to bind the Proposer and to whom CATA may submit notices and writings regarding this RFP. It is to this person and at this email address that CATA will provide notices and other matters regarding this RFP.

In addition, all Proposers are required to provide a "Statement of Compliance" stating they have read, understand, are in agreement and will comply with CATA's Standard Terms and Conditions, attached to this solicitation as **Appendix A**.

Submission of Proposals

The Proposer must submit its Proposal, which must be received by CATA no later than the date and time specified in *Schedule of Activities* on the RFP_cover page. The envelope containing the Proposal must be marked with the RFP number and title as set forth on the cover page of this RFP.

Proposals may be hand delivered, mailed or sent via a reputable national courier (such as UPS or Fed-Ex). All Proposals must be delivered to the following address:

Capital Area Transportation Authority
Attn: Purchasing & Contracts Department
4615 Tranter Street
Lansing, Michigan 48910

and **must be received** by CATA by the date and time set forth in the *Schedule of Activities* of the Proposal Cover Page. For example, a postmark date on a mailed Proposal will not be considered as being "received".

If a Proposal is hand delivered, it must be delivered to the front desk at the above address. In such an event, the Proposer or its agent should request a verification receipt to prove that the submission of its Proposal was timely.

Any Proposal not timely received may, in CATA's sole and absolute discretion, be rejected.

Late proposals which are received after the Proposal Due Date may be considered, if the respondent establishes to CATA's satisfaction within five (5) days of the Proposal Due Date that the delay was due to an independent event outside the control of respondent, such as acts of God or the public enemy, war, national emergency, labor strikes, the failure of the U. S. Postal Service to deliver first-class, registered, or certified mail within five (5) days, or the failure of a national courier service recognized by CATA to deliver as guaranteed or specified. CATA will require documentation to excuse late delivery, including, but not limited to, signed statements or affidavits, postmarks, original postal receipts, courier receipts, and shipment tracking logs in a form satisfactory to CATA. All proposals submitted in response to this RFP will become the property of CATA and will not be returned to the respondent.

I-J Acceptance of Proposal Content

The contents of this RFP, its attachments, and the proposal will become contractual obligations if a contract ensues. Failure of the successful respondent to accept these obligations may result in elimination of the respondent from the selection process.

I-K Economy of Presentation

Each proposal should be prepared simply and economically, providing a straightforward, concise description of the respondent's ability to meet the requirements and objectives of this RFP. Emphasis should be on completeness and clarity of content.

I-L Primary Contractor Responsibilities

The selected contractor will be required to assume responsibility for all services offered in its proposal whether or not the contractor performs them. Further, CATA will consider the selected respondent to be the sole point of contact with regard to contractual matters, including payment of any and all charges resulting from the contract. If any part of the work is to be subcontracted, the prime contractor must provide a complete description of work subcontracted and descriptive information about the subcontractor's organization, capabilities, and Certified Disadvantaged Business Enterprise ("DBE") and Small Business Enterprise ("SBE") status. The prime contractor is totally responsible for adherence by the subcontractors to all provisions of the contract. DBE firm's and subcontractor's FTA and DBE certifications must be included in the proposals. All subcontractors must be included in the proposal

with descriptions of the firms' qualifications and the qualifications of the key individuals assigned to this project. All subcontractors are subject to CATA review and written approval prior to their participation in the project.

I-M Selection Criteria

Responses to this RFP will be evaluated based upon the following factors as presented in the respondent's proposal. These are not listed in order of importance:

- 1) Method of Approach to the Scope of Work as described in the proposal.** Quality of information submitted in the proposal based on completeness, relevance, conciseness and organization of materials presented.
- 2) Capability and qualifications of the prime firm and all subcontractors.** This addresses distribution of staff time to the project, the respondent's past record of performance.
- 3) Understanding of the Problem and Objectives.** As stated in the proposal and demonstrated by the written description of the project in the proposal.
- 4) Demonstrated ability to complete the project on time and on budget.** Respondents must demonstrate experience, ability and willingness to work with CATA and provide evidence of successful engagements elsewhere with other customers on similar projects.
- 5) Price.**
- 6) Overall Evaluation.** Overall evaluation of the proposal and the vendor, including with respect to the vendor, satisfactory references, legal status and compliance, experience with other projects and procurements, and other matters of concern as outlined above.

CATA will evaluate proposal criteria on a best value basis which considers both price and the above technical factors to determine the offer that is most advantageous and presents CATA with the best overall value.

The cost basis for the proposal will be used to evaluate the price proposal. Price will be evaluated in comparison to the above technical factors in the group.

Respondents may be required to update their proposals in writing if clarification or additional information is needed. Inquiries may be made of Respondents concerning their proposals. At any time during this process, CATA reserves the right to re-bid, award, or cancel the project, as CATA determines.

Each contractor should make every effort to include Disadvantaged Business Enterprises in this project. CATA has a Disadvantaged Business Enterprise goal of 1%.

I-N Oral Presentation

Those Respondents deemed by CATA to be most responsive to the needs of CATA may be asked to make oral presentations to CATA. These presentations provide an opportunity for the Respondent to clarify the proposals through mutual discussion. This is not a time to simply review the contents of the proposal, but to present to CATA your approach to this project. If oral presentations are held, Respondents will be notified of the date of the presentations and the time allowed.

I-O Selection Process

CATA may select a comparative range of proposals for further negotiations and discussions. This will be based upon sufficient analysis of technical factors and cost/price to identify those proposals that may not be competitive or those where technical or cost/price elements need to be addressed as part of the negotiation process. All those Respondents that are determined to be within the competitive range may be invited to participate in oral and/or written discussions and in further negotiations regarding their proposals. All firms within the competitive range will have equal participation in the discussions and negotiations. CATA's goal is to obtain final and best offers from each of the firms from which it may then make a selection for final negotiations and the procurement award.

The final selection shall be made on a best value basis at the conclusion of negotiations and be based upon evaluation of the best and final offers, unless a determination has been made instead to make an award on the basis of initial proposals without conducting discussions.

I-P Reservation of Rights

CATA reserves its rights to cancel, amend, or reissue this RFP or the Project at any time and may cancel any award pursuant to this RFP or seek amended or new proposals as CATA deems necessary.

CATA further reserves the right to:

- Reject all proposals and re-solicit or cancel the RFP, if deemed by CATA to be in its best interest to do so;
- Enter into a contract with any Respondent, based upon the initial proposal, or on the basis of a Best and Final offer, with or without conducting written or oral discussions;
- Award a contract to a Respondent other than the Respondent that submitted the lowest price proposal.

I-Q Independent Price Determination

By submission of a proposal, the respondent certifies or, in the case of a joint proposal, each party thereto certifies as to its own organization, in connection with this proposal:

- The prices in the proposal have been determined independently and without consultation, communication, or agreement for the purpose of restricting competition as to any matter relating to such prices with any other respondent or with any competitor.
- Unless otherwise required by law, the prices that have been quoted in the proposal have not been knowingly disclosed by the respondent prior to award directly or indirectly to any other respondent or to any competitor.
- No attempt has been made or will be made by the respondent to induce any other persons or firm to submit or not submit a proposal for the purpose of restricting competition.

Each person signing the proposal certifies that she/he:

- Is the person in the respondent's organization responsible within that organization for the decision as to the prices being offered in the proposal and has not participated (and will not participate) in any action contrary to the requirements indicated in the bullets above.
- Is not the person within the respondent's organization responsible for the decisions as to the pricing being offered in the proposal but has been authorized, in writing, to act as an agent for the persons responsible for such a decision and certifying that such persons have not participated (and will not participate) in any action contrary to the requirements indicated in the bullets above.

I-R Pricing & Payment

Pricing proposals are to include the following:

- Complete delivered pricing for the vehicle type as described in Section 2. This price will remain fixed for any order issued by CATA within a one (1) year period of contract award.
- Payment shall be made as follows: 80% upon delivery of the completed vehicle to the CATA facility; 20% upon full acceptance. Acceptance shall be made within 10 days of the receipt of the vehicle, **providing the vehicle meets CATA specification compliance and passes CATA's acceptance inspection.**

I-S Proposals Exceeding \$100,000

If the amount of any Proposal in response to this RFP exceeds \$100,000, then FTA regulations require CATA to obtain a properly executed Lobbying certificate from the proposer. CATA must consider any proposal lacking this certificate as non-responsive. (See, Certification Regarding Lobbying and "Buy America" Certification, attached hereto as Appendices E and F.)

