

To all interested parties:

The Medical Academic and Scientific Community Organization, Inc., (MASCO) is seeking a response to this Request for Proposal (RFP) from qualified professional heavy duty bus rebuilding companies to provide mid-life bus rehabilitation services. The subject thirty (30) buses provide a shuttle service within Boston's Longwood Medical and Academic Area (LMA) that consists of approximately 69,000 live service-hours spread over 10 different routes, traveling approximately 510,000 route miles annually.

The subject buses are 2014 New Flyer Xcelsior forty (40) foot diesel fueled transit buses owned by MASCO and operated and maintained by their contracted Service Provider which is currently Paul Revere Transportation LLC (PRT). MASCO's expectation is to use this current fleet of thirty (30) buses at a minimum until mid-2029 for a fifteen (15) year service life.

MASCO is soliciting competitive proposals having determined that such a process best serves the interests of MASCO and its member organizations and not because of any legal requirement to do so. MASCO may select the proposal for rebuild which, in MASCO's sole judgment, best meets the needs of MASCO. The selected bus rebuilder shall be responsible for all transportation from and return to the PRT Service Center in Boston. The bus rebuilder shall be responsible for cleaning, removal, rebuilding and replacing various components identified in the attached scope of service (Attachment A).

Proposers shall have a minimum of ten (10) years' experience providing the rebuild/replacement services specified in the scope of work and having performed a minimum of five hundred (500) major rebuilds to buses and motor coaches.

After evaluating the responses to this RFP, the MASCO Selection Committee may recommend one proposal, or may choose to negotiate with multiple firms proposing for the contract. MASCO reserves the right to accept any proposal, to modify or amend a proposal with the consent of the proposer, to reject any or all proposals, to waive any informality, and to affect any agreement otherwise, all as MASCO, in its sole judgment, may deem to be in its best interest.

By submitting a signed proposal, a bus rebuilder making a proposal (Proposer) agrees to furnish the Services in accordance with their proposal and as mutually agreed upon through subsequent negotiations and execution of an agreement.

Dependent on negotiation of a schedule with the successful proposer MASCO anticipates that an agreement for rebuilding the buses will have a twenty-one (21) month term, from April 1, 2022, through December 31, 2023.

About MASCO:

MASCO is a charitable corporation established in 1972 by its member institutions to plan, develop, and enhance the LMA for the benefit of the general public and its members; and, to create and implement programs that assist the institutions and individuals in the LMA. MASCO is operating under an Internal Revenue Service exemption from taxation. This ruling is based on MASCO's primary business, which consist of traffic management, parking, and area planning, which are ordinarily governmental functions. This proposal is consistent with that ruling. The staff providing the contracted rebuild services will be employees or sub-contractors of the Selected Proposer. MASCO or its designee will manage the activities and performance of the contract with the Selected Proposer as it provides the bus rebuild services under the terms of this agreement (the "Agreement") that will be negotiated by the parties.

Schedule:

MASCO is soliciting proposals for an agreement that will commence on April 1, 2022. Please note that the dates listed below are subject to change at sole the discretion of MASCO. In the event of changes, all Proposers will be notified.

1. Request for Proposals: Issued: Friday, October 22, 2021.
2. Mandatory Pre-proposal Conference: Wednesday, November 3, 2021, at 9:00 a.m. (EDT)

The pre-proposal conference will be a general meeting with an opportunity for questions concerning the required scope of services and RFP process. The meeting will be held at the MASCO Offices, which are located on the 5th floor of 375 Longwood Avenue, Boston, MA. 02215 (Parking is available in garage adjacent to building). MASCO will consider proposals only from those Proposers that attended the Pre-proposal conference.

Immediately after the pre-proposal meeting, all participants are invited to inspect the subject MASCO fleet at the Paul Revere Facility located at 59 Reading St, Boston, MA.

3. Written Questions from Proposers: Monday, November 15, 2021, by 5 p.m. (EDT)

All questions must be submitted in writing. Please be sure to provide contact information for the Proposer submitting the question. Questions are to be submitted to: P.J. Cappadona, Vice President for Operations, MASCO Inc., 375 Longwood Avenue, Boston, MA 02215. Questions may be submitted via email to pcappadona@masco.harvard.edu.

4. MASCO Response to Written Questions: Monday, November 22, 2021.

MASCO's responses to submitted written questions will be distributed to all Proposers.

5. Proposals to be received at MASCO: Wednesday, December 15, 2021, 5:00 p.m. (EDT)

All Proposals are to be submitted to P.J. Cappadona, Vice President for Operations, MASCO Inc., 375 Longwood Avenue, Boston, MA 02215.

- Proposal Review Period: Thursday, December 16, 2021, to Tuesday, January 11, 2022
- Selected Proposer In-Person Interviews, if required: Week of January 17, 2022
- Proposer Selection and Final Negotiation: Week of January 24, 2022
- Format:
 - a. Information presented MUST be organized according to the Contents of Proposal Section of this RFP and have the page number on the bottom of each page with the company name at the top. Proposals submitted out of order or missing information may be immediately eliminated from consideration.
 - b. Submit four (4) copies of the full proposal, and two (2) "thumb drive" electronic versions of the full proposal.

General Statement of the Scope of Work:

The successful **Selected Proposer** will provide the following Services at the times and in the manner, agreed by the parties:

- A. Proposer shall rebuild MASCO New Flyer XD40 diesel buses meeting material and quality specifications listed in the scope of work.
- B. Proposer shall have a sufficient number of skilled employees to render services in accordance with the MASCO scope of services and the schedule established for the rebuild of the thirty (30) New Flyer XD40 diesel transit buses. Skilled employees include management, engineers, on-floor supervision, technicians, vehicle pick-up/drop-off delivery drivers, and quality assurance personnel.
- C. Proposer shall have adequate facilities, parts, equipment, and tools for the rebuilding of MASCO's buses. The Proposers facilities shall be secure and constructed in a manner to

ensure MASCO's assets (buses and equipment) are protected from weather, theft and damage. MASCO and or its agents reserve the right to physically inspect the Proposers facility where the work is scheduled to be performed to evaluate that the location meets requirements and expectations for performance of this work. Buses that might be parked outside shall be stored in an area with a secured fence and in a manner to prevent damage from other moving equipment, vandalism, or theft.

- D. Proposer and MASCO will negotiate a schedule for the rebuild work that doesn't inhibit the ability of PRT to provide the shuttle services for MASCO clients and passengers.
- E. Proposer shall comply with applicable rules, regulations, ordinances, orders, decisions, statutes, laws of the Commonwealth of Massachusetts, the federal government and the locality where the work is being performed.
- F. Proposer shall perform all repairs using New Flyer and component original equipment manufacturer (OEM) parts and procedures. If the proposer during the execution of the work identifies an advantage to a deviation in using New Flyer or component OEM parts, they shall present this to MASCO or MASCO designee for consideration. MASCO shall respond in a maximum of forty-eight hours to the request for deviation.
- G. Selected Proposer shall be responsible for safe transportation and insurances between the PRT property and the rebuild location and return to PRT property when the work is conditionally accepted for delivery.
- H. MASCO shall designate a Project Manager that the proposer shall communicate all requests, technical and schedule issue through. The MASCO Project Manager shall be the sole point of contact and the only party designated to authorize changes in the scope, schedule, budget etc. All changes are only authorized with adequate justification and return approval documentation.
- I. The Selected Proposer shall designate a Project Manager that will be the sole source of communication with MASCO. The Project Manager shall have communication with representatives of MASCO and their designees on a weekly regular basis to review rebuild progress and both technical and material issues. Proposer shall provide regular updates to Project Manager on progress throughout the entire project, including any changes that occur outside the regular weekly update. These updates may take the form of email, phone call, online meeting, in-person meeting, or any other reasonable method.

