



RFB TO-20-08 : Bus Wash Replacement

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Topeka Metropolitan Transit Authority
Attn: Richard Appelhanz
201 North Kansas Ave.
Topeka, KS 66603

Oct. 1, 2019

RE: RFB TO-20-08: Bus Wash Replacement

To Whom It May Concern,

Westmatic is pleased to provide the following proposal for the above referenced project. We look forward to working with you for the bus wash replacement.

Westmatic has been manufacturing large vehicle wash systems for over 45 years and we are proud that all of our equipment is designed and built in the USA at our North American headquarters in Buffalo, NY.

The following proposal has been drafted with the short-term and long-term goals of Topeka Metropolitan Transit Authority in mind. Westmatic has thoroughly reviewed all documents and specifications. We are confident that we can safely perform the scope of work in a time-sensitive manner while maximizing our value on the project.

Our compact footprint and modular based construction will allow Topeka Metropolitan Transit Authority to incorporate Westmatic equipment within the dimensions of the wash bay, with the ability to relocate the machine and it's components at later date.

Thank you for allowing us to submit our proposal. Our proposal shall remain valid for not less than 120 days, but should any questions arise, please feel free to contact me directly at the information below.

Best Regards,

A handwritten signature in black ink, appearing to read 'M. Lundeen', is written above the printed name.

Michael Lundeen
Key Account Manager
Westmatic Corporation
O: 1-866-747-4567 Ext. 103
C: 716-329-1490
F: 716-242-0055
E: michael.lundeen@westmatic.com

2: Understanding and Ability to Fulfill Contract Requirements

Westmatic will be responsible for demolition and removal of existing equipment, and the delivery, unloading, erection and complete installation of the new bus wash equipment. We take no exceptions to the equipment specifications or performance capabilities of the wash system described in the RFB.

For your consideration, Westmatic proposes the installation of (1) 4-Brush Drive-Through “Transit Master” System manufactured by Westmatic Corporation, Buffalo NY.

The Transit Master is a heavy-duty, 4-brush, stationary drive-through bus wash system capable of washing a high volume of various sizes and styles of buses with or without bike racks.

The machine will control the wash process to provide a consistent wash result without relying on the judgment of individual drivers. The need for speed sensors, and warning buzzers are not required.

This system is designed to wash the front and rear of the transit buses, with brushes, several times during a single wash and includes a special mirror protection program. The machine fully controls the degree of brush pressure delivered to the bus and automatically adjusts as required.

The wash functions of this system are operated automatically and controlled by infra-red technology. The wash system shall regulate the washing action and speed of the drivers to maximize cleaning results while minimizing incidents of damage to buses or the machine.

The system is complete with all control systems, metering devices, drive motors, and brush assemblies. Automatic Start and Vehicle Counter are standard features.

2.1: Bus Wash Operation

As the bus pulls into the wash bay, the system will independently switch between pre-programmed wash sequences and photo eyes will control on/off functions included in those programs.

Once inside, the chemical pre-soak function will be engaged to provide full soap on front, sides, and rear. As the bus progresses through the bay, the high-pressure chassis and wheel wash will activate to clean the entire length of the passing bus. Then, just before arriving at the brush assembly, the driver will be signaled to briefly stop by a red traffic light.

Once the bus is stationary, the brushes will move in to wash the front of the vehicle. The front area will be cleaned by the side-to-side crossover, overlapping brushes. The system shall be capable of performing multiple side to side passes with the brushes during the front wash

sequence, if desired. Half-Length or Full-Length brush selection will be pre-programmed and controlled automatically to accommodate bike racks, or lack thereof. The number of passes shall be adjustable to meet Topeka Metropolitan's needs.

Once the front wash is complete, the brushes which just washed the front will withdraw and move automatically around the mirrors (Automatic Mirror Protection). At this time, both brushes will move in to wash the sides of the bus. The driver will receive a green light indicating to proceed.