SECTION 2: STATEMENT OF WORK

2-A Background

The Capital Area Transportation Authority (“CATA”) is the regional public transportation provider for the Greater Lansing area. Specifically, CATA currently provides transit service to the cities of Lansing and East Lansing, the townships of Lansing, Delta, Delhi, and Meridian and Ingham County. CATA operates over 30 fixed bus routes and demand-response services in the rural Ingham area as well as in Delta, Delhi, and Meridian townships and the cities of Mason and Williamston. CATA also provides a demand-response service designed to meet the needs of persons with disabilities, called Spec-Tran. CATA provided 11.6 million passenger trips in Fiscal Year 2014, roughly a quarter of which were on the Michigan State University (MSU) campus.

2-B Objectives of the Project

Secure a contract for the purchase of a used 30-foot transit bus, to be utilized as CATA’s “shopping bus,” as specified below.

2-C Scope of Work

The Capital Area Transportation Authority (“CATA”) is requesting quotations from vendors for the purchase of a used thirty (30) foot transit bus to meet our shopping bus service needs.

- The bus should be in “good” or better condition;
- Build year - 2008 or newer;
- The bus must be in same condition as designed by OEM; any updates or retrofits must be in guidelines as per the original manufacture.
- Mileage - 160,000 miles or less.
- Useful Life. Six (6) years and/or 340,000 miles.

Vendors to supply:

- Complete delivered pricing subject to the specifications and requirements as outlined below;
- Photographs depicting the true, accurate, and current condition of the bus proposed, including all views of the bus, including but not limited to the bus interior, exterior, engine compartment, and undercarriage.
- A copy of the original build sheet.
- Any and all documentation indicating with specificity any major repairs, including but not limited to engine, transmission, suspension, and/or accident damage.

2-D CATA Responsibility

CATA will provide

- Vehicle specifications (see Section 2-F through 2-H, below);
- Answers to written questions pertaining to clarifications to the specifications in a timely manner.

2-E General Requirements

FOB Point.

- The FOB point shall be Destination.

Acceptance.

- CATA will provide the contractor written notice of acceptance or rejection of the coach, upon completion of acceptance testing and within a reasonable period after delivery.

Assumption of Risk of Loss.

- CATA shall assume risk of loss of the vehicle only upon final acceptance.

2-F Technical Specifications

GENERAL PROVISIONS

SCOPE

This technical specification details the CAPITAL AREA TRANSPORTATION AUTHORITY (“CATA”) minimum acceptable requirements for low floor, heavy duty 30-foot by 102 inches wide diesel-powered coach, which can be used in fixed-route service on all urban, secondary, and limited access highways found throughout CATA’s service area. The bus must be designed to have a minimum economic life span of 12 years or 500,000 miles, whichever occurs first, and be capable of operating 40,000 miles each year, including the 12th year. The bus must be capable of accommodating the widest spectrum of passengers possible, including children, adults, elderly and the disabled. The transit coach shall be equipped with:

- a single passenger door;
- wheelchair ramp;
- twenty-three (23) passenger seating capacity;
- three (3) wheelchair positions;
- three-tiered open shelving over the front wheel-well.

All Requests for Substitutes (“Approved Equals”) shall be submitted for approval no later than the Deadline for submission of Vendor Question(s) (see, *Schedule of Activities*, “Written Questions Due to CATA”).

LEGAL REQUIREMENTS

The bus must meet all applicable FMVSS and ADA regulations in effect at date of manufacture. Contractor will comply with all federal, state, and local regulations. Local regulations are defined as those below the state level.

DIMENSIONS

The used transit buses supplied must conform to the following dimensional limits 30’ bus:

	DIMENSIONAL LIMITS	
	<u>NOT LESS THAN</u>	<u>NO MORE THAN</u>
<u>Overall Length</u> (including bumpers)	29.8 ft.	31.2 ft.
<u>Overall Width</u> (Outside body width with doors closed, excluding mirrors and lights)	101.5 in.	102.5 in.
<u>Overall Height</u>		140.0 in.

(With tires properly inflated and no load on the suspension)

<u>Angle of Approach</u>	9 degrees	
<u>Angle of Departure</u>	9 degrees	
<u>Doorway Clear Opening</u>		
Front Door	33.0 in.	40.0 in.
<u>Step Height</u>		
Front Door (Ground to first step)		16.5 in.
<u>Door Header Clearance</u>	76.0 in.	82.0 in.
(From header panel to first step)		
<u>Interior Dimensions</u>		
a. Headroom (Center of aisle in the middle of bus)	76.0 in.	82.0 in.
b. Aisle Width	22.0 in.	
c. Floor Height		15.0 in.
<u>Ground Clearance</u>	8.0 in.	
<u>Turning Radius</u>		31.0 ft.
(Both wheels track and outside bumper)		
<u>Gross Vehicle Weight</u>		26,500 lbs.

Passenger Door.

To allow easy entry of passengers during winter months, the front door shall be forward of the front axle. The door shall be a two-section slide glide-type door. This door shall have a minimum clear opening of thirty-two (32) inches. The front door operating mechanism shall be Vapor or **Approved Equal**.

GRAB RAILS AND STANCHIONS

The bus shall be equipped with all the necessary grab rails and stanchions throughout the bus in accordance with the approved interior seating chart. Overhead grab rails shall run the full length of the bus from the modesty panel and driver partition to the rear of the bus. Passenger "Grab Loops" shall be incorporated to the grab rails on both sides of the aisle. The number, composition of the loops and location of these "Grab Loops" will be determined by CATA. **Is has been CATA's experience that 10 grab straps will be required.** Grab rails will be provided in the front entrance platform. CATA requires extreme care by the Bidder in the placement of all stanchions and grab rails to minimize the potential for falling accidents in the bus, especially in the front entrance platform area.

ANCILLARY EQUIPMENT

DESTINATION SIGNS/AUTOMATIC STOP ANNOUNCEMENT

The bus shall have fully automatic electronic exterior destination sign on the front, side, and rear of the bus (that meets all ADA requirements). All signs will be synchronized and controlled through a touch pad located in the driver's compartment at dashboard level. The position of this control panel shall not interfere with the serviceability of the farebox or any other component mounted in the front of the bus. The control panel shall include a monitoring device to permit the driver to verify the entire message being displayed toward the front, side, and rear without having to leave the driver's seat. The destination signs shall be capable of interfacing with a fully automatic stop announcement system and talking sign through an RS232 port placed in the overhead sign compartment.

Each of the modules in the destination sign shall be capable of displaying all of the following:

- All numerals (0 through 9)
 - All letters of the alphabet in upper case
 - Ampersand
 - Apostrophe
 - Hyphen or dash
 - Diagonal slash
-
- The sign modules together shall be capable of displaying a two line message or flashing a multi-line message with a complete blackout at the end of the message. The time of display for each line of a multi-line message is to be adjustable within limits to be agreed upon by CATA. Control of the messages will be by means of three digit code number corresponding to each one or multi-line message in the memory bank and controlled by the Operator Display Keypad (ODK) of the automatic stop announcement system. There shall be a manual operation of the sign in the case of the necessity to override the automatic system.
 - The sign setting procedure will be as follows: The driver sets a code number, pre-assigned and corresponding to the route destination. The driver then operates an activating switch to cancel any display currently on view and cause the new reading to be displayed. The monitoring device will then repeat, line by line for multi-line exposures, the message displayed toward the outside of the bus on the signs. The electronic destination sign shall have a minimum usable memory of 2,000 lines of information. The sign shall automatically blank (display full black) when the engine run switch is placed in the off position.
 - The front destination sign shall be body mounted with a modular design with built in power to minimize cables. The sign panels shall be easily removable and designed to tilt for ease of maintenance and cleaning of the destination sign and glass. The destination sign unit shall be installed above the front windshield in an enclosed water tight compartment. The designation sign compartment shall be sealed to prevent the entry of dirt, dust, water and insects during normal operation. Access to the front destination sign compartment shall be by means of a door hinged at the top and held open by gas cylinders. A handle on the outside will be provided for ease of opening.
 - The front destination sign glass shall be AS-3, ANSI 2.61, and clear ¼ inch thick laminated or solid tempered safety glass and have electric defogger capabilities to maintain a clear glass in all weather conditions. The defogger will be active with the headlights. This glass must be separated from the front windshield glass. The masking for the front destination sign shall not be painted or attached to the front destination sign glass.
 - The characters on the front destination sign, shall measure at least 9.4 inches high, but not more than 12 inches and be double stroked.
 - All three destination signs may be illuminated by means of white LED. The bidder shall furnish and install inside the front destination sign door a decal at both ends of the door reading either "Danger-High Voltage" or "Warning-High Voltage".
 - The side electronic destination sign will be mounted in the forward curb side window. The side sign box must be mounted in a manner to minimize potential vibration and noise and have electric defogger capabilities to maintain a clear glass in all weather conditions. The defogger will be active with the headlights. The signs shall have characters at least 4.5 inches in height.
 - The rear route number sign corresponding to the number of the route being displayed shall be provided at the rear of the bus in a sealed compartment. The characters of the sign will be the same size or larger than the characters in the side destination signs. The location of the sign will be subject to CATA's review and approval.
 - The Contractor shall provide with the first bus a portable programmer to allow CATA to quickly re-program the control console for the exterior destination signs without having to remove the console from the bus or disassemble the console on the bus. A shield plug will be provided on each control console to allow for the

connection of the programmer. The destination signs shall be Luminator Horizon full LED or **Approved Equal**.

