



Pioneer Valley Transit Authority (PVTA)

**REQUEST FOR QUALIFICATIONS (RFQ)
RFQ #26-009**

Northampton Maintenance Garage Renovation

Design, Bidding Assistance, and Construction Administration Services

Issue Date: November 13, 2025

Due Date: December 23, 2025 @ 2:00 PM

CONTACT:

Leland Zak, Procurement Officer
Pioneer Valley Transit Authority
2808 Main Street
Springfield, MA 01107
LZak@pvta.com



REQUEST FOR QUALIFICATIONS (RFQ) NOTICE

To All Interested Parties:

The Pioneer Valley Transit Authority (PVTA) is seeking proposals from qualified architectural and engineering design firms for designer services to renovate the maintenance garage area of the Northampton Bus Operations & Maintenance (O&M) Facility located at 54 Industrial Drive, Northampton, MA 01060. Design services will include design, bidding assistance, and construction administration. The specifics of the types of services relevant to this RFQ, are set forth in the Scope of Services and supporting documents attached hereto and made a part hereof.

The RFQ is available to view on PVTA's website at: <https://pvta.com/opportunities.php>

Proposals in response to PVTA's RFQ #26-009 must be submitted as PDF electronic copies to Leland Zak, PVTA Procurement Officer, LZak@pvta.com no later than **2:00 PM EST on December 23, 2025**.

The PVTA is a regional transit authority and political subdivision of the Commonwealth of Massachusetts, organized pursuant to the provisions of Chapter 161B of the Massachusetts General Laws. Its statutory mandate is to provide public transit services to twenty-four (24) communities within the region of the pioneer valley in western Massachusetts. PVTA is funded with federal, state and local funds, as well as passenger farebox revenue. PVTA is required to comply with the provisions of the Americans with Disabilities Act (ADA) as well as all federal and state laws, regulations and statutes. A guiding PVTA principle is to continually improve the quality of its operations while providing accessible, safe, reliable, and cost-effective services to its customers.

Any contract resulting from proposals submitted to this RFQ is subject to funding between the PVTA, the Massachusetts Department of Transportation (MassDOT), and the Federal Transit Administration (FTA). Any contract entered into pursuant to this RFQ, will afford full opportunity to Disadvantaged Business Enterprises (DBE) to submit proposals, who will not be subjected to discrimination on the basis of race, color, sex or national origin in consideration for an award.

The Authority reserves the right to reject any and all proposals submitted in response to this RFQ and waive informalities and irregularities, as it deems in its best interest.

Pioneer Valley Transit Authority
2808 Main Street, Springfield, MA 01107 • Phone: 413-732-6248 • Fax: 413-737-2954
www.pvta.com

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EXHIBIT A, PROPOSER GENERAL INFORMATION FORM
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EXHIBIT K, SAMPLE CONTRACT
EXHIBIT L, PVTA NORTHAMPTON RENOVATION & EXPANSION STUDY
FINAL REPORT, SEPTEMBER 29, 2025

1.0 GENERAL INFORMATION

1.1 INTRODUCTION

The Pioneer Valley Transit Authority (PVTa) is a Regional Transit Authority and Political Subdivision of the Commonwealth of Massachusetts. PVTa is organized pursuant to the provisions of Chapter 161B of the Massachusetts General Laws. Its statutory mandate is to provide public transit services to twenty-four (24) communities within the region of the Pioneer Valley in Western Massachusetts. PVTa is funded with federal, state and local funds, as well as passenger farebox revenue. PVTa is required to comply with the provisions of the Americans with Disabilities Act (ADA) as well as all federal and state laws, regulations and statutes. A guiding principle of PVTa is to continually improve the quality of its operations while providing accessible, safe, reliable, cost-effective service to citizens of the Pioneer Valley.

1.2 DUE DATE

Electronic PDF proposals for the work described herein are due by **2:00 PM EST, December 23, 2025**, to Leland Zak, PVTa Procurement Officer, at LZak@pvta.com **PROPOSERS ARE REQUIRED TO SUBMIT A PROPOSAL INCLUDING ALL FORMS CONTAINED IN THIS PACKAGE.**

Late submissions will not be accepted. It is the responsibility of the Proposer to ensure that its proposal is delivered to PVTa by the date and time referred to hereinabove. Proposers shall request a confirmation receipt; sending an email does not constitute receipt of the proposal by PVTa.

All costs associated with the preparation and delivery of a proposal are the sole responsibility of the applicable Proposer. Proposers shall not include any such expenses as part of the price proposed in response to the RFQ.

1.3 NON-MANDATORY PRE-PROPOSAL SITE WALK THROUGH

A non-mandatory pre-proposal site walk through will be held at the Northampton Bus O&M Facility, 54 Industrial Drive, Northampton, MA 01060 at **12:30 PM EST on November 25, 2025.**

1.4 QUESTIONS/REQUESTS FOR CLARIFICATION

The deadline for written questions and requests for clarification regarding the Request for Qualifications ("RFQ") or RFQ process is **5:00 PM EST on December 11, 2025**. All questions or requests for clarifications must be submitted in writing via email to Leland Zak, PVTa Procurement Officer, at LZak@pvta.com Communication by any Proposer with any agent, employee or consultant of PVTa or PVTa relative to this RFQ or the pending process, other than as established herein, may in the sole judgment of the Authority, result in the Proposer being disqualified.

The PVTa reserves the right, at any time, to issue addenda to this RFQ or adjust its project schedule if it is deemed in PVTa's best interest to do so.

1.5 ACCEPTANCE PERIOD

The PVTa requires an Acceptance Period of ninety (90) calendar days. "Acceptance Period" for purposes of this solicitation means the number of calendar days available to PVTa for awarding a contract based on the Due Date specified in this solicitation for receipt of proposals.

1.6 RESERVATION OF PVTA'S RIGHTS

The PVTA reserves the right to do the following at any time and for its own convenience, at its sole discretion, to the fullest extent permitted by and subject to law, in addition to and not in limitation of all other reservations of rights in this RFQ and those listed in **Exhibit G**.

- The PVTA reserves the unqualified right, in its sole and absolute discretion, to undertake discussions with one or more Respondents or any third party, to waive any irregularities, to waive defects or noncompliance in the filing or contents of any Proposal, and to proceed with that Proposal, or elements of one or more Proposals, if any, which in its sole judgment will, under the circumstances, best serve PVTA's interest.
- The PVTA reserves the unqualified right, in its sole and absolute discretion, to reject any and all Proposals or to suspend or abandon this RFQ process at any time, with no recourse for any Respondent.
- The information contained in this RFQ and in any subsequent addenda or related documents is provided as general information only. The PVTA makes no representations, warranties, or guarantees that the information contained herein is accurate or complete. The furnishing of such information by PVTA shall not create or be deemed to create any obligation or liability upon it for any reasons whatsoever, and each recipient of the RFQ, by submitting a Proposal to PVTA, expressly agrees that it has not relied upon the foregoing information, that it will verify to its own satisfaction the completeness and accurateness of any and all such information, and that it shall not hold PVTA, or any third party who advised or prepared a report for PVTA, liable or responsible therefore in any manner whatsoever.
- The PVTA reserves the right, in its sole discretion, to develop the project on any schedule and use any chosen approach.
- The PVTA may consult individuals familiar with each Respondent regarding the Respondent's prior operations and development or management projects, financial plan, past performance, experience and qualifications, or other matters, whether or not the specific individuals are identified in the RFQ response. Submission of a Proposal in response to this RFQ shall constitute permission for PVTA to make such inquiries, and authorization to third parties to respond thereto.
- The individual responses to this RFQ, including all drawings, plans, photos and narrative material shall become the property of PVTA upon their receipt thereof.
- Neither the members of PVTA nor any individual member, nor any officer, agent, or employee thereof shall be charged personally by a Respondent or any third party with any liability or held liable to it under neither any term or provision of this RFQ nor any statement made herein.
- The PVTA reserves the unqualified right, in its sole and absolute discretion, to disqualify any team, firm, or individual from any phase or component of the selection process or this development opportunity, due to: felonious or other criminal record in any jurisdiction (domestic or foreign); a determination by PVTA that the Respondent has failed to disclose any matter that materially relates to the fitness or ability of the Respondent to perform the work and services associated with this development opportunity, or a conflict of interest; or a determination that such disqualification would serve the public interest; or if Respondent has ever been debarred or disqualified by any governmental body or agency from public contracting or procurement.

- The PVRTA reserves the unqualified right to: (1) disqualify any prospective Respondent or reject any response at any time solely on the grounds that a real or perceived legal or policy conflict or interest is presented; (2) require any prospective Respondent to take any action or supply any information necessary to remove the conflict, including without limitation, obtaining an opinion from the State Ethics Commission; or (3) terminate any contract arising out of this RFQ if, in the opinion of PVRTA, any such relationship would constitute or have the potential to create a real or perceived conflict of interest.
- The PVRTA reserves the unqualified right, in its sole and absolute discretion, to reject any subcontractor or individual working on a consultant team and to replace the subconsultant or individual with a mutually acceptable replacement.
- The PVRTA reserves the unqualified right, in its sole and absolute discretion, to retain more than one architectural / engineering / environmental firm and assign work based on needs of a particular project and the experience and qualifications of the firm.

2.0 INSTRUCTIONS TO PROPOSERS

2.1 SCOPE OF PROPOSAL

Pursuant to this Request for Qualifications (“RFQ”), Proposers are required to comply with the terms and conditions stated herein to be deemed responsive and responsible. Proposers must address all terms, conditions, and concerns listed in this RFQ and describe how it plans to complete the work effort such that the Authority’s requirements are fully met. If a proposal does not meet all the requirements listed in the RFQ, the Proposer’s proposal may be deemed non-responsive. Failure by the Proposer to examine all information pertaining to this solicitation or participate in an on-site visit, if scheduled by the Authority, will be at the Proposer’s risk.

2.2 CHANGES TO THE RFQ VIA ADDENDA

Should PVRTA make changes to any specification, stipulation, requirement, or procedure, notification will be made to all Proposers in the form of written Addenda. No officer, agent, or employee of PVRTA is authorized to amend any provision contained in this RFQ, including the specifications, unless such amendment is issued as an Addendum and sent to all Proposer in accordance with this section.

2.3 EXTENSION OF PROPOSAL DUE DATE

Requests for an extension of the proposal Due Date must be submitted in writing to the attention of the Procurement Officer no later than five (5) business days prior to the Due Date. The PVRTA reserves the right to determine whether an extension is justified. All Proposers will be notified in writing of any extension granted.

2.4 ACKNOWLEDGEMENT AND POSTING OF ADDENDA

Proposers shall acknowledge written Addenda by signing and returning the Addenda acknowledgment section attached in **Exhibit A** of this RFQ with the Proposer’s Non-Price Proposal. The Proposer is responsible for verifying the number of Addenda issued. If this RFQ is modified by an amendment, then all terms and conditions that are not modified remain unchanged.

2.5 SUBMISSION REQUIREMENTS

All information requested shall be provided according to the following instructions in order to be considered a responsive proposal. Non-Price Proposals shall be typed; concise, but comprehensive. They should clearly state on the heading that they are the Non-Price Proposal; include the RFQ

Name (“Northampton Maintenance Garage Renovation Design Services”) and RFQ Number (#26-009) as well as the name and address of the proposing firm. Each submission shall include a cover letter showing the Proposer’s firm name, post office address, telephone number as well as the signature’s name, title, phone number & email address. All pages in the proposal must be numbered and signatures in ink. The cost of submitting a proposal is the sole responsibility of the proposer. PVTA is not responsible for costs incurred.

2.5.1 Number of Submitted Proposals

Proposers shall submit one (1) PDF of the Non-Price Proposal and one (1) separate, PASSWORD PROTECTED PDF of the Cost Proposal. If ranked the most qualified firm, PVTA will request the password for the Cost Proposal.

2.5.2 Separate Cost/Pricing Information

Cost and pricing information must only be presented in the Cost Proposal. Non-compliance with this requirement will result in the Proposal being deemed non-responsive. Cost Proposal must be a password protected PDF. Firm must only provide PVTA with the password if the firm is notified as being ranked the most qualified.

2.5.3 Non-Price Proposal

All non-price proposals must include the following sections listed below and must address the requirements of each individual section, in order for a proposal to be accepted for evaluation.

1. Cover Letter
2. Key Personnel
3. Detailed Scope of Services
4. Designation of Sub-consultants
5. Executed Forms, Certifications, and Statements

1. Cover Letter. The cover letter shall:

- a. Identify the RFQ number and proposal component and introduce the proposing firm(s) and its experience and capabilities to perform the required services.
- b. Identify any and all subconsultants and individuals proposed for use in the performance of the required services and the firm office(s) they will work from.
- c. Identify the individual within the proposing organization who will respond to questions PVTA may have regarding the Technical/Non-Price Proposal. The person’s title, firm affiliation, phone number, e-mail address and mailing address shall be included.
- d. State whether the Proposer has adequate resources to meet the needs of this task assignment in a timely manner.
- e. State briefly why the consultant team is optimally qualified to perform the services requested in the RFQ.
- f. Be signed and dated by an authorized person of the firm submitting the proposal.
- g. Confirm the Price Proposal, included as part of this RFQ, is a firm offer to PVTA for 120 days from the submission deadline for the proposals.
- h. Include a listing indicating the Addendum (if any), by number of issue, which the Proposer has received, read and acknowledged.

2. Key Personnel.

The Proposer shall identify key individuals and sub-consultants proposed for assignment for the entire RFQ scope of services and explain why each has been included and list the

office location that each staff member will work from. The Proposer shall provide a summary of the relevant experience of individuals proposed for assignment under this RFQ with reference to services within the Scope of Services.

Resumes of key individuals whether in-house or subcontracted, including, but not limited to the Project Manager/Lead Design Professional, Structural Design Engineer, Electrical Design Engineer, Mechanical/Industrial Design Engineer, Fire Suppression Engineer, BEB Specialist, and LSP. The Proposer shall provide copies of valid Massachusetts Professional Engineering (PE) Registrations and Architectural Licenses for individuals responsible for design activities within the disciplines requested herein. The Proposer must identify the home office location of each staff person and subcontracted staff person assigned to the project.

3. Scope of Services.

A requested Scope of Services, which is considered general in nature, is provided later in this RFQ. **Proposers are encouraged to expand on this general scope of services in sufficient detail to ensure a complete design services proposal and to provide PVTa with a superior final product.** Proposed subconsultant scope of services, if any, must also be provided.

4. Designation of Sub-consultants.

Proposers must describe whether they intend to subcontract out any of the services required under this contract. Proposers must summarize the work to be subcontracted and should identify the subcontracted firms to the extent possible.

5. Submission Forms, Certifications and Statements.

Proposers responding to this RFQ must fully complete, sign, and submit with the Non-Price Proposal all Forms, Certifications, Statements listed in Section 2.5.5 below.

2.5.4 Cost Proposal (in separate password protected PDF)

Proposers are directed to submit their Cost Proposal in a separate, password protected PDF and in a manner defined above. Cost Proposals must include and address the sections listed below for a proposal to be accepted for evaluation.

1. Cover Letter
 2. Consultant's Direct Labor Costs.
 3. Consultant's Indirect Cost Rates (overhead, G&A, profit).
 4. Reimbursable Expenses
 5. Firm-Fixed Price
-
1. Cover Letter – The cover letter shall identify the Request for Qualifications (RFQ) number, proposal component & summary of contents, and shall identify the proposing organization and any subconsultants. The cover letter must certify who has the authority to negotiate on behalf of the firm.
 2. Consultant's Direct Labor Costs – Proposers shall include all individual job classifications required to deliver the requested services and include hourly salaries for each job classification. Each job classification must list the hours required to complete each individual task. The salaries shall be exclusive of any burden or mark-ups. Proposers shall provide the same data for any subconsultants proposed. Direct

labor rates shall be provided for each job classification with a complete breakdown of each hour required for the work per job classification. Proposer shall submit a total breakdown of anticipated hours per job classification needed to complete the project for each phase and for the project overall. Proposers shall provide the same data for any subconsultants proposed.

3. Consultant's/Subconsultant's Audited Overhead Rates – Proposer shall submit both the consultant's and any subconsultant's most current audited overhead rate/multiplier and include overhead, profit, G&A, and mark-up of any sub consultant fees and expenses. An audit copy must be provided. Profit must be displayed as fixed-fee.
4. Reimbursable Expenses – such as travel, plan copies, etc.
5. Firm-Fixed Price – Proposer shall identify the total firm-fixed price for each phase of the project (design, bidding assistance, and construction administration) and for the total project incorporating all sections stated above. The fixed-price by phase must be broken down by individual job classification, labor hours, overhead rate, profit, and any subcontractor mark-ups and expenses.

2.5.5 Submission Forms, Certifications and Statements

Proposers responding to this RFQ must fully complete, sign, and submit with the Non-Price Proposal the Forms, Certifications, Statements listed in this Section as well as any requested supplemental documentation required in the Forms, Certifications and Statements listed and attached with this RFQ. Proposers shall not: (1) leave any section of a form blank; (2) mark any section of a form not applicable (N/A); (3) refer to other non-provided documents; or (4) make any response conditional.

EXHIBIT A – Proposer Fact Sheet and General Information Form

EXHIBIT B – Certificate of Authority

EXHIBIT C – Certification of Eligibility

EXHIBIT D – Certification of Non-Collusion

EXHIBIT E – Certification of Tax Compliance

EXHIBIT F – Public Contractor Debarment Certification

2.6 LATE SUBMISSIONS AND WITHDRAWALS OF OFFERS

2.6.1 Late Submission

Any offer received by PVT A Procurement after the exact time specified for receipt as designated in Section 1.2 (Due Date) will not be considered unless the package was received prior to award by a method authorized by the PVT A and the late receipt was due solely to the mishandling of the package by PVT A after receipt; or it is the only offer received by PVT A.

2.6.2 Withdrawal of an Offer

Proposals may be withdrawn by written notice to PVT A or in person by the Proposer or an authorized representative of the Proposer at any time before award.

3.0 SELECTION PROCESS

3.1 QUALIFICATIONS-BASED SELECTION (QBS)

The PVTa utilizes QBS for procuring architectural and engineering design services relating to construction.

3.1.1 Selection Committee/Ranking of Non-Price Proposals

A Selection Committee ('SC') formed by the PVTa Procurement Officer, while maintaining strict confidentiality, will review the Non-Price Proposals to determine if the submissions are compliant with the technical and contractual requirements stipulated in this RFQ. The SC will review, evaluate and rank all responsive Non-Price Proposals based on established evaluation criteria and weightings listed in Section 4.2 (Evaluation Criteria). The SC may invite some or all Proposers to submit additional material to clarify or support their Non-Price Proposals, and may at its sole discretion, conduct interviews with Proposers.

3.1.2 Cost/Fee Negotiation with Top-Rated Firm

The PVTa Procurement Officer will request the Cost Proposal of (only) the top-rated firm. Once received, the cost proposal will be opened and evaluated by the PVTa Procurement Officer and/or Director of Finance. Based on the cost evaluation, the Procurement Officer may either: (1) recommend award of the contract immediately to the PVTa Administrator; or (2) initiate negotiations with the top-rated firm. If the top-rated firm is invited into negotiations but an acceptable price cannot be attained to PVTa's satisfaction, then PVTa will terminate negotiations with that firm, request and open the Cost Proposal of the second rated firm and begin negotiations with the second-rated firm. If a price acceptable to PVTa cannot be negotiated with the second-rated firm then PVTa will terminate negotiations with that firm and move to the third-rated firm, and so on, until a firm agreement is reached, and approval is received from the PVTa Administrator.

3.2 CONTRACT AWARD

When the Procurement Officer determines that an award can be made that is judged by PVTa to be in its best interest, a recommendation is made to the PVTa Administrator to proceed with making the award. The Contracting Officer prepares a request for approval by the Administrator that contains the Evaluation Committee's documentation supporting the final recommendation. Following receipt of the Administrator's approval, all Proposers will be advised, in writing, of PVTa's final decision. The Contract will then be executed between PVTa and the selected Proposer(s). Upon execution of the Contract, a formal Notice to Proceed will be issued to the Contractor.

4.0 EVALUATION OF NON-PRICE PROPOSALS

4.1 QUALIFICATIONS COMPLIANCE DETERMINATION

PVTa is the sole judge in determining compliance with qualifications standards.

4.2 EVALUATION CRITERIA

The Non-Price Proposals, including qualifications, experience, scope of work/approach shall be evaluated based upon the following criteria and possible 100-point total.

Firm, Project Manager, and Other Key Staff Qualifications (40 Points)

This evaluation criteria considers the firm's experience with similar projects in size and complexity as well as the qualifications and technical competence of specific and key person(s) assigned to this project. Prior experience of both the Applicant's Project Manager and other key staff assigned to the project on hydraulic lift installation/replacement projects is key.

Firm/Team Capacity and Key Staff Proximity to Project Site (30 Points)

Capacity will be evaluated based on a firm's capacity of professional disciplines/positions applicable to the project and assessed capacity to provide key personnel as needed. The location of key staff is essential to respond in a timely manner to the work site as needed – particularly in the design and construction administration phases.

Quality of Proposal, Scope of Services, and Project Approach (30 Points)

This evaluation criteria considers how well-written, concise, organized, detailed, and responsive the Proposal is to the RFQ and project requirements within the scope of services and approach. This evaluation criteria rates the overall quality of the Proposer's overall proposal, scope of services, and approach to the requested designer services including project management and client communications.