- J. MASCO shall assign a third-party Inspector to review each bus progressing through the rebuild process. The inspector will review and report on the quality of the bus rebuild, the Selected Proposers adherence to their quality and safety standards, condition of parts and components being installed on MASCO buses and the condition/calibration of the equipment and tools being used. All documentation, including parts lists, will be given to third-party inspector, and also transmitted to MASCO.
- K. Proposer shall make available through the rebuild process an area for the Inspector to conduct business that includes a desk, chair, electrical access for powering laptops etc.
- L. Proposer shall adhere to safety and normal business standards as required under federal, state, and local laws, statues, and regulations.
- M. Proposer will collaborate with MASCO in the event MASCO determines the need to expand or reduce the scope of services for the rebuild.

Insurance Requirements:

Contractor must carry and provide evidence at its sole expense of the following insurance for not less than the listed minimum amounts, or greater if required by law, except that if Contractor maintains any policy limits greater than the amounts required herein, then the higher limits shall apply as though stated and required herein:

- 1. General Liability insurance written on ISO CG 00 01 occurrence policy form, or its equivalent, with the following minimum limits of liability:

a. \$1,000,000 per occurrence:	Combined single limit for bodily personal and advertising injury/property damage
b. \$1,000,000 per occurrence:	Personal/Advertising Injury
c. \$2,000,000 aggregate:	Products/Completed Operations
d. \$2,000,000 aggregate:	General policy aggregate to apply on a “per project” or “per job” basis

Products/Completed operations coverage shall remain in place for a minimum of six (6) years or until the applicable statute of repose upon expiration of this contract.

2. Automobile Liability insurance for all owned, non-owned and hired vehicles with a minimum limit of liability of \$1,000,000 each accident, combined single limit for bodily injury and property damage.
3. Garagekeepers Legal Liability insurance insuring the buses while in Contractor’s possession, with a limit of at least \$1,000,000 for comprehensive and collision losses and written on a direct primary basis.

Contractor shall maintain coverage for vehicles while in tow either through a specific grant of coverage under the Garagekeepers coverage form, an On Hook and Cargo endorsement to a Garagekeepers coverage form, or an Automobile policy with an On Hook and Cargo endorsement.

4. Workers Compensation: Contractor agrees to maintain in full force and effect workers compensation insurance which provides statutory coverage for workers compensation claims, and employers liability insurance subject to minimum limits of:

e. \$500,000 each accident	bodily injury by accident
f. \$500,000 each employee	bodily injury by disease
g. \$500,000 policy limit	bodily injury by disease

Or the minimum limits required by Contractor’s Umbrella insurer. If any services are subcontracted to a third party, Contractor shall verify that such subcontractor maintains proper Workers Compensation and Employers Liability coverage.

5. Umbrella Liability insurance providing excess follow form coverage over the required underlying General Liability, Automobile Liability and Employers Liability coverages. The Umbrella policy shall provide minimum limits of liability of \$10,000,000 per occurrence and aggregate, and the aggregate limit shall be provided on a “per project” or “per job” basis.

All policies, with the exception of the Workers Compensation policy in paragraph 4, shall include Medical Academic and Scientific Community Organization (MASCO), its directors, officers, employees, members and agents as additional insureds for both ongoing and completed operations. All liability insurance shall be provided on a primary and non-contributory basis.

All policies, including the Workers Compensation, shall include a waiver of subrogation provision on behalf of MASCO, its directors, officers, employees, members and agents that

permits the Contractor to waive its rights against all additional insured parties thereby preventing that insurer from subrogating against those additional insured parties. Contractor hereby waives its rights against MASCO, its directors, officers, employees, members and agents for any loss, liability, damage or claim arising out of the Contractor's work and for loss, liability, damage or claim that should be insured by Contractor's required insurance coverages as specified herein.

Each of the required insurance coverages must be written with insurance companies licensed to do business in the state where the work is performed, and with minimum AM Best ratings of A-, VIII or better. Contractor shall provide MASCO with an acceptable certificate of insurance and copies of all additional insured endorsements evidencing the required insurance prior to commencing work and within ten (10) days of each renewal or termination date of the required insurance policies. Contractor shall provide MASCO with advance notice of cancellation or non-renewal at earliest opportunity upon receipt of such notice from carrier.

To the fullest extent permitted by law, Contractor and its subcontractors and anyone for whom Contractor may be liable, agree to indemnify and save MASCO and its officers, directors, employees, members and agents ("et al.") harmless from any claims, damages, losses, fines or penalties (including the costs, expenses and reasonable attorney fees on account thereof) that may arise in whole or in part from Contractor's and/or its subcontractors work on behalf of MASCO by anyone for injuries to persons or damage to property to the extent resulting from Contractor's acts or omissions or the acts or omissions of those persons furnished by Contractor or the acts or omissions of Contractor's subcontractors. Contractor and its subcontractors agree to defend MASCO, et al. against any such claims or demands against MASCO, et al. for which Contractor and/or its subcontractors are in whole or partially responsible hereunder. Contractor's agreement to defend, indemnify and hold MASCO, et al. harmless shall also apply to claims by Contractor employees or subcontractor employees for injuries alleged to have incurred in the course of delivering the services and Work required by this SOW.

Proposer Qualifications:

- A. Each Proposer must demonstrate that it has successfully provided heavy duty bus and coach rebuilding services at least the scope and caliber required by this RFP for a minimum of 10 years prior to the date of this proposal. MASCO expects that each Proposer will demonstrate their experience in maintaining high standards of client satisfaction in the rebuild and service of heavy-duty bus and coaches.

- B. Each Proposer must demonstrate financial strength and stability over the period of time in which the Proposer has been in business. Proposer will demonstrate its current financial condition and financial history through three years of submitted audited financial statements and provide at least three financial and credit references. If proposer is not a publicly traded company, MASCO will review and consider signing a reasonable non-disclosure agreement.
- C. Each Proposer must demonstrate their experience and adherence to regulatory requirements for personnel safety, business practices (financial and labor), etc. This shall include a description of Proposers organization, and a of the required training and skills of the staff and managers.
- D. Each Proposer will submit detailed information concerning their repair and storage facilities which must be sufficiently equipped to efficiently and safely repair and securely store the MASCO buses being rebuilt.

Contents of the Proposal:

Each proposal will provide the requested information in a complete and thorough manner. The successful proposal will provide sufficiently detailed information from which MASCO can make a determination concerning the ability of the Proposing organization to successfully undertake the anticipated work. MASCO has included three (3) excel forms for items A, D and L to be included in the proposal. Each proposal will contain the following:

A. Proposer Information Form:

- 1. Legal name, address, contact person.
- 2. Identification of the management team.
- 3. All locations providing Rebuild services
- 4. Years performing this type of work.