- The destination sign shall also be capable to transmit an audible voice message to aid visually impaired passengers. This message shall transmit and announce the bus destination to a hand held receiver. The system shall operate automatically by taking inputs from an integrated Voice Announcement and relaying the information through a controller and out through an infrared LED's on an emitter. The emitter is composed of infrared LED's and shall be mounted over the front door of the vehicle. The emitter shall be protected by a brush guard to prevent it from damage. The controller shall be mounted inside the bus in the overhead sign compartment. The control shall contain the computing power for the talking sign system and will interface with both an integrated voice system and the destination sign. This feature shall be similar to "Talking Sign" or **Approved Equal**.
- An Integrated voice system shall be installed in each coach. The system shall provide audio and visual destination and next stop information to passengers on the vehicle and to those waiting to board curbside. Control of signs and audio shall be integrated into a single multi-function system that is easy to operate, maintain, and modify for future route expansion. Included in the integration shall be the control of the destination signs and interior next stop information signs.

Automatic Stop Announcement Operation shall:

- Sequence through preprogrammed announcements utilizing GPS signals.
 - Have a dead-reckoning backup system that will give location information to the system based off odometer input.
 - Announce and display inside the vehicle information regarding upcoming stops, major intersections, and transfer points to adequately orient a hearing or visually impaired passenger as their progress along the route.
 - Display the route and destination information on the outside of the vehicle and announce this information outside near the entrance door when the doors are open.
 - Announcements are automatically directed to the interior and/or exterior speakers. The volume shall be automatically adjusted to compensate for both internal and external ambient noise levels.
 - Provide operator capability to select a message for immediate announcement and/or display via pre-defined announcement buttons. This function shall not interfere with the normal next stop operation.
 - Have control over all interior and exterior displays. This system shall have the capability of adding signs to the communication network without rewiring existing equipment.
 - Have an integral System Control Unit that contains all of the critical system logic that control, integrated voice annunciation, ambient noise sensing, sign control, system memory, integrated public address sub-systems and additional asynchronous serial interfaces.
 - Be capable of storing up to 20 megabytes of memory without hardware modifications.
 - Be controlled through a single point of entry called the Operators Display Keyboard (ODK). The signs shall also be able to have wireless downloading through a WLAN system. The supplier shall provide initial programming.
- Interior information signs shall also function as the "Stop Requested" sign. These signs shall be an LED sign composed of a minimum of eight (8) rows by ninety-six (96) columns with a character height of 1.8 inches minimum. These signs will also be interfaced with the bus to also display "Stop Requested" when activated by a passenger. The front sign shall be located centered in the ceiling directly above the front "Standee" line. The sign shall be placed to allow for the access panels to be fully opened and unlatched without interference with the sign.

- The Luminator fully automatic stop announcement system and talking sign shall be provided, or **Approved Equal**, and shall be compliant with the Americans with Disabilities Act (ADA).

AUTOMATIC VEHICLE LOCATION (AVL) SYSTEM

CATA is requesting a quote to include both provisions for and the installation of an Automatic Vehicle Location (AVL) system. The system will require the following components:

- On Board Server (OBS) TME-Light
- Mobile Data Terminal (MDT)- Driver Command Console Direct (7")
- Public Data Tri Band (GPS/GPRS & WiFi)
- Public Data Modem
- Covert Silent Alarm Switch
- Hook Switch and MIC
- All Necessary mounts and harnesses
- NEMA enclosure
- RAM Mount
- Vehicle operator manual
- Wiring harness
- Magnetic Card Reader
- All other necessary installation kits and equipment.

This system will require a secure mounting platform and enclosure. CATA is requesting the vendor to furnish drawings for a secure box enclosure to secure the required components of this AVL system. CATA will work with the successful bidder to determine the mounting location of this enclosure. Suggested source, Trapeze (or **Approved Equal**).

PASSENGER CALL BELL

A passenger call bell or chime shall be provided to inform the driver and the passenger that a stop has been requested. When the passenger call bell cord is pulled a chime or bell (no buzzer) will ring once and a "STOP REQUESTED" notice will become illuminated and remain illuminated until either the front or rear door is opened. A yellow indicator light on the dash shall also come on informing the driver that a passenger has requested a stop.

PUBLIC ADDRESS SYSTEM

To allow the driver to communicate with the visually impaired passengers and to call out cross streets as required under the ADA, a public address system shall be installed in the bus. This system will consist of a boom microphone, a minimum of eight internal speakers, and one external speaker.

- The speakers will be so placed inside as to allow passengers to clearly hear announcements made by the driver. The volume and squelch control will be in the driver's compartment area.
- The driver will have the option of using only the external speaker, only the internal speakers, or both. To allow the driver to keep both hands on the wheel, a boom microphone will be provided with a floor mounted on off switch.
- This system shall be fully operational independent of the automatic stop announcement system and will be utilized as a backup in the event of the malfunction of the automatic system.
- A remote microphone jack shall be installed inside the coach. This shall access the PA independent of the operator's mic and be located near the front of the bus so the use of the remote mic does not interfere with the safe operating of the bus.

POWER TRAIN**MOUNTING**

- The power plant shall be “in-line or T “mounted in the rear of the bus in a fabricated engine cradle. The mounting of the power plant shall be isolated from the frame of the bus by means of rubber mounts to minimize the transfer of vibration from the engine to the structure of the bus.

ENGINE

- Bus engine shall be wet sleeve construction, electronically controlled, 8.3 liter, four cycle, six- cylinder, turbo charged diesel engine capable of developing a minimum of 280 horsepower when operating on number one Ultra Low Sulfur Diesel (ULSD) fuel. Engine shall meet all mandated emission regulations.

COOLING SYSTEM

- The radiator shall be of sufficient capacity to maintain the desired optimum operating temperature of the engine when the outside ambient temperature is 110 degrees F and the bus is operating with a full seated load plus a standee load equal to fifty percent (50%) of a seated load, on a ten percent (10%) operating grade.

EXHAUST SYSTEM

- The exhaust from the engine shall be expelled through an exhaust stack located in the rear of the bus. The exhaust pipe shall extend above the left rear portion of the bus. The exhaust pipe must be installed in such a manner that the exhaust gases and soot do not mar the surface of the bus.

CHASSIS**BRAKES**

- The service brakes on the bus shall be air operated and must be able to meet or exceed the requirements of FMVSS 121 on the date of manufacture.
- The front brakes shall be disc brakes with a service life designed to last a minimum of 80,000 miles.
- The bus shall be equipped with spring applied, air released brakes controlled by an automatic valve located on the driver’s console. The control valve shall be a push-pull valve and provide a means to apply and release parking and emergency brakes. A lamp on the instrument panel shall indicate if the parking brake is on. This lamp shall be series with the run control switch.

KNEELING FEATURE

- A driver-actuated kneeling device shall be installed to lower the bus during the loading and unloading operations regardless of load. The vehicle shall have brake and throttle interlocks to prevent movement when the bus is kneeled.
- The bus shall be capable of kneeling in a maximum of 1.5 seconds from the time the control is actuated. After kneeling, the bus shall rise within two (2) seconds to a height permitting the bus to resume service and shall rise to correct operating height within five (5) seconds. During the lowering and raising operation, the maximum acceleration shall not exceed 0.2 g and the jerk shall not exceed 0.3 g/sec. measured on the front door step tread.
- Visible and audible indicators shall be provided to warn passengers that the bus is either being kneeled or raised. An indicator visible to the driver shall be illuminated until the bus is raised to a height adequate for safe street travel. The time to kneel and rise shall be adjustable from outside the bus, and shall require hand tools. The adjustment shall allow cycle times up to five (5) seconds.

