

PUBLIC NOTICE

Notice is hereby given that the County of Webb is now accepting bids for **“Three (3) Light/Medium Duty Buses , 12 Passenger” , “One (1) Medium Duty Bus, 24 Passenger”** for the Webb County Community Action Agency El Aguila Rural Transportation Department.

Bids must be submitted with (1) one original and (8) eight copies sealed envelopes to the office of The Webb County Clerk. Sealed envelopes must be marked with Bid number and name on the front lower left-hand corner of envelopes.

Bid 2013-16 “El Aguila Rural Transportation Buses

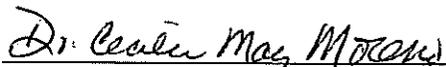
Bids must be hand delivered or mailed to the following location:

Webb County Clerk
Webb County Justice Center
1110 Victoria St., Suite 201
Laredo, Texas 78042-0029

Bids must be delivered no later than **2:00 p.m., Tuesday April 30, 2013**, at which time all bids received will be opened and read to the public. Late bids will not be considered.

For more information concerning the submission of bid documents, call at 956-523-4127 Leticia Gutierrez, Administrative Assistant Webb County Purchasing Department Office, 1110 Washington Suite 101, Laredo, Texas 78040. Please visit our website at <http://www.webbcountytexas.gov> .

The County of Webb reserves the right to reject any and all bids or to select the bid that is the best interest of Webb County.



Dr. Cecilia May Moreno
Purchasing Agent

Publication Dates:

Wednesday April 10, 2013

Wednesday April 17, 2013

Wednesday April 24, 2013

THIS FORM MUST BE INCLUDED WITH BID PACKAGE; PLEASE CHECK OFF EACH ITEM AND SIGN

“Sealed Bid”

Bid 2013-16 “El Aguila Transportation Buses”

- Public Notice
- Specifications
- Price Sheet (required)
- Conflict of Interest (required)
- Debarment Certification (Form H2048)
- Terms and Conditions (read)
- Delinquent Tax Owed to Webb County (required)
- Bidders Information Form (required)

Signature

Light/medium duty bus

1.0. Scope, Purpose & Classification

1.1 Scope

It is the intention of this specification to describe a vehicle of substantial and durable construction in all respects. Particular attention is given to features, which will provide the safest possible vehicle for transporting people.

1.2 Purpose

The purpose of these specifications is to describe a mid-size transit bus, which will be used to transport passengers in both rural and urban areas. The bus will be “steel cage” type construction. The bus body is to be mounted on a chassis with a GVWR of at least 12,500#

1.3 Classifications

This specification calls for the following type of vehicle. It is in accordance with FMVSS requirements including FMVSS220 and FMVSS221. The bus has been tested in 7-year/200,000 mile category in accordance with the guidelines for the Altoona Bus Testing Center. A copy of the Altoona test report is available upon request.

1.4 General

It should be noted, however, that the specification is written around specific needs, with the intent to standardize certain components. Therefore, in numerous places we have named specific brands of components. This has been done to establish a certain standard of quality. Other brands will be considered providing the vendor meets our minimum quality standards.

1.5 Materials

All materials used in conversion of the bus shall conform in all respects to American Society of Testing Materials, Society of Automotive Engineers or similar association standards.

1.6 Warranty

A. To provide a 1 year or 12,000 miles parts and labor warranty to cover all components and parts on this vehicle, including paint and electrical.

B. Body: To provide a 6-year/ 60,000-mile warranty on the steel structure of the body against failure of the welds or the steel cage.

C. Chassis, engine and transmission: Warranty on the chassis, engine and transmission of the vehicle shall be responsibly of the chassis manufacture.

1.7 General vehicular design types and floor plan

The bus shall be a body on chassis type consisting of a steel cage construction. The bus body shall be mounted on rubber isolators' pucks using SAE Grade 8 (7/16) UNC bolts torque to 60-65 ft-lbs. No part of the body is to be welded directly to the chassis frame.

2.0 Technical Requirements – Chassis

2.1 Chassis type, Model year, and delivery time

Commercial cut a way chassis with shuttle prep package

Model Year 2013

Ford E350

Color (white) refer to 5.8 for program decal, rack

15-30 day delivery time after receipt of order

2.2 Standard Equipment

Shuttle bus prep package

High series EXT upgrade package

12,500# GVRW Package

Minimum 158-inch wheelbase

Oxford white Color

Medium flint upholstery

Air cond. front CFC free

Light convenience group

Conventional instrument cluster

16 X 6 white painted steel wheel

Front tow hooks

Dual notice electric horn

OEM high back bucket drivers seat with manual fore/aft adjustment

Dual rear wheels

Front and rear shock absorbers
5.4L V8 engine
Electrical 5- speed AOD W/ tow-haul
LT 225/75 RX16
4.10 Ratio axle
Chrome Bumpers
Vinyl floor covering, front
Driver manual pedestal
50 state emissions
Speed control
OEM extra heavy-duty 225 Amp alternator
Inside rear view mirror
Battery Dual heavy duty/ auxiliary
40-gallon capacity fuel tank
Passenger seat belts
Daytime Running Lights
Altoona Test 7 year 200,000 mile

2.3 Axles and suspension

Front Axle: Twin I Beam Independent suspension. The heaviest available shock absorbers shall be provided. Front springs shall be leaf spring type and capacity equal or greater than the axle and includes stabilizer.

Rear Axle: Conventional construction, truck-type rear axle, utilizing heavy tubes pressed into cast center section or one-piece casing is preferred. Ring gear should be bolted, not riveted to different carrier. The heaviest shock absorbers shall be provided, tapered leaf springs with rear stabilizer bar.

2.4 Electrical

The vehicle shall be supplied with a 12 volt battery.

2.5 Engine

The engine shall be a 5.4L EFI V8 engine

2.6 Exhaust system

The vehicle is equipped with an exhaust system that meets United States

Government noise level and exhaust emission (smoke and noxious gases) requirements. The exhaust system must be stainless steel or aluminized steel. The exhaust tail pipe shall extend to the street side of the vehicle.

2.7 Fuel System

Fuel tank shall be of minimum of 40-gallon capacity, internally baffled to prevent surging and rigidly supported by at least two (2) supports arranged for easy removal. A fuel/water separator shall be supplied. An engine mounted fuel filter is required.

2.8 Tires and Rims

Vehicles shall be equipped with six ventilated pressed steel wheels. Dual rear wheels require. Michelin tires with premium highway tread of adequate size to support the GVWR. Wheels are to be painted or powder coated white.

2.9 Transmission

The transmission shall be automatic transmission. Transmission shift lever shall be interlocked with starting motor to prevent engagement of starter in any gear position other than the neutral or park. Driveshaft guards are required on each section of driveshaft.

2.10 Air Conditioning and heater

- A. The heating system shall have at least two (2) unit type heaters, one located in the drivers seat area and one in the passenger area.
- B. Output of the passenger heater shall be at least 65,000 BTU with circulating pump; cut-off water valves shall be installed.
- C. Heaters are to be individually controlled by three (3) position switches; low, high and off and be controlled by switch panel.
- D. Provisions shall be made for windshield defrosting adjustable output within reach of the driver.
- E. Automotive in-dash type front air conditioning and a separate rear auxiliary air conditioning system shall be provided.
- F. The rear air conditioning system shall incorporate a separate evaporator control from the front air conditioning. Condensers must be skirt mounted. System shall be Trans Air TA733 Super AC with 68,000 with TA73 Evaporator BTU's with dual compressors.

2.11 Glass

- A. The windshield is to be a one-piece design. Windshield shall be laminated tinted safety glass.

B. The driver's window shall be capable of opening. This window shall be tempered or laminated safety glass.

C. The side passenger windows shall be slide style transit type to ensure ventilation.

D. It is desired to maintain a transit type appearance, and school bus type windows will not be accepted. The passenger windows shall be certified by an independent testing agency to be in compliance with FMVSS 217 (Bus window retention and release). Certification of compliance with FMVSS 217 shall be provided with submission of this bid.