B. Company Overview

- 1. Ownership Information including the names of all officers (if a corporation), partners (if a partnership), or owners and management personnel (if a proprietorship).

2. General background and experience, including the history of the company, number of employees, areas of operation, and continuity of ownership.
3. Specific experience relative to the provision of bus major rebuilding.
4. Organizational structure of the company, including education and experience of home rebuild personnel who would have direct responsibility for the rebuild of MASCO buses.
5. Description of any pending claim, litigation, and or judgments, etc. which could affect the company's ability to provide the specified rebuild services, and a description of the circumstances involved in any defaults by the company during the previous five (5) years.
6. Copies of audited financial statements for the last three years. (If proposer is not a publicly traded company, MASCO will review a request to enter into a reasonable non-disclosure agreement.
7. A minimum of three financial and credit references

C. Evidence of Insurance Coverage

Proposers shall certify that they will meet the requirements of insurance coverage specified in the RFP in the Insurance Requirements section above protecting the MASCO assets during transportation, storage, and rebuilding and including MASCO as an additional insured for both ongoing and completed operations. Proposer shall provide an explanation of coverages and identification/contact information for the Proposers insurance carrier. If selected, proposers will be required to provide evidence of all required insurance prior to commencement of work.

D. Proposer Reference Form:

A minimum of four (4) references where the proposer provided and completed rebuild services on heavy duty buses.

1. Reference information should include each entity's name, address, and current contact persons with email addresses and telephone numbers. MASCO may contact any entity/person listed for use as a reference and may obtain statistical information regarding a Proposer's past performance for purposes of the evaluation process.

2. Scope of services provided (number of buses and scope description)
3. Date services were performed

E. Staffing Plan:

MASCO expects the Proposer to provide and retain the best individuals in their field to fill key personnel positions under this contract. Please provide a detailed staffing plan which MUST include the description of duties for each position. This section should provide an explanation of the Proposer's management structure, key personnel for the services with one-paragraph resumes for service/operations managers, shop floor supervision, technicians, vehicle pick-up/drop-off drivers, and quality assurance personnel.

1. An explanation of the operational plan identified for this project and the relationship of the team to the Proposer's overall corporate structure.
2. A description of the project team's experience working together on similar rebuild projects. A description of the allocation of time devoted to this contract for all personnel who will work on this contract. Resume and contact information for the Project Manager should be provided.
3. A description of recruitment, hiring and screening procedures and the scope of the pre-employment investigation as well as the review of driver records of prospective employees.

F. Training:

1. A description of all employee training programs (including all regular and general training concerning issues such as sexual harassment, drug and alcohol use, etc.; as well as ongoing safety and customer service training).
2. A description of technical training for the individuals scheduled for managing and performing the rebuilding of MASCO buses.

G. Describe the Quality Assurance Program:

Proposer is to describe the procedures in place to ensure the following:

1. Responsible personnel for quality assurance
2. Quality of the parts and components used for rebuilding/replacement
3. There are established processes and procedures in place
4. Quality of work performed including transportation, installation, testing

H. Safety and Security Program:

This section should provide a Safety and Security Program that complies with all applicable federal regulations of the Occupational Health and Safety Administration, Department of Homeland Security, Department of Transportation, and any other applicable federal, state or local safety/security laws, regulations, rules, codes, or orders. This program should also specifically address the safety of employees, vehicles, and equipment.

I. All personnel policies:

1. A description of the performance review procedure including timelines for all staffing levels.
2. Describe policies concerning employee recognition, complaints, poor performance and discipline.
3. Outline protocol to assure MASCO is properly notified of changes in status of key employees.
4. Please provide a description of company HR practices, including a description of the types of screening such as drug, Criminal and RICO screenings.

J. Facility:

Provide information and a full description of the storage, equipment and maintenance facility to be used for the rebuilding of MASCO buses as specified in terms of its capacity, location, shared independent operation, and lease term if applicable.

Provide information and full description of any local facility that will be used for warranty work in the event that rehabilitation is conducted in an area too far for practical access from Boston.

Document the proposed workflow for the cleaning, removal of components, rebuild/replacement, re-installation and testing as stated in the scope of services.

K. Expense of Submittal Preparation:

MASCO accepts no liability for the costs and expenses incurred by the Proposer in responding to this RFP, in preparing responses for clarification, in attendance at interviews, in participation in contract development sessions, or in meetings and presentations required through the review process. Each Proposer responding to the RFP will prepare the required materials and submittals at its own expense with the express understanding that they cannot make any claims whatsoever for reimbursement from MASCO for the costs and expenses associated with the procurement process.

L. Price Proposal Form

Proposer shall complete and submit the attached price proposal for the rebuild services specified in the scope of service (Attachment A).

M. Proposal Conditions:

The following terms are applicable to this RFP and your organization's Proposal.

1. The RFP IS Not an Offer.

This RFP does not constitute an offer by MASCO. No binding contract, obligation to negotiate, or any other obligation shall be created for MASCO unless MASCO and your organization execute an Agreement. No recommendations or conclusions from this RFP process concerning the Proposer shall constitute a right (property or otherwise) under the Constitution of the United States or under the Constitution, case law, or statutory law of Massachusetts.

2. General Reservation of Rights.

MASCO reserves the right, in its sole discretion, to reject any or all Proposals in response to this RFP, to waive any irregularities or informalities in a Proposal, and to

enter into any Agreement deemed by MASCO to be in the best interest of MASCO, with a Rebuilder. MASCO reserves the right to discuss and negotiate with Rebuilder(s) any terms and conditions in the Proposals including but not limited to financial terms.

3. MASCO's Right to Terminate Discussions.

The Proposers participation in this process might result in MASCO selecting your organization to engage in further discussions. The commencement of such discussions, however, does not signify a commitment by MASCO to execute a Contract or to continue discussions. MASCO may terminate discussions at any time and for any reason.

4. Requirement for Representation as to Accuracy and Completeness of Proposal.

Each Proposer shall make the following representations and warranty in its Proposal Cover Letter, the falsity of which might result in rejection of its Proposal:

“The information contained in this Proposal or any part thereof, including its Exhibits, Schedules, and other documents and instruments delivered or to be delivered to MASCO, is true, accurate, and complete. This Proposal includes all information necessary to ensure that the statements therein do not in whole or in part mislead MASCO as to any material facts.”

5. Confidential and Proprietary Information.

To properly designate material as confidential and/or proprietary under these circumstances, each Proposer must take the following precautions: (a) any confidential and/or proprietary information submitted by a Proposer should be submitted in a separate, sealed envelope marked “Confidential and Proprietary Information—Do Not Disclose Except for the Purpose of Evaluating this Proposal,” and (b) the same confidential and proprietary designation should be stamped, or watermarked, on each page of the materials contained in the envelope.

Each Proposer acknowledges that MASCO will discuss confidential and propriety information provided in the materials with staff, consultants, experts, and member representatives involved in the selection process solely for the purpose of evaluating the submitted bid. Following completion of the bid process, one copy of such information will be maintained in the MASCO files.

Each Proposer agrees to indemnify and hold harmless MASCO and each of its members, directors, officers, employees, experts, agents and representatives, from all costs, damages, and expenses incurred in connection with any claim concerning the use of confidential or proprietary information submitted to MASCO as part of the bid process.