HEATING AND VENTILATION

AIR CONDITIONING

- At 110 degrees F ambient temperature, the air conditioning system will have sufficient capacity to maintain a 25 degree, + of - 3 degrees, differential from the outside ambient temperature throughout the entire bus in thirty minutes with the engine operating at 1500 RPM. All doors and windows will be closed and the temperature will be measured at a point four feet above the front axle, in the center of the driver's compartment, in the middle of the bus and over the rear axle. Cool air from the air conditioning system will be evenly distributed throughout the bus, including the driver's compartment.
- The bidder will provide with their bid complete information on air conditioning for the proposed bus for CATA's review and approval. This information will include performance data, design criteria, reliability studies, accessibility for maintenance, and other data lending credence to the performance and maintainability of the proposed air conditioning system. Failure to provide this data may result in the bidder's proposal being rejected.
- The buses shall be based on the use of Class II refrigerant such as R134A. To keep the refrigerant clean and dry, the system will be equipped with a replaceable dryer of sufficient size for the proposed system. To facilitate the servicing and testing of the air conditioning system, two back seated valves will be provided, one on each side of the dryer. The system will be equipped with a Schrader type valve for testing.

ROOF VENTILATOR

- Two combination pop open ventilator and emergency hatches will be provided in the roof of the bus.
- The ventilator hatch will cover an opening measuring no less than 400 square inches. The hatch will be so designed that one edge can be positioned to act as a scoop. The hatch will raise no more than four inches. A safety wire shall be attached to the hatch to prevent the accidental loss of the hatch.

2-G Previously-Owned (including Remanufactured) Vehicles

- 1) As part of their proposal, respondents must obtain certification and documentation ascertaining that applicable Bus Testing and Buy America requirements have been met by the original owner or remanufacturer, and supply copies of all such documentation/certifications with their proposal.
- 2) Bus Testing. The original vehicle must have met the Bus Testing Requirements in place at the time of the acquisition by the original owner. Respondents must submit copies of all such testing with their proposals.
- 3) Buy America. The original vehicle must have met the Buy America requirements in place at the time of the acquisition by the original owner. Remanufactured vehicles must meet the applicable Buy America requirements for rolling stock for all new components and subcomponents added or replaced on the vehicle. Respondents must submit copies of all such certifications with their proposals.
- 4) DBE Requirements. When a remanufacturer responds to a solicitation for new, or remanufactured vehicles, with a vehicle that has post-production alterations or retro-fitting to provide a "like new" vehicle, the remanufacturer is considered a transit vehicle manufacturer and must comply with the Department of Transportation Disadvantaged Business Entity regulations.

2-H Deliverables

Any bus ordered pursuant to this procurement shall be delivered on or before sixty (60) days after issuance of a purchase order. The following shall be delivered to CATA with this vehicle:

- Manuals, Parts Books, Warranties.

- Vehicle Registration and Title in the State of Michigan for the vehicle delivered

2-I Proposal Requirements

The following items must be included as part of respondents proposal to be considered for this project:

- Statement describing the Respondent's understanding of CATA's stated project objectives.
- Statement of Agreement with CATA's Standard Terms & Conditions and the RFP.
- Statement of Compliance and agreement to continue compliance with federal and state laws and regulations, including regulations of the Federal Transit Administration ("FTA") and the Michigan Department of Transportation ("MDOT").
- Past experience on similar projects, submit a minimum of three (3) examples;
- List at least three (3) customer references including specific contact names, addresses, telephone numbers, fax numbers, and email addresses.
- Identification of DBE firms to be involved with project, to include work to be performed, location, and contact person.
- Additional Information and Comment – include any other information that is believed to be pertinent, but not specifically asked for elsewhere.
- A description of the Respondent's Quality Assurance Program for project of this nature.
- The name and telephone number of person(s) in the respondent's organization authorized to negotiate/expedite the proposed contract with CATA.
- Executed "Lobbying," "Buy America," and "Iran Economic Sanctions Act" certificates (attached).
- Buy America audits, certifications, testing and documentation.
- Copies of all Quality Control inspection forms for the vehicle delivered.
- All pre-delivery and post-delivery tests and inspections and audits required.
- Respondent shall submit (a) Manufacturer's Federal Motor Vehicle Safety Standards ("FMVSS") self-certification sticker information that the vehicle complies with relevant FMVSS, or (b) manufacturer's certified statement that the contracted bus will not be subject to FMVSS regulations.

2-J Cost of Project

See Section I-R above for pricing and payment information.

SECTION 3: COMPLIANCE REQUIREMENTS

3-A FTA and MDOT Required Clauses

The contractor will comply with all relevant procurement and contract requirements of the Federal Transit Administration (“FTA”) and the Michigan Department of Transportation (“MDOT”). See, for example, FTA Best Practices Procurement Manual, Appendix A.1 and FTA Circular 4220.1F.

The website address of the Federal Transit Administration is www.fta.dot.gov.

The website address of the Michigan Department of Transportation is www.michigan.gov/mdot.

The contractor shall furnish to CATA upon request, certificates of compliance with all such laws, rules and regulations. The contractor shall, at its own expense, be responsible for obtaining all necessary permits and licenses required for performance of the contract.

All contractual provisions required by MDOT or mandated by FTA as set forth in FTA Circular 4220.1F, are hereby incorporated by reference. The contractor shall not perform any act, fail to perform any act or refuse to comply with any CATA requests which would cause CATA or the contractor to be in violation of FTA or MDOT terms and conditions.

3-B Disadvantaged Business Enterprises

Disadvantaged Business Enterprises (“DBE”) are encouraged to bid on this project. Any applicable DBE firm’s certifications must be included in the proposal. Cost Proposals must list the amount and activity of service provided by the DBE firm, as applicable. Information on becoming certified as a Disadvantaged Business Enterprise is available from Michigan Department of Transportation (“MDOT”) at the following website address: <http://mdot270.state.mi.us:8080/UCP/HomePageServlet>.

3-C Compliance with Laws

The contractor shall comply with all federal, state, and local laws, ordinances, rules, regulations, and orders, including, but not limited to:

1. Motor Carrier Safety Act, 1963 P A 181, as amended.
2. Motor Bus Transportation Act, 1982, P A 432, as amended.
3. Rules and Regulations of the Department of Transportation may promulgate to accomplish the purpose of 1990 P A 339.
4. Motor Safety Carrier Regulations, being 49 CFR, Parts 387, 390-393, 395-397, and 399 including appendices C, D, E, and G.
5. Drug-Free Workplace Act of 1988.
6. Procedures for Transportation Workplace Drug Testing Progress, 49 CFR 40.
7. Physical Qualification Requirements of 49 CFR 391.41 to 391.49.
8. Buy America Certification, Appendix E, must be signed by Respondent and included with proposal submission.

9. Lobbying Disclosure Act of 1985; Appendix F, must be signed by Respondent and included with proposal submission.
10. Iran Economic Sanctions Act Certificate per MCL 129.311 *et seq.*, Appendix G, must be signed by Respondent and included in proposal submission.
11. Non-Discrimination Clause per 49 CFR, Part 26.
12. Prohibition of Discrimination per 1976 P A 453, Public Acts of 1976.

Upon request, contractor shall furnish to CATA certificates of compliance with all such laws, rules and regulations. The contractor shall, at its own expense, be responsible for obtaining all necessary permits and licenses required for performance outlined in this RFP.

Information regarding the regulations listed above may be obtained from the Federal Motor Carrier Safety Administration at www.fmcsa.dot.gov/rulesregs/fmcsr/fmcsrguide.htm.

3-D Ownership

All original documents, calculations, and work product produced by contractor, whether produced on paper or electronic media or otherwise in performance of this Agreement, shall be the property of CATA. Contractor shall have the right to retain a copy of such documents, calculations, and work product. Contractor shall make available to CATA copies of all contractor correspondence, notes, and other papers relating to the work, upon request of CATA. All works of original authorship created in the scope of this Agreement are "works made for hire", as that term is used in connection with the U.S. Copyright Act. To the extent that by operation of law contractor retains any intellectual property rights to any work product, contractor hereby irrevocably assigns and licenses to CATA all right, title, and interest in such work product, including copyrights and patents, and agrees to execute such assignments and licenses as may be required in the opinion of CATA's legal counsel to confirm this provision. The work product produced by contractor in the performance of services under this agreement is intended for use by CATA solely for the purpose intended. Any use or reuse of such work product by CATA for any purpose other than its intended purpose shall be at the sole risk of CATA and without any liability or responsibility of contractor. To the extent that the work product produced by contractor contains standard design or construction details or other standardized material previously developed by contractor in its professional architectural, engineering, and planning practices, then contractor shall have the right to reuse any such material on other projects for other clients or persons without the prior knowledge or permission of CATA and without the payment of any compensation to CATA, provided that the reuse or continued use of such material contains no CATA identifying information or confidential information.