E. Passenger windows must be capable of sliding opening to ensure proper ventilation.

F. Hinged emergency escape windows must be provided on each side of the bus. Emergency windows must be clearly labeled and operating instructions must be clearly visible.

G. All egress windows shall be identified with red emergency handles. All passenger windows must be safety glass with an AS-3 marking. Windows are to be dark tinted to a maximum of 31% light transmission. All passenger windows shall be installed in black powder coated or anodized aluminum frames, or an equivalent. Each side window shall be minimum of 36' tall by 36" wide. Except where floor plan desires requires the use of one smaller window on each side.

2.12 Instruments and Gauges

A. Ammeter or voltmeter

B. Oil Pressure gauge

C. Fuel tank level gauge

D. Engine temperature gauge

E. Headlight high beam indicator

F. Directional signal and flasher action light

G. All instruments are to be grouped on a single panel.

H. Panel should be in full view of the driver with no instruments obstructed by controls.

The following controls, in addition to the normal steering, braking and transmission functions are to be provided:

I. Column mounted turn signal lever

II. Emergency flasher facing driver and clearly visible

III. Door control at driver's location

IV. Master exterior light switch

V. Separate switch and temperature controls for driver heaters, defrosters, and A/C

VI. Two speed wiper control with intermitted feature

VII. Windshield washer

VIII. Passenger compartment lights

2.13 Mirrors

Roscoe style right and left hand fully adjustable outside rear view mirrors with directional signals shall be provided. Flat mirrors shall be nominal 7" X 8" in size. An additional convex mirror is provided on each side of the vehicle.

2.14 Radio and Audio/Video

Please refer to section 3.1 letter F (radio/AV/dispatch system)

2.15 Seats

All seating for this vehicle shall be specified by this agency upon the body and floor plan configuration required to perform the intended function of the vehicle. All seating installed in the vehicle shall be in compliance with FMVSS 207 (Seating Systems), and any associated seat belt assemblies shall be in compliance with FMVSS 209, 210 (Seat Belt Assemblies, Seat Belt Assembly Anchorage's). A copy of the test results shall be submitted with the bid. All seat tests must be performed in the type of bus being bid. Seats will be Freedman Mid-Hi Featherweight with level 3 Asteroid Navy cloth. Aisle seats shall have grab handles mounted on seat top. Two single freedman handi-flip seats shall be installed in the wheel chair area. The bus shall accommodate 12 ambulatory passengers with 2 wheel chairs or 14 ambulatory passengers with use of the flip seats.

The OEM drivers' seat will be provided with fabric covering to match the passengers' seats.

2.16 Propeller, Steering, Brakes

A. Drive Shaft: The drive shaft is a heavy-duty type utilizing one or more needle bearing universal joints or equivalent. Drive shaft is guarded to prevent it from striking the floor of the bus or the ground in the event of a tube or universal joint failure.

B. Steering: Power steering required. All steering linkage wear points, including tie rod ends, are fitted with lubrication fittings and replacement bushing or inserts. The steering wheel is equipped with the "tilt" feature and "cruise control".

C. Brakes: Service brakes are ABS, dual hydraulic, power assisted, 4-wheel disc. Braking system shall be adequate for the GVWR of the vehicle.

3.0 Electrical system and components

3.1 Electrical System

A. The electrical system and equipment shall comply with all applicable FMVSS and shall also conform to all the applicable SAE recommended standards and practices. All electrical and electronic components shall be selected to minimize electrical loads thereby not exceeding the vehicles generating capacity. All electrical components and wiring shall be easily accessible through access panels for checking and for maintenance. All switched indicators and controls shall be located and installed in a manner that facilitates easy removal and servicing. All exterior housing of lamps and fixtures shall be corrosion resistant and weatherproofed.

B. The vehicle shall be supplied with a (850 CCA) mounted under the bus.

C. The switch panel, mounted on the dash board within easy reach of the driver, shall incorporate all switches including, but not limited to, the following: electric door switch, passenger compartment switches, dash and rear air conditioning switches, dash and rear heaters switches. These switches are to be backlit for easy night operation.

D. The electrical system shall incorporate warning buzzer, located either on the switch panel or the dashboard, to show door ajar condition when the bus has a rear door or a side door.

E. Circuits shall serve the bus body and accessory electrical equipment separate and distinct from the vehicle chassis circuits. All wiring provided by the bus manufacture shall be copper and conform to all the SAE J1292 requirements.

F. Contact will be made to Mr. Terrance Pratz at 956-645-3120, for sale and installation of AM/FM/CD player with speaker set up and audio/video camera system throughout vehicle along sale and installation of MDC/ tablet (Wi-Fi) mobile data device for dispatching

G. Wiring: all general-purpose wiring shall meet SAE standards. Each wire shall be color, number, or function coded. These numbers and functions should appear at a minimum of 6" intervals the entire length of the wire.

H. The wiring shall be routed in a split open-type loom. All looms and wiring shall be secured to the body or frame with straps in order to prevent sagging and

movement that results in chafing, pinching, snagging, or any other damage.

I. All harness and wiring terminals shall terminate at appropriate junction terminals set in bake-lite or molded plastic material. All wiring and end connectors shall be soldered, hand, or machine staked type.

J. All wiring devices, switches, and etc., except circuit breakers, shall be rated to carry at least 125% of the maximum ampere load for which the circuit is protected. There shall be a master electrical component panel located in a weather-protected compartment with access from outside of the bus. Circuit breakers shall be of the automatic reset type and designed specifically for each circuit.

K. All switches supplied by the bus manufacture shall employ permanently engraved labels. These shall be backlit. Decals or other "stick-on" types labels are NOT ACCEPTABLE.

L. Two Heavy-duty 12 volt horns shall be furnished and installed.

M. OEM Fast idle system standard.

N. Back-up alarm standard.

3.2 Wiring Gauge

All wiring harness shall be rated to carry 125% of the maximum load ratings of the circuit it is designed to service. All cables larger than 18 AWG have the terminals mechanically crimped to insure minimal voltage drop.

3.3 Battery cable routing

The routing of the battery cable shall be from the engine compartment to the main power distribution panel. This panel's location is on the street side of the bus. The battery cables shall be 2 GA AWG cables and routed through rubber-insulated panel via metal cable clamps. The battery cables shall not be routed under chassis frame components.

4.0 Vehicle Lighting Requirements

4.1 Vehicle Exterior Lighting

A. All exterior lights must meet state and U.S. DOT requirements.

B. Halogen headlamps of sealed beam type are required with high and low beam controlled from the turn signal switch.

C. Directional signals shall meet all Federal Motor Vehicle Safety Standards front and rear. The lever on the left side of the steering column shall operate directional signals.

D. In addition to directional signals, rear lamps shall consist of red stoplights and clear back-up lights. LED rear lighting for the tail and backup is required.

E. A circuit shall be provided for the directional signal which, when on will cause them to function as traffic hazard warning signals. (Emergency flashers shall operate independently of the brake lights.)

F. The flasher unit for directional signals and emergency flashers shall be replaceable from inside vehicle and shall be a simple plug-in unit.

G. A license plate light shall be provided on the rear of the vehicle.

H. Two back-up lights shall be provided.

4.2 Vehicle Interior Lighting

A. The basic interior bus lighting configuration shall include; a drivers compartment dome light, instrument panel lights, switch panel backlight, and lights for the passenger area, and the step well light that adequately illuminates the step well area with the door open and will be wired to automatically activate when the passenger door is opened.

B. All egress locations shall be labeled and identified.

5.0 Vehicle Body

5.1 Body, General Construction

The body structure shall be built as an integral unit. All joints and corners where stress concentration may occur shall be adequately reinforced to carry required loads and withstand road shock. The bus body shall be certified by an independent testing agency to meet the requirements of Federal Motor Vehicle Safety Standard Number 220 (School bus rollover Protection). Certification of compliance with this static load test is available upon request.