5.0 SCOPE OF SERVICES**5.1 PROJECT SUMMARY**

The PVTA is seeking proposals from qualified firms to provide engineering design services, bidding assistance, and construction administration services to renovate the maintenance garage area of PVTA's Northampton Bus O&M Facility located at 54 Industrial Drive, Northampton, MA 01060. The renovation is focused on upgrades to the bus maintenance bays and supporting spaces to improve PVTA's ability to maintain buses and provide increased employee safety, including ADA compliance. The planned renovation will update the entire bus maintenance area and support spaces in one phase.

The renovation of the maintenance area includes the replacement of the three existing in-ground bus lifts of which one is no longer operational. Two of the planned in-ground lifts will be for servicing 40-foot buses. The third lift will be an in-ground four-post lift to give PVTA the flexibility to maintain a wider fleet of buses/vehicles that include 60-foot articulated buses. As part of the renovation the walls and metal roof deck will be cleaned and painted with a high-performance coating. The floor will be covered with an epoxy floor coating and striped for safety. Vehicle exhaust reels will be added between each of the maintenance bays. New LED light fixtures will be provided throughout all the spaces. The fluid reels will be replaced. The roof-top mechanical unit serving the maintenance area will be replaced to provide code-compliant ventilation and will include CO and NO2 sensors. The sprinkler system will be upgraded to a higher flow rate in both the maintenance area and bus storage garage due to the presence of electric buses. Two new battery electric bus chargers will be installed in the adjacent bus storage garage. The overhead doors in the maintenance garage bays will be replaced with overhead coiling doors to avoid conflicts with lifting taller buses. The man doors will be replaced and provided with ADA compliant hardware. The maintenance area will be equipped with a code compliant eye wash/shower. To improve safety in the mezzanine a new guardrail and gate will be installed along the edge. The restrooms will be fully renovated and made ADA and code compliant.

5.2 PROJECT BACKGROUND

The bus maintenance facility is approximately forty years old, and while the administrative and dispatch areas were fully renovated in 2015, a new bus wash system was installed within the facility's service bay in 2022, two new battery electric bus depot chargers were installed in the bus storage garage as well as a new back-up generator for the overall facility in 2023, only minor updates have been made to the maintenance area spaces since the building was constructed in the mid-1980s. As such, the bus maintenance areas, including the maintenance bays and support spaces, will be fully renovated and brought up to current building codes and life safety standards. Up to two battery electric bus depot chargers will be installed near the existing two electric bus chargers in the bus storage garage and the facility's sprinkler system will be upgraded to a higher flow rate both in the bus storage and the maintenance garage areas.

Over the summer of 2025, PVRTA retained Wendel Architects to conduct a design study of the maintenance space renovation as well as potential future expansions of the facility onto an adjacent privately-owned site. The design study included the development of an engineering cost estimate for the garage renovation improvement that is detailed in the *PVRTA Northampton Renovation & Expansion Study Final Report, September 29, 2025*, included in the Appendix as **Exhibit L**.

Based on the results of the design study, PVRTA submitted a grant application to the Federal Transit Administration (FTA) over the summer 2025 for the maintenance garage space renovations previously described, which included upgrades to the fire protection system (sprinkler system upgrades, enhanced fire flow rates, etc.) in both the maintenance garage area and bus storage garage area in the vicinity of the existing electric bus chargers. The submitted grant application total funding request was **\$4,438,770** for the design, bidding, construction, and construction oversight of these improvements - as reflected in the grant application cost estimate provided in Section 4 of the Final Report. The total estimated construction cost is **\$3,793,821**. Due to the recent federal government shutdown, PVRTA did not hear back from FTA by the scheduled announcement deadline of October 1st as to whether the project was selected. However, PVRTA has secured designer funding for the improvements, which is why PVRTA is advancing this RFQ.

The only building program element added to the grant application scope that resulted from the design study is the installation and commissioning of up to two 180kw electric bus depot chargers with 3 dispenser cables on each charger within the bus storage garage. Previous studies conducted for PVRTA by the design firm STV, Inc. indicated that there is sufficient power capacity currently serving the facility to allow for up to two additional chargers. Adding the purchase and installation of these two new battery electric bus chargers to the overall program of physical improvements will increase the total estimated construction cost from \$3,793,821 to roughly **\$4.2 Million**.

5.3 SCOPE OF SERVICES – GENERAL TASKS

The tasks listed below are general in nature and not intended to be a complete list of tasks and subtasks needed to complete the project. **Proposers are encouraged to expand on this general scope of services in sufficient detail to ensure a complete designer services proposal and to provide PVRTA with a superior final product.** The quality and detail of the respondent's scope of services is an important evaluation criterion for consultant selection.

Based on the previously described program of bus maintenance and storage garage improvements with an estimated construction cost of \$4.2 Million, that is further detailed in the *PVRTA Northampton Renovation & Expansion Study Final Report, September 29, 2025*, the following

general tasks are sought:

30% Schematic Design Phase

- 1) Meet with PVRTA to confirm the overall project scope of proposed improvements, scope of services, project budget, project schedule, and assumptions. Attend bi-weekly design meetings with PVRTA. Design meetings will be virtual unless in-person meetings are needed to observe a relevant issue/condition in the field. Consultant shall be responsible for scheduling meetings, drafting agendas, and taking/distributing meeting minutes.
- 2) Consult with PVRTA to develop a schematic design that accommodates their needs and program for the defined scope totaling an estimated \$4.2M in construction improvements.
- 3) Conduct field investigations necessary for each trade to advance the design.
- 4) Conduct physical boundary/topographical surveys and geotechnical, environmental/hazmat, and other investigations as needed.
- 5) Develop 30% complete drawings and narrative descriptions of the site and building systems including site civil, architectural, structural, mechanical, electrical, plumbing, industrial, fire protection, utilities, communication/security, and any other necessary systems with full compliance of all applicable codes. The submitted plans must reflect a 30% level of design completion.
- 6) Identify and advance National Grid and City of Northampton Building & Fire Dept. design review/permitting and other potential regulatory approvals required for the project, including state and federal agency regulations, reviews and approvals, and meet with these agencies as needed.
- 7) Conduct comparative analyses of alternative systems, including a comparison of construction costs, maintenance costs, and other relevant factors to provide PVRTA with information adequate to assess the schematic design alternatives presented.
- 8) Consider 60-foot articulated bus movements in the design.
- 9) Perform QA/QC to ensure coordination of design between all disciplines.
- 10) Provide an opinion of probable construction cost and project schedule.
- 11) Present the schematic drawings, narratives, opinion of probable construction cost, and schedule to PVRTA with requested authorization to proceed to 60% design. Paper copies of one full size plan set, one half size plan set, and one electronic copy will be provided.
- 12) Address/incorporate comments from PVRTA, any PVRTA-contracted plan reviewer, and any agencies resulting from submitting the schematic design and make changes necessary in consultation with PVRTA to adhere to the project budget. Achieve approval of 30% schematic design from PVRTA.

60% Design Development Phase

Based upon the approved 30% Schematic Design, prepare 60% Design Development plans and documents consisting of drawings, specifications, and other documents, including but not limited to, elevations, sections, floor plans, fixture schedules, technology, hardware, software and related equipment, technical specifications defining materials, finishes and systems, calculations, to establish the size and character of the Project as to site civil, architectural, structural, mechanical, electrical, plumbing, fire protection, industrial, communications/security, utilities and any other applicable systems to include the types and quality of major materials and systems to be specified, and such other essential back-up as may be appropriate for final approvals.

1) Schedule, attend and facilitate design meetings with PVTA as needed. Design meetings will be virtual unless in-person meetings are needed to observe a relevant issue/condition in the field. Consultant shall be responsible for scheduling meetings, drafting agendas, and taking/distributing meeting minutes.

2) Conduct a thorough code review of all proposed improvements to ensure compliance with applicable building, fire, zoning, and other codes such as the Americans with Disabilities Act (“ADA”) and include a life safety plan indicating such things as allowable area for construction type proposed, location of fire separation walls, means of egress paths, required exit widths for doors, stairs & corridors, etc.

3) Coordinate with the City of Northampton Building and Fire Departments, any other City Departments, utility agencies or other agencies with jurisdiction requiring review/approval for the project.

4) Prepare appropriate data and illustrations for any equipment, furniture, fixtures, etc. based on PVTA input necessary to develop interior layouts and configurations, including specially designed items or elements, to indicate finished appearance and functional operation. Make recommendations as to colors, materials, and finishes, and accommodations for any long lead item procurements.

5) Perform QA/QC for coordination and consistency between all disciplines to mitigate the potential for physical building elements/systems conflicting in the field.

6) Develop complete 60% design development drawings and draft specifications that defines the performance expectations and objectives for the building components/systems.

7) Develop a detailed construction cost estimate including equipment programmed based upon quantity and unit costs and update the project schedule outlining the time required to obtain all necessary permits and approvals, complete the final design, bid the project, award contracts, and complete construction.

8) Present the design development drawings, outline specifications and opinion of probable construction cost to PVTA. Paper copies of one full size plan set, one half size plan set, and one electronic copy of plans and draft specifications will be provided.

9) Address/incorporate comments from PVTA, any PVTA-contracted plan reviewer, and any agencies resulting from submitting the 60% design. Achieve approval of 60% design development from PVTA and authorization to proceed to 90% final design.

90% Final Design & Construction Documents Phase

Complete 90% Final Design Plans for all disciplines and include plans, specifications and an updated final cost estimate and schedule. Plan specifications should incorporate all appropriate front-end required documents. If the final cost estimate exceeds the project construction budget, options shall be provided for reducing the cost to within the project budget including re-design, at no additional compensation.

1) Attend design meetings with PVTa as needed. Design meetings will be virtual unless in-person meetings are needed to observe a relevant issue/condition in the field. Consultant shall be responsible for scheduling meetings, drafting agendas, and taking/distributing meeting minutes.

2) Develop 90% complete drawings and specifications, including a commissioning specification section. Work with PVTa to complete the front-end specifications including coordinating with PVTa legal and insurance representatives to assure that legal and insurance requirements required by PVTa are met.

3) Continue to coordinate with the City of Northampton, utility agencies, and other agencies requiring approval for the project.

4) Perform QA/QC for coordination and consistency between all disciplines to mitigate the potential for physical building elements/systems conflicting in the field.

5) Update engineering cost estimate and schedule for the 90% design stage and ensure the project is within budget.

6) Present the final design drawings, specifications and opinion of probable construction cost to PVTa. Paper copies of one full size plan set, one half-size plan set, two copies of bound specifications, and one electronic copy of plans and specifications will be provided.

7) Address/incorporate comments from PVTa, any PVTa-contracted plan reviewer, and any agencies resulting from submitting the final design deliverable. Achieve approval of 90% final design from PVTa and proceed to construction documents stage.

8) Prepare bid package with any bid alternates in consultation with PVTa. Prepare working drawings and specifications setting forth in detail the requirements for the construction of the Project (including necessary bidding information) that shall assist in the preparation of bidding forms, filed sub-bids, the General and Supplementary Conditions of the Contract, and the form of Agreement with the successful Contractor. The final approved construction bid documents will require all contractor contract documents and shall contain all required front- and back-end bid/procurement requirements. Prepare separate contract drawings and engineering cost estimates for each design discipline covering all work required. The plans and specifications shall clearly describe, define and identify the scope of work for each discipline, required materials, products and devices; and the results to be obtained in construction and the prosecution of the work.

9) Prepare a Commissioning Plan if required, including specifications for any commissioning of BEB Charging, MEP/BMS systems, IT/data/communications systems and/or any other systems/equipment, including a commissioning process, requirements, and component check/ system test forms to be incorporated into the Construction Documents for use in the Commissioning process.

10) Provide an updated final detailed construction cost estimate and project schedule and advise the PGDC of any adjustments to previous statements of estimated (probable) construction costs indicated by changes in requirements or general market conditions.

11) Prepare a single construction bid package in coordination with PVTa's Capital Project Manager and Procurement Officer for the solicitation of competitive bids in accordance with MGL Chapter 149 Section 44A-J bid as well as requirements and Federal Regulations cited by PVTa.

Bidding Assistance Services Phase

The consultant shall assist PVTa with advertising, bidding and construction of the physical improvements resulting from the design. The consultant shall prepare addenda required during the bidding phase; provide technical assistance to PVTa in answering any potential bidder questions and requests for clarifications; attend and participate in a scheduled pre-bid conference; attend PVTa's bid opening; review subcontractor bids and alternates with the PVTa to determine that the bid(s) address all plans and specifications, that the bidder(s) fully understood and considered all aspects of the project in preparing the bid(s), and that the bidder(s) are fully qualified to complete the project in a professional workmanlike manner; prepare a bid tabulation and make recommendation to the PVTa regarding the award of the construction contract; provide contract support including providing contract required information such as the number of construction days allowed during the contract term.

Construction Administration Services Phase

Construction administration services include services from the pre-construction kick-off meeting through construction, commissioning (if any) and close-out for the physical improvements resulting from the design. The Designer shall coordinate directly with PVTa's construction project manager/Clerk of Works. Services shall include but not be limited to:

- Attend weekly job meetings at the project sites to observe the quality and progress of the work and furnish agendas and minutes of job meetings and any design field reports as needed to PVTa.
- Make site visits as necessary to ensure work is performed in conformance with construction documents.
- Review and act upon submittals including shop drawings submitted by contractor in a timely manner while ensuring Buy America compliance.
- Provide technical consultation with interpreting contract documents.
- Review construction process to ensure compliance with construction documents.
- Respond to contract RFIs in a timely fashion.
- Conduct owner and contractor generated change order reviews including cost and schedule analysis reviews and determinations.
- Issue design bulletins, ASI's and CCDs as needed.
- Review and recommend actions relative to contractor's request for payments.

- Ensure all necessary inspections & approvals from appropriate regulatory authorities are secured.
- Provide commissioning assistance/coordination if needed.
- Certify substantial completion and prepare a punch list of incomplete and unacceptable work.
- Verify completion of punch list items and monetizing incomplete punch list work.
- Respond to requests by PVRTA's Capital Project Mgr., Const. Mgr. and/or Clerk of Works.
- In coordination with PVRTA's Clerk of Works, collect, review and distribute any operations and maintenance instruction/manuals; as-built drawings; and contract close-out documents while ensuring they are compliant with the technical specifications/contract documents.
- Perform final inspections and participate in the commissioning of new hydraulic lifts, BEB chargers, and any other commissioning item.
- Issue Initial and Final Construction control Affidavits (if needed).
- Recommend release of retainage and approval of Contractor's final payment when appropriate.
- Assist PVRTA with DCAMM Contractor evaluations as required.

5.3.1 Budget

The PVRTA's budget for this work is \$480,000. Cost proposals shall not exceed this amount.

6.0 STANDARD TERMS AND CONDITIONS

6.1 PUBLIC RECORDS

All information appearing within the proposal is subject to public inspection and shall be deemed a public record under the Massachusetts Public Records Law.

6.2 INVOICING

The PVRTA will only pay by original invoice. The PVRTA will not authorize and does not participate in funding payments to a contractor prior to the incurrence of costs. Progress payments may be authorized provided the following requirements are followed:

- Progress payments are only made to the contractor for costs incurred in the performance of the contract;
- When progress payments are used, the PVRTA must obtain title to property (materials, equipment, etc.) for which progress payments are made

6.3 CONTROLLING LAW

The Contract shall be governed and construed in accordance with the laws of the Commonwealth of Massachusetts and proper venue for legal action regarding the Contract shall be in state court in Hampden County.

6.4 TAXES, CHARGES, AND EXTRAS

The PVRTA is exempt from all federal excise taxes, tax on transportation and Massachusetts's sales tax. Price(s) negotiated with PVRTA shall not include said taxes. Upon request PVRTA will furnish

the Contractor with a tax exemption certificate. No charge for delivery, drayage, express, parcel post, packing, cartage, insurance, license fees, permits, cost of bonds, or for any other purpose will be paid by PVRTA unless expressly negotiated with the successful offeror.

6.5 AWARD

The successful offeror shall enter into an agreement in a contract form provided by PVRTA (see **Exhibit K**). The PVRTA will not execute the agreement without the Agreement first being signed by the firm's principal and receipt of the satisfactory evidence of insurance, which may include copies of relevant insurance policies and endorsement pages. All work to be performed by the selected firm will commence following a Notice to Proceed issued by PVRTA. The selected firm will not perform any services unless authorized by a duly executed Notice to Proceed. Any unauthorized services performed by the selected firm will be at no cost to PVRTA.

6.6 INSURANCE REQUIREMENTS

By signing its proposal, Respondent acknowledges that it has read and understands the insurance requirement for this proposal set forth in **Exhibit H**. Respondent also understands that the evidence of required insurance, naming PVRTA as an additional insured, must be submitted upon contract signing; otherwise, PVRTA may rescind its acceptance of the Respondents proposal.

6.7 LIMITATION ON FUNDING

The Contract for services resulting from this RFQ will be subject to the contract between PVRTA and the availability of on-going funds from PVRTA's funding sources. The Contract for this service is contingent upon receipt of these funds by PVRTA. If funding from these sources is eliminated or decreased, PVRTA reserves the right to terminate the Contract or modify it accordingly.

6.8 PROTEST PROCEDURES

The PVRTA's Protest Procedures are attached in **Exhibit I**.

6.9 FEDERALLY REQUIRED CONTRACT CLAUSES

By submitting a proposal, Respondent acknowledges that it has read and understands the Federally Required Contract Clauses outlined in **Exhibit J**. By submitting a proposal, Respondent acknowledges that the Federally Required Contract Clauses will remain part of the contract for this work.

ATTACHED EXHIBITS

EXHIBIT A

PROSPECTIVE PROPOSER FACT SHEET AND GENERAL INFORMATION FORM

Name of Organization: _____

Telephone Number: _____

Years in Business: _____

Organization is (circle one):

Corporation

Partnership

Association

Joint Ventrue

Sole Proprietorship

Public Agency

Quasi-Public Agency

Other: (Explain) _____

- 1) Are you or your firm authorized to business in Massachusetts? ☐ Yes ☐ No
- 2) Are you or your firm a certified DBE? ☐ Yes ☐ No
- 3) Is this a local business? ☐ Yes ☐ No
- 4) This firm has been in continuous business under the present name for ____ years.

Organization's Address: _____

Name, Title and Telephone Number of the Organization's Authorized Representative:

Acknowledgment of received Addenda No(s): _____

The undersigned, being cognizant of the pages, documents and attachments concerned herewith agrees to provide PVTa with the Services described in the Request for Proposal dated _____. The stated Proposal shall be firm for ninety (90) calendar days from the due date for this Proposal.

The Contractor hereby affirms that this Proposal is genuine, not a sham or collusive, and is not made in the interest of any person not therein named.

Authorized Signature _____

Date _____

EXHIBIT B

CERTIFICATE OF AUTHORITY

At a duly authorized meeting of the Board of Directors of _____
(Name of Corporation)

held on _____, 20__ it was VOTED that:

(Name) (Officer's Title)

of this corporation, be and he/she hereby is authorized to submit bids and proposals, execute contracts, deeds and bonds in the name and on behalf of said corporation, and affix its corporate seal hereto; and such execution of any contract, deed or obligation in this corporation's name on its behalf by said Officer under seal of the company, shall be valid and binding upon this corporation.

A True Copy

ATTEST:

TITLE:

PLACE OF BUSINESS:

I hereby certify that I am the clerk of the

that _____ is the duly elected

(Name)

said corporation, and that the above vote has not been amended or rescinded and remains in full force and effect as of the date of this contract.

(Clerk)

CORPORATE SEAL:

EXHIBIT C

CERTIFICATION OF ELIGIBILITY

_____ hereby certifies that neither
(Name of Proposer)
it nor its "principals" is included on the U.S. Comptroller General's Debarred Proposers List.

Signature: _____

Firm: _____

The Proposer certifies to the best of its knowledge and belief that it and its principals:

Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participating in this transaction by any Federal department or agency.

Have not, within a three-year period preceding the date of this Proposal, been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction, violation of Federal or State anti-trust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statement, or receiving stolen property.

Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in Paragraph B of this Certification.

Do not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

Was not convicted of the felony criminal violation under any Federal law within 24 months preceding the date of this Proposal.

Have not, within a three-year period preceding the date of this Proposal, had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the Proposer is unable to certify to any of the statements in this certification, such Proposer shall include an explanation in such regard with its Proposal.

(Check One)

_____ I DO CERTIFY

_____ I DO NOT CERTIFY

SIGNATURE: _____

TITLE: _____

DATE: _____ / _____ / _____

EXHIBIT D

CERTIFICATION OF NON-COLLUSION

The Undersigned certifies, under penalties of perjury:

That this Proposal has been made by the Proposer independently, and has been submitted without collusion, and without any agreement, understanding, or planned common course of action with any other vendor of materials, supplies, equipment, or services described in this procurement document, designed to limit independent bidding or competition;

That the contents of the proposal have not been communicated by the Proposer or its employees or agents to any person not an employee or agent of the Proposer or its surety or any bond furnished with the proposal and will not be communicated to any such person prior to the official awarding of this procurement.

That I have fully informed myself regarding the accuracy of the statement made in the certificate.

SIGNATURE: _____

NAME: _____

FIRM: _____

TITLE: _____

DATE: _____ / _____ / _____

EXHIBIT E

CERTIFICATION OF TAX COMPLIANCE

Pursuant to Chapter 62C of the Massachusetts General Laws, Section 49A(b), I,

_____, authorized signatory for

_____, do hereby

certify under the pains and penalties of perjury that said contractor has complied with all laws of the Commonwealth of Massachusetts relating to taxes, reporting of employees and contractors, and withholding and remitting child support.

Signature: _____

Name: _____

Title: _____

Tax Identification Number: _____

Date: _____

EXHIBIT F

PUBLIC CONTRACTOR DEBARMENT CERTIFICATION

The undersigned certifies under penalty of perjury that the said undersigned is not presently debarred from the award of any contract for public (local state or federal) work in the Commonwealth of Massachusetts under provisions of G.L. c. 29, §29F, G.L. c. 149, §44C or G.L. c. 7, §38D, or any other applicable state or federal debarment provision ant statute, rule or regulation.