3-E News Releases

News releases pertaining to this RFP or the services, study, data, or project to which it relates will not be made without prior written CATA approval, and then only in accordance with the instructions from CATA's Executive Director.

3-F Audit and Inspection of Records

In the case of all negotiated contracts, and contracts for construction, reconstruction, or improvement of facilities and equipment which were entered into under other than competitive bidding procedures, the contractor agrees that the grantee, the Comptroller General of the United States, or any of their duly authorized representative shall, for the purpose of audit and examination, be permitted to inspect all work, materials, payrolls, and other data and records, and accounts with regard to the project. Further, the contractor agrees to maintain all required records for at least three (3) years after grantees make final payments and all other pending matters are closed.

3-G Complaints or Protests

CATA's Procurement Protest Procedures are available from CATA's Purchasing & Contracts Manager.

3-H Contractual Terms and Conditions

See attached Appendix A, CATA Standard Terms and Conditions, for details.

APPENDICES

- Appendix A: CATA Standard Terms and Conditions
- Appendix B: Prohibition of Discrimination in State Contracts
- Appendix C: Assurances That Recipients and Contractors Must Make
- Appendix D: Disadvantaged Business Enterprise Policy
- Appendix E: Buy America Certification
- Appendix F: Certificate Regarding Lobbying
- Appendix G: Iran Sanction Certificate

APPENDIX A**CAPITAL AREA TRANSPORTATION AUTHORITY
STANDARD TERMS AND CONDITIONS OF PROCUREMENT
ROLLING STOCK GREATER THAN \$100,000**

- A. THE FOLLOWING TERMS AND CONDITIONS WILL BE A PART OF THE CONTRACT AWARDED.
1. **CHANGES.** CATA, at any time, by a written order, and without notice to the sureties, may make changes within the general scope of this contract, in (a) drawings, designs or specifications where the supplies to be furnished are specifically manufactured for CATA in accordance therewith; (b) method of shipment or packing; and (c) place of delivery. If any such change causes an increase or decrease in the cost of, or the time required for performance of this contract, whether changed or not changed by such order, an equitable adjustment shall be made by written modification of the contract. Any claim by the Contractor for adjustment under this clause must be asserted within thirty (30) days from the date of receipt by the Contractor of the notification of change; provided that CATA, if it decides that the facts justify the action, may receive and act upon any such claim if asserted prior to dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes." However, nothing in this clause shall excuse the Contractor from proceeding with the contract as changed.
 2. **TERMINATION FOR DEFAULT.** CATA, by written notice, may terminate the contract awarded on the basis of this proposal, in whole or in part, for failure of the Contractor to perform any of the provisions hereof. In such event, the Contractor shall be liable for damages, including the excess cost of reprocurring similar supplies or services, provided, that if (a) it is determined for any reason that the Contractor was not in default or, (b) the Contractor's failure to perform is without his control, fault or negligence, the termination shall be deemed to be a termination for convenience under the following Paragraph 3.
 3. **TERMINATION FOR CONVENIENCE.** CATA, by written notice, may terminate the contract, awarded on the basis of this proposal, in whole or in part, when it determines it is in the best interest of CATA. If this contract is for supplies and is so terminated, the Contractor shall be compensated in accordance with its auditable cost incurred at the time of notification of termination. To the extent that the contract is for services and is so terminated, CATA shall be liable only for payment in accordance with the payment provisions of the contract for services rendered to the effective date of termination.
 4. **ADDITIONAL INFORMATION.** The Contractor shall promptly furnish any additional information requested by CATA relative to the equipment it proposes.
 5. **SUPPLIER RESPONSIBILITY.** No advantage shall be taken by the Contractor or its Subcontractor in the omission of any part or detail which goes to make the equipment complete and operable for use by CATA. In case of any variance, this specification shall overrule Contractor or Subcontractor specifications. The Contractor shall assume responsibility for all materials used whether the same is manufactured by the Contractor or purchased ready made from a source outside Contractor's company. In the case of the replacement of a Subcontractor, the Contractor must, within five (5) working days, notify CATA in writing of the replacement and provide name, address, telephone number, and the type of service.
 6. **DELIVERY.** Service and/or equipment will be delivered to Capital Area Transportation Authority, 4615 Tranter Street, Lansing, Michigan 48910. The Authority will assume custody of all property at one of its other locations, if so directed, in writing by CATA. Invoices shall be furnished with the delivery of each item. CATA reserves the right to inspect all deliveries or services before acceptance.
 7. **BREACH OF CONTRACT.** If the Contractor shall fail, refuse or neglect to comply with the terms of these contract conditions, such failure shall be deemed a total breach of contract and the Contractor shall be subject to legal recourse by CATA, plus costs relating to failure to comply.
 8. **DISPUTES (AFTER BID AWARD).** Except as otherwise provided in the contract, any dispute concerning a question of fact arising under the contract which is not disposed of by Contractor shall be decided by CATA in writing, with a copy mailed or otherwise furnished to the Contractor. The decision of CATA shall be final and conclusive unless within ten (10) days from the date of receipt of such copy, the Contractor mails or otherwise furnishes to CATA a written appeal addressed to the Executive Director for the determination of such appeal, which shall be final and conclusive, unless determined by a court of competent jurisdiction to have been fraudulent or capricious, or arbitrary, or so grossly erroneous as necessarily to imply bad faith, or not supported by substantial evidence. In connection with any appeal proceeding under this clause, the Contractor shall be afforded an

opportunity to be heard and to offer evidence in support of its appeal. Pending a final decision of the dispute, the Contractor shall proceed diligently with the performance of the contract and in accordance with CATA's decision.

9. **DELIVERY EXTENSION AND DELAYS.** CATA reserves the right to extend, postpone or reschedule delivery in case the delivery of service equipment, under this contract, shall be necessarily delayed because of strike, injunction, civil disturbance, government controls, or by reason of any cause or circumstance beyond the control of the Contractor, as detailed in writing by the Contractor, the time of completion or a delivery shall be extended by a number of days to be determined in each instance by CATA.
10. **INSTALLATION.** If specified, the Contractor shall install and place in operation, subject to approval by CATA, the equipment at the Contractor's expense within thirty (30) days from issuance of a notice to install issued by CATA.
11. **INSTALLATION EXTENSION AND DELAYS.** CATA reserves the right to extend, postpone, or reschedule installation in case the installation of equipment under this contract shall be necessarily delayed because of strike, injunction, civil disturbance, government controls, or by reason or cause or circumstances beyond the control of the Contractor. The time of completion or installation shall be extended by a number of days to be determined in each instance by CATA.
12. **ASSEMBLY.** If required, the Contractor shall assemble the equipment of the installation.
13. **ACCESSORIES.** The Contractor shall furnish all accessories required to permit CATA to operate the equipment as contemplated by the Authority. Accessories shall be included in the bid price.
14. **TRAINING.** The Contractor shall properly train CATA personnel in the operation and maintenance of the equipment.
15. **SERVICE MANUAL AND WIRING SCHEMATIC.** If specified, the Contractor will provide at least one copy of a service manual and at least one copy of a wiring schematic for individual components and other schematics and drawings.
16. **WARRANTY.** The Contractor shall describe its policy or warranty(s) both on workmanship and material as applying to the equipment, along with the method or adjustment, and shall be further subject to warranty requirements of CATA as set forth in the following Paragraph 17.
17. **CATA WARRANTY.** The Contractor agrees that the supplies or services furnished under this contract shall be covered by the most favorable warranties the Contractor gives any customer for such equipment and that the rights and remedies provided herein are in addition to and do not limit any rights afforded to CATA by any other clause of this contract. The Contractor shall state the warranty and supply with its bid.
18. **INSURANCE.** The Contractor shall place and maintain with responsible insurance carriers the following insurance. The Contractor shall deliver to CATA, upon request, certificates of insurance which shall provide thirty (30) days' written notice to be given to CATA in the event of cancellation. Contractor shall require all Subcontractors to maintain adequate insurance coverage.
 - (a) Workers' Compensation and Employer's Liability Insurance.
 - (1) Workers' Compensation in compliance with the applicable state and federal laws.
 - (2) Employer's Liability. Limit \$1,000,000.
 - (b) Commercial General Liability Insurance, including Professional Liability, Blanket contractual, XCU Hazards, Broad Form Property Damage, Completed Operations, and Independent Contractor's Liability, all applicable to Personal Injury, Bodily Injury and Property Damage to a combined single limit of \$1,000,000 each occurrence/claim, subject to a \$2,000,000 annual aggregate for Professional Liability, Completed Operations and Personal Injury other than Bodily Injury.
 - (c) Automobile Liability Insurance, including owned, hired and non-owned automobiles, Bodily Injury and Property Damage, to a combined single limit of \$1,000,000 each occurrence.
19. **INDEMNIFICATION.** In addition to the protection afforded by any policy of insurance, the Contractor agrees to indemnify and save harmless CATA, the Michigan Department of Transportation ("MDOT"), the Federal Transit Administration ("FTA"), and all officers, agents, and employees thereof:

- (a) From any and all claims by persons, firms, or corporations for labor, materials, supplies, or services provided to the Contractor in connection with the Contractor's performance of the contract; and
- (b) From any and all claims for injuries to or death of any and all persons, for loss of or damage to property, for environmental damage, degradation and response, and cleanup costs, and for attorney fees and related costs arising out of, under, or by reason of the Contractor's negligent performance of the contract.