When the rear of the bus reaches the brush station, the driver will be signaled to stop by a second red traffic light and the brushes will move into the back of the bus, cleaning with a side-to-side crossover, overlapping, motion. The number of passes is programmed to Topeka Metropolitan's desires. **Alternate user-friendly programming choices are available to accommodate changing seasons or differing styles of buses within the fleet.**

Once the rear has been cleaned, the driver is directed to proceed by the traffic light. The bus then proceeds through the fresh water pre-rinse arch and (optional) dryer system as it exits the wash.

The total wash time will be 60-90 seconds.

2.2: Features/Performance/Construction

Machine Structure

All frame structures shall be hot dip galvanized with a minimum of Four (4) main structural support leg columns each made of 6" X 6" X 1/4" square tubing. Single column legs supporting two brushes are not acceptable by Westmatic's standards.

Brushes

The system shall be equipped with 4 vertical brushes. The first set (brushes 1 & 2) shall be suspended and full length, capable of washing the front, if desired, as well as the rear of the bus multiple times with an overlapping movement. This set of brushes will also wash the sides of the bus and shall be equipped with an **automated mirror avoidance program**. This function shall be capable of multiple programs to accommodate various styles of buses presently in the fleet, and any future styles that may be procured during the lifetime of the wash system. The second set of brushes (3 & 4) shall be half-length and suspended, capable of washing the front (with bike racks), as well as the sides of the bus and shall also be equipped with an **automated mirror avoidance program**. These brushes rotate in the opposite direction to brushes 1 & 2 to eliminate shadowing effects.

Brush pressure is to be electrically controlled, with the inclusion of an automatic amperage meter for all brushes which constantly monitors pressure on the vehicle's surface. The movements of these overlapping brushes are electrically driven with electric motors and worm gearboxes via maintenance-free, steel reinforced cog belts. Pneumatic or hydraulic driven brushes are not acceptable by Westmatic's standards. These brushes must be capable of moving

in / out laterally (perpendicular to the wash bay) and forward / backward (parallel to the wash bay). These movements must allow automatic brush pressure adjustments forward / backward into the front and rear of the bus, as well as in / out for the sides of the bus. The parallel and lateral movements must operate independently of each other. Should pressure become too high due to a malfunction or driver error, the system shall automatically shut down to prevent damage. The cause of the shutdown shall be indicated on an LCD Touch Screen within the control panel. Reactivation of the system shall be achieved by resetting the alarm/breaker switch.

Brush pressure is to be self-monitoring and self-adjusting to pre-programmed levels automatically, prior to the commencement of each wash.

Bristles are polyethylene material that is "X" grooved to facilitate water and detergent delivery. The tips are flagged to provide soft touch to prevent scratching to glass and paint. Each brush section will consist of a pliable plastic backing which is mounted to a 4-3/4" hot dip galvanized steel tubing with a wall thickness of 0.16 inch. The design is such that all sections of each brush unit are **full density** with a minimum of 84 tips per square inch on **all** brush sections. Sections of less dense or varying density brushes are not acceptable by Westmatic's standards. Start and stopping of the brushes is achieved through infra-red photo cells.

Brushes have a provision for water and detergent delivery. The mixture of detergent to brushes shall be adjustable from the floor level allowing for adaptation to wash conditions. Piping will be galvanized with brass spray tips.

Brushes are driven by High-Efficiency and durable 3 HP, 3 phase, 60Hz TEFC motors.

Infra-red sensors are controlled in such a manner as to not start the machine by pedestrian traffic.

PVC Splash Guards

Machine delivered with brushes completely contained within side splash guards made of PVC protected polyester, mounted to the Hot dipped galvanized frame work.

Traffic Lights

Bus drivers will be directed throughout the entire wash process with Two (2) LED Traffic Lights (Red/Yellow/Green). Lights will interact and be a function of the control system. The Traffic lights shall be contained in a watertight enclosure and are DOT approved.

Pre-Soak / Detergent Arch

The free-standing pre-soak arch shall deliver approximately 4 gallons per minute at 45 PSI, to provide efficient and economical vehicle coverage.

The spray pipes are manufactured of stainless steel. Spray tips are brass and equipped with quick disconnects. PVC piping is unacceptable by Westmatic's standards.