5.2 Body Structural Framing

Sidewall vertical member – The heart of our sidewall is the vertical structure, a roll formed 18 gauge steel capital “C” channel with 8 bends that create extreme strength and rigidity. The vertical member is installed in full lengths and in shorter sections above and below window frames. Additional vertical structure is used at both ends of the sidewall enabling the structure to withstand the forces applied by

the vehicle when in motion. Using the open C member also enables a thorough primer application. Steel Tubing – 1"x1" 16 gauge steel tubing is welded in horizontally between vertical members to frame in window openings. This adds front to rear reinforcement. Seat Track – 11-gauge high strength low alloy roll formed steel track is welded down each sidewall below the window frame. While serving as a seat-attaching device, it adds excellent structure to the sidewall and also adds excellent side impact resistance. Wheelchair Options – Add another layer of metal. Depending on track locations, another structure of steel is welded in place between each vertical member for attaching a shoulder belt mount. Also, additional structure is added to accommodate wheelchair doorframes. Full length steel tubing – 1"x1" 16 gauge steel tubing is stitch welded to the sidewall bottom and top at each vertical member for attaching to the floor and roof sections, respectively. Rear wall vertical member – The vertical sidewall capital "C" channel with 8 bends is also used in the rear wall assembly. Full-length structure is used at varying places, depending on choice of rear window, or rear door. Shorter cut pieces are used above windows and doors. Additional side windows used with the rear door also change the configuration. Steel Tubing – 1"x1" 16 gauge steel tubing is welded horizontally between vertical members to provide a window frame in the standard product, and used as an upper doorframe in the optional rear assembly. Full length steel tubing – 1"x1" 16 gauge steel tubing is stitch welded to the rear wall top and bottom as in the sidewall assembly. Roof Bows – Radius formed one-piece 16 gauge steel roof bows formed as a modified hat post design with eight bends for exceptional strength, including 4 bends in the web similar to our vertical sidewall steel provide a roof structure capable of taking severe loads. They are then capped with top flat pieces from flange to flange to provide abundant surface area for securing the outside roof material. Steel Tubing – 1"x1" 16 gauge steel tubing is welded in horizontally to frame all lower window openings and 1" x 3" 16 gauge steel tubing to all upper window openings as required. A full perimeter is also welded on to mate the roof to the sidewall and rear wall, with short vertical pieces providing support on the front and rear ends. The 3" wide steel tube supplies a structural mounting surface for shoulder belt attachment and has been pull tested to federal standards.

Driver Compartment Overhead Halo – Steel Tubing – 1"x1" 16 gauge steel tubing is cut and jig welded into an integrated one piece structure spanning from the front roof bow of the body to the newly cut roof line of the cab. Also created during the structure manufacture is the housing for mounting the electronic circuit board.

11 Gauge Steel – formed to make brackets used to mount to the chassis roof. False Floor (Cab to body transition) – Steel Tubing – 2" x2" 16 gauge steel tubing is welded together forming a flat body floor transition from the step area back to the

actual body area. An overhang on the curbside provides a secure attach point frontally for the entry door frame added later. Structural steel angle – 11 gauge 1.5"x1.5" structural angle is added in short lengths five places to provide attachment points to the chassis floor. Interior Vertical Transition Frames – Steel Tubing – 1"x1" 16 gauge steel tubing is used vertically and a ladder type assembly is made welding the 1x 1 tube to .75"x.75" 11 gauge steel tube that is used horizontally in the assemblies. These pieces transition from the body fronts on each side to the driver halo side assembly and the entry door frame assembly on the curbside. Entry Door & Step Assembly Frame –Steel Tubing – 1"x1" 16 gauge and .75"x.75" 11 gauge steel tube is cut to length and welded together in a ladder type construction forming a rigid frame for attaching the entry door/step assembly. Entry Door/Step Assembly –11 Gauge Steel – Formed step riser/tread piece is manufactured from 11 gauge mild steel. By utilizing acute bends to maximize toe space area, an extremely strong base for the assembly is provided, and it also features two 90° bends at the bottom of the piece (one down and one return bend) to eliminate sharp edges and to give added strength. An 11 gauge flat plate with holes is also used to bridge the lower and upper side pieces, then is stitch welded and plug welded to form a strong one piece assembly.

5.3 Static Load

The bus shall be certified by an independent testing agency to meet FMVSS 220 (School Bus Rollover) and FMVSS 221 (School Bus Body Joint Strength). Certification of compliance with the static load test is available upon request.

5.4 Floor

The flooring covering shall be non-slip Gerflor Gray. The aisle and front entrance area shall be covered in non-slip Gerflor. The floor area under the seats shall be covered with non-slip Gerflor. Steps shall be covered with non-slip Gerflor and have 2" yellow safety nosing on each step edge. Step tread shall be of one-piece Gerflor flooring. The floor covering shall be butt jointed and securely cemented to the plywood floor with a waterproof adhesive. The floor sub-structure shall be covered with minimum 5/8" exterior grade plywood with sealed edges.

5.5 Covering and color

- A. The interior is to provide a pleasant. Aesthetically pleasing atmosphere. School bus type interior is not acceptable.
- B. Interior walls provide a decorative durable finish that coordinates with the vehicle interior scheme. Automotive cloth or carpets are available as optional interior wall coverings.
- C. The headliner shall be covered with a material that coordinates with the vehicle

interior scheme. Padded vinyl shall be used for walls and ceiling.

D. The stanchions shall be 1-1/4" stainless steel and shall be securely fastened into structural members at all mounting points. Stanchions shall not be mounted to sheet metal, fiberglass or other non-reinforced areas

E. A vertical stanchion and padded modesty panels shall be installed in the entryway at the rear of the step well. All modesty panels shall be covered with padded vinyl.

F. Overhead grab rails parallel to the aisle shall be installed on both sides of the vehicle. These grab rails shall be securely fastened to the roof bows or the strategically placed steel backers welded into the roof structure.

G. Parallel grab rails shall be provided at the entrance door.

5.6 Rear Bumper

The vehicle front bumper shall be a full width OEM bumper. The rear bumper shall be a minimum 11-gauge 9" wide, with black-painted steel. Bumpers shall be fastened directly to the chassis frame to allow shock from impact to be transmitted to the chassis frame.

5.7 Additional Systems, Equipment, Accessories & Supplies

5.8 Paint, Program Decals, Bike Rack

Standard color shall be white, contact with Mr. Terrance Pratz at 956-645-3120 for sale and installation of the program decal(s) on both sides of the unit and front program decal. Sale and installation of front bike rack will also be outfitted through Mr. Pratz.

5.9 Safety Equipment

Each vehicle will be equipped with a first aid and a bio-med kit, a 5LB. fire extinguisher with bracket and three triangle reflectors.

6.0 Mud flaps

Mud flaps shall be installed on the rear wheels. Rear mud flaps are positioned and secured in a manner that prevents contact with exhaust components or with the wheels.

6.1 Wheelchair Securement

Q' Straint QRT Max wheelchair tie down are to be provided as required (ADA 38.23). Wheelchair Securement areas have a clear floor area of at least 30" X 48". (ADA 28.23.d2) Wheelchairs must be secured in a forward facing position. (ADA 28.23.d4) Wheelchair Securement includes a seatbelt shoulder harness for the

wheelchair occupant. These belts are not to be used in lieu of a device that secures the wheelchair itself. (ADA 38.23.d7) Americans Disabilities Act (ADA) regulations shall supersede all requirements included in these specifications.

Rear wheelchair spaces and (2) flip down seats when not in use.

6.2 Wheelchair Lift Equipment

A Braun Century Series 2 wheelchair lift 34" X 54" shall meet applicable ADA and NHTSA regulations. The wheelchair lift shall include a platform with a minimum clear width of 30" and minimum clear length of 48". The wheelchair shall incorporate an emergency method of operating if the power to the lift fails.