CATA will not be subject to any obligations or liabilities by Subcontractors of the Contractor or their Subcontractors or any other person not a party to this contract without its specific consent and notwithstanding its concurrence in or approval of the award of any contract or subcontract or the solicitation thereof.

- 20. **ACCEPTANCE OF MATERIAL - NO RELEASE.** Unless CATA otherwise agrees in writing, acceptance of any portion of the material prior to final acceptance shall not release the Contractor from liability for faulty workmanship or materials or for failure to fully comply with all of the terms of this contract. CATA reserves the right and shall be at liberty to inspect all materials and workmanship at any time during the manufacturing process, and shall have the right to reject all materials and workmanship which do not conform with the contract requirements and specifications; provided, however, that CATA is under no duty to make such inspection and no inspection so made shall relieve Contractor from any obligation to furnish materials and workmanship in accordance with the contract requirements and specifications.
- 21. **FINAL ACCEPTANCE.** Upon final acceptance by CATA of all work to be performed by the Contractor, CATA will so notify the Contractor in writing. The date of final acceptance shall commence the warranty period.
- 22. **LIQUIDATED DAMAGES.** If the Contractor fails to deliver the requirements by the date as set forth in the bid documents scheduled for delivery, CATA shall be paid damages for each consecutive calendar day thereafter until the goods are delivered, unless a completion date is extended by CATA in writing. Inasmuch as the amount of such damages will be extremely difficult to ascertain, the Contractor agrees to compensate CATA the sum of \$_____ per day, which sum is hereby agreed upon, fixed and determined by the parties hereto as the liquidated damages that CATA will suffer by reason of said delay and default and not as a penalty; and CATA shall have the right to deduct such sum from any amounts which may otherwise become due under contract.
- 23. **NO ASSIGNMENT OF CONTRACT.** Contractor may not assign or transfer any interest in the contract without the prior written consent of CATA.
- 24. **DEFECTIVE WORKMANSHIP AND MATERIAL.** When and as often as CATA determines that the work done or being done under the contract or the kind of quality or materials supplied in connection therewith are not fully and completely in accordance with any requirement of the contract documents, it may give notice of such noncompliance to the Contractor in writing and the Contractor shall immediately upon receipt of such notice do all things required to remedy such noncompliance without additional cost to CATA. If the Contractor fails to comply with such written notice, then CATA, upon written notice to the Contractor, shall deduct the cost of repair, replacement or correction of defective or damaged work from the compensation due or to become due to the Contractor.
- 25. **WAIVER OF BREACH.** The waiver by either party hereto or any breach of any provision of this contract by the other party shall not operate or be construed as a waiver of any subsequent breach of the same or any other provision of this contract by either party hereto.
- 26. **OWNERSHIP OF DOCUMENTS.** All original documents, calculations, and work product produced by CONTRACTOR, whether produced on paper or electronic media or otherwise in performance of this Agreement, shall be the property of CATA. CONTRACTOR shall have the right to retain a copy of such documents, calculations, and work product. CONTRACTOR shall make available to CATA copies of all CONTRACTOR correspondence, notes, and other papers relating to the work, upon request of CATA. All works of original authorship created in the scope of this Agreement are "works made for hire", as that term is used in connection with the U.S. Copyright Act. To the extent that by operation of law CONTRACTOR retains any intellectual property rights to any work product, CONTRACTOR hereby irrevocably assigns and licenses to CATA all right, title, and interest in such work product, including copyrights and patents, and agrees to execute such assignments and licenses as may be required in the opinion of CATA's legal counsel to confirm this provision. The work product produced by CONTRACTOR in the performance of services under this Agreement is intended for use by CATA solely for the purpose intended. Any use or reuse of such work product by CATA for any purpose other than its

intended purpose shall be at the sole risk of CATA and without any liability or responsibility of CONTRACTOR. To the extent that the work product produced by CONTRACTOR contains standard design or construction details or other standardized material previously developed by CONTRACTOR in its professional architectural, engineering, and planning practices, then CONTRACTOR shall have the right to reuse any such material on other projects for other clients or persons without the prior knowledge or permission of CATA and without the payment of any compensation to CATA, provided that the reuse or continued use of such material contains no CATA identifying information or confidential information.

27. EXCUSES FOR FAILURE TO PERFORM OR DELAYS. The Contractor will not be in default by reason of any failure in the performance of this contract, if such failure arises out of causes beyond the control and without the fault or negligence of Contractor. Such causes may include, but are not limited to, acts of God or the public enemy, acts of the government either in its sovereign or contractual capacity, fires, floods, and strikes. But in every case, a failure to perform must be beyond the control and without the fault or negligence of the Contractor or its Subcontractors. An excusable delay will permit the Contractor an extension of time for such reasonable period as may be mutually agreed upon between the parties.

B. TERMS INCLUDED IN CONTRACTS FUNDED IN WHOLE OR PART BY FTA, MDOT, OR OTHER GOVERNMENTAL AGENCY.

1 NONDISCRIMINATION.

- (a) Compliance with Regulations. Contractor shall comply with Federal Regulations relative to nondiscrimination of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, and Title 23, Code of Federal Regulations, Part 710.405(b), as they may be amended from time to time (hereinafter referred to as the Regulations), and with Executive Order 11246 titled Equal Employment opportunity, as amended by Executive Order 11375, and as supplemented by Department of Labor Regulation (41 CFR 60) which are herein incorporated by reference and made a part of this contract. Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.
- (b) Nondiscrimination. With regard to the work performed by it during this contract, Contractor shall not discriminate on the grounds of race, color, sex, disability, or national origin in the selection and retention of Subcontractors, including procurement of materials and leases of equipment. Contractor shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 and Part 710.405(b) of the Regulations, including employment practices when the contract covers a program set forth in Appendix C of the Regulations.
- (c) In connection with the performance of services under this contract, Contractor agrees to comply with the State of Michigan provisions for "prohibition of discrimination in state contracts" as set forth in Appendix B dated March 19, 1998, a copy of which is attached hereto and made a part hereof.
- (d) ADA Access. All work performed and all services provided pursuant to this contract shall be in compliance with Federal policy to ensure that elderly individuals and individuals with disabilities have an equal right to use of public transportation services and facilities. To the extent this Contract requires planning and design of services and facilities, special efforts shall be made to implement the transportation and accessibility rights of elderly individuals and individuals with disabilities. The work performed and services provided in this Contract shall be in compliance with all State and Federal statutes and laws ensuring equal access of transportation services and facilities for the elderly and individuals with disabilities, including 49 U.S.C. § 5301(d), § 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 *et seq.*, and the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 *et seq.*, and any applicable implementing Federal regulations or directives as they may from time to time be promulgated or amended.
- (e) This provision B.1 (a)-(e) will be included in all subcontracts relating to this contract. Further, each contract which Contractor signs with a Subcontractor must include the following assurance:

The Contractor, Subrecipient, or Subcontractor shall not discriminate on the basis of race, color, national origin, creed, disability, 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 US DOT-assisted contracts. 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 recipient deems appropriate.