Company Name: _____

Signature: _____

Authorized Signatory Name: _____

Date: _____

EXHIBIT G

PVTA'S PRESERVATION OF RIGHTS AND DISCLAIMERS

Notwithstanding anything to the contrary in this RFQ, and in addition to and not in limitation of the other provisions of the RFQ, PVTA reserves the following rights and makes the following disclaimers:

The PVTA is requesting responses to this RFQ pursuant to its determination that such a process best serves the interests of PVTA and the general public, and not because of any legal requirement to do so.

The PVTA shall not be responsible in any manner for any costs associated with responses to this RFQ.

The PVTA reserves the unqualified right, in its sole and absolute discretion, to undertake discussions with one or more Proposer or any third party, to waive any irregularities, to waive defects or non-compliance in the filing or contents of any Proposal, and to proceed with that Proposal, or elements of one or more Proposals, if any, which in its sole judgment shall, under the circumstances, best serve PVTA's interest.

The PVTA reserves the unqualified right to amend the terms of this RFQ at any time, and to solicit and accept modifications to any Proposal at any time when it is in the best interest of PVTA to do so.

The PVTA reserves the unqualified right, in its sole and absolute discretion, to choose or reject any Proposal received in response to this RFQ, either on the basis of an evaluation of the factors listed in this RFQ or for other reasons, whether or not any Proposal offers the highest monetary compensation to PVTA or any other public entity.

The PVTA reserves the unqualified right, in its sole and absolute discretion, to reject any and all Proposals or to suspend or abandon this RFQ process at any time, with no recourse for any Proposer.

The information contained in this RFQ and in any subsequent addenda or related documents is provided as general information only. The furnishing of such information by PVTA shall not create or be deemed to create any obligation or liability upon it for any reasons whatsoever, and each recipient of the RFQ, by submitting a Proposal to PVTA, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold PVTA, or any third party who advised or prepared a report for PVTA, liable or responsible therefore in any manner whatsoever.

The PVTA may, at any time, request further information from any Proposer,

interview any Proposers to more fully understand their responses to this RFQ, and require any Proposer to arrange a site visit for its Selection Committee.

The PVTa reserves the right, in its sole discretion, to develop the project on any schedule and use any chosen approach.

Neither the expression of any Proposer's interest, nor the submission of any Proposer's qualifications and any documents or other information, nor the acceptance thereof by PVTa, nor any correspondence, discussions, meetings or other communications between a Proposer and PVTa, nor a determination by PVTa that the Proposer is qualified hereunder, shall:

- (i) impose any obligation on PVTa to include the Proposer in any such further procedures which PVTa may utilize prior to the final selection of a Proposer,
- (ii) be deemed to impose any obligation whatsoever on PVTa to select the Proposer, or to enter into negotiations with the Proposer, or
- (iii) entitle the Proposers to any compensation or reimbursement for any costs or expenses incurred by the Proposer in connection with the Proposer's submission hereunder.

No costs of responding to the RFQ or any addenda thereto, nor of the attending any subsequent interviews or meetings in connection with this development opportunity, shall be reimbursed by PVTa.

The PVTa may consult individuals familiar with each Proposer regarding the Proposer's prior operations and development or management projects, financial plan, past performance, experience and qualifications, or other matters, whether or not the specific individuals are identified in the Proposal. Submission of a Proposal in response to this RFQ shall constitute permission for PVTa to make such inquiries, and authorization to third parties to respond thereto.

The individual responses to this RFQ, including all drawings, plans, photos and narrative material shall become the property of PVTa upon their receipt thereof. The PVTa shall maintain the confidentiality of any material that is provided in response to this RFQ and clearly marked "Confidential", to the maximum extent possible, in a manner consistent with applicable law. Given the liberal nature of the Commonwealth's public records law, Proposers shall nevertheless be aware that any information given to PVTa in response to this RFQ or any correspondence, discussion, meeting, or other communication between the Proposer and PVTa before, with, or after the submission of the response, either orally or in writing, may not be, or may not be deemed to have been, proprietary or confidential.

Neither the members of PVTa nor any individual member, nor any officer, agent, or employee thereof shall be charged personally by a Proposer or any third party with

any liability or held liable to it under any term or provision of this RFQ nor any statement made herein.

The PVTa reserves the unqualified right, in its sole and absolute discretion, to disqualify any team, firm, or individual from any phase or component of the selection process for this development opportunity, due to:

- (i) felonious or other criminal record in any jurisdiction (domestic or foreign);
- (ii) a determination by PVTa that the Proposer has failed to disclose any matter that materially relates to the fitness or ability of the Proposer to perform the work and Services associated with this development opportunity, or a conflict of interest; or
- (iii) a determination that such disqualification would serve the public interest.

The PVTa reserves the unqualified right to:

- (i) disqualify any prospective Proposer or reject any response at any time solely on the grounds that a real or perceived legal or policy conflict or interest is presented;
- (ii) require any prospective Proposer to take any action or supply any information necessary to remove the conflict, including without limitation, obtaining an opinion from the State Ethics Commission; or
- (iii) terminate any contract arising out of this RFQ if, in the opinion of PVTa, any such relationship would constitute or have the potential to create a real or perceived conflict of interest.

EXHIBIT H

REQUIRED INSURANCE

All Vendors and their Subcontractors shall purchase and maintain insurance of the following types of coverages and limits of liability prior to the commencement of the Vendor's Work. Such coverage shall remain in effect for the entire term of the Vendor's Work and shall be obtained at the sole cost and expense of the Vendor. Evidence of all insurance coverage must be provided to Leland Zak, PVTA Procurement Officer prior to the commencement of the Vendor's Work in the form of insurance certificates and/or insurance policies, endorsements and riders.

1. Commercial General Liability ("CGL")

(a) Limits of Insurance of not less than:

\$1,000,000	Each Occurrence
\$1,000,000	Personal and Advertising Injury
\$2,000,000	General Aggregate
\$2,000,000	Products/Completed Operations Aggregate
\$50,000	Fire Damage
\$5,000	Medical Expense

(b) If the CGL coverage contains a General Aggregate Limit, such General Aggregate shall apply separately to each project.

(c) CGL coverage shall be written, and include the Broad Form Endorsement, on ISO

Occurrence form CG 00 01-1093 or a substitute form providing equivalent coverage and

shall cover liability arising from yet not limited to premises, operations, independent

contractors, products – completed operations, and personal and advertising injury.

(d) CGL coverage shall include coverage for product tampering and product recall.

(e) the Owner shall be included as insureds on the CGLs, using ISO Additional Insured Endorsement CG 20 10 (11 85) or CG 20 10 (10 93) **and** CG 20 37 (10 01) or CG 20 33 (10 01) and CG 20 37 (10 01) or a substitute providing equivalent coverage to the additional insureds. This insurance for the additional insureds shall be as broad as the coverage provided for the named insured Vendor. It shall apply as primary and noncontributing insurance before any other insurance or self-insurance, including any deductible

maintained by or provided to the additional insureds.

(f) Attached to each certificate of insurance shall be a copy of the Additional Insured Endorsement addressed in section (d) above.

(g) Vendor shall maintain CGL coverage for itself and all additional insureds for the duration of the contract and maintain Completed Operations coverage for itself and each additional insured for at least three (3) years after completion of the Work.

2. Automobile Liability

(a) Business Automobile Liability with limits of not less than \$1,000,000 combined single limit.

(b) Business Auto coverage must include coverage for liability arising out of all owned, leased, hired, and non-owned automobiles.

(c) The Owner shall be included as additional insureds on the auto policy.

3. Commercial Umbrella

(a) Umbrella limits must be at least \$5,000,000 with a per project aggregate.

(b) Umbrella coverage must include as insureds all entities that are additional insureds on the CGL.

(c) Umbrella coverage for such additional insureds shall apply as primary and noncontributing insurance before any other insurance or self-insurance, including any deductible maintained by, or provided to the additional insureds other than the CGL, Auto Liability, and Employers Liability coverages maintained by the Subcontractor.

4. Workers Compensation and Employers Liability

(a) Employers Liability Insurance limits must be at least \$500,000 each accident for bodily injury by accident, \$500,000 each employee for injury by disease, and \$500,000 each disease – policy limit.

(b) Where applicable, U.S. Longshore and Harborworkers Compensation Act Endorsement shall be attached to the policy.

5. Professional Liability Policy

(a) Professional limit must be at least \$3,000,000 per incident with a per project aggregate.

- (b) Professional coverage must include as insureds all entities that are additional insureds on the CGL.

Waiver of Subrogation

Subcontractor waives all rights against the Owner and their agents, officers, directors, and employees for recovery of damages to the extent these damages are covered by commercial general liability, commercial umbrella liability, business automobile liability, or workers compensation and employers liability insurance maintained per the requirements stated above.

Insurance Companies

All policies are to be issued and underwritten by insurance companies having an A.M. Best Rating of "A" or better. Insurers must provide the Owner with thirty (30) day notice of cancellation on all policies. Vendor must provide replacement certificates of insurance to the Owner at least thirty (30) days prior to the expiration or renewal date of each insurance policy.

Contract

The above Subcontractor Insurance Requirements will be incorporated into the Contract between the Owner and the Vendor by reference to this attachment. However, if the Contract requires additional coverages or higher limits of coverage (due to the Owner's requirements) then the Contract will govern those requirements. Notwithstanding the foregoing, in no event will the coverages and limits be less than those stipulated above.

EXHIBIT I

PVTA PROTEST PROCEDURES

1.1 GENERAL

- 1.2 This procedure is applicable to all procurements in excess of \$100,000. Protests for procurements of less than \$100,000 shall be informally handled by the Procurement Department.

2.1 DEFINITIONS

- 2.2 "Interested Party" means an actual or prospective bidder or offeror whose direct economic interest would be affected by the award of a contract or by the failure to award a contract. It does not include subcontractors or potential subcontractors.
- 2.3 All "days" referred to are deemed to be normal business days. Except as otherwise provided, in computing a period of time prescribed by these regulations, the day from which the designated period of time begins to run shall not be counted, but the last day of the period shall be counted unless that day is not a normal business day, in which event the period shall include the next working day. Time for filing any document or copy thereof with the Authority expires at 4:30 p.m. Eastern Standard Time or Eastern Daylight Savings Time, as applicable on the last day on which such filing may be made.
- 2.4 "Adverse agency action" is any action or inaction on the part of the Authority which is prejudicial to the position taken in a protest filed with the Authority. It may include but is not limited to: a decision on the merits of a protest; a procurement action such as the opening of bids or receipt of proposals, the award of a contract, or the rejection of a bid despite the pendency of a protest; or the Authority acquiescence in and active support of continued and substantial contract performance.

3.1 FILING OF PROTEST

- 3.2 An interested party may protest to the Authority a solicitation issued by the Authority for the procurement of property or services, or the proposed award or the award of such a contract.
- 3.3 Protest must be in writing and addressed as follows: Procurement Officer, PVTA, 2808 Main Street, Springfield, MA 01107.
- 3.4 The protester shall furnish two complete copies of the protest to the Procurement Officer, addressed as stated above.
- 3.5 A protest filed with the Authority shall:

1. Include the name, address and telephone number of the protester;
 2. Include an original signed by the protester or its representative;
 3. Identify the solicitation and purchase order number;
 4. Set forth a detailed statement of the legal and factual grounds of protest, including copies of relevant documents; and,
 5. State the form of relief requested.
- 3.6 No formal briefs or other technical forms of pleading or motion are required. Protest submissions should be concise, logically arranged, and clearly state legally sufficient grounds of protest.
- 3.7 A protest filed with the Authority may be dismissed for failure to comply with any of the requirements of this section.

4.1 TIME OF FILING

- 4.2 Protests based upon alleged improprieties in a solicitation which are apparent prior to bid opening or the closing date for receipt of initial proposals shall be filed prior to bid opening or the closing date for receipt of initial proposals. In procurements where proposals are requested, alleged improprieties which do not exist in the initial solicitation, but which are subsequently incorporated into the solicitation, must be protested not later than the next closing date for receipt of proposals following the incorporation.
- 4.1.1 In cases other than those covered above, protests shall be filed not later than 5 days after the basis of protest is known or should have been known, while within 5 days prior to the date specified for a bid opening of an IFB or for the due date for filing a response for RFP's.
- 4.3 The term "filed" regarding protests to PVTa means receipt of the protest submission in PVTa's Procurement Department.
- 4.4 PVTa, for good cause shown, or where it determines that a protest raises issues significant to the procurement system, may consider any protest which is not filed timely.

5.1 NOTICE OF PROTEST, SUBMISSION OF AUTHORITY REPORT AND TIME FOR FILING OF COMMENTS ON REPORT

- 5.2 The Procurement Officer shall promptly give notice of the protest to the contractor if award has been made or, if no award has been made, to all bidders or offerors who appear to have a substantial and reasonable prospect of receiving an award if the protest is denied. The Procurement Officer shall furnish copies of the protest submissions to such parties, if requested to do so in writing.

5.3 Material submitted by a protester will not be withheld from any interested party outside the Authority which may be involved in the protest except to the extent that the withholding of information is permitted or required by law or regulation. If the protester considers that the protest contains material which should be withheld, a statement advising of this fact must be affixed to the front page of the protest submission and the allegedly protected information must be so identified whenever it appears.

5.4 Protests shall be reviewed by a panel consisting of representatives of Legal, the Procurement Officer and appropriate technical and other staff. Such review panel shall be chaired by the Procurement Officer or by a designee, as authorized in writing.

Documents that will be included in the review will consist of the protest, the bid or proposal submitted by the protester, the solicitation, including the specifications or portions relevant to the protest, the abstract of bids or offers or relevant portions, any other documents that are relevant to the protest, or any additional evidence or information deemed necessary in determining the validity of the protest. Following final review, the Procurement Officer will furnish a copy of the report to the protester and interested parties who have responded to the notice.

5.5 Comments on the report shall be filed by the protester and interested parties with the Procurement Officer within 5 days after receipt of the report. Failure of the protester to file comments, or to file a statement requesting that the case be decided on the existing record, or to request an extension under this section within the 5-day period will result in dismissal of the protest.

5.6 Notwithstanding any other provision of this procedure, when on its face a protest does not state a valid basis for protest or is untimely, the Procurement Officer may summarily dismiss the protest. Among the protests which may be dismissed without consideration of the merits are those concerning the following:

1. PVTAs Purchasing Regulations and Procedures.
2. Contract Administration.
3. Affirmative Determination of Responsibility by the Procurement Officer. Because the determination that a bidder or offeror is capable of performing a contract is based in large measure on subjective judgments which generally are not readily susceptible of reasoned review, an affirmative determination of responsibility will not be reviewed, absent a showing that such determination was made fraudulently or in bad faith or that definitive responsibility criteria in the solicitation were not met.
4. Determinations by the Authority of "minor informalities" in bids or

proposals which can be waived by the Authority, absent a showing that such determination was made fraudulently or in bad faith or that definitive responsiveness criteria in the solicitation were not met.

5. Affirmative determination by the Authority that a bid or proposal is responsive to the Authority's specifications, absent a showing that such determination was made fraudulently or in bad faith or that definitive specification criteria in the solicitation were not met.

6. Protests not filed within the time limits set forth above.

7. Subcontractor Protests. The Authority will not consider subcontractor protests.

8. Judicial proceedings. The Authority will not consider protests where the matter involved is the subject of litigation before a court of competent jurisdiction, unless the court requests a decision by the Authority in accordance with these procedures. The Authority will not consider protests where the matter involved has been decided on the merits by a court of competent jurisdiction.

6.1 WITHHOLDING OF AWARD AND SUSPENSION OF CONTRACT PERFORMANCE

6.2 When the Authority receives notice of a protest prior to award of a contract it may not award a contract under the protested procurement while the protest is pending unless the Procurement Officer determines in writing that urgent and compelling circumstances significantly affecting interests of PVTa will not permit waiting for the protest decision.

7.1 CONFERENCE MEETING

7.1 A conference meeting on the merits of the protest may, at the sole discretion of the review panel, be held at the request of the protester or interested parties who have responded to the notice given above. Requests for a conference should be made at the earliest possible time in the protest proceeding.

7.2 Conferences will be held on a date set by the review panel no later than 5 days after receipt by the protester and interested parties of the review panel report. All interested parties shall be invited to attend. Ordinarily, only one conference will be held on a protest.

7.3 If any party refuses to attend such a conference, or a witness fails to attend or fails to answer a relevant question, the review panel may draw an inference unfavorable to the party refusing to cooperate.

7.4 The review panel may request that a conference be held if at any time during the protest proceeding it decides that such a conference is needed to clarify material issues. If such a conference is held the review panel shall make such adjustments in the submission deadlines as it determines to be

fair to all parties.

- 7.5 Failure of the protester to file comments, or to file a statement requesting that the case be decided on the existing record will result in dismissal of the protest.

8.1 REMEDIES

- 8.2 If the review panel determines that a solicitation or proposed award does not comply with statute or regulation, it shall recommend that the Authority implement any combination of the following remedies which it deems appropriate under the circumstances:

1. Refrain from exercising options under the contract;
2. Recomplete the contract;
3. Issue a new solicitation;
4. Award a contract consistent with statute and regulation; or
5. Such other recommendations as the Procurement Officer determines necessary to promote compliance.

- 8.3 In determining the appropriate recommendation, the review panel shall consider all the circumstances surrounding the procurement or proposed procurement including, but not limited to, the seriousness of the procurement deficiency, the degree of prejudice to other interested parties or to the integrity of the competitive procurement system, the good faith of the parties, the extent of performance, cost to the Authority, the urgency of the procurement and the impact of the recommendation on the Authority's mission.

9.1 TIME FOR DECISION BY THE AUTHORITY'S REVIEW PANEL

- 9.2 The review panel shall issue a final decision on a protest within 60 days from the date the protest is filed with it. The determination of PVTa regarding a protest will be final.

EXHIBIT J

FEDERALLY REQUIRED CONTRACT CLAUSES

The FRC Clauses shall apply equally to the Contractor as they do to the Authority, and the Contractor shall indemnify and hold the Authority harmless for any liability it may incur as a result of the Contractor's failure to act in compliance with the FRC Clauses.

No Federal Government Obligations to Third Parties

In connection with the Project, the Contractor acknowledges that, absent the Federal Government's express written consent, the Federal Government shall not have any commitment or liability related to the Underlying Agreement, to any Third Party Participant

at any tier, or to any other person or entity that is not a party (FTA or the Recipient) to the Underlying Agreement; and notwithstanding that the Federal Government may have concurred in or approved any Solicitation or Third Party Agreement at any tier that may affect the Underlying Agreement, the Federal Government does not and shall not have any commitment or liability to any Third Party Participant or other entity or person that is not a party (FTA or the Recipient) to the Underlying Agreement. The Contractor shall include the substance of this clause in each subcontract (FTA Master Agreement v33 § 3(l)).

False or Fraudulent Statements or Claims

The Contractor acknowledges and agrees that:

(1) Civil Fraud. The Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq., and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to the Contractor's activities in connection with the Project.

By executing the Grant Agreement, Cooperative Agreement, or Contract for the Project, the Contractor certifies or affirms the truthfulness and accuracy of each statement it has made, it makes, or it may make in connection with the Project. In addition to other penalties that may apply, the Contractor also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, certification, assurance, or representation to the Federal Government, the Federal Government reserves the right to impose on the Contractor the penalties of the Program Fraud Civil Remedies Act of 1986, as amended, to the extent the Federal Government deems appropriate.

(2) Criminal Fraud. If the Contractor makes a false, fictitious, or fraudulent claim, statement, submission, certification, assurance, or representation to the Federal Government or includes a false, fictitious, or fraudulent statement or representation in any agreement with the Federal Government in connection with a Project authorized under 49 U.S.C. chapter 53 or any other Federal law, the Federal Government reserves the right to impose on the Contractor the penalties of 49 U.S.C. § 5323(l), 18 U.S.C. § 1001 or other applicable Federal law to the extent the Federal Government deems appropriate (FTA Master Agreement v33 § 4)).

Access to Third Party Contract Records and Audits

The Contractor agrees to provide, and require its third party subcontractors (at as many tiers as required), to provide to the U.S. Secretary of Transportation and the Comptroller General of the United States or their duly authorized representatives, access to all third party contract records (at any tier) pertinent to the Federal award to perform audits, execute site visits, or for any other official use and to any further extent required by 49 U.S.C. § 5325(g), and 2 CFR §§ 200.337–338. The Contractor further agrees to require its third party subcontractors (at any tier), to provide sufficient access to third party procurement records as needed for compliance with Federal regulations or to assure proper Project management as determined by FTA (FTA Master Agreement v33 § 16(s)).

Changes to Federal Requirements

The Contractor acknowledges that Federal laws and regulations control Project award and implementation. The Contractor also acknowledges that Federal directives, as defined in the Master Agreement, set forth Federal terms applicable to the Project, except to the extent that FTA determines otherwise in writing. Thus, FTA strongly encourages adherence to applicable Federal directives. The Contractor understands and agrees that unless FTA has provided express written approval of an alternative procedure or course of action differing from a procedure or course of action set forth in the applicable Federal directive, the Awarding Authority and/or the Contractor may incur a violation of the terms of the Grant Agreement or Cooperative Agreement or the Master Agreement if it implements an alternative procedure or course of action not approved by FTA.