The pre-soak arch is designed in 3 parts, to provide complete coverage of the sides, front, roof, and rear. Each part is equipped with a brass solenoid valve to maximize effectiveness. To maximize efficiency and reduce chemical costs, spray to the front and rear of the vehicles will only be applied when those portions of the vehicle are under the spray arch. The functions of start, stop, sprays for front, and back, will be controlled by infra-red sensors.

Detergent Mixing System

10G (40-liter) buffer tank for mixing detergent (pre-soak) with automatic mixing of concentrated detergent and water.

Pre-determined mix of water and detergent automatically refills through valve operated by a float. Mixture can be changed for winter or summer conditions by changing the nozzle in suction hose of the detergent. Equipment is delivered with a large number of color-coded nozzles, where each color represents a specific mixture.

To prevent separation of detergent from water when equipment is inactive, the equipment is delivered with a bypass-type mixture device from pump to tank.

Detergent pump is placed on a galvanized floor stand under the buffer tank.

Detergent Pump (for automatic detergent mixing system)

- Stainless steel corrosion-resistant horizontal multi-stage centrifugal pump
- Capacity 6.6GPM at 60 psi
- Direct drive single-phase electric motor.
- Carbon-type shaft seal
- Relief valve of washer-type and bypass function included
- Inlet filter

The detergent metering system will be able to adjust mixtures in the ratio range of 1:1 to 100:1. All adjustments to control will be at floor level.

The metering system includes a 10-gallon holding tank with by-pass circulation to prevent chemical separation.

Chemicals to the components of the wash are delivered by a 1/2 horsepower electrical stainless-steel centrifugal pump. The pump chosen is equipped with a filter to ensure chemical purity.

The pump and mixing tank are to be mounted on a hot dip galvanized stand.

Roof Mop

The full width of horizontal surfaces will be washed with a soft touch, waterproof synthetic material that is mold and mildew resistant. The roof mop cleans the roof of vehicle and protects AC, CNG Tanks, and other components that may be present on the roof.

Roof mop will hang from the Pre-Soak Arch before entry into brush housing. All framing and mounts are hot dip galvanized steel.

High-Pressure Chassis Wash

Designed with optimized high-pressure spray pattern to clean the vehicle under body. Galvanized steel high-pressure pipe (minimum 9'-2" in length) mounted perpendicular to vehicle travel direction. Minimum 8 stainless steel spray nozzles.

Includes hot dip galvanized steel cover plate grate (traffic rated) with cut-outs for pipe connections.

High-Pressure Wheel Wash

Designed with optimized high-pressure spray pattern to clean the vehicle wheels, rims, and rocker panels.

Galvanized steel high-pressure pipe (one each side). Minimum 12 stainless steel spray nozzles.

High-Pressure Pump

The High-Pressure Pump is a multi-stage vertical stainless steel centrifugal type with a 20hp direct-drive, direct-start motor. Capacity is 71GPM at 285psi (20 bar). All vital parts are polished stainless steel SIS 2333. Pump is delivered with all connector hoses.

Buffer Tank

Buffer tank is 400G, manufactured in plastic with automatic refill and level control. Includes suction and bypass connections, shut-off valves and low water level pump protection.

Ethernet Module

An Ethernet module is available to enable contact between the machine's PLC and the factory for remote diagnostics and off-site program adjustments (network/ internet access required).

Water Recycling System with Ozone Generator, WWR-300 (OPTION)

To achieve highest economical level of water recycling without the use of any chemical additives.

Recycling of approximately 85% of used water.

Stainless Steel hydro-cyclones as mechanical purifying unit.

Purification level down to particle size 10 microns density 2 with dirt load of 1 g/liter.

Fresh water cross-over will be included (in case of disrupted operation).

Submersible pump, 3/4HP, for recycled water, is mounted in ground tank / pit.

Multi-stage vertical stainless steel centrifugal type filter pump with a 5hp direct drive motor. Capacity is 72GPM at 285psi (5.0 bar). All vital parts are polished stainless-steel SIS 2333. Pump is delivered with all connectors.