2. **DBE REQUIREMENTS.** Contractor will carry out the applicable requirements of the Michigan Department of Transportation's Disadvantaged Business Enterprise ("DBE") program and 49 CFR 26, including, but not limited to those requirements set forth in Appendix D, attached hereto and made a part hereof.
3. **CONTINGENT FEES.** The Contractor warrants that it has not employed or retained any company or person, other than a bonafide employee working solely for the Contractor, to solicit or secure this contract and that it has not paid or agreed to pay any company or person, other than a bonafide employee working solely for the Contractor, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, CATA shall have the right to annul this contract without liability.
4. **RECORDS/AUDITS.** The Contractor shall maintain complete and accurate books, documents, papers, accounting records, and other evidence with respect to allowable costs incurred and manpower expended under this contract. All such records shall be maintained on the basis of generally-accepted accounting principles and shall be clearly identified and readily accessible. The Contractor shall provide during regular business hours to the U.S. Secretary of Transportation, the FTA Administrator, the Comptroller General of the United States and CATA, or their duly authorized representatives, access to such data and records, and the right to inspect and audit all data and records of the Contractor relating to its performance under the contract, and to make transcripts therefrom as necessary to allow inspection of all work data, documents, proceedings, and activities related to this contract for a period of three (3) years from the date of final payment under this contract. In the event of a dispute as to allowable costs or any other issue under this contract, Contractor will thereafter continue to maintain such records until the dispute has been resolved.
5. **CONFLICT OF INTEREST.** The Contractor certifies that, to the best of its knowledge, no CATA employee or office of any public agency interested in this contract has any pecuniary interest in the business of the Contractor and that no person associated with the Contractor has any interest that would conflict in any manner or degree with the performance of this contract.
6. **INTEREST OF MEMBER OF CONGRESS OR DELEGATES TO CONGRESS.** No member of Congress or delegates to the Congress of the United States shall be admitted to any share or part of the contract, or to any benefit arising therefrom. This shall not be construed to prevent any such person from owning stock in a publicly owned corporation.
7. **DEBARMENT AND SUSPENSION.** Contractor must comply with U.S. DOT regulations "Nonprocurement Suspension and Debarment", 2 CFR Part 1200, which adopt and supplement the U.S. Office of Management and Budget ("U.S. OMB") "Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," 2 CFR Part 180. Contractor will not make any contract, subcontract, or lease for the project without first confirming that its proposed contractor, subcontractor, or lessee is not listed as barred in the Excluded Parties Listing System, at <http://epls.gov/>.

Contractor agrees to comply with federal debarment and suspension regulations and guidelines when administering any contract or subcontract of \$25,000 or more, regardless of tier. A contract or subcontract award may not be made to a prospective contractor or subcontractor if that contractor is excluded or disqualified under the standards of the U.S. DOT regulations in the U.S. OMB Guidelines, unless the federal government has provided an exception as permitted under those regulations and guidelines. In addition, contracts of any amount for federally required audit services or for contracts which require the consent of a federal official are also covered by these DOT regulations and U.S. OMB Guidelines. Contractor must obtain the compliance of lower tier contractors, subcontractors, and lessees with the U.S. DOT debarment and suspension regulations and the U.S. OMB Guidelines that apply to them. The Contractor further agrees to include provisions requiring compliance as set forth above in lower tier covered transactions.

8. **MDOT AND FTA TERMS.** All contractual provisions that the Michigan Department of Transportation ("MDOT") or the Federal Transit Administration ("FTA"), by law or regulation, require to be included in contracts supported by state or federal financial assistance, including the requirements set forth in FTA Circular 4220.1F, as updated and amended, and the Master Agreement between CATA and FTA as it may be amended, are hereby incorporated by reference. FTA required terms and MDOT required terms shall be deemed to control in the event of a conflict with

- other provisions contained in this contract. Contractor shall not refuse to comply with any CATA request to conform this contract to include MDOT or FTA required contractual provisions. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any CATA requests which would cause CATA to be in violation of the FTA mandated contractual provisions.
9. COMPLIANCE WITH LAWS. The Contractor shall at all times observe and comply with all laws, ordinances, and regulations of the state, federal, local, and city government which may, in any manner, affect the performance of the contract.
 10. CLEAN AIR. 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.* If state or local air pollution regulations are in force, the more restrictive criteria shall govern. The Contractor and any subcontractors or suppliers must submit evidence to CATA that the governing air pollution criteria will be met. The Contractor agrees to report each violation to CATA and understands and agrees that CATA will, in turn, report each violation as required to FTA and the appropriate EPA Regional Office. The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.
 11. BUY AMERICA PROVISIONS. Contractor agrees to comply with 49 U.S.C. 5323(j) and FTA's Buy America Regulations in 49 CFR Part 661. These require that iron, steel, and manufactured products used in FTA funded projects be produced in the United States, with specific provisions that apply to rolling stock procurements, unless a waiver has been granted by FTA or the product is subject to a general waiver. *The continued accuracy of the certificate, attached as Appendix E, entitled "Buy America Certification", submitted with Contractor's proposal/bid is a term and condition of this Agreement.*
 12. CERTIFICATION REGARDING LOBBYING. This procurement is subject to the Federal Transportation Administration Lobbying requirements. The attached certificate, entitled Certificate Regarding Lobbying (Appendix F), must be signed and returned as a term and condition of this Agreement and its terms are incorporated by reference herein.
 13. PREVAILING WAGE. N/A
 14. BID BOND. N/A
 15. PROTESTS. Any protests shall be filed timely in accordance with the CATA Procurement Protest Procedures dated July 13, 2007. These Procedures are available from the CATA Purchasing & Contracts Manager and the CATA CEO/Executive Director, at the following address: Capital Area Transportation Authority, 4615 Tranter Street, Lansing, MI 48910.
 16. PERFORMANCE & PAYMENT BONDS. N/A
 17. FEDERAL CHANGES. Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between CATA and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor shall not, by action or by inaction, cause CATA to be in violation of FTA regulations, policies, procedures, or directives. Contractor's failure to comply with this paragraph shall constitute a material breach of this contract.
 18. NO GOVERNMENT OBLIGATION. Notwithstanding any concurrence by the Federal Government or MDOT in, or approval of, the solicitation or award of this Agreement, absent the express written consent by the Federal Government or by MDOT, neither the Federal Government nor the State of Michigan is a party to this Agreement, and neither shall be subject to any obligations or liabilities to CATA, the Contractor or any other party (whether or not a party to this Agreement) pertaining to any matter resulting from this Agreement. The Contractor agrees to include this clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.
 19. CLEAN WATER. 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.* The Contractor agrees to report each violation to CATA and understands and agrees that CATA will, in turn, report each violation as required to FTA and the appropriate EPA Regional Office. The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 financed in whole or in part with Federal assistance provided by FTA.

20. ENERGY CONSERVATION. The Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.
21. RECOVERED MATERIALS. N/A
22. FLY AMERICA REQUIREMENTS. Contractor agrees to comply with 49 U.S.C. 40118 ("Fly America Act") in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of federal funds and their contractors are required to use United States Flag air carriers for U.S. 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. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a United States 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. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.
23. CARGO PREFERENCE. The Contractor agrees (a) to use privately owned United States 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 United States Flag commercial vessels; (b) to furnish within twenty (20) working days following the date of loading of shipments originating within the United States or within thirty (30) working days following the date of loading for shipments originating outside the United States, a legible copy of the rated, "on-board" commercial ocean bill of lading, in English, for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, D.C., 20590. CATA (through the Contractor in the case of a subcontractor's bill of lading); and (c) to include these requirements in all subcontracts issued pursuant to this contract where the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.
24. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS.
 - (a) The Contractor acknowledges that the provisions of the Program Fraud Civil Rights Act of 1986, as amended, 31 U.S.C. § 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.
 - (b) The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under authority of 49 U.S.C. § 5307, the Federal Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, or the applicable Federal law to the extent the Federal Government deems appropriate.
 - (c) The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

C. MISCELLANEOUS.

1. COMPUTATION OF TIME. In computing a period of time prescribed by these conditions, the following rules apply:
 - (a) "Day" means days of the week (e.g., Monday through Friday), not business days.
 - (b) The day of the act or event after which the designated period of time begins is not included.
 - (c) The last day of the period is included, unless it is a Saturday, Sunday, or legal holiday. In that event, the period runs until the end of the next day that is not a Saturday, Sunday or legal holiday.

- 2. NOTICE. All notices and other communications required under this Contract shall be given in writing, signed by an authorized representative, and be personally delivered or delivered by overnight courier, or certified mail (return receipt requested) to the addresses set forth below:

To CATA: Ms. Sandra L. Draggoo
CEO/Executive Director
Capital Area Transportation Authority
4615 Tranter Street
Lansing, MI 48910

With a copy to: Dan W. Chandler, Esq.
Chandler, Bujold & Chandler, PLC
2855 Coolidge Hwy., Suite 109
Troy, MI 48084

To Contractor: _____

With a copy to: _____

- 3. JURISDICTION. This Contract will be governed by the internal laws of the State of Michigan without reference to its choice of law rules. Exclusive jurisdiction and venue of any suit, action or claim relating to this contract will be in the Ingham County Circuit Court or the Federal District Court for the Western District of Michigan.
- 4. This contract constitutes the entire contract between the parties and supercedes all negotiations, commitments, and previous contracts and may be modified only by a further written contract which is executed by a duly authorized officer of each of the parties.