The Contractor understands and agrees that Federal laws, regulations, and directives applicable to the Project and to the Applicant on the date on which the FTA Authorized Official awards Federal assistance for the Project may be modified from time to time. In particular, new Federal laws, regulations, and directives may become effective after the date on which the Applicant executes the Grant Agreement or Cooperative Agreement for the Project, and might apply to that Grant Agreement or Cooperative Agreement. The Contractor understands that the most recent of such Federal laws, regulations, and directives will govern the administration of the Project at any particular time, except to the extent that FTA determines otherwise in writing. FTA's written determination may take the form of a Special Condition, Special Requirement, Special Provision, or Condition of Award within the Grant Agreement or Cooperative Agreement for the Project, a change to an FTA directive, or a letter to the Applicant/Contractor signed by the Federal Transit Administrator or his or her duly authorized designee, the text of which modifies or otherwise conditions a specific provision of the Grant Agreement or Cooperative Agreement for the Project or the Master Agreement. To accommodate changing Federal requirements, the

Contractor agrees to include in each agreement with each subcontractor implementing the Project notice that Federal laws, regulations, and directives may change and that the changed requirements will apply to the Project, except to the extent that FTA determines otherwise in writing. All standards or limits in the Grant Agreement or Cooperative Agreement for the Project, and in the Master Agreement are minimum requirements, unless modified by FTA. The Contractor and each of its subcontractors shall comply with all applicable FTA regulations, policies, procedures, and directives, including those listed in FTA Master Agreement v33, 2 CFR Part 200, FTA Circular 4220.1G, and 49 U.S.C. Chapter 53, as amended by the FAST Act and the Infrastructure Investment and Jobs Act (IIJA/BIL) (FTA Master Agreement v33 § 3(i)(6)).

Termination

Upon written notice, the Contractor understands that the Federal Government may suspend or terminate all or any part of the Federal assistance to be provided for the Project if the Contractor has violated the terms of the Grant Agreement or Cooperative Agreement for the Project including the Master Agreement, or if the Federal Government determines that the purposes of the laws authorizing the Project would not be adequately served by the continuation of Federal assistance for the Project. The Contractor understands and agrees that any failure to make reasonable progress on the Project or violation of the Grant Agreement or Cooperative Agreement for the Project, or the Master Agreement that endangers substantial performance of the Project shall provide sufficient grounds for the Federal Government to terminate the Grant Agreement or Cooperative Agreement for the Project. In general, termination of Federal assistance for the Project will not invalidate obligations properly incurred by the Contractor before the termination date to the extent those obligations cannot be canceled. If, however, the Federal Government determines that the Contractor has willfully misused Federal assistance by failing to make adequate progress, failing to make reasonable and appropriate use of Project property, or failing to comply with the terms of the Grant Agreement or Cooperative Agreement for the Project including this Master Agreement, the Federal Government reserves the right to require the Contractor to refund the entire amount of Federal assistance provided for the Project or any lesser amount as the Federal Government may determine. Expiration of any Project time period established for the Project does not, by itself, constitute an expiration or termination of the Grant Agreement or Cooperative Agreement for the Project. (2 CFR § 200.340–343).

Termination for Convenience (General Provision)

The PVTa may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the Government's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to PVTa to be paid the Contractor. If the Contractor had any property in its possession belonging to the PVTa, the Contractor will account for the same and dispose of it in the manner the PVTa directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or, if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the PVTa may terminate this contract for default. Termination shall be effected by serving a notice of termination on the Contractor setting the manner in which the Contractor is in default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract.

If it is later determined by the PVTa that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the PVTa, after setting up a new delivery performance schedule, may allow the Contractor to continue work, or treat the termination as a termination for convenience.

Opportunity to Cure (General Provision)

The PVTa in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions.

If Contractor fails to remedy to PVTa's satisfaction the breach or default or any of the terms, covenants, or conditions of this contract within [ten (10) days] after receipt by Contractor of written notice from the PVTa setting forth the nature of said breach or default, PVTa shall have the right to terminate the contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude PVTa from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that PVTa elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Contract, such waiver by PVTa shall not limit PVTa's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.

Termination for Default (Construction)

If the Contractor refuses or fails to prosecute the work or any separable part, with diligence that will ensure its completion within the time specified in this contract or any extension or fails to complete the work within this time, or if the Contractor fails to comply with any other provisions of this contract, the PVTa may terminate this contract for default. The PVTa shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The PVTa may take over the work and complete it by contract or otherwise, and may take possession of and use any materials, appliances, and plant on the work site necessary for completing the work. The Contractor and its sureties shall be liable for any damage to the Recipient resulting from the Contractor's refusal or failure to; complete the work within specified time, whether or not the Contractor's right to proceed with the work is terminated. This liability includes any increased costs incurred by the PVTa in completing the work.

The Contractor's right to proceed shall not be terminated nor the Contractor charged with damages under this clause if-

1. the delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such causes include, acts of God, acts of PVTa, acts of another Contractor in the performance of a contract with the PVTa, epidemics, quarantine restrictions, strikes, freight embargoes; and

2. the Contractor within [10] days from the beginning of any delay, notifies the PVTa in writing of the causes of delay. If in the judgment of the PVTa, the delay is excusable, the time for completing the work shall be extended. The judgment of the PVTa shall be final and conclusive on the parties, but subject to appeal under the Disputes clauses.

If, after termination of the Contractor's right to proceed, it is determined that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the termination had been issued for the convenience of the PVTa (FTA Master Agreement v33 § 16(d)(2)).

Civil Rights

The Contractor agrees to comply with all applicable civil rights laws, regulations and directives, except to the extent that the Federal Government determines otherwise in writing. These include, but are not limited to, the following:

a. Nondiscrimination in Federal Public Transportation Programs. The Contractor agrees to comply, and assures the compliance of each subcontractor, lessee, or third party contractor at any tier of the Project, with the provisions of 49 U.S.C. § 5332, which prohibit discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity.

b. Nondiscrimination Title VI of the Civil Rights Act. The Contractor agrees to comply, and assures the compliance of each subcontractor, lessee, or third party contractor at any tier of the Project, with all provisions prohibiting discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. §§ 2000d et seq., and with U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation Effectuation of Title VI of the Civil Rights Act," 49 C.F.R. Part 21. Except to the extent FTA determines otherwise in writing, the Contractor also agrees to comply with all applicable provisions of FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012), any subsequent amendments, and any other applicable Federal directives that may be issued.

c. Equal Employment Opportunity. The Contractor agrees to comply, and assures the compliance of each subcontractor, lessee, or third party contractor at any tier of the Project, with all equal employment opportunity (EEO) provisions of 49 U.S.C. § 5332, with Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and implementing Federal regulations and any subsequent amendments thereto. Except to the extent FTA determines otherwise in writing, the Contractor also agrees to comply with all applicable Federal EEO directives that may be issued. Accordingly:

(1) General. The Contractor agrees that it will not discriminate against any

employee or applicant for employment because of race, color, creed, sex, disability, age, or national origin. The Contractor agrees to take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, color, religion, sex, disability, age, or national origin. Such action shall include, but not be limited to, employment, upgrading, demotions or transfers, recruitment or recruitment advertising, layoffs or terminations; rates of pay or other forms of compensation; and selection for training, including apprenticeship (FTA Master Agreement v33 § 12).

Disadvantaged Business Enterprise

To the extent authorized by Federal law, the Contractor agrees to facilitate participation by Disadvantaged Business Enterprises (DBEs) in the Project and assures that each subcontractor, lessee, and third party contractor participating at any tier of the Project will facilitate participation by DBEs in the Project to the extent applicable in accordance with FTA DBE program requirements under 49 CFR Part 26, as amended, and U.S. DOT guidance. Therefore:

(1) The Contractor agrees and assures that it will comply with 49 U.S.C. § 5332 and U.S. DOT regulations, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 C.F.R. Part 26.

(2) The Contractor agrees and assures that it shall not discriminate on the basis of race, color, sex, or national origin in the award and performance of any subagreement, lease or third party contract, supported with Federal assistance derived from U.S. DOT in the administration of its DBE program and will comply with the requirements of 49 C.F.R. Part 26. The Contractor agrees to take all necessary and reasonable steps as set forth in 49 C.F.R. Part 26 to ensure nondiscrimination in the award and administration of all subagreements, leases, and third party contracts supported with Federal assistance derived from U.S. DOT. As required by 49 C.F.R. Part 26, the Contractor's DBE program approved by U.S. DOT, if any, is incorporated by reference and made part of the Grant Agreement or Cooperative Agreement for the Project. The Contractor agrees that implementation of this DBE program is a legal obligation, and that failure to carry out that DBE program shall be treated as a violation of the Grant Agreement or Cooperative Agreement for the Project and the Master Agreement. Upon notification by U.S. DOT to the Contractor of its failure to implement its approved DBE program, U.S. DOT may impose sanctions as set forth in 49 C.F.R. Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001, and/or the Program Fraud Civil Remedies Act, 31 U.S.C. §§ 3801 et seq.

e. Nondiscrimination on the Basis of Sex. The Contractor agrees to comply with all applicable requirements of Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. §§ 1681 et seq., and with implementing Federal regulations that prohibit discrimination on the basis of sex that may be applicable.

f. Nondiscrimination on the Basis of Age. The Contractor agrees to comply with all applicable requirements of:

(1) The Age Discrimination Act of 1975, as amended, 42 U.S.C. §§ 6101 et seq., and with implementing U.S. Health and Human Services regulations, "Nondiscrimination

on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. Part 90, which prohibit discrimination against individuals on the basis of age (FTA Master Agreement v33 § 12(e)).

Prompt Payment to Subcontractors

The Contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 10 days after the Contractor's receipt of payment for that work. In addition, the Contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this contract is satisfactorily completed.

The Contractor must promptly notify the Agency, 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 the Agency. (49 CFR § 26.29).

Incorporation of FTA Terms

The Contractor agrees to comply with applicable third party procurement requirements of 49 U.S.C. chapter 53 and other procurement requirements of Federal laws in effect now or as subsequently enacted to the extent applicable; with applicable U.S. DOT third party procurement regulations subject to FTA Master Agreement v33 and the requirements of 2 CFR Part 200, and with other applicable Federal regulations pertaining to third party procurements and subsequent amendments thereto. The Contractor also agrees to comply with the provisions of FTA Circular 4220.1G, "Third Party Contracting Requirements," and with any subsequent revision to that circular, except to the extent FTA determines otherwise in writing. Although the FTA "Best Practices Procurement Manual" provides additional procurement guidance, the Contractor understands that the FTA "Best Practices Procurement Manual" is focused on third party procurement processes and may omit certain Federal requirements applicable to specific third party contract work to be performed.

Debarment and Suspension

In accordance with 2 CFR 180, subpart C, as adopted and supplemented by U.S. DOR regulations at 2 CFR Part 1200 the Contractor certifies and agrees as follows:

1. Certification: The Contractor, its principals, and any affiliates are not debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in federally assisted programs by any federal department or agency.
2. Ongoing Obligation: The Contractor shall immediately notify the Agency if, during the term of this Agreement, it or any of its principals become debarred, suspended, proposed for debarment, or otherwise ineligible to participate in federal

programs.

3. Flow-Down: The Contractor shall ensure that all lower-tier subcontractors and participants comply with these requirements and include this clause in all subcontracts or agreements funded under this Agreement.

4. Remedies for Noncompliance: Any violation of this clause shall constitute a material breach of this Agreement and may result in suspension, termination, or other remedies available to the Agency under law or this Agreement (FTA Master Agreement v33 § 4(h)).

Domestic Preference for Procurements “Build America, Buy America”

As appropriate and to the extent consistent with law, the Contractor shall comply with all applicable domestic preference requirements under the Build America, Buy America Act (BABA), Pub. L. 117-58, div. G, tit. IX, §§ 70911-70927 (2021), codified at 2 CFR Part 184 and implemented through 2 CFR Part 200 through a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States.

For purposes of this clause:

“Produced in the United States” means iron, steel, manufactured products, or construction materials that are manufactured in the United States or substantially all of the components are of U.S. origin, consistent with 2 CFR Part 184.

“Construction materials” include non-ferrous metals, plastic and polymer-based products, glass, lumber, and drywall.

The Contractor must comply with 2 CFR § 200.322, 2 CFR Part 184, and must flow down this requirement to all subcontractors.

This domestic preference is separate from, and in addition to, FTA’s Buy America requirements under 49 U.S.C. § 5323(j) and 49 CFR Part 661, which remain applicable where triggered (FTA Master Agreement v33 § 15(b)).

Notification of Fraud, Waste, Abuse and Disputes, Breaches, Litigation

The Contractor acknowledges:

(a) FTA Interest. FTA has a vested interest in the settlement of any violation of federal law, regulation, or requirement, or any disagreement involving the Award, the accompanying Underlying Agreement, and any Amendments thereto including, but not limited to, a default, breach, major dispute, or litigation, and FTA reserves the right to concur in any settlement or compromise.

(b) Notification to FTA; Flow Down Requirement. If a current or prospective legal matter that may affect the Federal Government emerges, the PVTA shall promptly notify, in writing, the FTA Chief Counsel and FTA Regional Counsel for the Region in which the PVTA is located. The Contractor must include an equivalent provision in its subagreements at every tier, for any agreement that is a “covered transaction” according to 2 C.F.R. §§ 180.220 and 1200.220.

(1) The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

(2) Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the Award, the accompanying Underlying Agreement, and any Amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

(3) **Additional Notice to U.S. DOT Inspector General.** The PVTa must promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which the PVTa is located, if the PVTa has knowledge of potential fraud, waste, or abuse occurring on a Project receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729, et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bid rigging, misappropriation or embezzlement, bribery, gratuity, or similar misconduct involving federal assistance. This responsibility occurs whether the Project is subject to this Agreement or another agreement between the PVTa and FTA, or an agreement involving a principal, officer, employee, agent, or Third Party Participant (Contractor) of the PVTa. It also applies to subcontractors at any tier; a contractor must include an equivalent provision in its subagreements. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative agency, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of the PVTa. In this paragraph, "promptly" means to refer information without delay and without change. This notification provision applies to all divisions of the PVTa, including divisions tasked with law enforcement or investigatory functions (FTA Master Agreement v33 § 39(b)(3)).

(c) **Federal Interest in Recovery.** The Federal Government retains the right to a proportionate share of any proceeds recovered from any third party (Contractor), based on the percentage of the federal share for the Underlying Agreement. Notwithstanding the preceding sentence, the PVTa may return all liquidated damages it receives to its Award Budget for its Underlying Agreement rather than return the federal share of those liquidated damages to the Federal Government, provided that the PVTa receives FTA's prior written concurrence.

(d) **Enforcement.** The PVTa must pursue its legal rights and remedies available under any third party agreement or any federal, state, or local law or regulation. FTA reserves the right to concur in any compromise or settlement of any claim involving the Project. FTA encourages the use of alternative dispute resolution procedures, as may be appropriate (FTA Master Agreement v33 § 39).

Federal Tax Liability and Recent Felony Convictions

In accordance with FTA Master Agreement Version 33, Section 4(g) and DOT Order 4200.6, the Contractor certifies that:

1. **Federal Tax Compliance:** The Contractor does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

2. Felony Convictions: The Contractor has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months. If the Contractor cannot certify to either of the above, the Recipient shall refer the matter to FTA and shall not enter into any Third Party Agreement without the Agency's written approval. The Contractor shall require all lower-tier participants to include this certification in their agreements (FTA Master Agreement v33 § 4(g)).

Contracts Involving Federal Privacy Act Requirement

The following requirements apply to the Contractor and its employees that administer any system of records on behalf of the Federal Government under any contract:

Compliance with the Privacy Act of 1974: The Contractor agrees to comply with, and ensures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552a. This includes obtaining the express consent of the Federal Government before operating a system of records on its behalf. The Contractor acknowledges that the Privacy Act's civil and criminal penalties for violations apply to individuals involved, and non-compliance may result in termination of the underlying contract.

Subcontractor Compliance: The Contractor agrees to include these requirements in each subcontract where the subcontractor administers a system of records on behalf of the Federal Government, financed in whole or in part with Federal assistance provided by the Federal Transit Administration (FTA).

Patent Rights and Inventions Developed Under Federally Assisted Agreements

In accordance with 35 U.S.C. §§ 200–212, 37 CFR Part 401, 2 CFR 200 Appendix II (F), and FTA Master Agreement Version 33 § 17, the Contractor agrees as follows:

1. Disclosure of Inventions: The Contractor shall promptly disclose to the Agency, in writing, all inventions, discoveries, or improvements conceived or first actually reduced to practice in the course of or under work performed under this Agreement.
2. Patent Rights: The Contractor may retain ownership of any invention or patent resulting from federally assisted work, subject to the rights of the federal government as set forth in 35 U.S.C. §§ 200–212 and implementing regulations at 37 CFR Part 401. The federal government shall have a nonexclusive, nontransferable, irrevocable, paid-up license to practice or have practiced the invention for or on behalf of the United States.
3. Agency Rights and Reporting: The Contractor shall comply with all reporting, recordkeeping, and election of rights requirements established by the Agency and federal regulations, including providing the Agency with copies of patent applications, notices of invention, and patent grants as required.
4. Subcontracts: The Contractor shall include appropriate patent rights provisions in all subcontracts or lower-tier agreements to ensure compliance with federal requirements and the Agency's rights.
5. Failure to Comply: Noncompliance with these requirements may constitute a

material breach of this Agreement and may result in remedies including, but not limited to, withholding of payments, termination, or recovery of rights to inventions as allowed under law.

Energy Conservation

The Contractor shall comply with mandatory energy efficiency standards and policies derived from the State Energy Conservation Plan under the Energy Policy and Conservation Act, as amended (42 U.S.C. § 6321 et seq.), and perform an energy assessment for any building constructed, reconstructed, or modified with federal assistance required under FTA regulations, "Requirements for Energy Assessments," 49 CFR Part 622, subpart C, and comply with any applicable state or local energy policies. This obligation extends to all subcontractors (FTA Master Agreement v33 § 26(i)).

Recovered Materials and Solid Wastes

The Contractor agrees to comply with all applicable requirements of Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act (42 U.S.C. § 6962) and U.S. Environmental Protection Agency (EPA) regulations at 40 CFR Part 247. In the performance of this contract, the Contractor shall procure only items designated in guidelines of the Environmental Protection Agency (EPA) (40 CFR Part 247) that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines. The Contractor also agrees to provide reasonable estimates, certifications, and other documentation to demonstrate compliance upon request of the Recipient, FTA, or EPA. This requirement flows down to all subcontractors and subawards (FTA Master Agreement v33 § 16(d)(9)).

Access for Individuals with Disabilities

The Contractor agrees to comply with 49 U.S.C. § 5332, which states the Federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. The Contractor also agrees to comply with all applicable provisions of section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S.C. § 794, which prohibits discrimination on the basis of disability; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 et seq., which requires that accessible facilities and services be made available to individuals with

disabilities; and with the Architectural Barriers Act of 1968, as amended, 42U.S.C. §§ 4151 et seq., which requires that buildings and public accommodations be accessible to individuals with disabilities, and any subsequent amendments to these laws or other laws pertaining to access for individuals with disabilities to the extent applicable. In addition, the Contractor agrees to comply with applicable implementing Federal regulations and directives and any subsequent amendments thereto, as follows:

- (1) U.S. DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. Part 37;
- (2) U.S. DOT regulations, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance," 49 C.F.R. Part 27;
- (3) Joint U.S. Architectural and Transportation Barriers Compliance Board (U.S. ATBCB)/U.S. DOT regulations, "Americans With Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. Part 1192 and 49 C.F.R. Part 38;
- (4) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. Part 35;
- (5) U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. Part 36;
- (6) U.S. General Services Administration (U.S. GSA) regulations, "Accommodations for the Physically Handicapped," 41 C.F.R. Subpart 101-19;
- (7) U.S. EEOC, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630;
- (8) U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for the Hearing and Speech Disabled," 47 C.F.R. Part 64, Subpart F;
- (9) U.S. ATBCB regulations, "Electronic and Information Technology Accessibility Standards," 36 C.F.R. Part 1194;
- (10) FTA regulations, "Transportation for Elderly and Handicapped Persons," 49 C.F.R. Part 609; and
- (11) Federal civil rights and nondiscrimination directives implementing the foregoing regulations, except to the extent the Federal Government determines otherwise in writing.

Safe Operation of Motor Vehicles

1) Seat Belt Use: In implementation of Executive Order No. 13043, "Increasing Seat Belt Use in the United States," April 16, 1997, 23 U.S.C. § 402 note, (62 Fed. Reg. 19217) PVTa has adopted and promotes on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company- rented vehicles, or personally operated vehicles. The terms "company-owned" and "company- leased" refer to vehicles owned or leased either by the Contractor or PVTa.

a. The third party (Contractor) shall adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-

owned vehicles, company- rented vehicles, or personally operated vehicles and shall require all employees and subcontracted employees to use seat belts while on PVTa property and in connection to all PVTa projects, including but not limited to: driving to the job site, leaving the job site, picking up/delivering materials, and disposing of waste.

2) Distracted Driving, Including Text Messaging While Driving: The PVTa complies with Executive Order No. 13513, “Federal Leadership on Reducing Text Messaging While Driving,” October 1, 2009, 23 U.S.C. § 402 note, (74 Fed. Reg. 51225); (2) U.S. DOT Order 3902.10, “Text Messaging While Driving,” December 30, 2009; and (3) The following U.S. DOT Special Provision pertaining to Distracted Driving:

(i) Safety. The PVTa adopts workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the Award, or when performing any work for or on behalf of the Award.