N. Reservation of Right to Change Schedule.

MASCO shall ultimately determine the timing and sequence of events resulting from this RFP. MASCO reserves the right to delay the closing date and time for any phase if MASCO staff believe that an extension will be in the best interest of MASCO.

O. Reservation of Right to Amend RFP.

MASCO reserves the right to amend or cancel this RFP at any time during the process if it believes that doing so is in the best interests of MASCO. Any addenda will be sent to each Proposer in writing. Proposers are required to acknowledge their receipt of each amendment by stipulating receipt via email to the MASCO VP of Operations.

P. Additional Evidence of Ability.

A Proposer shall be prepared to present additional evidence of its experience, qualifications, ability, products, service facilities, and financial standing if requested by MASCO.

Q. No Collusion or Conflict of Interest.

By responding to this RFP, the Proposer shall be deemed to have represented and warranted that the Proposal is not made in connection with any competing Rebuilders submitting a separate response to this RFP, and is in all respects fair and without collusion or fraud. Evidence of collusion or fraud will be investigated and prosecuted by MASCO to the fullest extent of the law.

R. Proposal Terms Firm and Irreversible.

The signed Proposal shall be considered a firm offer on the part of the Proposer. MASCO reserves the right to negotiate price and services. All Proposal responses (including all statements, claims, declarations, prices and specifications in the Proposals) shall be considered firm and irrevocable for purposes of future contract negotiations unless

specifically waived in writing by MASCO. The Proposer chosen for award should be prepared to have its Proposal and any relevant correspondence incorporated into the Contract, either in part or in its entirety, at MASCO's election. Any false or misleading statements found in the Proposal will be grounds for disqualification.

- 1.) Proposer should include a proposed payment schedule along with the cost information. MASCO and Selected Proposer will finalize payment schedule during contract negotiations.
- 2.) MASCO and Selected Proposer will finalize contract timeline during contract negotiations, and Proposers should expect penalties of \$1,000/day/vehicle for late deliveries.

S. Assignment and Subcontracting.

MASCO's selection of a Proposer will be based on its careful consideration of many factors. A Selected Proposer may not assign this Agreement to a third party without the express written prior approval of MASCO. In the event that MASCO approves a re-assignment of the Rebuild agreement by and between MASCO and the Selected Proposer, MASCO's approval must be evidenced in writing signed by an authorized representative of MASCO.

The successful Proposer shall be the prime rebuild and shall be solely responsible for contractual performance. In the event that rebuild wishes to engage the services of a subcontractor, MASCO must approve the use of the subcontractor in writing prior to the start of the rebuild services being provided. In the event that use of a subcontractor is approved, the successful Proposer will assume all responsibility for the performance of the Services that are supplied by the subcontractor. MASCO must approve the form of any and all agreements with subcontractors prior to the effective date, and MASCO must be named as a third-party beneficiary in all subcontracts.

T. Withdrawal for Modification of Proposals.

Proposers may change or withdraw their Proposals at any time prior to Proposal opening, however, no oral modifications will be allowed. Only letters or other formal written requests for modifications or corrections of a previously submitted Proposal, which is addressed in the same manner as the Proposal and received by MASCO prior to the scheduled closing time for receipt of Proposals, will be accepted. The Proposal, when opened will then be corrected in accordance with such written request(s), provided that the written request is contained in a sealed envelope, which is plainly marked "**Modifications to Proposal.**"

U. No Bribery.

In submitting a response to this RFP, each Proposer certifies that neither it, any of its affiliates or subcontractor, or any employees of any of the foregoing has bribed, or attempted to bribe, an officer, employee, or consultant of MASCO in connection with this Agreement.

V. Exceptions to RFP.

Other than exceptions that are stated in compliance with this Section, each Proposal shall be deemed to agree to comply with all terms, conditions, specifications, and requirements of this RFP. An “exception” is defined as the Proposers inability or unwillingness to meet a term, condition, specification, or requirement in the manner specified in the RFP. All exceptions taken must be identified and explained in writing in your Proposal and must specifically reference the relevant section(s) of this RFP. If the Proposer provides an alternate solution when taking an exception to a requirement, the benefits of this alternative solution and impact, if any, on MASCO must be described in detail.

W. EEOC – DBE – Sustainability Statements – Buy America

Vendor may provide statements regarding any EEOC, DBE, Sustainability standards, or ‘Buy America’ they meet or exceed. While not part of the technical analysis of the RFP response, any such statements will be reviewed along with references.

X. Fair Trade Certifications.

By submission of a Proposal, the Proposer certifies that in connection with this procurement:

1. The prices have been arrived at independently, without consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with anyone; and
2. Unless otherwise required by law, the prices which have been quoted in its Proposal have not been knowingly disclosed by the Proposer and will not knowingly be disclosed by the Proposer prior to opening; and

3. No attempt has been made or will be made by the Proposer to induce any other person or firm to submit or not to submit a Proposal for the purpose of restricting competition.

Y. Compliance with Laws.

In submitting a Proposal, each Proposer agrees to make itself aware of, and comply with, all local, state, and federal ordinances, statutes, laws, rules, and regulations applicable to the Services covered by this RFP. Each Proposer further agrees that it will at all times during the term of the Contract comply with all applicable federal, state and/or local laws regarding employment practices. Such laws will include, but shall not be limited to, Workers' Compensation, the Fair Labor Standards Act (FLSA), the Americans with Disabilities Act (ADA), the Family and Medical Leave Act (FMLA), and all Occupational

Safety and Health Administration (OSHA) regulations applicable to the work covered by this RFP.

Z. Clarification of Ambiguities.

Any Proposer believing that there is any ambiguity, inconsistency or error in this RFP shall promptly notify MASCO in writing of such apparent discrepancy. Failure to notify MASCO will constitute a waiver of claim of ambiguity, inconsistency or error.

AA. Rebuilders Obligation to Fully Inform Themselves.

Proposers or their authorized representatives are expected to fully inform themselves as to all conditions, requirements and specifications of this RFP before submitting Proposals. Failure to do so will be at the Rebuilders own risk.

BB. Disclaimer.

Each Proposer must perform its own evaluation and due diligence verification of all information and data provided by MASCO. MASCO makes no representations or warranties regarding any information or data provided by MASCO.

CC. Late Proposals.

Any proposal received at MASCO offices designated in the solicitation after the time specified for receipt of proposals will not be considered and will be returned to the Proposer unopened.

DD. Duration of Offer.

All proposals shall remain in effect for a minimum of one-hundred fifty (150) days.

ATTACHMENT A

Scope of Work for Mid-Life Refurbishments of MASCO New Flyer Shuttle Bus Fleet

INDEX

- A. Introduction
- B. Contractor Qualifications
- C. Definitions
- D. Overview of the Scope of Work
- E. Scope of Work
- F. Exhibits
- G. Bid Submittal Forms

Note: F and G are separate attached documents.

A. INTRODUCTION

This specification provides the technical requirements for a vendor to perform a mid-life rehabilitation of thirty (30) buses owned by MASCO (Medical Academic and Scientific Community Organization), Boston, MA. MASCO buses provide transportation services in Boston's Longwood Medical and Academic Area (LMA). The buses are owned by MASCO and operated and maintained by an O&M (Operation & Maintenance) contractor which is Paul Revere Transportation (PRT).