The wheelchair lift shall include handrails on both sides of the platform. (ADA 38.21) The wheelchair lift controls shall be interlocked with the vehicle transmission to ensure that the vehicle cannot be moved when lift is not stowed. (ADA 38.23.b2)

Wheelchair lift door with window shall provide a minimum clear opening height of 68". Illumination of the wheelchair lift platform shall be achieved by lights mounted on the lift itself as well as two exterior lights located below window level and shielded to protect the eyes of entering and exiting passengers. (ADA 38.31)

Wheelchair lift door shall incorporate a light on the dash to indicate that the door is not closed. An interior light shall activate when door(s) are open to illuminate the wheelchair area from above the lift.

ADA decals are to be provided

Americans Disabilities Act (ADA) regulations shall supersede all requirements included in these specifications.

6.3 Chassis, Quality, Certification

6.4 ISO

Manufacture must maintain ISO 9001-2001 certification.

6.5 Altoona Testing

A 7-yr/200,000 mile test summary must be provided

6.6 FMVSS Certification

Certify all applicable Federal Motor Vehicle Safety Standards. A complete list is available upon request.

APPENDIX A: GENERAL DIMENSIONS

- 8.1 Passenger seating capacity 12-passenger w 2 flip down seats
- 8.2 Overall length 274"Min
- 8.3 Overall width 96"
- 8.4 Overall height 120" with roof latch
- 8.5 Interior width 93" at shoulder level
- 8.6 Interior height 81" from center of floor line
- 8.7 Step height from ground 12"
- 8.8 Riser height 9"
- 8.9 Entry door dimensions (clear) 32"
- 8.10 Width of aisle minimum 19"
- 8.11 GVWR 12,500
- 8.12 Wheelbase 158"

Medium duty bus

1.0. Scope, Purpose & Classification

1.1 Scope

It is the intention of this specification to describe a vehicle of substantial and durable construction in all respects. Particular attention is given to features, which will provide the safest possible vehicle for transporting people.

1.2 Purpose

The purpose of these specifications is to describe a mid-size transit bus, which will be used to transport passengers in both rural and urban areas. The bus will be “steel cage” type construction. The bus body is to be mounted on a chassis with a GVWR of at least 19,500#

1.3 Classifications

This specification calls for the following type of vehicle. It is in accordance with FMVSS requirements including FMVSS220 and FMVSS221. The bus has been tested in 7-year/200,000 mile category in accordance with the guidelines for the Altoona Bus Testing Center. A copy of the Altoona test report is available upon request.

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All materials used in conversion of the bus shall conform in all respects to American Society of Testing Materials, Society of Automotive Engineers or similar association standards.

1.6 Warranty

A. To provide a 1 year or 12,000 miles parts and labor warranty to cover all components and parts on this vehicle, including paint and electrical.

B. Body: To provide a 6-year/ 60,000 mile warranty on the steel structure of the body against failure of the welds or the steel cage.

C. Chassis, engine and transmission: Warranty on the chassis, engine and transmission of the vehicle shall be responsibly of the chassis manufacture.

1.7 General vehicular design types and floor plan

The bus shall be a body on chassis type consisting of a steel cage construction. The bus body shall be mounted on rubber isolators' pucks using SAE Grade 8 (7/16) UNC bolts torque to 60-65 ft-lbs. No part of the body is to be welded directly to the chassis frame.

2.0 Technical Requirements – Chassis

2.1 Chassis type, Model year, and delivery time

Commercial AC/UC International Chassis

Model Year 2013

Color (white) refer to 5.8 for program decal, rack

15-30 day delivery time after receipt of order

2.2 Standard Equipment

AC/UC Commercial Bus

2 Rear AF Cross member

19,500# GVWR Package

Minimum 234-inch wheelbase

White Color

Front Two Hooks

7,000lb Front Taper Leaf Suspension

Tilt Steering

320 AMP Alternators

Battery System 2250 CCA

Manuel Reset Circuit Breakers

Dual notice electric horn

National Driver Seat with armrest

Dual rear wheels

Radio ACC

MAXFORCE 7 Engine

Allison 1000 Transmission

Continental 225/70R 19.5 Tires

Rear Shock Absorbers

Cab Sound Insulation

Vinyl floor covering, front

HVAC Fresh Air Filter

Low Windshield Washer Indicator

Power Door Lock and window

Heater Shut Off Valve

Altoona Test 7 year 200,000 mile

2.3 Axles and suspension

Front Axle: 7,000lb front axle.

Rear Axle: 13,500-rear axle with Mor-Ryde Rear Suspension.

2.4 Electrical

The vehicle shall be supplied with a Dual 12 volt battery with 2250CCA.

2.5 Engine

The engine shall be a MAXFORCE 7 engine

2.6 Exhaust system

The vehicle is equipped with an exhaust system that meets United States Government noise level and exhaust emission (smoke and noxious gases) requirements. The exhaust system must be stainless steel or aluminized steel. The exhaust tail pipe shall extend to the street side of the vehicle.

2.7 Fuel System

Fuel tank shall be of minimum of 60-gallon capacity, internally baffled to prevent surging and rigidly supported by at least two (2) supports arranged for easy removal. A fuel/water separator shall be supplied. An engine mounted fuel filter is required.

2.8 Tires and Rims

Vehicles shall be equipped with six Continental 225/70R 19.5 ventilated pressed steel wheels. Dual rear wheels require. Continental tires with premium highway tread of adequate size to support the GVWR. Wheels are to be painted or powder coated white.

2.9 Transmission

The transmission shall be an Allison 1000 automatic transmission. Transmission shift lever shall be interlocked with starting motor to prevent engagement of starter in any gear position other than the neutral or park. Driveshaft guards are required on each section of driveshaft.

2.10 Air Conditioning and heater

- A. The heating system shall have at least two (2) unit type heaters, one located in the drivers seat area and one in the passenger area.
- B. Output of the passenger heater shall be at least 65,000 BTU with circulating pump; cut-off water valves shall be installed.
- C. Heaters are to be individually controlled by three (3) position switches; low, high and off and be controlled by switch panel.
- D. Provisions shall be made for windshield defrosting adjustable output within reach of the driver.
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- F. The rear air conditioning system shall incorporate a separate evaporator control from the front air conditioning. Condensers must be skirt mounted. System shall be Trans Air TA733 Super 13 AC with TA73 Evaporator with dual compressors.

2.11 Glass

- A. The windshield is to be a one-piece design. Windshield shall be laminated tinted safety glass.
- B. The driver's window shall be capable of opening. This window shall be tempered or laminated safety glass.
- C. The side passenger windows shall be slide style transit type to ensure ventilation.
- D. It is desired to maintain a transit type appearance, and school bus type windows will not be accepted. The passenger windows shall be certified by an independent testing agency to be in compliance with FMVSS 217 (Bus window retention and release). Certification of compliance with FMVSS 217 shall be provided with submission of this bid.
- E. Passenger windows must be capable of sliding opening to ensure proper ventilation.
- F. Hinged emergency escape windows must be provided on each side of the bus. Emergency windows must be clearly labeled and operating instructions must be

clearly visible.

G. All egress windows shall be identified with red emergency handles. All passenger windows must be safety glass with an AS-3 marking. Windows are to be dark tinted to a maximum of 31% light transmission. All passenger windows shall be installed in black powder coated or anodized aluminum frames, or an equivalent. Each side window shall be minimum of 36' tall by 36" wide. Except where floor plan desires requires the use of one smaller window on each side.

2.12 Instruments and Gauges

- A. Ammeter or voltmeter
- B. Oil Pressure gauge
- C. Fuel tank level gauge
- D. Engine temperature gauge
- E. Headlight high beam indicator
- F. Directional signal and flasher action light
- G. All instruments are to be grouped on a single panel.
- H. Panel should be in full view of the driver with no instruments obstructed by controls.

The following controls, in addition to the normal steering, braking and transmission functions are to be provided:

- I. Column mounted turn signal lever
- II. Emergency flasher facing driver and clearly visible
- III. Door control at driver's location
- IV. Master exterior light switch
- V. Separate switch and temperature controls for driver heaters, defrosters, and A/C
- VI. Two speed wiper control with intermitted feature
- VII. Windshield washer
- VIII. Passenger compartment lights

2.13 Mirrors

Roscoe style right and left hand fully adjustable outside rear view mirrors with directional signals shall be provided. Flat mirrors shall be nominal 7" X 8" in size. An additional convex mirror is provided on each side of the vehicle.