(ii) Recipient Size. The PVTa agrees to conduct workplace safety initiatives in a manner commensurate with its size, such as establishing new rules and programs to prohibit text messaging while driving, re-evaluating the existing programs to prohibit text messaging while driving, and providing education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

The third party (Contractor) shall comply with the preceding Special Provision (i) –

(ii) to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contractor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this agreement; and to conduct workplace safety initiatives in a manner commensurate with its size, such as establishing new rules and programs to prohibit text messaging while driving, re-evaluating the existing programs to prohibit text messaging while driving, and providing education, awareness, and other outreach to employees about the safety risks associated with texting while driving. The third party (Contractor) shall include this Special Provision in each subagreement at each tier (FTA Master Agreement v33 § 34).

Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment

In accordance with 2 CFR 200.216, 2 CFR 200.471, and applicable federal law and guidance, the Contractor certifies and agrees as follows:

Prohibition: The Contractor shall not use, provide, or procure any covered telecommunications equipment or services, or any video surveillance equipment or services, from entities identified by the U.S. government as prohibited under federal law for use in federally funded contracts. This includes, but is not limited to, equipment or services produced by Huawei, ZTE, Hytera, Hikvision, Dahua, or other

entities specified by the Federal Acquisition Regulation (FAR) or other federal guidance.

Compliance and Flow-Down: The Contractor shall ensure compliance with this prohibition in all lower-tier subcontracts or agreements. The Contractor shall require subcontractors and vendors to certify that they do not provide prohibited covered telecommunications or video surveillance equipment or services.

Reporting and Mitigation: The Contractor shall promptly report to the Agency any use or discovery of prohibited equipment or services in connection with this Agreement and shall take immediate corrective action to remove or replace such equipment or services.

Breach: Any violation of this clause shall constitute a material breach of this Agreement and may result in suspension, termination, or other remedies available to the Agency under law or this Agreement.

Fly America

The Contractor agrees to comply with the Fly America Act (49 U.S.C. § 40118) and U.S. DOT regulations at 41 CFR Part 301-10.131-301-10.143 by using U.S.-flag air carriers for international air transportation funded in part by FTA, unless service by a foreign carrier is a necessity as defined in the Act. If a foreign air carrier is used, the Contractor shall submit a certification or memorandum explaining why U.S.-flag service was unavailable or why it was necessary, and shall provide a certificate of compliance. These requirements must flow down to all subcontractors involved in international air travel (FTA Master Agreement v33 § 15(d))

EXHIBIT K
SAMPLE CONTRACT
ENGINEERING DESIGN SERVICES AGREEMENT
BY AND BETWEEN
PIONEER VALLEY TRANSIT AUTHORITY
AND

[FIRM NAME]

This Agreement (the "Agreement"), effective as of [DATE] by and between the Pioneer Valley Transit Authority, with a principal place of business at 2808 Main Street, Springfield, Massachusetts 01107, acting by its Administrator (the "PVTA") and [FIRM NAME] with a place of business at [ADDRESS] (the "Designer"). The PVTA and Designer may each be referred to herein as a "Party," and collectively as the "Parties."

WHEREAS, the PVTA issued a Request for Qualifications (#26-009), the "RFQ", for design, bidding assistance, and construction administration services for the renovation of the maintenance garage area at the Northampton Bus Operations & Maintenance (O&M) Facility located at 54 Industrial Drive, Northampton, MA 01060, which are incorporated herein by reference and included along with issued addenda as Exhibit A); and the said project is funded by MassDOT and the Federal Transit Administration ("FTA");

WHEREAS, funding is only authorized under this Agreement for design, bidding assistance, and construction administration tasks for this specific project;

WHEREAS, the PVTA is bound by a financial assistance agreement with the FTA, which for the purpose of this Agreement is deemed to include the so-called FTA Master Agreement and FTA Circular 4220.1G (together with the financial assistance agreement, collectively, the "FTA Agreement"), which are incorporated herein by reference, and have been made available to the Designer for examination prior to the execution of this Agreement;

WHEREAS, the Designer submitted a proposal in response to the RFQ (the "Proposal," which is attached and incorporated herein by reference as Exhibit B) and was selected by the PVTA as the Project Designer;

WHEREAS, the Parties are prepared to proceed with the design services project, and have agreed, by executing this Agreement, to so proceed.

NOW, THEREFORE, for such good and valuable consideration as is set forth in the Agreement and otherwise exchanged by the Parties, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as set forth herein.

ARTICLE 1: THE AGREEMENT; TERM

1.1 The following exhibits are attached to this Agreement and made a part hereof:

Exhibit A: RFQ/Scope of Services and Addenda

Exhibit B: Technical and Cost Proposal/Detailed Scope of Services

1.2 This Agreement, including all exhibits attached hereto, together with the RFQ and the Proposal, and all other provisions and documents incorporated herein by reference, constitute the "Agreement" between the PVTa and Designer. If there are any conflicts in and among the terms of the documents making up the Agreement, the conflicts shall be resolved in a manner such that the PVTa receives the better quality and greater quantity of services, as reasonably determined by the PVTa. In the event that any such conflict cannot be so resolved reasonably determined by the PVTa, the documents of the Agreement shall be controlling per the following hierarchy:

- Federally Required Contract Clauses included in the RFQ;
- Amendments to this Agreement (later amendments control over earlier ones);
- This Agreement (without exhibits);
- The RFQ and Addenda; and
- The Proposal/applicable scope of work

1.3 Notwithstanding the foregoing and anything to the contrary in this Agreement, if provisions of the documents set forth in Section 1.2 or incorporated by reference in this Agreement conflict with provisions of the FTA Agreement or applicable laws or regulations, the provisions of the FTA Agreement and applicable laws and regulations shall control.

1.4 Term. Unless terminated earlier in accordance with its terms, or extended by mutual written consent of both parties, this Agreement shall begin upon execution and shall expire upon completion of the project.

ARTICLE 2: DESIGNER SERVICES

2.1 The Designer shall perform all services set forth in, and reasonably inferable from, the Agreement, and shall fully cooperate with the PVTa and FTA in connection therewith.

2.2 The Designer shall perform all services with reasonable diligence and in a prompt and continuous manner, and in strict accordance with an approved schedule for services. In the event of any delays beyond the control and without the fault of the Designer, any applicable schedule shall be reasonably adjusted as necessary, provided that the Designer shall not be entitled to any increased compensation on account of any such delay unless the Designer is able to demonstrate to the PVTa that the delay has directly caused a material increase in the Designer's cost to perform the services, and if funds are available for payment thereof.

2.3 The Designer understands and agrees that the PVTa may, in its sole discretion, elect to discontinue Designer's services for a specific negotiated/approved work order, and that the PVTa shall not be liable for its election not to proceed with such additional services, or parts thereof, except

and only to the extent of its responsibility to pay for engineering designer services satisfactorily performed by the Designer pursuant to a previously issued written notice to proceed.

- 2.4 Notwithstanding anything to the contrary in this Agreement, the Designer shall be as responsible to the PVTa as the PVTa is responsible to FTA under the FTA Agreement with respect to the use and expenditure of grant funds for the Project.
- 2.5 The Designer shall execute such additional certifications and instruments as the PVTa and FTA may reasonably request to carry out the terms and intent of this Agreement and the FTA Agreement.

ARTICLE 3: STAFFING, SUBCONSULTANTS AND ASSIGNMENT

- 3.1 The Designer shall employ enough qualified, competent, experienced personnel in order to perform timely all services required by, and in accordance with, the terms of this Agreement. Where required by law, the Designer's personnel shall be licensed in their respective disciplines. In addition, only the Project Manager and Key Personnel listed in the Designer's Proposal provided in Exhibit B shall work on assigned projects unless otherwise approved by the PVTa. Any substitutions of the Project Manager or Key Personnel must be requested in writing by the Designer and approved in advance by PVTa. Approvals shall not be unreasonably denied.
- 3.2 The Designer represents and warrants that it, and its personnel and consultants assigned to this Agreement, have reviewed and are familiar with the provisions of the FTA Agreement, the FTA Circular 4220.1G, and with respect to the advertisement, bidding, contracting, payment and administration of/for public construction contracts, Massachusetts General Laws Chapters 149 and 30.
- 3.3 The Designer shall not employ additional consultants not named in Exhibit B, nor sublet, assign, or transfer all or any part of this Agreement or its rights, services or obligations thereunder, nor substitute one consultant for another consultant, without the advance written consent of the PVTa. Written consent of the PVTa, if given, shall not in any way relieve the Designer of its obligations under the Agreement, nor act to waive any rights or remedies of the PVTa under the Agreement or at law.
- 3.4 Any consultants of the Designer assigned to work under this Agreement must be competent, qualified, experienced, and if required under applicable laws and regulations, registered/licensed in their respective disciplines/specialties. Notwithstanding anything to the contrary in the Agreement, the Designer shall be fully responsible to the PVTa for all acts and omissions of its consultants in the performance of their services under or in connection with this Agreement and the Project.
- 3.5 Upon request of the PVTa, the Designer shall promptly provide to the PVTa copies of its contracts with all subconsultants for the Project.
- 3.6 When the Designer receives payment from the PVTa, the Designer shall promptly make payment to each subconsultant whose work was included in

the work for which payment was made by the PVTA. The PVTA shall have the right, but not the obligation, to require any corrective measures deemed necessary by the PVTA in the event the Designer fails to comply with this provision, including, but not limited to, withholding payments from the Designer. The Designer shall be responsible for completing Subconsultant Payment Forms provided by PVTA and submitting it to PVTA if requested.

ARTICLE 4: INFORMATION PROVIDED BY PVTA

- 4.1 If the PVTA furnishes data or other information to the Designer for the Project, the Designer acknowledges and agrees that such data and information is provided for informational purposes only; that the PVTA does not guarantee the accuracy, correctness, or completeness of the data or information; and that the Designer must satisfy itself as to the correctness, accuracy, or completeness of such information or data.
- 4.2 If the Designer believes that additional tests, surveys or investigations are required for it to verify the correctness, accuracy or completeness of any PVTA-furnished information or data, it may, with the advance written approval of the PVTA, retain a consultant for this purpose to which the Designer may be reimbursed under Article 9, provided that if the need for such a consultant was known, or should have been known, before the date of this Agreement and the Designer failed to provide written notice to the PVTA of such a need, the Designer shall not be entitled for reimbursement for the cost of such consultant.

ARTICLE 5: COMPLIANCE WITH LAWS

- 5.1 Notwithstanding anything to the contrary in the Agreement:
 - 5.1.1 The Designer shall perform the work required under this Agreement in conformity with all requirements and standards of the PVTA, FTA, MassDOT and municipality as applicable, and with any other applicable federal, state and local laws, statutes, ordinances, by-laws, codes, rules and regulations, and executive orders of the Commonwealth of Massachusetts and its political subdivisions, and of the Federal Government (the "Laws").
 - 5.1.2 The Project Construction Documents (i.e., final design and construction documents, line-item construction cost estimate, drawings, and specifications suitable for bidding) shall comply with all applicable Laws.

ARTICLE 6: PROFESSIONAL RESPONSIBILITY; REPRESENTATIONS

- 6.1 The Designer shall perform its services in accordance with the standard(s) of care and skill followed by qualified, experienced, and competent professionals practicing in the Designer's profession and performing design services that are similar in scope and difficulty to the design services required for the Project.

- 6.2 The Designer shall also be responsible for the professional and technical accuracy and the coordination of all designs, drawings, specifications, cost estimates and other work furnished by him or his consultants and subcontractors.
- 6.3 The Designer shall also furnish competent professional services for each of the phases of the Project to the point where detail checking and reviewing by the PVTa will not be necessary. All reasonable changes, corrections, additions, or deletions made or requested by the PVTa shall be incorporated in the design of the Project.
- 6.4 Neither the PVTa's review, approval, or acceptance of or lack of objection to, nor payment for, any of the services performed by the Designer shall operate as a release or waiver of any rights, defenses, or remedies of the PVTa, nor of any cause of action accruing to the PVTa and arising out of the performance of the Agreement.
- 6.5 The Designer represents and warrants as follows:
 - 6.5.1 It is a professional corporation duly organized, validly existing and in good standing under the laws of the state in which it was formed, and if a foreign corporation or other business entity, is registered with the Massachusetts Secretary of the Commonwealth, and has full power and authority to carry on its business as it is now being conducted.
 - 6.5.2 This Agreement constitutes the legal, valid and binding obligation of Designer enforceable in accordance with its terms, except to the extent that the enforceability may be limited by applicable bankruptcy, insolvency or other laws affecting other enforcement of creditors' rights generally or by general equitable principles.
 - 6.5.3 It has taken all necessary action to authorize and approve the execution and delivery of this Agreement.
 - 6.5.4 None of the documents or information furnished by or on behalf of Designer to the PVTa in connection with negotiation and execution of this Agreement contains any untrue statement of a material fact or omits to state any material fact required to be stated therein or which is necessary to ensure that the statements contained herein or therein, in the light of the circumstances under which they were made, are not misleading.
 - 6.5.5 The person executing this Agreement on behalf of Designer has the full power and authority to bind it to each and every provision of this Agreement.

ARTICLE 7: DESIGNER'S FEES AND SCHEDULES

- 7.1 The Designer shall be compensated based on a negotiated and PVTa-approved firm fixed price for the initial work and a firm fixed price for each additional change order issued for later phases of the project as

outlined in the RFQ. Each negotiated firm fixed price shall be based on an agreed upon number of direct labor hours by job classification and task, multiplied by the fully billable hourly fees listed for each of the Designer's or subconsultant's job classification by year of the contract as provided in the Designer's Cost Proposal, Exhibit B, and added to the approved audited overhead rate multipliers of the consultant and subconsultant, which is listed in the Designer's Cost Proposal, Exhibit B and added to a negotiated profit.

- 7.2 The Designer shall invoice for services on a monthly basis and in proportion to the amount of services properly completed in accordance with the terms of this Agreement; and in an invoicing format acceptable to PVTa. Invoices shall be paid to Designer within (30) days upon PVTa's receipt of invoice.
- 7.3 The Designer shall submit a schedule for engineering design services for the initial work and any additional work order for approval by PVTa.

ARTICLE 8: ADDITIONAL COMPENSATION

- 8.1 The Designer shall not perform additional professional engineering design-related services that were not required by or reasonably inferable from the scope of services set forth in the Agreement. Any additional services performed without written approval from PVTa shall not be eligible for payment.
- 8.2 A service shall not be deemed an additional service entitled to additional compensation under Article 8 if the service is expressly required by or reasonably inferable from the scope of work for which the Designer's Basic Fee is payable.
- 8.3 If the Parties are unable to agree as to whether a service is an additional service or included in the Designer's firm fixed price, or as to the amount of compensation to be paid to the Designer for an additional service where rates therefor are not set forth in the Agreement, the Designer shall continue to perform all services including any disputed services pending and notwithstanding any dispute, and the Parties shall use reasonable and good faith efforts to resolve their disputes and disagreements. The Designer shall not be entitled to stop work as a result of any such dispute or disagreement.

ARTICLE 9: REIMBURSEMENT

- 9.1 The Designer shall be reimbursed by the PVTa at the actual cost to the Designer of (i) consultants not identified in Section 3.4 and hired by the Designer with the advance written approval of the PVTa, provided that no reimbursement for such cost shall be made unless the rates of compensation for said consultants have been approved by the PVTa and provided further that any such approval (or lack thereof) shall not relieve the Designer of its obligations under the Agreement.

ARTICLE 10: CHANGE ORDERS

- 10.1 The Designer shall not be compensated for any services involved in preparing change orders required to make adjustments due to the errors or omissions of the Designer, including without limitation deficiencies or

conflicts in and among the Construction Documents. Such services shall not qualify as additional services and shall be performed as part of the Designer's negotiated price.

ARTICLE 11: TERMINATION

- 11.1 Upon five (5) days advance written notice to the Designer, the PVTa may terminate this Agreement for cause if the Designer fails to perform its services in accordance with the terms of this Agreement, if the Designer fails to comply with applicable laws and regulations, if the Designer fails to meet work order schedules, and/or if the Designer otherwise commits a material breach of the Agreement. The PVTa may deduct from any payments otherwise due the Designer the value of its claims, including, but not limited to, all damages, costs, and expenses, including attorneys' fees, incurred by the PVTa due to the breach of this Agreement by the Designer and/or the resulting termination thereof.
- 11.2 The PVTa may terminate the Agreement without cause and for its convenience, or for no reason. Unless otherwise stated in the written notice of termination, the Designer shall cease all work immediately. In such event, provided the Designer has complied with paragraph 11.5 of this Agreement, the Designer shall be compensated for services that have been performed (i) up to the date of termination, (ii) in accordance with the terms of the Agreement, and (iii) to the reasonable satisfaction of the PVTa.
- 11.3 The Parties agree that if the Agreement is terminated by the PVTa for cause and it is later declared by a court of competent jurisdiction that such cause did not exist, or did not justify such termination, the termination shall be deemed as one for convenience, and shall, therefore, not constitute a wrongful termination or breach of this Agreement.
- 11.4 By written notice to the PVTa, the Designer may terminate this Agreement if the PVTa, within sixty (60) days following detailed written notice from the Designer of any material breach of the Agreement by the PVTa, shall have failed to remove such default. In such event and provided that PVTa has materially breached the Agreement and the Designer has complied with paragraph 11.5 of this Agreement, the Designer shall be compensated for services that have been performed (i) up to the date of termination, (ii) in accordance with the terms of the Agreement, and (iii) to the reasonable satisfaction of the PVTa.
- 11.5 If this Agreement is terminated by either Party for any reason, irrespective of any pending disputes, litigation or other proceedings between the Parties, the Designer shall immediately deliver to the PVTa all data, plans, drawings, sketches (including electronic versions of plans, drawings and sketches), records, written communications (including e-mail), specifications, reports, estimates, summaries, logs, notes, memoranda, specifications, and other information and materials prepared or received by the Designer for or in connection with the Project; and the Designer shall fully and promptly cooperate with the PVTa or its designee in transferring the Records and the functions formerly performed by the Designer to another person or entity. The Designer understands and agrees that its failure to comply timely and in good faith with this Section 11.4 will result in irreparable harm to the PVTa,

for which the PVTa shall be entitled to injunctive relief; and the Designer agrees that it shall be liable to the PVTa for any and all direct, indirect, consequential, and special damages sustained by the PVTa as a result of such failure, including, but not limited to, attorneys' fees incurred by the PVTa in seeking injunctive relief and to recover for and mitigate its damages.

ARTICLE 12: RELEASE AND DISCHARGE

- 12.1 The acceptance by the Designer of the final payment for services at the conclusion of services or the earlier termination of this Agreement shall operate to release the PVTa from all claims to the Designer for payment on account of services performed or reimbursable expenses incurred under this Agreement, except for those written claims submitted by the Designer to the PVTa with the Designer's final invoice.

ARTICLE 13: NOTICES, APPROVALS, INVOICES

- 13.1 Any notice required under this Agreement to be given by the PVTa to the Designer, or by the Designer to the PVTa, shall be deemed to have been so given, whether or not received, if mailed by prepaid postage by, respectively, the PVTa to the Designer at the address specified for the Designer on Page 1, or the Designer to the PVTa. Notice to the Designer shall be addressed to [NAME], Project Manager, and to the PVTa shall be addressed to John Burke, Manager of Capital Projects.
- 13.2 Written approval by the PVTa for additional compensation or reimbursement as provided under Articles 8 and 9, respectively, shall be in the form of a letter issued by the PVTa and signed by the PVTa Administrator.
- 13.3 All invoices shall be submitted by the Designer to the PVTa monthly, and, subject to the terms of the Agreement and in proper form to the satisfaction of PVTa and with substantiation by the Designer of the amounts invoiced, will be processed by the PVTa or returned to the Designer, as the case may be.
- 13.5 Invoices submitted for services which have not been previously authorized in writing shall be returned to the Designer.
- 13.6 Requests for previously authorized expenses of any nature must be accompanied by a billing or receipt from the source of the expense indicating that the expense has been paid.

ARTICLE 14: INSURANCE

- 14.1 The Designer shall, at its own expense, maintain at all times during the term of this Agreement the insurance coverage required in Exhibit A (the RFQ) with an insurer authorized to do business in Massachusetts and having an AM Best Rating of A or better.

- 14.2 The Designer shall also at his own expense obtain and maintain a Professional Liability Insurance policy for errors, omissions or negligent acts arising out of the performance of this Agreement in a minimum amount of \$3,000,000. The coverage shall be in force from the time of the agreement to the date when all construction work designed under the Agreement is completed and accepted by the PVTA. If, however, the policy is a claims-made policy, it shall remain in force for a period of six (6) years after substantial completion of the construction of the Project. Since this insurance is normally written on a year-to-year basis, the Designer shall notify the PVTA immediately in writing should coverage become unavailable.
- 14.3 The Designer shall maintain insurance for the payment of compensation and the furnishing of other benefits in accordance with G.L. c. 152, as amended, to all employed under the Agreement and shall continue such insurance in full force and effect during the term of the Agreement. The Designer shall also maintain broad public liability insurance to protect against damage or injury to persons or property.
- 14.4 The Designer shall carry insurance in a sufficient amount to assure the restoration of any plans, drawings, computations, field notes or other similar data relating to the work covered by this Agreement in event of loss or destruction until the final fee payment is made or all data are turned over to the PVTA.
- 14.5 Certificates and any and all renewals substantiating that required insurance coverage is in effect shall be filed with the Agreement. Any cancellation of insurance whether by the insurers or by the insured shall not be valid unless written notice thereof is given by the party proposing cancellation to the other party and to the PVTA at least fifteen days prior to the intended effective date thereof, which date should be expressed in said notice. Any such cancellation shall not relieve the Designer of the insurance requirements set forth in this Article 14.
- 14.6 In addition to and not in limitation of any other rights and remedies available to the PVTA under the Agreement and at law, the Designer shall indemnify, defend, and hold harmless the PVTA from and against any and all claims, demands, liabilities, actions, causes of action, costs and expenses (including attorneys' fees) to the extent they are directly or indirectly resulting from or arising out of the Designer's breach of the Agreement, or the negligence or willful misconduct of the Designer, its employees, consultants, agents, representatives or persons for whom the Designer is responsible.