The thirty-bus fleet are 2014 New Flyer Xcelsior 40-foot diesel buses. The fleet is operated, and light-duty maintenance performed at PRT's Service Center, at 59 Reading Street in the Roxbury section of Boston, MA. Supporting maintenance is performed at PRT's Service Center at 100 Eastern Ave, Chelsea area of Boston, MA.

This contract will be for a rehabilitation of the thirty (30) buses to be performed to the requirements of this specification. The buses will be scheduled as determined by MASCO using factors such as age, mileage, and running condition. MASCO retains the right to modify the level of work performed. The detailed technical requirements for the major mid-life rehabilitation of heavy-duty transit buses are defined herein.

MASCO plans to release buses to the contractor for the refurbishment based on their operating condition. MASCO has selected to have two (2) buses to be in the process of rehabilitation at a time. Once a bus is completed, accepted and able to return to service the next bus will be released to the contractor. It is envisioned that the buses would be staggered in the schedule. Proposers should prepare their submittal and schedule for MASCO consideration based on the throughput numbers stated.

B. CONTRACTOR QUALIFICATIONS

Contractors proposing on the rehabilitation of MASCO buses shall have a minimum of ten years' experience (or appropriate equivalent experience) and having performed a minimum of 500 major rebuilds of heavy-duty transit buses. The contractor's rehabilitation location shall be in North America and have the equipment and skilled personnel to at a minimum perform the following to heavy-duty buses and motor coaches:

- Cleaning and preparation of the bus for major component repair, replacement and painting of components.
- Perform powertrain (engine and transmission) removal and replacement.
- Perform a condition analysis of the differential and wheel ends for issues.

- Diagnosis, repair and replacement of powertrain electrical components and systems.
- Perform HVAC rehabilitation in accordance with this specification.
- Application of corrosion protection to the powertrain.
- Final cleaning of the interior and exterior of the bus.

MASCO and Third-party Contractor Specialists it selects will inspect the selected contractor's facility prior to contract award to audit the business's compliance to applicable employment and safety (OSHA and Local) regulations. The contractor shall supply as part of their submittal a minimum of five (5) fleet references with contact information who have had five or more buses rehabilitated by them. The audit will also evaluate the contractor's remanufacturing equipment and ability to perform the scope of work to MASCO standards and the contractor's security for client's equipment.

The proposed contractor shall have an established and documented safety program including qualified staffing to perform engineering, technical and material purchasing and supply support for a rehabilitation program. The contractor shall also have a documented quality assurance program that includes compliance and aesthetic/paint inspection along with functionality testing.

C. DEFINITIONS

As New: The component or subsystem in question must meet all original equipment manufacturer's specifications or better relative to performance, operation, design, durability, and appearance.

Contingency: Project funding for items that require repair or replacement that are not in the required rehabilitation but may be listed for evaluation within the scope of service. The use of contingency funds is subject to approval by the FCDOT Inspector or Project Manager.

Exhaust Aftertreatment: The diesel particulate filter (DPF) and Selective Catalytic Reduction (SCR) system.

Original Equipment Manufacturer (OEM): The original supplier of the bus or specific components and/or subsystems, depending on the context in which the term is used.

OEM Specifications: Specific manufacturer recommendations pertaining to MASCO's heavy-duty transit bus fleet.

Rehabilitation:

- a. Shall mean the restoration of items to new, as new, or reconditioned functionally, as the case may be, to the original manufacturer's recommendations.
- b. Shall mean the complete disassembly of an assembly or sub-assembly into its component parts or to the degree defined in the individual sections of the specifications.
- c. The cleaning, inspection, and qualification for repair or replacement of the component parts.
- d. The reassembly of the component parts into complete assemblies.

Remanufacture: To recondition to OEM specifications. The component or system in question does not necessarily need to be replaced with all new component(s). It may be replaced with a rebuilt component that meets "as new" OEM specifications, or the used/old component may be removed and reconditioned to meet "as new" OEM specifications. No replacement or remanufactured part may be used that would negatively impact the warranty status of the rehabilitated systems or the New Flyer 12-year corrosion/body warranty.

Repair or Replacement/As Required or As Necessary: Repair or Replacement of components or subsystems "as required" or "as necessary" requires the contractor to bring the part, component or subsystem back to new OEM functional specifications. If the part cannot be repaired to OEM specifications, it must be replaced. The part may be replaced with either a remanufactured or new part. Parts shall be repaired or replaced when any physical deterioration is observed, which is likely to cause unplanned or premature failure of the component or subsystem. MASCO shall be the final judge on repair or replacement concerns.

Specific Brand/Part Numbers: All references to a specific brand and/or part number imply the acceptance of "approved equals". Approval for all such substitutions must be solicited by the contractor in writing to MASCO prior to use. Approval for such substitutions remains at the sole discretion of MASCO. "Approved equals" are not acceptable for parts or assemblies designated within this specification as "OEM".

Work: Any and all labor, supervision, services, materials, machinery equipment, tools, supplies, and facilities called for by the contract and necessary to the completion thereof.

D. OVERVIEW OF THE SCOPE OF WORK

GENERAL: The rehabilitation of MASCO buses is to provide a vehicle that maintains the safety, durability and reliability through renewing major components. The mid-life rehabilitation is projected to occur during the seventh and eighth year of the expected 15-year bus life cycle. This project shall include replacement and repairs of the buses components and subcomponents

utilized in the following systems and/or assemblies: engine, transmission, hoses, piping, wiring harness, engine cooling system and HVAC system. The contractor is required to identify a contingency cost for hidden or identified damage as part of their proposal cost.

Basic description of the proposed rehabilitated transit buses includes:

MASCO Rehabilitation Program Buses				
Year/Manufacturer	Model	Build ID	Length (feet)	Rehab Quantity
2014 New Flyer	Xcelsior	SR1786	40	30
Total Buses for Rehabilitation Program				30

Major Component Manufacturers

Year/Manufacturer	Model	Build ID	Engine	Transmission	Differential	Seating	Floor Covering	Cooling System	HVAC System	Auxiliary Heater
2014 New Flyer	Xcelsior	SR1786	Engine - Cummins ISL 2013 diesel, 280 horsepower with 900 LB FT torque. Uses SCR (Selective Catalytic Reduction) system to attain 2013 emissions standard.	Allison B400R (with retarder)	M.A.N. 4.56:1. Model HY-1350-F. GAWR 28,660. With disc brakes, hub mount, Knorr cylinder, Ferodo lining.	American Seating passenger seats - Insight seat, engineered composite resin shell with Onsert seating surface.	Altro floor covering - Genome TFM 2702 (2.7 mm / 0.11 thick), for aisle and underseats	Radiator - EMP cooling system with basic diagnostic capabilities (all fans controlled as one unit). Large radiator with 8 fans, XPL2.	Thermo King RLF rooftop A/C unit with 407C freon	Spheros Thermo 300. 104,000 BTU/HR

Projected Number of Buses Scheduled by Budget Year (Intra-Project deliverables flexible with fixed completion date of 12/31/23)

- 2022 (April/May through June 30, 2022) 4
- 2023 (July 1, 2022 through June 30, 2023) 16
- 2024 (July 1, 2023 through December 31, 2023) 10

Note: MASCO has projected the above based on availability of busses and based on a 4-6 week turn around doing 2 buses at a time. The contractor shall present their proposed schedule in their proposal based on the availability of resources and components for MASCO consideration and negotiation.