2.14 Radio and Audio/Video

Please refer to section 3.1 letter H (radio/AV/dispatch system)

2.15 Seats

All seating for this vehicle shall be specified by this agency upon the body and floor plan configuration required to perform the intended function of the vehicle. All seating installed in the vehicle shall be in compliance with FMVSS 207 (Seating Systems), and any associated seat belt assemblies shall be in compliance with FMVSS 209, 210 (Seat Belt Assemblies, Seat Belt Assembly Anchorage's). A copy of the test results shall be submitted with the bid. All seat tests must be performed in the type of bus being bid. Seats will be Freedman Mid-Hi Featherweight with level Oxen Grey Vinyl. Aisle seats shall have grab handles mounted on seat top. Two double freedman handi-flip seats shall be installed in the wheel chair area. The bus shall accommodate 24 ambulatory passengers with 2 wheel chairs or 28 ambulatory passengers with use of the flip seats.

The OEM drivers' seat will be provided with vinyl covering to match the passengers' seats.

2.16 Propeller, Steering, Brakes

A. Drive Shaft: The drive shaft is a heavy-duty type utilizing one or more needle bearing universal joints or equivalent. Drive shaft is guarded to prevent it from striking the floor of the bus or the ground in the event of a tube or universal joint failure.

B. Steering: Power steering required. All steering linkage wear points, including tie rod ends, are fitted with lubrication fittings and replacement bushing or inserts. The steering wheel is equipped with the "tilt" feature and "cruise control".

C. Brakes: Service brakes are ABS, dual hydraulic, power assisted, 4-wheel disc. Braking system shall be adequate for the GVWR of the vehicle.

3.0 Electrical system and components

3.1 Electrical System

A. The electrical system and equipment shall comply with all applicable FMVSS and shall also conform to all the applicable SAE recommended standards and practices. All electrical and electronic components shall be selected to minimize electrical loads thereby not exceeding the vehicles generating capacity. All electrical components and wiring shall be easily accessible through access panels for checking and for maintenance. All switched indicators and controls shall be located and installed in a manner that facilitates easy removal and servicing. All exterior housing of lamps and fixtures shall be corrosion resistant and

weatherproofed.

B. The vehicle shall be supplied with a (2250 CCA) mounted under the bus.

C. The switch panel, mounted on the dash board within easy reach of the driver, shall incorporate all switches including, but not limited to, the following: electric door switch, passenger compartment switches, dash and rear air conditioning switches, dash and rear heaters switches. These switches are to be backlit for easy night operation.

D. The electrical system shall incorporate warning buzzer, located either on the switch panel or the dashboard, to show door ajar condition when the bus has a rear door or a side door.

E. Circuits shall serve the bus body and accessory electrical equipment separate and distinct from the vehicle chassis circuits. All wiring provided by the bus manufacture shall be copper and conform to all the SAE J1292 requirements.

F. Wiring: all general-purpose wiring shall meet SAE standards. Each wire shall be color, number, or function coded. These numbers and functions should appear at a minimum of 6" intervals the entire length of the wire.

G. The wiring shall be routed in a spilt open-type loom. All looms and wiring shall be secured to the body or frame with straps in order to prevent sagging and movement that results in chafing, pinching, snagging, or any other damage.

H. Contact will be made to Mr. Terrance Pratz at 956-645-3120, for sale and installation of AM/FM/CD player with speaker set up and audio/video camera system throughout vehicle along sale and installation of MDC/ tablet (Wi-Fi) mobile data device for dispatching

I. All harness and wiring terminals shall terminate at appropriate junction terminals set in bake-lite or molded plastic material. All wiring and end connectors shall be soldered, hand, or machine staked type.

J. All wiring devices, switches, and etc., except circuit breakers, shall be rated to carry at least 125% of the maximum ampere load for which the circuit is protected. There shall be a master electrical component panel located in a weather-protected compartment with access from outside of the bus. Circuit breakers shall be of the automatic reset type and designed specifically for each circuit.

K. All switches supplied by the bus manufacture shall employ permanently engraved labels. These shall be backlit. Decals or other "stick-on" types labels are NOT ACCEPTABLE.

L. Two Heavy-duty 12 volt horns shall be furnished and installed.

M. OEM Fast idle system standard.

N. Back-up alarm standard.

3.2 Wiring Gauge

All wiring harness shall be rated to carry 125% of the maximum load ratings of the circuit it is designed to service. All cables larger than 18 AWG have the terminals mechanically crimped to insure minimal voltage drop.

3.3 Battery cable routing

The routing of the battery cable shall be from the engine compartment to the main power distribution panel. This panel's location is on the street side of the bus. The battery cables shall be 2 GA AWG cables and routed through rubber-insulated panel via metal cable clamps. The battery cables shall not be routed under chassis frame components.

4.0 Vehicle Lighting Requirements

4.1 Vehicle Exterior Lighting

- A. All exterior lights must meet state and U.S. DOT requirements.
- B. Halogen headlamps of sealed beam type are required with high and low beam controlled from the turn signal switch.
- C. Directional signals shall meet all Federal Motor Vehicle Safety Standards front and rear. The lever on the left side of the steering column shall operate directional signals.
- D. In addition to directional signals, rear lamps shall consist of red stoplights and clear back-up lights. LED rear lighting for the tail and backup is required.
- E. A circuit shall be provided for the directional signal which, when on will cause them to function as traffic hazard warning signals. (Emergency flashers shall operate independently of the brake lights.)
- F. The flasher unit for directional signals and emergency flashers shall be replaceable from inside vehicle and shall be a simple plug-in unit.
- G. A license plate light shall be provided on the rear of the vehicle.
- H. Two back-up lights shall be provided.

4.2 Vehicle Interior Lighting

A. The basic interior bus lighting configuration shall include; a drivers compartment dome light, instrument panel lights, switch panel backlight, and lights for the passenger area, and the step well light that adequately illuminates the step

well area with the door open and will be wired to automatically activate when the passenger door is opened.

B. All egress locations shall be labeled and identified.

5.0 Vehicle Body

5.1 Body, General Construction

The body structure shall be built as an integral unit. All joints and corners where stress concentration may occur shall be adequately reinforced to carry required loads and withstand road shock. The bus body shall be certified by an independent testing agency to meet the requirements of Federal Motor Vehicle Safety Standard Number 220 (School bus rollover Protection). Certification of compliance with this static load test is available upon request.

5.2 Body Structural Framing

Sidewall vertical member – The heart of our sidewall is the vertical structure, a roll formed 18 gauge steel capital “C” channel with 8 bends that create extreme strength and rigidity. The vertical member is installed in full lengths and in shorter sections above and below window frames. Additional vertical structure is used at both ends of the sidewall enabling the structure to withstand the forces applied by the vehicle when in motion. Using the open C member also enables a thorough primer application. **Steel Tubing** – 1”x1” 16 gauge steel tubing is welded in horizontally between vertical members to frame in window openings. This adds front to rear reinforcement. **Seat Track** – 11 gauge high strength low alloy roll formed steel track is welded down each sidewall below the window frame. While serving as a seat attaching device, it adds excellent structure to the sidewall and also adds excellent side impact resistance. **Wheelchair Options** – Add another layer of metal. Depending on track locations, another structure of steel is welded in place between each vertical member for attaching a shoulder belt mount. Also, additional structure is added to accommodate wheelchair door frames. Full length steel tubing – 1”x1” 16 gauge steel tubing is stitch welded to the sidewall bottom and top at each vertical member for attaching to the floor and roof sections, respectively. **Rear wall vertical member** – The vertical sidewall capital “C” channel with 8 bends is also used in the rear wall assembly. Full length structure is used at varying places, depending on choice of rear window, or rear door. Shorter cut pieces are used above windows and doors. Additional side windows used with the rear door also change the configuration. **Steel Tubing** – 1”x1” 16 gauge steel tubing is welded horizontally between vertical members to provide a window frame in the

standard product, and used as an upper door frame in the optional rear assembly. Full length steel tubing – 1"x1" 16 gauge steel tubing is stitch welded to the rear wall top and bottom as in the sidewall assembly. Roof Bows – Radius formed one-piece 16 gauge steel roof bows formed as a modified hat post design with eight bends for exceptional strength, including 4 bends in the web similar to our vertical sidewall steel provide a roof structure capable of taking severe loads. They are then capped with top flat pieces from flange to flange to provide abundant surface area for securing the outside roof material. Steel Tubing – 1"x1" 16 gauge steel tubing is welded in horizontally to frame all lower window openings and 1" x 3" 16 gauge steel tubing to all upper window openings as required. A full perimeter is also welded on to mate the roof to the sidewall and rear wall, with short vertical pieces providing support on the front and rear ends. The 3" wide steel tube supplies a structural mounting surface for shoulder belt attachment and has been pull tested to federal standards.