ARTICLE 15: SUPPLEMENTAL CONTRACT DATA; LEGAL REQUIREMENTS

- 15.1 The Designer hereby certifies:
- (i) if an individual, the individual is a registered architect; if a partnership, a majority of all the partners are persons who are registered architects;
 - (ii) if a corporation, sole proprietorship, joint stock company or other entity, the majority of the directors or a majority of the stock ownership and the chief executive

officer are persons who are registered architects, and the person to have the project in his or her charge is a registered architect and/or engineer;

(iii) if a joint venture, each joint venture satisfies the requirements of this section.

(Statutory reference: M.G.L. c.7C, §44)

- 15.2 The Designer hereby certifies that it has not given, offered, or agreed to give any person, corporation, or other entity any gift, contribution or offer of employment as an inducement for, or in connection with the award of this Agreement. (Statutory reference: M.G.L. c.7C, §51)
- 15.3 The Designer hereby certifies that no consultant to or subcontractor for the Designer has given, offered, or agreed to give any gift, contribution or offer of employment to the Designer, or to any other person, corporation, or entity as an inducement for, or in connection with, the award to the consultant or subcontractor of a contract by the Designer. (Statutory reference: M.G.L. c.7C, §51)
- 15.4 The Designer hereby certifies that no person, corporation, or other entity, other than a bona fide full-time employee of the Designer, has been retained or hired by the Designer to solicit for or in any way assist the Designer in obtaining this Agreement upon an agreement or understanding that such person, corporation, or other entity be paid a fee or other consideration contingent upon the award of this Agreement to the Designer. (Statutory reference: M.G.L. c.7C §51)
- 15.5 The Designer hereby certifies that it has internal accounting controls as required by subsection (c) of section thirty-nine R of chapter thirty and that the Designer filed and will continue to file an audited financial statement as required by subsection (d) of said section thirty-nine R. (Statutory reference: M.G.L. c.7C, §51)
- 15.6 The Designer shall, as required by law, maintain all books, records, and accounts related to the Project in compliance with the following:
1. The Designer shall make and keep for at least six (6) years after final payment, books, records, and accounts which in reasonable detail accurately and fairly reflect the transactions and dispositions of the Designer.
 2. Until the expiration of six (6) years after final payment, the PVTa, the office of the inspector general and the deputy commissioner of capital planning and operations shall have the right to examine any books, documents, papers or records of the Designer or of its consultants that directly pertain to, and involve transactions relating to, the Designer or its consultants.
 3. The Designer shall describe any change in the method of maintaining records or recording transactions which materially affects any statements filed with the PVTa, including in the Designer's description the date of the change

and reasons therefore, and shall accompany said description with a letter from the Designer's independent certified public accountant approving or otherwise commenting on the changes.

4. The Designer has filed a statement of management on internal accounting controls as set forth in Paragraph (6) below prior to the execution of this Agreement.

5. The Designer has filed prior to the execution of this Agreement and will continue to file annually, an audited financial statement for the most recent completed fiscal year as set forth in subparagraph 15.6.8 below.

6. The Designer shall file with the PVTa a statement of management as to whether the system of internal accounting controls of the Designer and its subsidiaries reasonably assures that:

- (a) transactions are executed in accordance with management's general and specific authorization;
- (b) transactions are recorded as necessary:
 - 1. to permit preparation of financial statements in conformity with generally accepted accounting principles; and
 - 2. to maintain accountability for assets.
- (c) access to assets is permitted only in accordance with management's general or specific authorization; and
- (d) the recorded accountability for assets is compared with existing assets at reasonable intervals and appropriate action is taken with respect to any difference.

7. The Designer shall annually file with the PVTa during the term of this Agreement a financial statement prepared by an independent certified public accountant on the basis of an audit by such accountant. The final statement filed shall include the date of final payment. All statements shall be accompanied by accountant's report.

8. Records and statements required to be made, kept or filed in compliance with the provisions of this paragraph 15.6 shall not be public records and shall not be open to public inspection, except as provided in subparagraph 15.6.2. (Statutory reference: M.G.L. c.30, §39R)

15.7

The Designer and its consultants shall not be compensated for any services involved in preparing changes that are required for additional

work that should have been anticipated by the Designer in the preparation of bid documents, as reasonably determined by the PVTa. (Statutory reference: M.G.L. c.7C, §51)

- 15.8 Life-cycle cost estimates for the Project shall be obtained at an initial stage and as a regular part of the services to be performed under this Agreement. (Statutory reference: M.G.L. c.149, §44M)
- 15.9 The Designer hereby certifies under penalties of perjury that the Designer has complied with all laws of the Commonwealth of Massachusetts relating to taxes, reporting of employees and contractors, and withholding and remitting child support. (Statutory reference: M.G.L. c.62C, §49A)

ARTICLE 16: MISCELLANEOUS PROVISIONS

- 16.1 One (1) reproducible copy of all Drawings and Specifications furnished by the Designer and all other documents prepared by the Designer shall become the property of the PVTa. Ownership of the stamped drawings and specifications shall not include the Designer's certification or stamp. Any re-use of such Drawings and/or Specifications without the Designer's written verification of suitability for the specific purpose intended shall be without liability or legal exposure to the Designer or to the Designer's independent professional associates, subcontractors or consultants, provided that nothing herein shall require PVTa to indemnify the Designer. Distribution or submission to meet official regulatory requirements or for other purposes in connection with the project is not to be construed as an act in derogation of the Designer's rights under this AGREEMENT.
- 16.2 This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors, assigns, and personal representatives.
- 16.3 This Agreement represents the entire agreement between the PVTa and the Designer, and supersedes any prior agreements whether oral or written, for the subject matter hereof. This Agreement may be amended only by written instrument executed by both the PVTa and the Designer.
- 16.4 The Parties agree that neither parties' officers or employees assume personal liability under this Agreement.
- 16.5 This Agreement shall be governed by the laws of the Commonwealth of Massachusetts. The Parties hereby agree that any litigation shall be brought in the state or federal courts in Springfield, Massachusetts, without regard to rules or laws concerning venue or conflicts of law. Notwithstanding any federal or state rules of civil procedure to the contrary, the Designer agrees that service of process upon it may be affected upon it by certified mail at the address provided for the Designer in this Agreement.
- 16.6 In the event any provision of this Agreement shall be held to be invalid or unenforceable for any reason, such invalidity or unenforceability shall attach

only to such provision and shall not affect or render invalid or unenforceable any other provision of this Agreement.

- 16.7 This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.
- 16.8 The Designer hereby certifies under penalties of perjury that it is in compliance with all laws of the Commonwealth of Massachusetts relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.
- 16.9 The Designer shall not discriminate in employment against any person on the basis of race, color, religion, national origin, sex, sexual orientation, age, genetics, ancestry, disability, marital status, veteran status, membership in the armed forces, presence of children or political beliefs. The Designer shall comply with all provisions of Title VII of the Civil Rights Act of 1964 and M.G.L. c. 151B.

SIGNATURES

IN WITNESS WHEREOF, on the day and year hereinabove first written, the Designer has caused this agreement to be signed and sealed in its name and behalf, and its corporate seal to be hereto affixed by the signatory below authorized to do so, and the Administrator has signed this agreement on behalf of the PVTa.

PIONEER VALLEY TRANSIT AUTHORITY

ATTEST:

(Authority)

BY _____
Sandra E. Sheehan, Administrator
Pioneer Valley Transit Authority
Duly Authorized

[FIRM NAME]

ATTEST:

(Designer)

BY _____
[Name of Signatory]
[Firm Name]
Duly Authorized

EXHIBIT L

**PVTA NORTHAMPTON RENOVATION & EXPANSION STUDY FINAL REPORT,
SEPTEMBER 29, 2025**

September 29, 2025

PIONEER VALLEY TRANSIT AUTHORITY

PVTA NORTHAMPTON RENOVATION & EXPANSION STUDY

54 Industrial Drive
Northampton, MA
Wendel Project No. 448714



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Existing Conditions	2
○ Structural ○ Architecture ○ Equipment and Process ○ Fire Protection ○ Plumbing ○ Mechanical ○ Electrical	
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○ FTA Bus & Bus Facilities Grant Request ○ Phase 1 ○ Phase 2 ○ Expansion Masterplan	
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Introduction

Introduction

PVTA has tasked Wendel with completing a study to make recommendations for the future phased renovation of the maintenance areas and expansion of their Northampton Bus Maintenance Facility. The Northampton Bus Maintenance Facility is located at 54 Industrial Drive, Northampton, MA 01060. On May 28 to 29, 2025, Wendel and AKAL Engineering architectural and engineering personnel visited the project site to perform a visual site assessment of the current condition of the facility and to review operational and programmatic needs with PVTA and VATCO staff.

The bus maintenance facility is approximately forty years old, and while the administrative and dispatch areas were fully renovated in 2015, a new bus wash system was installed within the facility's service bay in 2022, and new electric bus chargers were installed in the bus storage garage in 2023, only minor updates have been made to the maintenance area spaces since the building was constructed. The bus maintenance garage area has not been renovated for the most part since its construction in the mid-1980s. As such, the entire area should be brought up to current building codes and life safety standards. The three original inground hydraulic lifts have exceeded their useful lives and need to be replaced. One of the inground hydraulic lifts is currently inoperable. There is a need to better organize the support spaces of the maintenance bays into a more efficient layout.

As part of the study scope of work Wendel has completed the following:

- Review existing facility and operational studies, design plans, drawings, data and reports provided by PVTA.
- Meet with a PVTA facility improvement subcommittee to confirm project goals and objectives, identify key facility issues and key personnel to be interviewed.
- Tour the facility with PVTA and VATCO staff on May 28-29, 2025.
- Observe maintenance area operations and conduct interviews with key personnel including PVTA, VATCO facility managers and operational staff.
- Assess, and report on facility/property elements including:
 - Site – vehicle and pedestrian circulation/access/parking and entry to bus maintenance
 - Building Exterior – roofs/skylights, masonry walls, windows, doors, security cameras, structural components
 - Building Interior – walls, windows, doors, structures, floors, stairs, storm/floor drains, lighting
 - Health/fire/life safety systems/equipment
 - Heating, ventilation and air conditioning systems/equipment
 - IT/communication systems/equipment
 - Electrical/generator/utility/distribution systems/equipment
 - Mechanical and plumbing systems/equipment
 - Transit equipment and systems (hydraulic lifts, tire changers/racks, cranes, etc.)

- Identify/document improvements needed to improve the bus maintenance areas functionality and operations; identify ADA and building code issues associated with those improvements.
- Identify and recommend building/systems/equipment replacements, upgrades and corrections to address needs/deficiencies identified in the inventory and assessment.
- Provide cost estimates for each recommended improvement/corrective action and for each program package previously listed.
- Conduct a design feasibility study of the longer-term facility expansion on the existing property and review options for expanding into the neighboring property by developing a masterplan concept. Consider impacts to bus maintenance operations, onsite traffic circulation, parking, and zoning required minimum open/green space onsite.
- Prioritize and package recommended physical improvements into short- and longer-term programs.
- Assist PVTa in the development of an FTA grant application by providing technical information, plans, and estimates as required by the grant application.

This report outlines the effort of the study in the following format:

- **Existing Conditions** – summarizes the findings of the facility tour regarding the site/building elements and systems.
- **Recommendations** – summarizes the improvements, replacements and upgrades needed for the facility. They are divided into four programs:
 - Bus and Bus Facilities Grant Application – shorter term renovation
 - Phase 1 – shorter term renovation
 - Phase 2 – shorter term renovation
 - Expansion Masterplan – longer term expansion into the neighboring property
- **Cost Estimates** – for each of the four programs.
- **Meeting Minutes** – summarizing the stakeholder meetings during the study.
- **Hazardous Materials Report** - As part of the study, Weston & Sampson completed a Hazardous Building Materials Investigation and report. The investigation identified asbestos-containing materials, lead paint/coatings and other hazardous materials in the maintenance area. Weston & Sampson's report is contained within this study report.
- **Drawings** – Conceptual level drawings are included to show the four programs.

Summary

Program	Construction Cost	Notes
Bus and Bus Facilities Grant Application	\$4.4 Million, smaller scale project is \$3.4 Million	Shorter term renovation. The Bus and Bus Facilities Grant application was submitted in July 2025 to FTA. An announcement on grant recipients is expected in September 2025. If PVTa is not awarded grant funding, then the

		recommendation is to complete the short-term improvements in the two phases listed below.
Phase 1 Renovation	\$3.4 Million	Shorter term renovation.
Phase 2 Renovation	\$1.4 Million	Shorter term renovation.
Expansion Masterplan	\$91.5 Million	Longer term expansion into the neighboring property. This conceptual level estimate is applicable to any of the masterplan options that use the neighboring property as it is based on anticipated square footages of demolition, renovation, and new construction.

Existing Conditions

Existing Conditions

Structural

On May 28, 2025, Wendel structural personnel, Mackenzie A. Willson, PE, visited 54 Industrial Dr, Northampton, MA, and performed a visual site observation of the current condition of the building. The assessment was limited to the bus wash, bus maintenance, and bus storage areas. A full code review was not conducted as part of this assessment; only visual observations were made, and no destructive testing was performed. This assessment is not an exhaustive technical evaluation, but rather an opinion of the overall condition of various building elements and construction materials.

Existing construction drawings confirm the single-story building was constructed in 1985. The bus wash bay is constructed with a precast concrete double-tee roof system supported by precast concrete beams and columns. The bus maintenance and bus storage areas are constructed with structural steel roof joists supported by steel girders and columns. Exterior and interior walls between the divided building areas are constructed with precast concrete wall panels. The building foundations consist of conventional cast-in-place reinforced concrete footings, with isolated footings at column locations and foundation walls and strip footings supporting exterior and interior precast wall panels. The assessment of the existing areas described found all visible structural elements to be in good condition, except for those described. Per STV's March 2025 Design Study and Programming Report for the facility, the existing roof structure capacity is insufficient to support either a photovoltaic solar array or a pantograph electric charging system.

No visible foundation elements could be observed. However, there were no major signs of deficiencies in the ground floor areas that would cause concern in the condition of the foundations. There is minor cracking in the floor slab at the maintenance bays adjacent to the existing lifts, refer to photo STRU-01. This slab on grade and lift foundations are expected to be replaced in Phase 1. At the bus storage, the slab on grade along the trench drain has spalling as shown on photo STRU-02. The spalling is minor, totaling approximately 100 SF in area and could be repaired by cleaning and patching with a concrete repair mortar.



STRU-01: MAINTENANCE SLAB



STRU-02: BUS STORAGE SLAB

At the bus wash area, there is cracking and spalling at the base of the southern existing precast concrete wall at multiple locations. Refer to photo STRU-03 for a location of damage near the west overhead door. At these locations, reinforcing strands are exposed and damaged. The wall was not acoustically sound tested to determine extents of delamination but based on a visual inspection the delamination appears to be localized at these areas. Approximately 50 SF of the wall should be cleaned and patched with a concrete repair mortar. Damaged reinforcing strands should be blast cleaned prior to patching the concrete and a passive anode material, Sika FerroGard-670 or equivalent, should be placed within the patched area to prevent further corrosion.



STRU-03: WALL SPALLING AT BUS WASH BAY

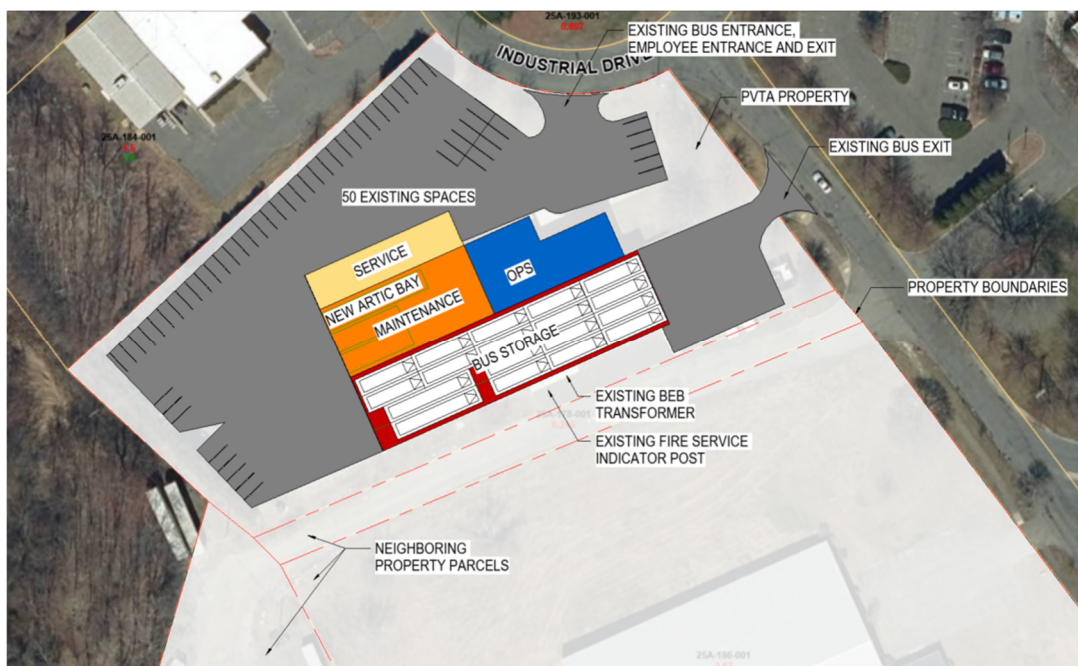
Within the bus maintenance and bus storage areas, the coating at the underside of the metal roof deck is peeling. The typical roof deck condition can be observed in photo STRU-04. The underside of the existing metal roof deck should be blast cleaned to remove the loose protective coating and recoated with an equivalent coating to extend the service life of the roof deck. Similarly, existing metal roof joists have signs of surface rust and are to be cleaned and a new coating applied. A hazardous materials report is included in this submission with a summary of lead paint screening.



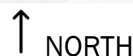
STRU-04: TYPICAL CONDITION AT UNDERSIDE OF THE METAL ROOF DECK AT THE MAINTNEANCE AND BUS STORAGE AREAS

Architecture

The Northampton maintenance facility is located on Industrial Drive. The vehicular entrance to the facility is located off a one-way traffic circle for buses and cars. The car exit is also located at the same point as the site entry. The bus exit is located along a two-way section of Industrial Drive just south of the site entry point. The facility consists of a singular building that contains a service lane with bus wash and fueling, operations area, three maintenance bays and interior bus storage. The site consists of car parking, visitor parking, bus circulation and paratransit bus parking mixed together. The south wall of the bus storage area is the main entry point for the sprinkler service along with the new BEB bus charging equipment.



ARCH-01: EXISTING FACILITY LAYOUT



The current landlocked property creates operational issues for PVTa that are not correctable without acquiring additional property and does not allow for any additional growth. The existing site configuration does not allow the buses exiting from the storage building to remain on site if they are required to utilize the service building or maintenance. The buses need to exit onto Industrial drive and proceed around the traffic circle and reenter the site at the bus entrance which creates a significant inconvenience and cost to the overall operation of the facility. In addition to the circulation issues, Industrial Drive is often blocked by tractor trailers accessing other adjacent properties which further limits visibility and access creating additional operational inefficiencies.

Maintenance Area

The maintenance area consists of three in-ground lifts in the maintenance bays, only two of which are functional. The lifts are designed to accommodate a 40' bus and paratransit vehicles, however PVTa has been required to accommodate a 60' articulated bus area and soon will also be required to maintain a 45' coach vehicle. The team witnessed an articulated bus enter the maintenance area and utilize inground and portable lifts to raise the bus for service. This condition showed that the bus could fit into the northernmost bay and still have clearance to maintain the vehicle with slight restrictions and would not require expansion of the maintenance area to the west.



ARCH-02: EXISTING MAINTENANCE AREA

The maintenance area currently has clear space up to the underside of piping of 18'-2", and 19'-8" to the bottom of the steel. This space would be sufficient to lift PVTA's paratransit and fixed route buses, as well as the additional coach buses assuming that a fixed fall restraint would not be required in the bays. The existing maintenance bay sectional doors have overhead tracks, which do not conflict with lifting of the existing fleet but will limit the ability to lift the incoming coach buses. The ceiling space requires replacement and reconfiguration of the following items – sprinkler piping, lighting, exhaust reels, mechanical unit duct work and steel and metal deck repainting. The maintenance area walls have significant staining and need to be cleaned and sealed to prevent further damage. The roof of the maintenance area is in good condition and was recently replaced. The maintenance floor has significant staining, faded striping and minor cracking.



ARCH-03: EXISTING METAL DECK

The maintenance support spaces include parts storage, mechanical room, sprinkler piping, foreman's office, men's lockers and restroom, women's lockers and restroom, and fluid dispensing, large parts mezzanine, IT room. Each of these spaces require revisions for lighting,

access clearance, cleaning, painting, ceiling replacement, fire penetration issues, and revisions to the restrooms for accessibility issues.



ARCH-04: EXISTING MAINTENANCE SUPPORT SPACES

The mezzanine in the maintenance area is used for storage of tires, an IT room and larger part storage. PVTA noted that the IT room routinely intakes diesel exhaust into the HVAC, which leads to premature aging of IT equipment. There is currently carpet in this space, which attracts excess dirt and debris as well. The larger parts are brought up to the mezzanine space by a chain lift and the swing gates are opened to allow access.