APPENDIX B

PROHIBITION OF DISCRIMINATION IN STATE CONTRACTS

In connection with the performance of work under this contract, Contractor agrees as follows:

1. In accordance with Act 453, Public Acts of 1976, Contractor hereby agrees not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or as a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, or marital status. Further, in accordance with Act No. 220, Public Acts of 1976 as amended by Act No. 478, Public Acts of 1980, Contractor hereby agrees 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 a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. A breach of the above covenants shall be regarded as a material breach of this contract.
2. Contractor hereby agrees that any and all subcontracts to this contract, whereby a portion of the work set forth in this contract is to be performed, shall contain a covenant the same as hereinabove set forth in Section 1 of this Appendix.
3. Contractor will take affirmative action to insure that applicants for employment and employees are treated without regard to their race, color, religion, national origin, age, sex, height, weight, marital status or a disability that is unrelated to the individual's ability to perform the duties of a particular job or position. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
4. Contractor will, in all solicitations or advertisements for employees placed by or on behalf of Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, national origin, age, sex, height, weight, marital status or disability that is unrelated to the individual's ability to perform the duties of a particular job or position.
5. Contractor or its collective bargaining representative will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice advising the said labor union or workers' representative of the Contractor's commitments under this Appendix.
6. Contractor will comply with all relevant published rules, regulations, directives, and orders of the Michigan Civil Rights Commission which may be in effect prior to the taking of bids for any individual state project.
7. Contractor will furnish and file compliance reports within such time and upon such forms as provided by the Michigan Civil Rights Commission, said forms may also elicit information as to the practices, policies, program, and employment statistics of each subcontractor as well as Contractor itself, and said Contractor will permit access to its books, records, and accounts by the Michigan Civil Rights Commission and/or its agent, for purposes of investigation to ascertain compliance with this contract and relevant with rules, regulations, and orders of the Michigan Civil Rights Commission.
8. In the event that the Civil Rights Commission finds, after a hearing held pursuant to its rules, that Contractor has not complied with the contractual obligations under this Agreement, the Civil Rights Commission may, as part of its order based upon such findings, certify said findings to the Administrative Board of the State of Michigan, which Administrative Board may order the cancellation of the contract found to have been violated and/or declare Contractor ineligible for future contracts with the state and its political and civil subdivisions, departments, and officers, and including the governing boards of institutions of higher education, until Contractor complies with said order of the Civil Rights Commission. Notice of said declaration of future ineligibility may be given to any or all of the persons with whom Contractor is declared ineligible to contract as a contracting party in future contracts. In any case before the Civil Rights Commission in which cancellation of an existing contract is a possibility, the contracting agency shall be notified of such possible remedy and shall be given the option by the Civil Rights Commission to participate in such proceedings.
9. Contractor will include, or incorporate by reference, the provisions of the foregoing paragraphs (1) through (8) in every subcontract or purchase order unless exempted by the rules, regulations or orders of the Michigan Civil Rights Commission, and will provide in every subcontract or purchase order that said provisions will be binding upon each subcontractor or seller.

APPENDIX C

ASSURANCES THAT RECIPIENTS AND CONTRACTORS MUST MAKE
(EXCERPTS FROM US DOT REGULATION 49 CFR § 26.13)

- A. Each financial assistance agreement signed with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any US DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26 and as approved by US 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 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.).

- B. Each contract Contractor signs with a subcontractor must include the following assurance:

The contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, 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 US DOT-assisted contracts. 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 recipient deems appropriate.

APPENDIX D

POLICY #204

DISADVANTAGED BUSINESS ENTERPRISE POLICY

The Capital Area Transportation Authority ("CATA") is committed to a policy of non-discrimination in the conduct of its business, including the procurement of goods and services. CATA will take affirmative action to assure maximum practical opportunity for participation of Disadvantaged Business Enterprise ("DBE") in the performance of contracts financed in whole or in part with funds from the United States Department of Transportation, the Federal Transit Administration ("FTA"), the Michigan Department of Transportation ("MDOT"), or other state and federal agencies with DBE programs.

The Executive Director of CATA will annually set an overall goal or goals as a "level playing field" for the amount of DBE participation that can reasonably be expected in the absence of discrimination. This goal will be based on demonstrable evidence of ready, willing, and able DBEs that are available to participate in government assisted contracts. Affirmative action shall be consistent with sound procurement principles and applicable law.

This Policy Statement will be executed by the Executive Director and the Board Chair of CATA, and then circulated to all Department Directors, and Department Managers within the organization and circulated to contracting organizations, the state offices which administer programs, and DBE organizations. The Executive Director will give public notice of DBE goals, how the goals were determined, and contact information for public comment.

CATA's Purchasing Manager shall be the DBE liaison for CATA and will be responsible for administering the program. The DBE liaison will report to the Assistant Executive Director and shall have direct access to the Executive Director, as necessary. The DBE liaison will work with all directors and department managers to insure the effective functioning of CATA's DBE program.

The efforts and results of the entire staff will be reported to the Board through the Development Report of the Executive Director.



Sam Singh, Board Chair



Sandra L. Draggoo, CEO/Executive Director

Adopted: 2/9/84
Amended: 6/27/84
11/14/84
3/15/89
10/19/05

APPENDIX E

BUY AMERICA CERTIFICATION

BUSES, ROLLING STOCK, AND ASSOCIATED EQUIPMENT, SEE 49 CFR 661.3

This procurement is subject to federal "Buy America" Requirements set forth in 49 U.S.C. 5323(j) and in Federal Transit Administration ("FTA") regulations at 49 CFR Part 661, which require that steel, iron, and manufactured products used in FTA-funded procurements be produced in the United States. Special requirements apply to rolling stock, as defined in the regulations. See 49 U.S.C. 5323(j)(2)(C), 49 CFR 661.11. In some cases, the requirement may be waived (49 CFR 661.7).

The "Buy America" Certificate below **must** be completed and submitted with your bid/proposal. A bid/ proposal which does not include the Certificate or where both certificates are signed will be considered non-responsive.

****PLEASE SIGN ONLY ONE OF THE TWO CERTIFICATES BELOW ****

CERTIFICATE ONE: <p style="text-align: center;">BUY AMERICA CERTIFICATE</p> <p>The bidder hereby certifies that it <u>WILL</u> comply with the requirements of 49 U.S.C. 5323(j) and applicable regulations in 49 CFR 661.11.</p> <p>Signature: _____</p> <p>Title: _____</p> <p>Date: _____</p>

CERTIFICATE TWO: <p style="text-align: center;">BUY AMERICA CERTIFICATE</p> <p>The bidder hereby certifies that it <u>CANNOT</u> comply with the requirements of 49 U.S.C. 5323(j), but it may qualify for an exception to the requirement consistent with 49 U.S.C. 5323(j)(2)(C), and the regulations in 49 CFR 661.7.</p> <p>Signature: _____</p> <p>Title: _____</p> <p>Date: _____</p>
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APPENDIX F

CERTIFICATE REGARDING LOBBYING

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS
(To be submitted with each bid or offer exceeding \$100,000).**

The undersigned Contractor 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 making lobbying contacts to 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 (as amended by "Government Wide Guidance for New Restrictions on Lobbying", 61 Fed. Reg. 1413 (11/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. § 1601, et seq.).

3. The undersigned shall require that the language of this Certification be included in the award documents for all sub-awards 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 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.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required Certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.]

The Contractor, _____ certifies or affirms to 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. § 3801, et seq., apply to this certification and disclosure, if any.

Signature of Contractor's Authorized Official

Name & Title of Contractor's Authorized Official

Date

THIS PAGE MUST BE COMPLETED AND RETURNED WITH YOUR PROPOSAL

APPENDIX G

IRAN ECONOMIC SANCTIONS ACT CERTIFICATE

In accordance with the Iran Economic Sanctions Act, Michigan 2012 PA 517, effective April 1, 2013, (MCL 129.311, *et seq.*), the undersigned certifies in support of its bid or proposal that it is not an Iran linked business as such is defined in the Act.

Bidder: _____

Signature: _____

Printed Name: _____

Title: _____

Date: _____

THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR PROPOSAL