The “Work” being performed, and the parts being used shall be completed per the OEM service, parts and operator’s manuals presented in “Attachment A” unless amended by the manufacturer or stated in this scope of work. MASCO will only accept the contractor providing quality work that

meets the OEM, SAE and FMVSS requirements. The contractor shall utilize OEM and component manufacturers' technical support to assist in replacing, rebuilding, installation and testing of the components and bus.

In the event the contractor discovers non-functioning items that are not included as part of this scope of work, the contractor shall immediately notify the MASCO project manager of the situation. The MASCO Project Manager will determine how the issue is to be reconciled and communicate this to the contractor's project manager.

The budget for the work shall be established in two parts:

- a. Rehabilitation of Major Components: The general rehabilitation of the bus as described in the scope of work. Items in this category will be repaired or replaced on every bus during rehabilitation.
- b. Miscellaneous Contractor Discoveries: Defects discovered during the rehabilitation of the buses that are not specified in the scope of work shall be justified and presented by the contractor to the MASCO Inspector or Project Manager for need, cost review and approval/rejection. The contractor shall present the price per labor hour with anticipated annual adjustment along with parts mark-up percentage as part of their proposal for replacement of "Miscellaneous Contractor Discoveries".

E. SCOPE OF WORK

1.0 TRANSPORTATION

Contractor shall be responsible for the transportation of buses to receive mid-life rehabilitation from PRT's Reading St. Service Center to the approved remanufacturing facility and return to PRT when completed. All costs involved in the transportation of the buses shall be the contractor's responsibility. Contractor shall provide insurance policies for the bus while in their possession naming MASCO as the owner/recipient.

MASCO plans to have each bus to receive the mid-life in running order at the time the bus is released to the contractor for the mid-life rehabilitation. The bus shall be filled with a full tank of diesel fuel before the bus is released to leave the PRT property and a new set of tires will be installed.

The buses shall be picked up at the PRT/MASCO Service Center located at 59 Reading St, Roxbury, MA 02119.

The buses shall be transported either being driven or being shipped via truck/trailer from the PRT facility to the contractor's approved remanufacturing facility. A representative of MASCO or PRT will do a damage inspection with the driver/truck operator at the time of turnover to the contractor. A form for this inspection shall be developed for this project. Mileage will be recorded from the odometer, hubometer and hours from the engine compartment hour meter during the release inspection.

MASCO will have a third party inspecting the buses during the remanufacture. The contractor shall provide sufficient office space for an inspector that includes lighting, electrical outlets, desk, two chairs and internet access. When the contractor has completed the rehabilitation, the bus shall be prepared for presentation and acceptance. The bus shall be cleaned completely before being presented for acceptance inspection. The inspection shall be of the complete bus for the quality of rehabilitation to the items listed in this technical specification. Functional tests shall be performed to all operating systems. Items discovered to not meet quality expectations/standards that were the responsibility of the contractor shall be corrected before delivery acceptance. When conditional acceptance is granted at the contractor's facility, the buses are to be driven from that location to PRT's Roxbury Service Center. The contractor is responsible for the safe operation of the buses between the two points using experienced, properly licensed and insured drivers. The contractor is responsible for any repairs necessary for the bus to complete the trip between the two points. The bus shall be driven between 55-60 mph during the delivery trip. The bus shall be stopped every 200-250 miles (3-4 hours driving time) for a minimum of thirty minutes to allow the tires to cool.

MASCO and the contractor shall jointly develop instructions for the driveway driver during the trip. This at a minimum shall include instruction on care for tires, pre and post trip inspections, delivery and emergency phone numbers, and delivery address and times. In the event there are overnight stops the driver shall be instructed to turn off the bus batteries at the master disconnect switch. The driver shall be provided a log for him/her to record the stops for tire cooling and any other issues experienced.

The buses shall be delivered to the PRT Service Center located at 59 Reading St, Roxbury, MA 02119 or the Chelsea Service Center located at 100 Eastern Ave, Chelsea, MA 02150. The delivery times are between 8 AM to 4 PM, Monday through Friday. The contractor shall be responsible for communication to the MASCO Project Manager at times when the bus is leaving the rehabilitation center, expected delivery time and in the event there are unplanned delays in the delivery. Contact information shall be supplied when a contract is consummated for the mid-life rehabilitation.

A MASCO representative and the contractor shall jointly develop a delivery inspection and conditional acceptance form to be used upon delivery of each bus. The delivery driver is responsible for communicating and documenting any mechanical/performance issues or accidents during the delivery trip. Mileage will be recorded from the odometer, hubometer and hours from the engine compartment hour meter during the delivery inspection. The bus shall be delivered clean and with full tank of diesel fuel.

2.0 PREP WORK

The contractor, before starting removal, repair or replacement of components or subsystems, shall prepare the bus for the rehabilitation. The preparation shall include at a minimum:

- Perform a complete steam cleaning of the power plant assembly from the top and bottom including the radiator. Electrical components shall be “bagged” (protected) from the high-pressure cleaning.
- Perform a complete cleaning of the roof mount HVAC unit including cleaning of the condenser and evaporator cores.
- Perform an evaluation of the HVAC system.
- Perform a complete steam cleaning of the under chassis of the bus from the differential to the rear bumper.
- Perform an under-chassis inspection of the chassis that has been pressure washed identifying and documenting along with photos of any voids in the undercoating.
- Disconnect the Amerex fire suppression system to avert any false discharges of the system during the rehabilitation.

3.0 POWERTRAIN

The contractor shall have a documented process for the identification of and secure storage of all components being removed from MASCO buses whether for replacement or re-installation.

The bus batteries shall be disconnected before any work commences on the bus rehabilitation. The Amerex system shall be rendered inoperable to avoid any inadvertent discharge of the system. The contractor shall have the means to move the bus without propulsion power to the various stations of rehabilitation. MASCO buses shall not be moved through the various remanufacturing stations by pushing the coach bumper to bumper. The coaches shall be moved using powered push equipment designed for safe, non-destructive movement of heavy vehicles.

The contractor shall remove the power train assembly (engine / transmission) and engine cooling system (radiator) from the bus. Once the power train is removed, the engine bay, bulkhead and

engine mounting structure shall be cleaned. An evaluation of the structure shall be performed documenting any structural deficiencies requiring correction. These include metal replacement, welding, and corrosion protection material. The engine bay insulation shall be inspected for condition and deficiencies brought to the attention and consideration for approval by the MASCO Inspector or Project Manager. Repairs that are necessary and approved shall be charged as part of the miscellaneous contractor discovery.

The engine bay and frame are to be painted and corrosion protection applied using published New Flyer specifications resulting in a like new condition. All piping supports, u-clamps, p-clamps shall be renewed in the engine bay.

3.1 Engine

The engine shall be replaced with a Cummins remanufactured ISL9 engine assembly. All installations of the engine and components shall follow the New Flyer service manual procedures.