ARCH-05: TIRE STORAGE



ARCH-06: MEZZANINE GUARD RAIL

Service Lane

The service lane is to the north of the maintenance area and includes an interior fueling position and a wash bay, separated from the maintenance area by a set of double doors. The clear space in this lane is 18'-1" to the bottom of the beam in the middle of the space. The service lane is in good condition, with wash equipment that has been replaced within the last few years. There is a concrete pad with heating elements on the side leaving the wash bay, preventing the freezing of wash water. The CMU walls have damage and could have water infiltration issues and exiting from the space is constrained by the bus wash equipment.



ARCH-07: EXISTING BUS WASH

Bus Storage

The bus storage space on the southern end of the building consists of four pull-through storage bays. Presently, the lane furthest away from maintenance is used for storage of heavy equipment, such as forklifts, which limit the circulation and flexibility of the storage space. Five new electric charging dispensers have been retrofitted into the storage space to accommodate electric buses, the clear space to this new piping is 15'-10". There is a door passthrough from maintenance to storage, as well as operations into storage, which requires a step down. The access to the exit door is limited and creates a code issue due to the limited width of the walkway. There is another door also on the south face of the building, which has limited access and a step down at the exterior of the building creating an access restriction.



ARCH-08: EXISTING BUS STORAGE

Operations

The operations portion of the building was not reviewed by the design team since it was recently updated.



ARCH-09: ARTICULATED BUS LIFTED IN EXISTING BAY



ARCH-10: TIRE STORAGE IN MAINTENANCE MEZZANINE



ARCH-11: MACHINERY STORED IN THE BUS STORAGE AREA, BLOCKING LANE



ARCH-12: RECENTLY UPDATED BUS WASH EQUIPMENT

Equipment and Process

While on site the review of the existing maintenance equipment and process systems was performed. The maintenance bays consist of three bays, all of which have two inground post lifts. One bay is provided with a fall protection rail, for work performed on top of a vehicle. There is a small work area along the side of the maintenance bays, with worktables and toolboxes kept at the end of each bay. Parts storage is centrally located in maintenance with small parts stored on the first floor, and large parts kept in the mezzanine above. There is a fluid distribution room adjacent to the maintenance area. Next to the maintenance area is the service lane, fluids are topped off, fuel is dispensed, fares are collected or recorded, and vehicles are cleaned and washed.

The compressed air system is in good operable condition, the air compressor was replaced in 2018, with a 15hp rotary screw compressor with air dryer. The associated compressed air piping appears to be original to the building construction.

The fluid distribution system appears to be original to building construction. Engine coolant, automatic transmission fluid, and engine oil are kept in bulk tanks within the lube room and dispersed from fluid reels within the maintenance and service lanes. A bulk waste oil tank is located within the maintenance bays. Bulk diesel exhaust and windshield washer fluid are kept within the service lane. Fluids are not currently tracked via an electronic measuring system. These systems appear to be in good operating condition but are reaching the end of their useful lives.



EQUIP-01: FLUID DISTRIBUTION REEL BANKS

Diesel fuel is dispensed within the service lane, a 15,000-gallon tank is located below grade adjacent to the building. The diesel tank was replaced in 2006 with the manholes replaced in 2023, this tank is reaching the end of its useful life. The site does not have space to replace the

below grade tank with a new above ground tank as currently configured. Because of this, and PVTA's current plans to look into expanding into the neighboring property, which would likely relocate fueling and service, the recommendation is to continue to monitor this tank. The diesel dispenser is located within the service lane which dispenses through both traditional nozzles and a Posi Lock nozzle. The fuel system appears to be in good operating condition. Fuel is tracked using an Assetworks fuel management system. Fuel level and leak detection is managed by a Veeder Root system that appears to be beyond its useful life.

Vehicle washing is performed within the service lane. The service lane has one, four-brush bus wash system, with chassis wash, roof mop, tire guide rails, spray arches and blow dryer system. The wash system appears to be in good operating condition. There is a high-pressure washer and hot water washer that are used for spot detailing, these appear to be in operational condition but reaching the end of their useful lives.

Vehicle exhaust is captured by hose connections located below the floor. PVTA's current fleet's exhausts are located at different locations on the vehicles, which makes utilizing this system difficult for the maintenance personnel. It appears that this vehicle exhaust system is not regularly utilized, mainly due to the difficulty of use of this system. This system has also reached the end of its useful life.

Fares are collected within the service lane. A stationary Genfare vault is located on the floor within the service lane, along with an inventory probe for the collection of electronic fares.

There are three inground two post lifts within the maintenance bays, one lift is no longer operational. The lifts are an older style that has a large hydraulic oil tank located at the end of the maintenance bay taking up valuable space. All three lifts have exceeded their useful life. The facility also has a set of mobile column lifts that are in good operating condition.



EQUIP-02: HYDRAULIC OIL TANK

Vehicle tires are stored on a two-tier rack, and on the floor in the mezzanine above parts storage. Tires are also mounted and balanced on the mezzanine. There is an electric hoist used to move tires from the first floor up onto the mezzanine.

Currently there is one fall protection rail within the middle maintenance bay for users' connection during work on top of a vehicle. This rail has three connection points. The rail appears to be in good condition but does not extend the full length of the 40' vehicles.

Parts storage is primarily open shelving, peg board with larger parts stored on the floor within the parts room or on the mezzanine.

Vehicle batteries are stored within the lube room on a bench. Used batteries are stored within the service lane on a pallet. Neither storage locations appear to have the proper spill containment.



EQUIP-03: BATTERY STORAGE – WITHOUT SPILL CONTAINMENT

There is a variety of maintenance equipment throughout the building. Most of the equipment appears to be in good operational condition. Examples of some of this equipment include, DPF particulate cleaning system, welders, sand blaster, floor jacks, engine stands, lift table, drill press, buffer grinder and refrigerant reclaim units.

Fire Protection

The existing 6-inch fire protection service enters below the stairs leading to the maintenance mezzanine. This service is reduced to 4-inches prior to entering the backflow preventer. After water passes through the double check valve assembly type backflow preventer it is distributed

throughout the building via two zones. Riser 1 is a dry-pipe system riser that serves the storage area, bus wash, and service lane. Water is held at the riser by the dry pipe valve and the remaining branch piping in the system is filled with compressed air. This prevents the system from freezing in spaces that cannot be maintained at 40°F. The second riser is a traditional wet-pipe sprinkler system riser that protects the maintenance area, maintenance mezzanine and office areas. The incoming water pressure was observed to be 120 psi at the time of inspection with the water pressure on the system side of the check valve showing 140 psi. This indicates the fluctuation of the available water pressure at the street can spike to this higher value.

Most of the sprinkler system is original to the building, although there have been some renovations along the way where branches and heads have been updated in some spaces. Based on our visual inspection, it appeared that all spaces were adequately protected by the existing system.

The backflow preventer is a double check valve assembly type, which is in accordance with the MassDEP Cross Connection Control Program. However, this code requires the installation of the backflow preventer to have adequate space to facilitate maintenance, inspection and testing, which is questionable in its current location below the stairs. Additionally, it is required to be installed a minimum of 12-inches from any wall, which this installation does not comply with.

The incoming fire protection service enters the building from the south. A post indicator valve (PIV) is located just outside of the building. The distance from the outside wall on the south side of the building to the point at which the fire protection service rises above the slab is approximately 58 feet. The current version of NFPA 24 requires that private fire service mains supplying fire protection systems within the building shall be permitted to extend no more than 10 ft, as measure from the outside of the building, under the building to the riser location. At this point it is an existing condition, but based on the upgrades occurring, this may be something that needs to be revisited. The current Authority Having Jurisdiction (AHJ) may accept the installation as-is to remain, or an opportunity to satisfy this code and provide a code compliant backflow installation may warrant a new service location in the future.



FP-01: SPRINKLER BACKFLOW
UNDER STAIRS



FP-02: EXISTING PIV

Plumbing

The plumbing systems in the administrative areas of the PVTa bus maintenance facility were renovated in 2015 and are in fair condition. However, the plumbing systems serving unrenovated spaces—such as the bus maintenance bays, storage areas, and older restrooms—have exceeded their useful life. Many fixtures in these areas are outdated and do not comply with current ADA accessibility standards.

The domestic cold-water service enters through an 8-inch ductile iron main in the bus storage garage, splitting into a 6-inch fire protection line and a 4-inch domestic service equipped with a water meter, dual pressure-reducing valves, and bypass assembly. Piping is primarily copper with soldered joints, with most insulated; the bus washing station is backflow-protected and in fair condition.

Hot water is supplied by a 2024 gas-fired Rheem 75-gallon water heater with thermostatic mixing and recirculation. Most hot water piping is insulated, though sections near the heater and mixing valve lack required insulation.

Sanitary drainage consists of extra-heavy cast iron with galvanized steel vents. Maintenance garage drains connect to an oil interceptor in good condition before discharging to the sanitary sewer. Roof drainage systems appear sound, with cast iron leaders and floor-level cleanouts. Natural gas enters at low pressure via black steel piping to serve unit heaters, boilers, rooftop HVAC units, and the water heater. The gas system is in fair condition.

Fixtures in the administrative area, upgraded in 2015, are operational but have minor ADA clearance issues at lavatories and lack touchless faucets. The drinking fountain is non-refrigerated and without bottle filler. Fixtures in unrenovated areas—including showers and utility sinks—are in poor condition, and the existing eyewash station lacks tepid water supply.

Mechanical

The HVAC systems in the administrative areas of the PVTa bus maintenance facility were upgraded in 2015 and remain in good working condition. In contrast, the HVAC systems serving unrenovated spaces—such as the bus maintenance bays, storage areas, and older restrooms—have exceeded their useful life and do not meet current International Mechanical Code (IMC 404.1) ventilation requirements.

Administrative Area

The administrative area is fully air-conditioned and features individual space temperature control. A packaged, gas-fired, 10-ton rooftop unit serves the space, distributing air through a variable-air-volume (VAV) system with hot water reheat coils for zone-level temperature control. The system operates via standalone microprocessor-based DDC controllers and Andover Control thermostats.

IT Server Room

Two split-system units provide year-round cooling to the server room, operating in lead/standby mode. It was reported that the IT server room experiences negative pressure, drawing dusty air from the adjacent maintenance shop—an air quality concern.

Bus Storage

The bus garage is heated with gas-fired unit heaters in poor condition. The space has no CO or NO₂ monitoring system, and ventilation control is inadequate for code compliance.

Bus Maintenance

This area is heated with hot water unit heaters. Ventilation is provided by power ventilators controlled by a manual switch. The vehicle fume extraction system consists of underground ductwork connected to a sidewall exhaust fan. The space lacks continuous ventilation and CO/NO₂ gas monitoring, both of which are required by IMC for such occupancies. The bathroom exhaust system in the maintenance area is non-functional.

Central Heating

Two Lochinvar Knight KBN221 hot water boilers (500 MBH each, 96% efficiency) were installed during the 2015 renovation and are in good condition. Hot water distribution is through inline pumps, which show minor rust due to leakage. There is no chemical shot feeder or glycol charging system for water treatment and freeze protection.

Controls

The building management system (BMS) provides limited monitoring and control for some equipment installed in 2015. The boilers operate on standalone controls and are not integrated into the BMS graphics. The rooftop unit, inline pumps, and VAV boxes are visible on the BMS interface.

Electrical

Assessment Process

The purpose of the electrical assessment is to determine the configuration of existing normal and emergency power distribution systems throughout the PVT Northampton Bus Depot as well as determining possible deficiencies and general equipment conditions of the backup generator, lighting, fire alarm system, communications, and security systems. The assessment began with a visual examination during a walk-through with staff on May 28th, 2025. The visual examination was limited to the main equipment and systems that were easily accessible and visible. Any

electrical equipment or wiring located above ceilings or in walls was not included in this assessment.

General

The building electrical service is supplied by National Grid with the main service equipment located on the exterior. The current electrical system at the facility consists of original construction work and more recent projects that have been completed. The facility is provided with a fire alarm system, including automatic detection and notification devices, access control system, and video surveillance system. Telecom consists of phone and fiber internet service terminating at demarcation point at the first floor of the building.

Existing Systems Descriptions

Power Distribution

The electrical service presently supplying the facility is a 1200 Amp, 480Y/277VAC, 3-phase, 4-wire derived from an overhead distribution at the rear corner of the property. A utility pad mounted transformer (750kVA) supplies the main switchboard underground. This switchboard and some additional other electrical distribution equipment are located on the exterior just outside of the bus storage area. This equipment functions as the facility's main service disconnect. It also contains the utility meter, and distribution breaker section that supplies power to the entire facility and recently added bus charging equipment.

Most of the electrical distribution equipment in the facility appears to have been provided at the time of the original construction of this building, around the mid-1980s. We observed some signs of corrosion and deterioration of the older distribution equipment but generally it is in good working condition. Although, this equipment appears to function properly at this time without any noted issues, it is past its useful life which is typically 20-30 years. A new service switchboard including transfer switches has been recently added to the building and appear to be in like new condition.

The service size appears to be sufficient for the current use. After reviewing utility bills for the past 12 months, it appears peak demand is about 326kVA which equals about 43% of the utility transformer. It appears that electrical service has roughly 340kVA remaining capacity.

Standby Power (Generator)

The standby power system consists of a 650kW, diesel fueled genset and two transfer switches. The generator is located outside in a secure, fenced-in yard. It is provided with a sub-base tank and permanent load bank sized for 100% of the generator capacity. The first transfer switch (150A) is manual and is wired to partially backup building loads. The second transfer switch (600A) is automatic and is wired to backup recently installed bus charging equipment.

The generator and its appurtenances appear to be in like new condition. The generator equipment has been regularly tested and maintained since its installation. No known issues with the system have been noted by the facility personnel.

Lighting

Most of the interior lighting is comprised of LED type fixtures as well as suspended linear industrial fixtures that appear to have been converted to LED. The illumination levels appear to be sufficient for buildings' current use.

Lighting controls in the building consist of manual and automatic controls. During our site visit, wall and ceiling mounted sensors, in addition to dimmers and switches, were observed throughout.

Emergency illumination in the building is achieved by using dedicated fixtures or fixtures with integral battery packs. Most of the emergency lighting appears to be in good condition. Emergency operation of the fixtures was not observed. Functional testing or a photometric study should be conducted to determine any deficiencies. The typical life expectancy of emergency lighting fixtures and exit signs is approximately 10 years. It is not clear when batteries or emergency fixtures were first installed.

The exterior lighting consists of a few different types of fixtures. From wall mounted wall packs to pole mounted flood lights. Parking around the building is illuminated by wall mounted flood lights as well as some pole mounted fixtures. Most exterior lights appear to have been replaced with LED light fixtures. Functioning testing of exterior lighting was not observed.

Exterior code required illumination is not provided at the egress doors. This is a current code requirement, and we would recommend this is addressed. One way to address this is to provide remote heads type fixtures on the exterior of egress doors wired to EXIT signs with bigger battery to provide enough backup for the EXIT sign operation as well as remote fixtures to comply with UL 984.

Specialty Low Voltage Systems

Fire Alarm – The facility has a zoned type of fire alarm system. The existing fire alarm control unit is Gamewell, Flex 410. Initiating devices include manual pull stations, smoke, and heat detectors. Notification devices including horns/strobes installed throughout. It appears that some areas lack proper fire alarm notification coverage. We recommend that additional devices, initiating and notification, be provided to meet the current Code. Over the years the fire alarm system was modified to accommodate various building improvements. The control panel and some peripheral devices are obsolete. The typical life expectancy of fire alarm equipment is about 10-15 years. Most of the current equipment appears to have been installed at the time of building construction.

We recommend that the fire alarm system is replaced with a new addressable type in its entirety. Additional devices should be added to meet coverage requirements of the current code.

Video Surveillance System – The facility is equipped with a video surveillance system. Cameras are provided on the interior and the exterior of the building. The system appears to be part of the larger PVTA video surveillance system provided at all of their buildings. The system has been regularly maintained and is in like new condition.

Access Control Security System – Access to the building is controlled with an automatic access control system at all exterior doors. Interior access is also controlled by utilizing a similar access control system. No issues were noted by facility personnel. Similar to the video surveillance system, this building utilizes an access control system that is used in all the PVTA facilities.

Communication/Data – Data and telephone outlets are provided throughout the facility where required for communications. The facility utilizes voice over IP type phone system. The system appears to function properly, without any issues noted by the facility end users.

Public Address System – Speakers are provided in the maintenance and storage areas as well as on the exterior with speakers aimed at bus parking/circulation area and sleeping areas, currently two zones are being utilized, system is utilizing phones for paging. No known issues were noted.

IT Updates

During the course of this study, PVTA's IT department undertook improvements to the air conditioning in the IT room on the mezzanine to address immediate issues with the space. This included the installation of a Mitsubishi Suspended Split and new fresh air conduit run.

Recommendations

Recommendations

The following section summarizes the improvements, replacements and upgrades needed for the facility. They are divided into four programs:

- Bus and Bus Facilities Grant Request – shorter term renovation, including smaller scale option.

If PVTA is not awarded grant funding, then the recommendation is to complete the short-term improvements in two phases:

- Phase 1 – shorter term renovation
- Phase 2 – shorter term renovation

The longer-term recommendation to meet PVTA's needs is also outlined:

- Expansion Masterplan – longer term expansion into the neighboring property

FTA Bus & Bus Facilities Grant Request

PVTA submitted a grant application to FTA on July 14, 2025. The scope of work anticipated in that project is outlined here. The PVTA Northampton renovation is focused on upgrades to the bus maintenance bays and supporting spaces to improve PVTA's ability to maintain buses and provide increased employee safety, including ADA compliance. The planned renovation will update the entire bus maintenance area and support spaces in one phase. The renovation of the maintenance area includes the replacement of the three existing in-ground bus lifts of which one is no longer operational. Two of the planned in-ground lifts will be for 40' buses. The third lift will be an in-ground four post lift to give PVTA the flexibility to maintain a wider fleet of buses.

As part of the renovation the walls and metal roof deck will be cleaned and painted with a high-performance coating. The floor will be covered with an epoxy floor coating and striped for safety. Vehicle exhaust reels will be added between each of the maintenance bays. New LED light fixtures will be provided throughout all the spaces. The fluid reels will be replaced. The roof-top mechanical unit serving the maintenance area will be replaced to provide code-compliant ventilation and will include CO and NO2 sensors. The sprinkler system will be upgraded to a higher flow rate in the maintenance area due to the presence of electric buses. The overhead doors will be replaced with overhead coiling doors to avoid conflicts with lifting taller buses. The man doors will be replaced and provided with ADA compliant hardware. The maintenance area will be equipped with a code compliant eye wash/shower. To improve safety in the mezzanine a new guardrail and gate will be installed along the edge. The restrooms will be fully renovated and made ADA and code compliant.

The grant application looks for opportunities to scale back the project. The project has the opportunity to be scaled back by limiting it to only the replacement of the three lifts, overhead doors, and exhaust reels in the maintenance area and renovating the maintenance bays and support spaces in a future phase. This will result in a two-phased project which will increase operational disruption for PVTA. The restrooms, office, parts storage and mechanical rooms would not be renovated initially. The maintenance area would need new fluid reels, mechanical unit with

sensors, sprinkler system, man doors, lighting, finish upgrades and mezzanine improvements in a future phase. This saves approximately \$1 million on the project.

Phase 1

The Wendel team has devised a list of recommendations that should be undertaken as soon as possible to restore full capacity and improve the efficiency and safety of the maintenance area. These recommendations will require PVTa to vacate the maintenance area during construction.

First and foremost, the broken in-ground lift in the bay is limiting the capacity of the facility greatly. The renovation of the maintenance area centers around the replacement of the three existing in-ground bus lifts of which one is no longer operational. Two of the planned in-ground lifts will be for 40' buses. The third lift will be an in-ground four post lift to give PVTa the flexibility to maintain a wider fleet of buses, including articulating and coach buses. To provide extra clearance on this larger lift when maintaining coach buses, the sectional doors shall be replaced with overhead coiling doors, with the coil hood moved to the outside of the building, providing additional vertical clear space on the large bus bay. Vehicle exhaust reels will be added between each of the maintenance bays.

The Wendel team considered other options for lifting the articulated buses, such as converting the service lane to a new bay, and building a separate service lane, but it was determined that this option would not bring a benefit for the cost and time it would take while the existing broken lift stays out of commission.

The maintenance area, to include walls and ceilings, shall have existing coatings removed, surfaces cleaned, and repainted using high performance coatings, which will remain durable against maintenance activities. The floor of the maintenance area should be coated with a poured in place epoxy coating, which will reduce slipping hazards and be easier to clean and maintain. All man doors should be replaced with updated hardware, such as panic bars for improved safety and accessibility.

The existing sectional doors will be removed and replaced with exterior-mount overhead coiling doors as noted earlier in the report. These insulated doors will include small vision panels. This change will provide additional clearance when lifting the buses and add a small amount of additional clear floor space because the curtain tracks will now be located on the outside of the building.

Structural

The renovations in Phase 1 will require modifications to the existing slab on grade and associated lift foundations. The existing slab on grade at the maintenance bays is 8" thick and reinforced with welded wire reinforcement. The existing in-ground lift foundations are constructed with cast-

in-place 8" thick retaining walls and a 12" thick structural pit slab. The existing slab and foundations at the three lift locations will be demolished and reconstructed for the new in-ground lifts. Repairs to base of the existing precast concrete walls within the service lane is recommended to limit further moisture infiltration. Refer to the existing conditions section of this report as a reference to these areas and a repair description.

Where new vehicle exhaust reels are installed at the underside of the existing structure, the existing framing will be analyzed and local steel joist reinforcement provided to support the equipment.

Equipment

The proposed renovations in phase 1 will require the removal and replacement of all three vehicle lifts and vehicle exhaust systems.