Driver Compartment Overhead Halo – Steel Tubing – 1"x1" 16 gauge steel tubing is cut and jig welded into an integrated one piece structure spanning from the front roof bow of the body to the newly cut roof line of the cab. Also created during the structure manufacture is the housing for mounting the electronic circuit board.

11 Gauge Steel – formed to make brackets used to mount to the chassis roof. False Floor (Cab to body transition) – Steel Tubing – 2" x2" 16 gauge steel tubing is welded together forming a flat body floor transition from the step area back to the actual body area. An overhang on the curbside provides a secure attach point frontally for the entry door frame added later. Structural steel angle – 11 gauge 1.5"x1.5" structural angle is added in short lengths five places to provide attachment points to the chassis floor. Interior Vertical Transition Frames – Steel Tubing – 1"x1" 16 gauge steel tubing is used vertically and a ladder type assembly is made welding the 1x1 tube to .75"x.75" 11 gauge steel tube that is used horizontally in the assemblies. These pieces transition from the body fronts on each side to the driver halo side assembly and the entry door frame assembly on the curbside. Entry Door & Step Assembly Frame – Steel Tubing – 1"x1" 16 gauge and .75"x.75" 11 gauge steel tube is cut to length and welded together in a ladder type construction forming a rigid frame for attaching the entry door/step assembly. Entry Door/Step Assembly – 11 Gauge Steel – Formed step riser/tread piece is manufactured from 11 gauge mild steel. By utilizing acute bends to maximize toe space area, an extremely strong base for the assembly is provided, and it also features two 90° bends at the bottom of the piece (one down and one return bend) to eliminate sharp edges and to give added strength. An 11 gauge flat plate with holes is also used to bridge the lower and upper side pieces, then is stitch welded and plug welded to form a strong one piece assembly.

5.3 Static Load

The bus shall be certified by an independent testing agency to meet FMVSS 220 (School Bus Rollover) and FMVSS 221 (School Bus Body Joint Strength). Certification of compliance with the static load test is available upon request.

5.4 Floor

The flooring covering shall be non-slip Altro Meta Gray. The aisle and front entrance area shall be covered in non-slip Altro. The floor area under the seats shall be covered with non-slip Altro. Steps shall be covered with non-slip Altro and have 2" yellow safety nosing on each step edge. Step tread shall be of one-piece Altro flooring. The floor covering shall be butt jointed and securely cemented to the plywood floor with a waterproof adhesive. The floor sub-structure shall be covered with minimum 5/8" exterior grade plywood with sealed edges.

5.5 Covering and color

A. The interior is to provide a pleasant. Aesthetically pleasing atmosphere. School bus type interior is not acceptable.

B. Interior walls provide a decorative durable finish that coordinates with the vehicle interior scheme. Automotive cloth or carpets are available as optional interior wall coverings.

C. The headliner shall be covered with a material that coordinates with the vehicle interior scheme. Padded vinyl shall be used for walls and ceiling.

D. The stanchions shall be 1-1/4" stainless steel and shall be securely fastened into structural members at all mounting points. Stanchions shall not be mounted to sheet metal, fiberglass or other non-reinforced areas

E. A vertical stanchion and padded modesty panels shall be installed in the entryway at the rear of the step well. All modesty panels shall be covered with padded vinyl.

F. Overhead grab rails parallel to the aisle shall be installed on both sides of the vehicle. These grab rails shall be securely fastened to the roof bows or the strategically placed steel backers welded into the roof structure.

G. Parallel grab rails shall be provided at the entrance door.

5.6 Rear Bumper

The vehicle front bumper shall be a full width OEM bumper. The rear bumper shall be a minimum 1 1-gauge 9" wide, with black-painted steel. Bumpers shall be fastened directly to the chassis frame to allow shock from impact to be transmitted to the chassis frame.

5.7 Additional Systems, Equipment, Accessories & Supplies

5.8 Paint, Program Decals, Bike Rack

Standard color shall be white, contact with Mr. Terrance Pratz at 956-645-3120 for sale and installation of the program decal(s) on both sides of the unit and front program decal. Sale and installation of front bike rack will also be outfitted through Mr. Pratz.

5.9 Safety Equipment

Each vehicle will be equipped with a first aid and a bio-med kit, a 5LB. fire extinguisher with bracket and three triangle reflectors.

6.0 Mud flaps

Mud flaps shall be installed on the rear wheels. Rear mud flaps are positioned and secured in a manner that prevents contact with exhaust components or with the wheels.

6.1 Wheelchair Securement

Q' Straint QRT Max wheelchair tie down are to be provided as required (ADA 38.23). Wheelchair Securement areas have a clear floor area of at least 30" X 48". (ADA 28.23.d2) Wheelchairs must be secured in a forward facing position. (ADA 28.23.d4) Wheelchair Securement includes a seatbelt shoulder harness for the wheelchair occupant. These belts are not to be used in lieu of a device that secures the wheelchair itself. (ADA 38.23.d7) Americans Disabilities Act (ADA) regulations shall supersede all requirements included in these specifications.

Rear wheelchair spaces and (2) flip down seats when not in use.

6.2 Wheelchair Lift Equipment

A Braun Century Series 2 wheelchair lift 34" X 51" shall meet applicable ADA and NHTSA regulations. The wheelchair lift shall include a platform with a minimum clear width of 30" and minimum clear length of 48". The wheelchair shall incorporate an emergency method of operating if the power to the lift fails.

The wheelchair lift shall include handrails on both sides of the platform. (ADA 38.21) The wheelchair lift controls shall be interlocked with the vehicle transmission to ensure that the vehicle cannot be moved when lift is not stowed. (ADA 38.23.b2)

Wheelchair lift door with window shall provide a minimum clear opening height of 68". Illumination of the wheelchair lift platform shall be achieved by lights mounted on the lift itself as well as two exterior lights located below window level

and shielded to protect the eyes of entering and exiting passengers. (ADA 38.31)

Wheelchair lift door shall incorporate a light on the dash to indicate that the door is not closed. An interior light shall activate when door(s) are open to illuminate the wheelchair area from above the lift.

ADA decals are to be provided

Americans Disabilities Act (ADA) regulations shall supersede all requirements included in these specifications.

6.3 Chassis, Quality, Certification

6.4 ISO

Manufacture must maintain ISO 9001-2001 certification.

6.5 Altoona Testing

A 7-yr/200,000 mile test summary must be provided

6.6 FMVSS Certification

Certify all applicable Federal Motor Vehicle Safety Standards. A complete list is available upon request.