All pumps are designed for dirty water with oil resistant gaskets and ceramic seals.

Hot dipped galvanized framework.

System includes an Ozone generator for removal of bacteria and odors in recycled water. Completely automatic function producing approximately 5 gr ozone/hour.

- Brush Recycled Water Feed Pump
 - Multi-stage vertical stainless steel centrifugal type with a 3hp direct drive motor. Capacity is 44GPM at 71psi (5.0 bar). All vital parts are polished stainless-steel SIS 2333. Pump is delivered with all connectors.

Dryer / Blower System (OPTION)

Dryer / Blower system will be a free-standing structure comprised of hot-dipped galvanized 4" X 4" square steel tubing framework.

- Standard Clearance: 14' High x 9' Wide
- Producers (plastic) Width 28", Height 32-1/2", Depth 29", Nozzle Opening 5" x 10",
- 4200CFM, Air Velocity 135MPH
- Motors: Each 10HP, TEFC, 3490RPM, 215 FRAME, 10HP
- Five (5) Fan/Motor Assemblies (2 on each side, 1 on top). 50HP Total.

Dryer / Blower System will include a rinse aid injection pump for injection of rinse aid during the final rinse stage of the wash system. This reduces the spotting left on vehicles after they have been washed.

Controls

The system will be equipped with self-diagnostic software that indicates any errors, malfunctions, or other stoppages via the LCD display Touch Screen. The nature of the shutdown shall be displayed on the XBT-control panel (LCD screen). The terminal has three different color backgrounds depending on the status of the machine; Green for OPERATIONAL MODE, Orange for EMERGENCY STOP and Red for ALARM. The XBT terminal in the machine's main electric control box automatically adjusts the load sensitive power relays.

The system will include a counter that displays the number of washes performed, both collectively and in various programs chosen. The system contains the capability to perform numerous unique wash programs for differing wash choices. Alternate wash selections can be activated by the driver on a control panel prior to commencing the wash. The M340 PLC-steering shall control and monitor the entire cleaning process.

All wash components are activated by infra-red eyes. Wand Switches are not acceptable by Westmatic's standards.

All control panels and electrical components will be UL/ULC listed as a complete enclosed industrial control panel unit.

There are five emergency stop buttons, one located on each corner of the machine and one on the main control box.

The main control box includes an XBT-control panel with an LCD Touch Screen to provide the following standard functions:

Program 1: Front, Sides and Rear Wash for Buses with Bike Racks (complete wash)

Program 2: Sides and Rear Wash

Program 3: Sides only Wash

Brushes 1 & 2 Off/On

Brushes 3 & 4 Off/On

Drive Through Without Wash

Detergent Arch Off/On

Chassis Wash Off/On

Wheel Wash Off/On

Alternate Wash Programs

Emergency Stop

Emergency Stop Reset

3: Introduction to Westmatic and Experience

In 2019, Westmatic celebrated its 45th year of business providing state-of-the-art, large vehicle wash systems to our clients around the world. Through the years, Westmatic has focused on continuous improvement and has developed several industry firsts and world patents on our quest to produce the most efficient and effective wash systems available. Westmatic has completed projects for some of the world's largest public and private entities, such as Walt Disney World, FedEx, Anheuser Busch, MARTA, Fairfax County, LYNX, Miami Dade County, Spokane Transit, Veolia/Trans Dev, MTA Bus Co and MV Transit, among others.

Originally founded in Arvika, Sweden, where on average the cost of water and electricity is roughly four times higher than in the United States and Canada, our equipment embraces efficiency. We use less water, less power and less chemical than any manufacturer on the market. All US based Westmatic equipment is designed, developed, and manufactured in Buffalo, NY with parts that are readily available on the open market. We comply with all Buy America requirements and are proud to be made in the United States.