All oil, fuel and coolant lines, hoses, engine mounts, broken or damaged brackets are to be replaced. New stainless steel silicon coated p-clamps and factory hose with New Flyer line clamp supports shall be used and the lines routed without causing obstructions or chaffing. Fuel lines shall not have any electrical or other pressure lines attached to them. Routing of lines shall be consistent with the Cummins and New Flyer original design. Hoses and lines replaced shall meet the OEM specifications for length, thickness, grade, and quality. All metallic piping shall be cleaned and examined for damage inside and out. Damaged piping shall be replaced with OEM product. All fasteners removed shall be replaced with new North American made fasteners of the same size, grade, thread etc.

Engines prepped for the buses shall have a new EMP alternator installed. This requirement includes the mounting, electrical wiring, intake air cooling hose and any belt drive system modifications necessary.

Installation of the replacement engine shall include the inspection of or the replacement of the following engine parts or peripherals:

- Replace all air intake hoses and clamps including those to the air filter housing.
- Inspect the air intake filter housing and replacement as necessary (miscellaneous contractor discovery).
- Replace the air compressor with a new Wabco HD 30.4, twin cylinder, turbo aspirated.

- Replace the air governor with new Bendix D2 governor setting it to the factory cut-out and cut-in settings.
- Replace the Bendix AD-IP Tandem air dryer with IPC (Integrated Pura guard Cartridge).
- Replace the air intake filter.
- Replace the air intake restriction gauge.
- Replace all engine belts with new.
- Replace all coolant hoses (engine compartment, HVAC unit, under bus heater hoses and defroster hoses).
- Replace all fuel, oil and transmission lines.
- Replace the coolant filter with Fleetguard single release filter, pre-charged.
- Replace the engine mounts and their bolts.
- Replace all exhaust clamps. Clean and inspect the engine compartment exhaust piping and replace as necessary (miscellaneous contractor discovery).
- Replace the exhaust flex connector using the New Flyer alignment procedure (Attachment 2.2).
- Replace the engine exhaust blankets.
- Replace the Cummins Aftertreatment System (DPF muffler and the SCR catalyst assemblies).
- Replace the engine starter.
- Replace the engine starter wiring.
- Install the Cummins ambient temperature sensor and program ECM for no idle shutdown when the ambient temperature is above 95F or below 30F.
- Program idle shutdown for 5-minute duration.
- Replace the engine driven power steering pump.
- Replace the power steering reservoir hoses, flush system, replace all power steering hoses, check and repair any leaks discovered.

3.2 Transmission

A remanufactured Allison B400R (ReTran) transmission assembly shall replace the original transmission. The replacement transmission shall be remanufactured by Allison or an Allison approved remanufacturer using only Allison parts. The rebuilt transmission shall have all solenoids and wiring replaced with new components.

Installation of the replacement remanufactured transmission shall include the inspection of or the replacement of the following transmission parts or peripherals:

- Replacement of all transmission fluid hoses with new.

- Inspection of all transmission piping with replacement as needed. The condition shall be presented to the MASCO Inspector or Project Manager and reviewed for replacement and the costs included as a miscellaneous contractor discovery.
- Inspection of all transmission external wiring, harnesses and connectors with replacement as needed. The condition shall be presented to the MASCO Inspector or Project Manager and reviewed for replacement and the costs included as a miscellaneous contractor discovery.
- Inspection of the transmission output shaft yoke for damage and the condition of the u-joint cap bolt hole threads verified and repaired or the yoke replaced as required with a new yoke. Inspection of the propeller shaft for balance and alignment. Any damage found shall be presented to the MASCO Inspector or Project Manager and reviewed for replacement and the costs included as a miscellaneous contractor discovery.
- Replacement of the two drive-shaft u-joints which are timed and aligned using New Flyer methods.
- Replacement of the transmission output shaft nut with a new nut.
- Replacement of the transmission cooler with a new cooler.
- Rebuild or supply remanufactured transmission torque converter.
- Replacement of the adapter hub and flex plates with new.
- Replacement of the transmission accumulator and retarder control solenoid with new.

4.0 COOLING SYSTEM

4.1 EMP Cooling System

MASCO is requiring the contractor to replace the OEM installed EMP cooling system with a new unit.

The EMP cooling system shall include the engine radiator, engine charge air cooling core, electric cooling fans, mounting brackets and hardware, the EMP alternator, wiring harnesses along with all other parts necessary for the engine cooling and charge air cooling systems operation. The original EMP system was the eight (8) fan Gen III system. MASCO is specifying the EMP update cooling system package which is a four (4) fan system packaged as the Gen IV system.

The contractor shall remove the cooling system surge tank for cleaning and bench pressure testing. All voids shall be repaired and the sensors, pressure cap, pressure release valve and fill cap gasket replaced prior installation into the bus. The surge tank sight glass shall be cleaned and resealed. In the event the surge tank cannot be repaired to a satisfactory

condition, the issue(s) shall be presented to the MASCO Inspector or Project Manager and reviewed for replacement and the costs included as a miscellaneous contractor discovery.

With the original cooling system removed from the bus, the contractor shall prepare the engine bay for the installation of the EMP cooling package. All radiator mounts, supports and struts shall be replaced with new.

The contractor shall use a coolant meeting the New Flyer and Cummins specifications.

4.2 Coolant Recovery Tank

The coolant recovery tank, cap and hoses shall be replaced with new.

4.3 Auxiliary Heater

The Spheros Thermo 300, 104,000 BTU/HR auxiliary coolant heater shall be replaced with a new unit. This includes all coolant hoses, clamps, fuel lines, p-clamps/supports, air intake hose, exhaust piping and the fuel filter.

5.0 HVAC SYSTEM

All buses are equipped with Thermo King HVAC systems. The contractor shall operate and evaluate the defroster and HVAC systems in both the heating and cooling mode prior to the bus being dismantled for the rehabilitation. The contractor shall determine if there are any components of the system (both control and mechanical) that are not functional before removing the rehab components from the bus. The MASCO Project Manager shall be notified of any nonfunctioning HVAC system components and after evaluation provide direction for the contractor to correct the situation with those costs included as a miscellaneous contractor discovery.

The system shall be evacuated and the freon discarded per regulation. The air conditioning compressor shall be removed during the removal of the engine/transmission assembly. The bus HVAC area shall be totally cleaned to a like new condition.

5.1 Air Conditioning Compressor

The air conditioning compressor shall be replaced with a new Thermo-King compressor. New compressor mounts, drive belt, clutch assembly and belt tension roller shall be installed. The air conditioning systems dehydrator shall be replaced. The air conditioning hoses and suction

and discharge valves shall be replaced with new. Air conditioning line fittings which are removed for any of the work listed shall have new O-rings installed for reinstallation.

5.2 Cooling and Heating Cores

The HVAC condenser, evaporator, main heater and defroster cores shall be cleaned. The entire HVAC assembly shall be cleaned to a like new condition before reassembly.

The condenser and evaporator shall be pressure tested using nitrogen gas to evaluate their condition. If leaks are identified in the any of the tested cores the facts and justification shall be presented to the MASCO Inspector or Project Manager for consideration to be replaced and those costs included as a miscellaneous contractor discovery.