APPENDIX A: GENERAL DIMENSIONS

- 8.1 Passenger seating capacity 24-passenger w 2 flip down seats
- 8.2 Overall length 390"Min
- 8.3 Overall width 96"
- 8.4 Overall height 127"
- 8.5 Interior width 93" at shoulder level
- 8.6 Interior height 81" from center of floor line
- 8.7 Step height from ground 12"
- 8.8 Riser height 9"
- 8.9 Entry door dimensions (clear) 32"
- 8.10 Width of aisle minimum 19"
- 8.11 GVWR 19,500
- 8.12 Wheelbase 234"

Price Quote Sheet

Bid 2013-16 "El Aguila Rural Transportation Buses"

<u>Qty</u>	<u>Description</u>	<u>Price</u>	<u>Total</u>
3	Light / Medium Duty Buses (12 Passenger)	\$ _____ x	\$ _____
1	Medium Duty Bus (24 Passenger)	\$ _____ x	\$ _____
Grand Total			\$ _____
Delivery time 12 Passenger			_____
Delivery time 24 Passenger			_____

Signature (Form must be signed)

We reserve the right to select multiple vendors.

Webb County

Conflict of Interest Disclosure

Effective January 1, 2006, Chapter 176 of the Texas Local Government Code requires that any vendor or person considering doing business with a local government entity disclose in the Questionnaire Form CIQ, the vendor or person's affiliation or business relationship that might cause a conflict of interest with a local government entity. By law, this questionnaire must be filed with the records administrator of Webb County no later than the 7th business day after the date the person becomes aware of facts that require the statement to be filed. See Section 176.006, Local Government Code. A person commits an offense if the person violates Section 176.006, Local Government Code. An offense under this section is a Class C misdemeanor. The questionnaire may be viewed and printed by following the link before:

By submitting a response to this request, the vendor represents that it is in compliance with the requirements of Chapter 176 of the Texas Local Government Code.

The Webb County Officials who come within Chapter 176 of the Local Government Code relating to filing of Conflict of Interest Questionnaire (Form CIQ) include:

1. Webb County Judge Danny Valdez
2. Commissioner Miguel Montemayor
3. Commissioner Rosaura "Wawi" Tijerina
4. Commissioner John Galo
5. Commissioner Jaime Canales
6. Judge Joe Lopez, Chairman, 49th Judicial District
7. Judge Becky Palomo, 341st Judicial District
8. Judge Monica Notzon, 111th Judicial District

Please send completed forms to the Webb County Clerk's Office located at 1110 Victoria, Suite 201, Laredo, Texas 78040.

CONFLICT OF INTEREST QUESTIONNAIRE
For vendor or other person doing business with local governmental entity

FORM CIQ

This questionnaire reflects changes made to the law by H.B. 1491, 80th Leg., Regular Session.
This questionnaire is being filed in accordance with Chapter 176, Local Government Code by a person who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the person meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the person becomes aware of facts that require the statement to be filed. See Section 176.006, Local Government Code.

A person commits an offense if the person knowingly violates Section 176.006, Local Government Code. An offense under this section is a Class C misdemeanor.

OFFICE USE ONLY

Date Received

1 Name of person who has a business relationship with local governmental entity.

2 Check this box if you are filing an update to a previously filed questionnaire.

(The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date the originally filed questionnaire becomes incomplete or inaccurate.)

3 Name of local government officer with whom filer has employment or business relationship.

Name of Officer

This section (Item 3 including subparts A, B, C & D) must be completed for each officer with whom the filer has an employment or other business relationship as defined by Section 176.001(1-a), Local Government Code. Attach additional pages to this Form CIQ as necessary.

A. Is the local government officer named in this section receiving or likely to receive taxable income, other than investment income, from the filer of the questionnaire?

Yes No

B. Is the filer of the questionnaire receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer named in this section AND the taxable income is not received from the local governmental entity?

Yes No

C. Is the filer of this questionnaire employed by a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership of 10 percent or more?

Yes No

D. Describe each employment or business relationship with the local government officer named in this section.

4

Signature of person doing business with the governmental entity

Date

CERTIFICATION
REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY
EXCLUSION FOR COVERED CONTRACTS

PART A.

Federal Executive Orders 12549 and 12689 require the Texas Department of Agriculture (TDA) to screen each covered potential contractor to determine whether each has a right to obtain a contract in accordance with federal regulations on debarment, suspension, ineligibility, and voluntary exclusion. Each covered contractor must also screen each of its covered subcontractors.

In this certification "contractor" refers to both contractor and subcontractor; "contract" refers to both contract and subcontract.

By signing and submitting this certification the potential contractor accepts the following terms:

1. The certification herein below is a material representation of fact upon which reliance was placed when this contract was entered into. If it is later determined that the potential contractor knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the Department of Health and Human Services, United States Department of Agriculture or other federal department or agency, or the TDA may pursue available remedies, including suspension and/or debarment.
2. The potential contractor will provide immediate written notice to the person to which this certification is submitted if at any time the potential contractor learns that the certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
3. The words "covered contract", "debarred", "suspended", "ineligible", "participant", "person", "principal", "proposal", and "voluntarily excluded", as used in this certification have meanings based upon materials in the Definitions and Coverage sections of federal rules implementing Executive Order 12549. Usage is as defined in the attachment.
4. The potential contractor agrees by submitting this certification that, should the proposed covered contract be entered into, it will not knowingly enter into any subcontract with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the Department of Health and Human Services, United States Department of Agriculture or other federal department or agency, and/or the TDA, as applicable.

Do you have or do you anticipate having subcontractors under this proposed contract?

Yes

No

5. The potential contractor further agrees by submitting this certification that it will include this certification titled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion for Covered Contracts" without modification, in all covered subcontracts and in solicitations for all covered subcontracts.
6. A contractor may rely upon a certification of a potential subcontractor that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered contract, unless it knows that the certification is erroneous. A contractor must, at a minimum, obtain certifications from its covered subcontractors upon each subcontract's initiation and upon each renewal.
7. Nothing contained in all the foregoing will be construed to require establishment of a system of records in order to render in good faith the certification required by this certification document. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
8. Except for contracts authorized under paragraph 4 of these terms, if a contractor in a covered contract knowingly enters into a covered subcontract with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the federal government, Department of Health and Human Services, United States Department of Agriculture, or other federal department or agency, as applicable, and/or the TDA may pursue available remedies, including suspension and/or debarment.

PART B. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION FOR COVERED CONTRACTS

Indicate in the appropriate box which statement applies to the covered potential contractor:

- The potential contractor certifies, by submission of this certification, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this contract by any federal department or agency or by the State of Texas.
- The potential contractor is unable to certify to one or more of the terms in this certification. In this instance, the potential contractor must attach an explanation for each of the above terms to which he is unable to make certification. Attach the explanation(s) to this certification.

Name of Contractor	Vendor ID No. or Social Security No.	Program No.

Signature of Authorized Representative

Date

Printed/Typed Name and Title of
Authorized Representative

COUNTY OF WEBB

Terms and Conditions of Invitations for Bids/Proposals

1. GENERAL CONDITIONS:

Proposers/Bidders are required to submit their proposals upon the following expressed conditions:

- (A) Proposers shall thoroughly examine the scope of work and layouts, instructions and all other contract documents.
- (B) Proposers shall make all investigations necessary to thoroughly inform themselves regarding plant and facilities for delivery of materials and equipment as required by the bid conditions. No plea of ignorance by the bidder of conditions that exist or that may hereafter exist as a result of failure to fulfill in every detail the requirements of the contract documents of the County or the compensation of the vendor.
- (C) Proposers is advised that all County contracts are subject to all legal requirements provided for in county, state and federal statutes and regulations.

2. PREPARATION OF BIDS/PROPOSALS:

Proposals will be prepared in accordance with the following:

- (A) Unit prices shall be shown and where there is an error in extension of prices, the unit price shall govern.
- (B) Alternate bids will not be considered unless specifically requested within the proposal package.
- (C) Proposed Period of Performance (POP) must be shown and shall include Sundays and holidays.
- (D) Bidders will not include Federal taxes or State of Texas limited sales excise and use taxes in bid prices since the County of Webb is exempt from payment of such taxes. An exemption certificate will be signed where applicable upon request.

3. DESCRIPTION OF SUPPLIES:

Any catalog or manufacturer's reference used in describing an item is merely descriptive, and not restrictive, unless otherwise noted, and is used only to

indicate type and quality of material. Bidders are required to state exactly what they intend to furnish otherwise they shall be required to furnish the items as specified.