Advancements in fleet and vehicle technology in the public transit industry have driven Westmatic to adapt with the times. While other equipment manufacturers continue to build the same bulky, inefficient, wash systems today as they did in the 1970s, Westmatic has pushed for innovation and continuous improvement to deliver the best wash result in the industry. Our unique design allows us to bring the vertical side brushes past the center of the wash lane to completely wash the front and rear of the vehicle with a true overlapping motion, meaning no area is left unwashed. We were also the first to offer specialized shortened brushes to wash the front of buses with bike racks. Our equipment is computer controlled, built for a wet environment, modular and upgradeable.

Our modern design and engineering approach have minimized grease points, reduced wear items, and equipped each machine with an ethernet module for remote, diagnostic access. We have developed a detailed checklist to document each service interval to make budgeting for future service easier and to avoid unexpected costs. Our nationwide service network includes factory trained service providers within 100 miles of the Topeka, KS area. With stocked parts and service technicians available at our headquarters in Buffalo, NY as well as our satellite Western office in Los Angeles, CA, we are always ready to provide the support needed to keep your wash system up and running.

At Westmatic, we believe that a high-quality wash starts with a high-quality machine. Our mission is to provide and support the most effective, cost efficient and environmentally friendly large vehicle wash equipment in the industry.

4: References

Spokane Transit

- Spokane, WA
- Installed: 2015 Quantity: 2, 2017 Quantity: 1
- Project Description: Supply and installation of 2 new automatic bus wash system, water recycling system, spot free rinse system, wheel wash, chassis wash and related components. 2017 Spokane purchased 1 additional new automatic bus wash system.
- Contact: Darin Hoffman (Facilities & Grounds Manager) – 509-325-6069
dhoffman@spokanetransit.com

Blacksburg Transit

- Blacksburg, VA
- Installed: 2016
- Project Description: Supply and installation of 1 new automatic bus wash system, wheel wash, chassis wash and related components.
- Contact: Mike Price (Maintenance Manager) – 540-443-7100 ext. 2056
mprice@blacksburg.gov

West OX Bus Maintenance Facility

- Fairfax County, VA
- Installed: 2008: Quantity: 2, 2017 Quantity: 1
- Project Description: Replacement - Supply and installation of 3 new automatic bus wash systems, dryer / blower systems, wheel wash, and related components.
- Contact: Kris Miller (Facilities Manager) – 703-222-3050
kris.miller@fairfaxcounty.gov

Salem Area Mass Transit

- Salem, OR
- Installed: 2012
- Project Description: Supply and installation of 1 new automatic bus wash system, water recycling system, dryer / blower system, wheel wash, chassis wash and related components.
- Contact: Gregg Thompson (Maintenance Manager) – 503-588-2424
Gregg.Thompson@cherriots.org

Walt Disney World | Disney Bus Transportation

- Lake Buena Vista, FL
- Installed: 2013
- Project Description: Replacement - Supply and installation of 2 new automatic bus wash systems, wheel wash systems, dryer / blower systems and related components.
- Contact: Joe Cunningham (Transportation Manager) – 407-824-5590
joe.d.cunningham@disney.com

5: Warranty, Installation and Key Personnel

Equipment warranty will cover 1 year commencing upon the date of the first wash. This warranty will cover the repair or replacement of equipment or material that causes any operational disturbances due to manufacturing defects or installation defects occurring within the stated 1-year period. Response time will be within 24-48 hours of notice. Our Factory Authorized Service Technicians are based within 100 miles of Topeka Metropolitan's facility.

Ten (10) Year warranty on framework including galvanizing, welds, and overall integrity.

Upon completion of new equipment installation, Westmatic will program, test, and train the staff at Topeka Metropolitan. Upon completion of training, Westmatic will require authorized individuals of Topeka Metropolitan to sign-off on compliance with training and 100% equipment satisfaction.

On-site training includes:

1. Instructing owner's personnel in proper use, operation and maintenance of vehicle washing equipment.
2. Review emergency provisions, including procedures at time of operational failure.
3. Train owner's personnel in procedures to follow in identifying sources of operational failures or malfunctions.
4. Make a final check of each vehicle washing equipment operation with owner's personnel present.