The heater, defroster and floor heater cores shall be cleaned. The heater, defroster and floor heater cores after cleaning shall be pressure tested with compressed air regulated to the systems cooling system pressure to validate their condition. The heater hoses above the SDS cabinet shall be replaced and include a protective covering to protect the SDS cabinet electronic equipment in the event of a heater hose rupture. The defroster cabinet shall be cleaned, the control cables tested for operation adjusted as necessary and lubricated, the filter replaced, the coolant hoses and clamps to the core replaced. If leaks are identified in the any of the tested cores the facts and justification shall be presented to the MASCO Inspector or Project Manager for consideration to be replaced and those costs included as a miscellaneous contractor discovery.

5.3 Heating Booster Pump and Control Valves

The heating system booster pump assembly and the systems control valves and solenoids shall be replaced.

5.4 HVAC System Fan Motors

The two (2) curbside and street side main air circulation blower fan motors shall be replaced. The roof mounted condenser fan motors shall be replaced. The defroster blower motor assembly shall be replaced.

5.5 HVAC Return Air

The forward ceiling mounted HVAC return air grille in addition to the HVAC cabinet shall be cleaned and the filter replaced. The temperature shall be set to 72 F for heating and 68 F for the cooling cycle.

5.6 Testing the HVAC

At the conclusion of the previously described HVAC work, the AC system shall be evacuated using a calibrated micron gauge to Thermo-King (TK) specifications. The system shall then be charged with the specified amount of new 407C freon and compressor oil using TK procedures. The system shall be tested at the completion of the rehabilitation to validate all the systems are operational with both the heat and AC cycles and maintains the required passenger area temperatures.

6.0 COMPLETION TESTS FOR DELIVERY ACCEPTANCE

The rehabilitation contractor shall prepare each bus when completed for MASCO’s third-party Inspectors to review the work performed. The Inspector will be inspecting the bus for the following:

1. All material listed in the contract has been either replaced or rebuilt as specified.
2. The work performed meets quality standards for fit, finish, installation and cleanliness.
3. The components that have been replaced or rebuilt do not show signs of leakage and perform as expected.
4. The HVAC system shall be tested in both AC and Heat cycles to validate the performance.
5. The transmission shift points are recorded and compared between buses for consistency.
6. The acceleration at 10 mph intervals is recorded in seconds and compared to the APTA specification shown below:

Maximum Start Acceleration Times on a Level Surface

Speed (mph)	Maximum time (seconds)
10	5
20	10
30	18
40	30

50	60
Top speed	The bus shall be capable of achieving a top speed of 65 mph on a straight, level road at GVWR with all accessories operating.

7.0 QUALITY ASSURANCE / SAFETY / SECURITY

The contractor shall have a documented quality assurance program that addresses the quality of work performed and the material used in the rehabilitation of buses. The contractor shall have in place the necessary procedures for the safety of the employees and security for the MASCO buses to be rehabilitated. At a minimum the contractor shall have the following:

- Documented health and safety procedures for the workforce.
- Compliance with Local, State and Federal (OSHA) safety programs.
- Building and Lot Security.
- Documented procedures for the rehabilitation of the MASCO buses in accordance with the specification requirements.
- Designated personnel assigned to the project for review and documentation of the work performed for this contract.
- Designated personnel to inspect incoming parts documenting the condition and rejecting those that do not function, are broken or do not meet general quality standards.
- Designated personnel to conduct incoming bus review/evaluation and to perform a final inspection of the work performed and functionality of the vehicle.
- Insurance on the MASCO buses being rehabilitated from the time of pick-up until delivery acceptance.

The contractor’s proposal shall include their Quality Assurance / Safety and Security plans and programs as part of their submittal.

8.0 WARRANTY REQUIREMENTS

MASCO is requiring at a minimum the following warranties for the work and components supplied as part of this contract: Proposers shall prepare for MASCO consideration a warranty “menu” which details the coverages and costs for extensions.

- Workmanship / peripheral components and parts: 2-year or 36,000- mile parts and labor.
- Cummins ReCon Engine: 2-year base warranty and 3-year extended.
- EMP Radiator/Cores and Electronics: 2-year warranty.
- Allison ReTran Transmission: 2-year base and 2-years extended.
- New Flyer and Thermo King: 1-year parts and labor.

NOTE: MASCO will consider proposed warranties that are an improvement in time and coverages.

F. EXHIBITS (Attached Documents)

Exhibit 1: New Flyer Manuals

- 1.1 Operator
- 1.2 Parts
- 1.3 Service

Exhibit 2: Technical Documents

- 2.1 New Flyer SR-1786 Technical Specification
- 2.2 Exhaust Flex Connector Alignment Procedure

G. BID SUBMITTAL FORMS (Examples Below: Excel Sheets Attached)

Contractor Information Form

PROPOSER INFORMATION			
Project:		Rehabilitation of 30 MASCO New Flyer 40 foot Diesel Buses	
Firm Name			
Corporate Address			
Contact Person / Phone / E-mail			
Rehab Service Center Address			
Rehab Service Center Description			
Other Locations			
Years in Bus Rehab Business		Number of Employees	
Amount of Bus Rehabs Completed / Last Five Years		Completed Lifetime	
Propers Principal Officers and Project Staff / Contact Info			
Principal			
Operations Manager			
Service Manager			
Project Manager			
Parts Manager			
Quality Control Manager			
Signature			
Title			
Date			



Contractor Reference Form

PROPOSER REFERENCES	
Project:	Rehabilitation of 30 MASCO New Flyer 40 foot Diesel Buses
Firm Name	
Corporate Address	
Contact Person / Phone / E-mail	
Scope of Rehab Work Completed	
Dates of Services	
Firm Name	
Corporate Address	
Contact Person / Phone / E-mail	
Scope of Rehab Work Completed	
Dates of Services	
Firm Name	
Corporate Address	
Contact Person / Phone / E-mail	
Scope of Rehab Work Completed	
Dates of Services	
Firm Name	
Corporate Address	
Contact Person / Contact Information	
Scope of Rehab Work Completed	
Dates of Services	
Firm Name	
Corporate Address	
Contact Person / Phone / E-mail	
Scope of Rehab Work Completed	
Dates of Services	
Firm Name	
Corporate Address	
Contact Person / Phone / E-mail	
Scope of Rehab Work Completed	
Dates of Services	
Signature	
Title	
Date	



Contractor Price Proposal

PRICE PROPOSAL	
Project:	Rehabilitation of 30 MASCO New Flyer 40-foot Diesel Buses
Proposer:	
FY 2022	
Rehabilitation Price per bus	
FY 2022 Price for 4 buses	
Labor / hr for Miscellaneous Contractor Discoveries	
Parts mark-up percentage for Miscellaneous Contractor Discoveries	
FY 2023	
Rehabilitation Price per bus	
FY 2023 Price for 16 buses	
Labor / hr for Miscellaneous Contractor Discoveries	
Parts mark-up percentage for Miscellaneous Contractor Discoveries	
FY 2024	
Rehabilitation Price per bus	
FY 2024 Price for 10 buses	
Labor / hr for Miscellaneous Contractor Discoveries	
Parts mark-up percentage for Miscellaneous Contractor Discoveries	
Signature	
Title	
Date	