4. SUBMISSION OF BIDS/PROPOSALS:

- (A) Bids/Proposals and changes thereto shall be enclosed in sealed envelopes addressed to the Webb County Clerk. The name and address of the bidder, the date of the proposal opening and the material or service bid on shall be placed on the outside of the envelope.
- (B) Bids/Proposals must be submitted in the forms furnished. Electronic bids/proposals will not be considered. Bids/Proposals, however, may be modified by written notice provided such notice is received at the County Clerk's Office before the time and date set for the proposal opening.
- (C) Samples, when required, must be submitted within the time specified, at no expense to the County of Webb. If not destroyed or used up during testing, samples will be returned upon request at the proposer expense.

5. REJECTION OF BIDS/PROPOSALS:

- (A) The Purchasing Agent may reject a bid/proposal if it is deemed to be non responsive and/or provided by not responsible bidder/proposer.
- (B) No bid/ proposal submitted herein shall be considered if the proposer owes any delinquent taxes to the County of Webb at the time proposals are opened. In the event that the successful proposer herein subsequently becomes delinquent in the payment of his or its County taxes, such fact shall constitute grounds for cancellation of the contract.
- (C) No bid/proposal submitted herein shall be considered unless the bidder/proposer warrants that upon execution of a contract with the County of Webb, the bidder/ proposer will not engage in employment practices which have the effect of discriminating against employees or prospective employees because of race, color, sex, creed, disability, or national origin and will submit such report as the County may thereafter require to assure compliance.
- (D) The County may, however, reject all proposals whenever it is deemed in the best interest of the County to do so, and may reject any part of a bid. County may also waive any minor informalities or irregularities in any bid.

6. WITHDRAWAL OF BIDS/PROPOSALS:

Bids/Proposals may not be withdraw after the closing time and date.

7. LATE BIDS/PROPOSALS OR MODIFICATIONS:

Bids/Proposals and modifications received after the time set for the proposal submission will not be considered.

8. CLARIFICATIN OR OBJECTION TO PROPOSAL SPECIFICATIONS:

If any person contemplating submitting a proposal for this contract is in doubt as to the true meaning of the specifications, or other bid/proposal documents or any part thereof, the bidder/proposer may submit to the Purchasing Agent on or before five days prior to scheduled opening a request for clarification. All such requests for information shall be made in writing and the person submitting the request will be responsible for its prompt delivery. Any interpretation of Webb County proposal package specification instructions, if made, will be made only by Addendum duly issued. A copy of such Addendum will be posted on the web-site and email to the vendors list that have received email copy of package. The County will not be responsible for any other explanation or interpretation made or given prior to the award of the contract. Any objections to the specifications and requirements as set forth in this proposal must be filed in writing with the Purchasing Agent on or before five days prior to the scheduled opening.

Where there is a question that will not lead to an addendum, the questions will be made in writing to the Purchasing Department. The answer will be in writing posted on the website for everyone to receive the same response.

9. DELINQUENT TAXES:

All vendors seeking to do business with Webb County must owe no delinquent taxes to the County. Attestation of owing no delinquent taxes will be required. If a vendor owes taxes to Webb County, those taxes should be paid before submitting a proposal.

10. AWARD OF CONTRACT:

- (A) The contract will be awarded to the best qualified according to the bid/proposal criteria and a written award letter will be issue.
 - (1) Award of a bid/proposal requires formal approval by the Commissioners Court.
 - (2) Bid/Proposal contract must also be approved by the Commissioners Court.
 - (3) The written notice to proceed will be for construction contracts provided after all contract documents are signed.

- (D) Prices must be quoted F.O.B. Webb County with all transportation charges prepaid, unless otherwise specified in the Invitation for Bids/Proposals.
- (E) Delivery time will be considered in breaking of tie proposals.
- (F) Period of Performance will commence with written Notice to Proceed.

11. BID BOND

A bid bond in the amount of 5% of the Bid/Proposal issued by an acceptable surety company shall be submitted with each bid. A certified check or Bank Draft payable to the Webb County may be submitted in lieu of the Bid Bond. All such bonds, cashier checks shall be drawn payable to Webb County.

12. PERFORMANCE AND PAYMENT BOND

A Performance Bond is require for **construction work** if the contract is in excess of \$100,000; and a Payment Bond is require if the **construction contract** is in excess of \$25,000. The requirement is for all prime contractors which enter into a formal contract with the State, any department, board, agency, municipality, county, school district or any division or subdivision. The failure of the successful bidder/proposer to execute the agreement and supply the required bonds within ten (10) days **after** the award or within such extended period as Webb County may grant, shall constitute a default and Webb County may, at its option either award the contract to next lowest responsible bidder, or re-advertise for bids/proposals. In either case, Webb County may charge against the bidder the difference between the amount of the bid, and the amount for which a contract is subsequently executed irrespective of whether this difference exceeds the amount of the bid bond. If a more favorable bid is received through re-advertisement, the defaulting bidder shall have no claim against Webb County for a refund.

13. WORKERS' COMPENSATION INSURANCE COVERAGE:

The Workers' Compensation Commission has adopted Rule 110.110 effective with all bids advertised after September 1, 1994. The TWCC has stated that it is aware that a statutory requirement for workers' compensation insurance coverage is not being met. Therefore, Rule 110.110 requires that all bidders be covered under workers' compensation insurance to achieve compliance from both contractor(s) and governmental entities. **Attachment A** is provided in accordance with the requirements on governmental entities. Please read carefully and prepare your bid in full compliance to TWCC Rule 110.110. Failure to provide the required certificates upon submission of a bid could result in your bid being declared non-responsive.

14. REFERENCES:

Webb County requires proposer to supply with this proposal, a list of at least three (3) references where like services have been supplied by their firm. Include name of firm, address, telephone number and name of representative.

15. STATEMENTS:

No oral statement of any person shall modify or otherwise change, or affect the terms conditions, plans and/or specifications stated in the bid/proposal packages.

16. ETHICS:

The proposer shall not accept or offer gifts or anything of value nor enter into any business arrangement with any employee, of the Webb County Purchasing Department.

17. PROPRIETARY INFORMATION:

All materials submitted to the County become public property and are subject to the Texas Open Records Act upon receipt. If a proposer does not desire proprietary information in the proposal to be disclosed, each page must be identified and marked proprietary a time of submittal. The County will, to the extent allowed by law, endeavor to protect such information from disclosure. The final decision as to what information must be disclosed, however, lies with the Texas Attorney General. Failure to identify proprietary information will result in all unmarked sections being deemed non-proprietary and available upon public request.

PROOF OF NO DELINQUENT TAXES OWED TO WEBB COUNTY

Name _____ owes no delinquent property taxes to Webb County.

_____ owes no property taxes as a business in Webb County.
(Business Name)

_____ owes no property taxes as a resident of Webb County.
(Business Owner)

Person who can attest to the above information

*** SIGNED NOTORIZED DOCUMENT AND PROOF OF NO DELINQUENT TAXES TO WEBB COUNTY.**

The State of Texas
County of Webb

Before me, a Notary Public, on this day personally appeared _____, know to me (or proved to me on the oath of _____ to be the person whose name is subscribed to the forgoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

Given under my hand and seal of office this ____ day of _____ 2013.

Notary Public, State of Texas

(Print name of Notary Public here)

My commission expires the ____ day of _____ 20__.

Bidders Information

Name of Bidder: _____

Address: _____

Phone: _____

Email Address: _____

Signature of Person Authorized to Sign Bid:

Signature

Print Name

Title

Indicate status as to "Partnership", "Corporation", "Land Owner", etc.

(Date)

Note:

All submissions relative to these Bids shall become the property of Webb County and are nonreturnable.

If any further information is required please call the Webb County Purchasing Agent, Dr. Cecilia May Moreno, at (956)523-4125 or Administrative Assistant, Leticia Gutierrez, at (956)-523-4127.