Project Management & Installation:

Project Manager – Eric Festor

- Managed simple to complex construction projects for multi-national engineering service companies with project values ranging from \$40,000 to \$5 million.
- Project and engineering expertise includes construction, capital purchases and installs, equipment testing, heating and cooling, mine ventilation, and plant upgrades in the chemical industry.
- Experienced in all aspects of project management, project engineering, lean manufacturing, R&D and test engineering
- Unique experience in US Navy as lead in submarine torpedo Division on USS Bremerton. Responsible for weapons systems, launch equipment and personnel management.
- Proficient in Microsoft AX, Epicor, Microsoft Project
- BS in Industrial Technologies Manufacturing

Service Coordinator – Jim Smith

- 21 years experience designing, installing and servicing Westmatic automated vehicle wash equipment.
- Leads Westmatic's UL listed manufacturing facility

Installation Supervisor/Education and Training – John Hasse

- (Westmatic distributor) 2006-2009 (Installation Technician)
- 10+ Years' experience installing and servicing Westmatic wash systems

Installation Technician Lead- Adrian Persman

- Senior installation technician at Westmatic Corporation.

Service, Aftermarket and Spare Parts Contact:

At Westmatic, we not only take pride in our state-of-the-art line of equipment, but our customer service as well. When you purchase a Westmatic large vehicle wash system, you will also receive outstanding service and technical support. Our wide service network has factory trained personnel available to assist you with your needs. Westmatic's installation and service vehicles are fully equipped with parts and tools, allowing us to repair your wash system on our first visit.

The point of contact for Service, Aftermarket and Spare Parts is Mr. Jim Smith. Mr. Smith can be reached at (716) 344-6630, or by e-mail at jim.smith@westmatic.com.

In case of emergency, the customer may also use Westmatic's direct line, 1-866-747-4567 to reach the next available Westmatic agent.

You may also request service on Westmatic's website: <http://www.westmatic.com/service>

Westmatic also offers customized Preventative Maintenance Contracts which are available for purchase at any time during the warranty period. With a customized service agreement, your equipment will be serviced at regular intervals. This provides extra security against downtime. A Westmatic Preventative Maintenance Contract is an affordable solution which ensures proper care of your equipment which will extend the lifetime of your machine.

Technical Support Contact:

The point of contact for technical support will be Mr. Jim Smith. Mr. Smith can be reached at (716) 344-6630, or by e-mail at jim.smith@westmatic.com. In case of emergency, the customer may also use Westmatic's direct line, 1-866-747-4567 to reach the next available Westmatic agent.

You may also request service on Westmatic's website: <http://www.westmatic.com/technical-support>

6: Forms and Certifications

Please see Attached

COVER SHEET

Proposer Information

Company Name WESTMATIC CORPORATION
Address 485 CAYUGA RD.
City, State, Zip BUFFALO, NY 14225
Main Phone 1.866.747.4567

Contact Person Information

Name MICHAEL LUNDEEN
Job Title KEY ACCOUNT MANAGER
Phone 716.329.1490
Alt. Phone _____
Email MICHAEL.LUNDEEN@WESTMATIC.COM

Signature 

Date: 10/1/19

PRICE QUOTE

General

Cost of Bus Wash System	\$ 201,145.00
Optional Dryer System	\$ 33,500.00
Optional Water Reclaim / Water Recycling System	\$ 45,445.00
Total Cost	\$ 280,090
Estimated Project Start Date	10 WEEKS FROM APPROVED SHOP DRAWINGS
Estimated Project Completion Date	3-4 WEEKS AFTER PROJECTED START DATE
OPTIONAL SPLASH WALL FOR PUMPS & PANELS	\$3500 (ADD TO TOTAL COST)

Warranty

Warranty Length	1 YEAR
Warranty Coverage	PARTS + LABOR
Extended Warranty Cost (per year)	\$ 9,400.00
Maintenance Service Agreement (per year)	\$ 5,600.00 (BI-ANNUAL PLAN)

Topeka Metro is tax exempt and will obtain a Project Exemption Certificate from the Kansas Department of Revenue. Do not include sales tax in your proposed price.

BUY AMERICA CERTIFICATION

Proposer will certify either compliance or non-compliance, not both. This certification must be submitted with the proposer's response.

Certificate of Compliance with 49 USC 5323(j)

The bidder hereby certifies that it will meet the requirements of 49 USC 5323(j), and the applicable regulations in 49 CFR Part 661 and any amendments thereto.

Signature: _____



Name & Title: _____

MICHAEL LUNDGREN, KEY ACCOUNT MANAGER

Company: _____

WESTASTIC CORPORATION

Date: _____

10/1/19

Certificate of Non-Compliance with 49 USC 5323(j)

The bidder hereby certifies that it cannot comply with the requirements of 49 USC 5323(j) and 49 CFR 661.5, but it may qualify for an exception pursuant to 49 USC 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 CFR 661.7.

Signature: _____

Name & Title: _____

Company: _____

Date: _____

DISADVANTAGED BUSINESS ENTERPRISES (DBE) CERTIFICATION

This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. Metro's overall 2019-2021 goal for DBE participation is 2.00%; the race neutral goal is 1.12%, and the race conscious goal is 0.88%. There is no contract goal for this procurement.

The contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Metro deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work from Metro.

The contractor may not hold retainage from its subcontractors.

The contractor must promptly notify Metro, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of Metro.

Signature: _____



Name and Title: _____

MICHAEL LUNDGREN, KEY ACCOUNT MANAGER

Company Name: _____

WESTMATIC CORPORATION

Date: _____

10/1/19

FLY AMERICA CERTIFICATION

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

Signature: _____



Name and Title: MICHAEL LUNDEN, KEY ACCOUNT MANAGER

Company Name: WESTMATIC CORPORATION

Date: 10/1/19

LOBBYING CERTIFICATION

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. See 49 CFR 20.100.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. [Note: Pursuant to 31 USC 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure. See 49 CFR 20.400.]

The undersigned contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 USC 3801, et seq, apply to this certification and disclosure, if any.

Signature: 

Name and Title: MICHAEL LUNDGREN, KEY ACCOUNT MANAGER

Company Name: WESTMATIC CORPORATION

Date: 10/1/19

NON-COLLUSION CERTIFICATION

This is my sworn statement to certify that this proposal was not made in the interest of or on behalf of any undisclosed entity. This proposal is not collusive.

This proposer has not been a party to any agreement or collusion in restraint of freedom of competition by agreement to bid a fixed price, to refrain from bidding, or otherwise. This proposer has not, directly or indirectly, by agreement, communication or conference with anyone, attempted to induce action prejudicial to the interest of Topeka Metropolitan Transit Authority, or of any proposer, or anyone else interested in the proposed contract.

Signature: _____



Name and Title: MICHAEL LUNDEEN KEY ACCOUNT MANAGER

Company Name: WESTMATIC CORPORATION

Date: 10/1/19

SUSPENSION / DEBARMENT CERTIFICATION

In regard to 2 CFR Parts 180 and 1200

In accordance with 2 CFR Parts 180 and 1200, the contractor is required to verify that none of its principals or affiliates:

- 1) is included on the federal government's suspended and debarred list;
- 2) is proposed for debarment, declared ineligible, voluntarily excluded or disqualified;
- 3) within three years preceding this proposal, has been convicted of or had a civil judgment rendered against them for (a) commission of fraud or criminal offense pertaining to performing a public transaction, (b) violation of any federal or state antitrust statute, or (c) embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
- 4) is indicted or charged by a governmental entity for any of the charges in 3) above; and
- 5) has had any public transaction terminated for cause or default within three years preceding this proposal.

The contractor is required to include this requirement in any subcontracts related to this contract.

By signing and submitting its proposal, the proposer certifies that the certification in this clause is a material representation of fact relied upon by Metro. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to Metro, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to verify that none of its principals or affiliates is included on the federal government's suspended and debarred list at any time throughout the period of this contract. The proposer further agrees to include a provision requiring the same compliance in its subcontracts related to this contract.

Signature: _____



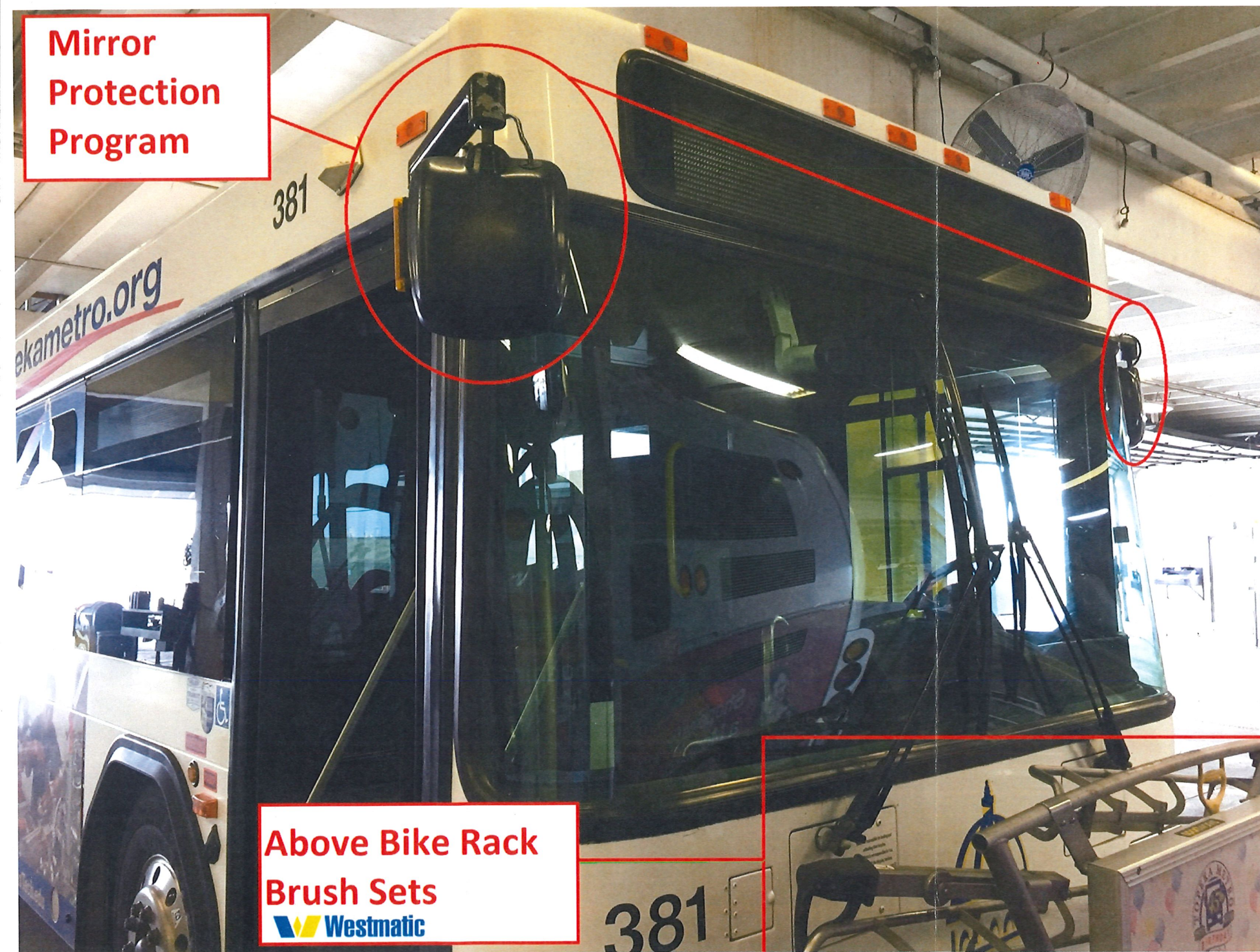
Name and Title: MICHAEL LUNDGREN KEY ACCOUNT MANAGER

Company Name: WESTMATIC CORPORATION

Date: _____

10/1/19

**Mirror
Protection
Program**



**Above Bike Rack
Brush Sets**
Westmatic



Overlapping Front



Counter Rotating Sides



Overlapping Rear