The existing vehicle lifts are two post-inground lifts, that have reached the end of their useful life. Two of the inground lifts will be replaced with scissor lifts with two lifting points, these lifts will operate similarly to the currently installed lifts. The third lift will be a scissor lift with 4 lifting points, this lift will allow the facility to lift a variety of vehicles with varied wheelbases, such as the articulated and coach buses, an example of the lift locations and lifting capabilities is provided on drawing Q101.

The facility's existing vehicle exhaust system has reached the end of its useful life. As part of this phase the existing vehicle exhaust system would be removed in its entirety and replaced with overhead exhaust reels provided between the maintenance bays. Two reels will be provided, granting use to the bays on either side. The reel will be electric driven and controlled by a suspended pendant controller. The reel will be provided with its own exhaust fan that will automatically activate when the reel is energized. A ductwork riser from the fan will be extended through the roof and terminate with weather caps.

Fire Protection

It is common industry belief that standard sprinkler protection for parking garages and maintenance areas is inadequate for battery electric buses. Since there are not currently any code requirements for sprinkler protection of this scenario, we have developed a custom approach. Our approach has currently been reviewed and accepted by FM Global and State Fire Marshal's in CT, MA, and NY, as well as a variety of insurance companies. Due to the chemistry of lithium-ion batteries, it is nearly impossible to completely extinguish them once the chemical reaction has started. They can reignite for up to 24 hours in most cases. The current recommendation from NFPA for Lithium-Ion fires is large amounts of water to suppress the fire. When buses are indicating warnings, damaged, or have problems, they are typically brought to maintenance.

Although a bus may be left outside if the battery is a concern, maintenance is still a likely location where problems could occur.

In all areas where battery electric buses will be charged or maintained, we recommend providing a sprinkler system capable of 0.7 gallons per minute, per square foot (gpm/sf). Utilizing Control Mode Specific Application (CMSA) type sprinkler heads will require calculating the most remote 15 heads, to ensure the remaining system has adequate capacity. The shell of the bus prevents water from getting directly to the source of the fire. This sprinkler design approach has been developed to suppress an electric bus fire and prevent the fire from spreading to adjacent buses. This helps to protect the building, increase time for people to get out safely, and for the fire department to respond and take the proper measures.



PHOTO-01: POTENTIAL LOCATION FOR NEW FP SERVICE
(IT MAY BE THE NEXT COLUMN BAY, BUT THIS REPRESENTS THE INTENT OF OUR THOUGHT)

In the proposed renovations for phase 1, upgrades to the fire protection sprinkler system in the maintenance and storage areas should be provided to increase protection against battery electric bus fires. The existing water pressure at this facility is very high. Preliminary calculations based on existing flow test information determined that a fire pump would likely not be required. However, these upgrades would require a 6-inch backflow preventer and 6-inch mains out to each of these spaces, as well as new branch piping and heads. Head locations will need to be closely coordinated with existing equipment and systems to ensure full sprinkler coverage without obstructions. Head spacing will become tighter to achieve the desired coverage.

As mentioned in the existing condition assessment, the current fire sprinkler location and backflow preventer installation do not meet current codes. While a larger backflow and additional risers may be able to be forced to fit in under the existing stairs physically, installation of a new backflow would not meet current code clearance requirements. This may be a good opportunity to relocate the water service as well to provide a code compliant installation. We recommend intercepting the incoming water service at the south end of the facility, immediately after it enters the building.

If space is available, the best practice is to have a dedicated location exterior of the building for a bus that may have a maintenance or battery concern and needs to be evaluated. We would recommend that this dedicated area have clearance of at least 15ft on each side of the bus from any other combustibles. If it catches fire, it would be isolated and minimize risk. If a space like this is identified for this site, we would suggest providing a private fire hydrant within a reasonable proximity, for fire department use.

Mechanical

As part of Phase 1 the underground fume extraction system will be replaced with an above-ground hose reel system and new exhaust fan. This will improve maintenance access and long-term reliability.

Electrical

The scope of Phase 1 renovation will require the removal and replacement of all three vehicle lifts and vehicle exhaust systems in the maintenance area. Existing electrical connections for equipment proposed for removal will be demolished in their entirety. The new lifts will be provided with new power feeders as required. The vehicle exhaust reels will also be provided with new feeders as required. Existing power panelboards will be used for new feeders.

Phase 2

The second phase of the existing facility renovation continues the transformation of the maintenance area. New LED light fixtures will be provided throughout all the spaces. The fluid reels will be replaced. The roof-top mechanical unit serving the maintenance area will be replaced to provide code-compliant ventilation and will include CO and NO2 sensors. The sprinkler system will be upgraded to a higher flow rate in the maintenance area and in bus storage due to the presence of electric buses which will require a relocation of the existing fire protection service to a more appropriate location that would be coordinated with a future facility expansion. The man doors in the maintenance area will be replaced and provided with ADA compliant hardware. The maintenance area will be equipped with a code compliant eye wash/shower. The parts area and lube area will see minor renovations since the space is highly constrained and there are limited options for renovation.

The mezzanine area would receive paint for the walls and ceiling and would integrate a new guardrail and gate along the edge to improve safety for the employees transferring large parts up to the mezzanine. An example of the guardrail system is shown in the photo below. LED lighting would be integrated into the mezzanine along with a code compliant sprinkler system to support the tire area in the mezzanine. The IT space in the mezzanine area would have the carpet removed.



PHOTO-02: EXAMPLE OF GUARDRAIL SYSTEM

The maintenance restrooms will be completely renovated to better accommodate the staff and establish ADA and code-compliant restrooms. These renovations will involve turning the women's restroom into a single-use restroom with a shower and an attached locker area. While this reduces the existing capacity of the restroom and locker space, it will allow for greater access by creating a roll-in shower, and a fully accessible toilet room. The men's restroom will be reconfigured to also add a roll-in shower, one accessible toilet stall, and one accessible urinal, as well as lockers with a bench.

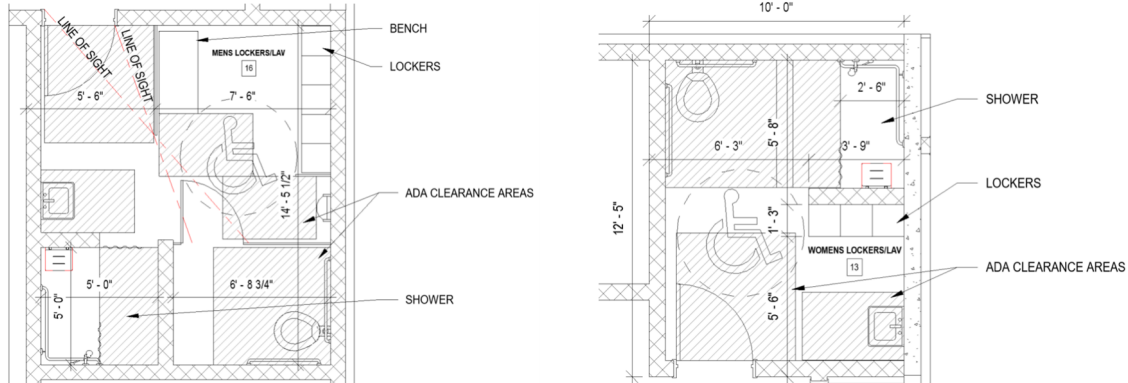


PHOTO-03: RESTROOM LAYOUTS

Structural

New rooftop mounted equipment and fire protection support will require localized reinforcement at the existing joists. All structural steel framing supporting new equipment will be analyzed to determine the extent of reinforcement required.

Equipment

The proposed renovations in Phase 2 will replace the existing fluid distribution reels that are suspended from the structure above. Each reel will be replaced in its entirety and provided with clear product labels and new dispensing nozzles.

To facilitate top of vehicle maintenance it is recommended that PVTa purchase a bus scaffold system (fall protection). The system recommended is portable, which allows on top of vehicle maintenance to be performed in any maintenance bay or throughout the facility. Storage space for the system could be a concern in the existing maintenance space and final dimensions will need to be coordinated in a future design phase. The system may need to be made to custom lengths and widths.



PHOTO-04: BUS SCAFFOLD SYSTEM

Fire Protection

If all recommended fire protection upgrades in Phase 1 are implemented, there is no additional work to be performed in Phase 2.

Plumbing

The Phase 2 scope will include replacing all plumbing fixtures in the areas slated for renovation with ADA-compliant, water-efficient models for code compliance, accessibility and water savings. The eyewash stations will be replaced with combination emergency shower/eyewashes with tepid water supply which is required for ANSI Z358.1 compliance and worked safety. A dedicated handwashing station will be added in the maintenance area to improve hygiene for the maintenance staff. The hot and cold-water piping will be insulated to meet the current energy code, especially near the heater and mixing valve; this will improve energy efficiency. The underground sanitary and storm piping will be video-inspected and jet-cleaned to prevent potential blockages and identify hidden defects. A refrigerated drinking fountain with bottle-filling station will be installed for improved hygiene and use convenience.

Mechanical

The Phase 2 scope will include upgrading the HVAC system in the bus maintenance area to meet IMC ventilation code requirements, improve air quality and occupant safety. A dedicated hot water air handling unit with heat recovery ventilation and CO/NO₂ sensors for continuous ventilation during occupied mode will be installed. Upgrade the HVAC system in the bus garage area with a dedicated gas-fired makeup air unit and CO/NO₂ gas monitoring/control system. All HVAC equipment, including boilers, will be integrated into a new BMS for centralized monitoring and control. The new BMS system will improve operational efficiency and maintenance oversight. The powered roof ventilators will be replaced and interlocked with BMS controls to enhance ventilation efficiency and system integration. A chemical feeder will be added for glycol charging the hot water loop. Glycol protects the equipment from corrosion and freeze damage.

The non-functional restroom exhaust fan will be replaced for code compliance and improved sanitation. The negative pressure issue in the IT server room will be addressed to prevent dust infiltration. This protects the sensitive equipment and improves indoor air quality.

Electrical

The scope of Phase 2 renovation will require additional electrical work to be completed. All existing lighting in the maintenance bays will be replaced, wiring and switching removed in their entirety. New lighting will be provided to provide an average of about 50fc. Emergency lighting will be added to provide code-required minimum illumination. Electrical connections will be provided for all the new equipment proposed in this phase. Additional connections will be provided as required for a new gas detection system. Similarly, existing electrical distribution will be used to

accommodate these connections. We recommend that the fire alarm system is replaced with a new addressable type in its entirety. Additional devices should be added to meet coverage requirements of the current code.

Expansion Masterplan

The Northampton facility has continued to grow and is near the capacity of the site and the building. PVTA is faced with a decision on how to expand the footprint of the current site or seek to find another site that will allow them to continue to expand. The design team has developed the Phase 1 and 2 plan that maximizes the maintenance bays, however the site constraints remain.

The team reviewed potential options to modify the site configuration on the existing footprint with the addition of offsite car parking, but this had only a minor impact on the site constraints. Following this exercise, PVTA expressed an opportunity to potentially acquire the adjacent property located at the corner of Industrial Drive and Bradford Street. They directed the team to review if this option would allow for the facility to grow in a logical manner and if it would provide the necessary space to grow for the next 20 years.

The team produced options that included acquiring the property to the south of the existing site.

Option	Drawing	Description
Option 1	A201	Shows Phases 1 and 2 and maximizes the use of the existing site.
Option 2	A202	Shows a new fixed-route storage building on the neighboring property. Expands maintenance adjacent to the existing maintenance space. New service building.
Option 3	A203	Shows a new fixed-route storage building on the neighboring property. Expands maintenance next to the existing paratransit storage. A new service lane is provided in the center of the site.
Option 4	A204	Shows a new fixed-route storage, fixed-route operations and fixed-route maintenance building on the neighboring property.
Option 5	A205	Shows a new fixed-route storage, fixed-route operations and fixed-route maintenance building on the neighboring property.
Option 6	A206	Creates one large facility using the neighboring property. Fixed-route and paratransit storage are on the neighboring property with maintenance bays connecting the existing facility.

Based on our preliminary review of the site it appears that the site is of sufficient size to allow PVTA to expand and grow for the next 30 years. After presenting the options to PVTA their team provided additional feedback to the design team focused on not splitting the maintenance space. Based on this feedback options 5 and 6 were further developed. Options 5 and 6 focus on a connected facility that has the ability to be built in a phased manner and have a minimal impact

on the current operations. The new facility would have expanded maintenance bays and maintenance support spaces, expanded driver facilities, expanded indoor storage, internal site circulation, and internal expanded service lanes. A new above-ground, double-walled, diesel storage tank and dispensing system will be provided at the new service lanes.

The new design highlights separation of cars and buses and creating internal bus storage with internal circulation to the service lanes. This configuration reduces freezing issues associated with the bus wash in the winter months and minimizes snow removal conflicts that currently exist on site. Another key focus for PVTa was minimizing any conflicts with investments made to date and plans to make with the Phase 1 and 2 renovations at the current facility and site. The design team recognizes the investment PVTa has made to maintain the facility and the new masterplans maximize the investments and do not sacrifice long-term decisions.

Purpose and Need

PVTa's current landlocked property creates operational limitations that are not correctable without acquiring additional property and does not allow for future anticipated growth:

- Site circulation constraints – buses need to use Industrial Drive to circulate rather than remain on-site creating operational inefficiency.
- The existing facility is already at the limits of the City of Northampton's 20% open space requirement (landscaped/impervious area) of the Zoning Ordinance which restricts what else can be developed on the site.
- Parking constraints – Insufficient space to park paratransit vans and employee vehicles.
- Lack of space to expand the facility for future anticipated needs for maintenance, operations, administration, service or storage of vehicles.
- Lack of space to relocate the existing below grade diesel tank with a new above-ground tank as it reaches the end of its useful life.

The goal of the masterplan is to expand the facility into the neighboring property to improve operational efficiency and workflow. By creating a new, modern facility that can accommodate projected service and employee growth over the next 30 years the following outcomes are expected:

- Meet future anticipated demand for bus service in the Northampton area.
- Improved productivity and efficiency for the maintenance, service and operation of buses.
- Enhanced employee morale with a modernized, spacious facility which will aid in recruiting and retaining employees.
- Increased safety through improved layouts for bus and employee circulation. The facility will meet current buildings codes and comply with ADA.
- Better service delivery and improved customer experience.

Next Steps

The following are recommended next steps for pursuing the feasibility of the acquisition of the neighboring property and further developing the masterplan for the site.

- Conduct a study to confirm that the selection of the neighboring site is the best option for PVTA operationally in lieu of a different site in the Northampton service area.
- Completion of NEPA and issuance of an environmental decision prior to the acquisition of the property.
- Conduct detailed programming for the masterplan to determine exact space needs to inform the concept design.
- Develop a concept level site plan and floor plans for the masterplan.
- Develop a project budget, including estimated construction cost, property acquisition, environmental costs, design fees and associated soft costs.

The above-listed scope of work could be funded through an FTA grant application.

Cost Estimates

Cost Estimates Introduction

The following cost estimates are included in this section:

- Bus and Bus Facilities Grant Application
- Bus and Bus Facilities Grant Application – smaller scale project
- Phase 1 – shorter term renovation
- Phase 2 – shorter term renovation
- Expansion Masterplan – longer term expansion into the neighboring property. This conceptual level estimate is applicable to any of the masterplan options that use the neighboring property as it is based on anticipated square footages of demolition, renovation, and new construction.

Opinion of Probable Construction CostProject Name: PVTA Northampton Maint. & Operations Facility - **Grant Application**

Project Owner: PVTA

Project Location: Northampton, MA

Wendel Project Number: 448714

Phase: Program Estimate

Date: 07/07/2025



Program	Quantity	Unit	\$/Unit	Total \$
Service/Maintenance	3650	SF	\$ 150.00	\$ 547,500
Concrete Demolition & Removal for Lift Pits		LS	\$ 44,780.00	\$ 44,780
Lift Pit Footers and Slabs		LS	\$ 52,000.00	\$ 52,000
Fluid Dispensing	190	SF	\$ 145.00	\$ 27,550
Hallway	150	SF	\$ 105.00	\$ 15,750
Office	110	SF	\$ 185.00	\$ 20,350
Parts Storage Room	670	SF	\$ 90.00	\$ 60,300
Mechanical Room	217	SF	\$ 90.00	\$ 19,530
Men's & Women's Lockers/Lav	295	SF	\$ 140.00	\$ 41,300
Mezzanine	1400	SF	\$ 90.00	\$ 126,000
Overhead Door Replacement	3	EA	\$ 32,000.00	\$ 96,000
SF Costing Total	6685	SF	\$ 157.23	\$ 1,051,060
Equipment				
40' Lift (incl installation)	2	EA	\$ 280,000.00	\$ 560,000
Four Post Lift (incl installation)	1	EA	\$ 475,000.00	\$ 475,000
Vehicle Exhaust System (Lot)	1	EA	\$ 40,500.00	\$ 40,500
Fluid Reel Replacement	2	EA	\$ 2,400.00	\$ 4,800
Equipment Total				\$ 1,080,300
Sub-total	6685	SF	\$ 318.83	\$ 2,131,360
Markups:				
General Conditions	10%			\$ 213,136
Construction Contingency	15%			\$ 319,704
Design Contingency	35%			\$ 745,976
Contractor OHP	10%			\$ 213,136
Sub-Contractor OHP (40% of total)	5%			\$ 42,627
Escalation (Until end of 2026)	6%			\$ 127,882
Phasing	0%			\$ -
Sub-total				\$ 1,662,461
Construction Total			\$ 567.51	\$ 3,793,821
Soft Costs:				
Architecture & Engineering Design Services Allowance	10%			\$ 379,382
Construction Management Allowance	3%			\$ 113,815
Permit Fees Allowance	2%			\$ 75,876
Special inspections / Testing Allowance	2%			\$ 75,876
Sub-total				\$ 644,950
Project Total			\$ 663.99	\$ 4,438,770

Exclusions:

Excludes any Phasing

FFE

Utility Fees (Electric, Communications, etc.)

Network Electronics (Servers, Wi-Fi Access Points, etc.)

Assumptions:

Includes fire protection system to cover battery electric buses. Assumes adequate capacity exists.

Includes all concrete cutting and lift pits required for the new lifts.

Assumes (2) fluid reel replacements.

Includes a (3) vehicle exhaust reels.

Opinion of Probable Construction CostProject Name: PVTA Northampton Maint. & Operations Facility - **Grant Application - Smaller Scale**

Project Owner: PVTA

Project Location: Northampton, MA

Wendel Project Number: 448714

Phase: Program Estimate

Date: 07/07/2025



Program	Quantity	Unit	\$ /Unit		Total \$
Service/Maintenance	3650	SF	\$	105.00	\$ 383,250
Concrete Demolition & Removal for Lift Pits		LS	\$	44,780.00	\$ 44,780
Lift Pit Footers and Slabs		LS	\$	52,000.00	\$ 52,000
Fluid Dispensing	0	SF	\$	145.00	\$ -
Hallway	0	SF	\$	105.00	\$ -
Office	0	SF	\$	185.00	\$ -
Parts Storage Room	0	SF	\$	90.00	\$ -
Mechanical Room	0	SF	\$	90.00	\$ -
Men's & Women's Lockers/Lav	0	SF	\$	140.00	\$ -
Mezzanine	0	SF	\$	90.00	\$ -
Overhead Door Replacement	3	EA	\$	32,000.00	\$ 96,000
SF Costing Total	3653	SF	\$	157.69	\$ 576,030
Equipment					
40' Lift (incl installation)	2	EA	\$	280,000.00	\$ 560,000
Four Post Lift (incl installation)	1	EA	\$	475,000.00	\$ 475,000
Vehicle Exhaust System (Lot)	1	EA	\$	40,500.00	\$ 40,500
Fluid Reel Replacement	0	EA	\$	2,400.00	\$ -
Equipment Total					\$ 1,075,500
Sub-total	3653	SF	\$	452.10	\$ 1,651,530
Markups:					
General Conditions	10%				\$ 165,153
Construction Contingency	15%				\$ 247,730
Design Contingency	35%				\$ 578,036
Contractor OHP	10%				\$ 165,153
Sub-Contractor OHP (40% of total)	5%				\$ 33,031
Escalation (Until end of 2026)	6%				\$ 99,092
Phasing	0%				\$ -
Sub-total					\$ 1,288,193
Construction Total			\$	804.74	\$ 2,939,723
Soft Costs:					
Architecture & Engineering Design Services Allowance	10%				\$ 293,972
Construction Management Allowance	3%				\$ 88,192
Permit Fees Allowance	2%				\$ 58,794
Special inspections / Testing Allowance	2%				\$ 58,794
Sub-total					\$ 499,753
Project Total			\$	941.55	\$ 3,439,476

Exclusions:

Excludes any Phasing

FFE

Utility Fees (Electric, Communications, etc.)

Network Electronics (Servers, Wi-Fi Access Points, etc.)

Assumptions:

Includes fire protection system to cover battery electric buses in maintenance and bus storage. Assumes adequate capacity exists.

Includes all concrete cutting and lift pits required for the new lifts.

Assumes (2) fluid reel replacements.

Includes a (3) vehicle exhaust reels.

Opinion of Probable Construction CostProject Name: PVTA Northampton Maint. & Operations Facility - **Phase 1**

Project Owner: PVTA

Project Location: Northampton, MA

Wendel Project Number: 448714

Phase: Program Estimate

Date: 08/22/2025



Program	Quantity	Unit	\$/Unit		Total \$
Service/Maintenance	3650	SF	\$	105.00	\$ 383,250
Concrete Demolition & Removal for Lift Pits		LS	\$	44,780.00	\$ 44,780
Lift Pit Footers and Slabs		LS	\$	52,000.00	\$ 52,000
Fluid Dispensing	0	SF	\$	145.00	\$ -
Hallway	0	SF	\$	105.00	\$ -
Office	0	SF	\$	185.00	\$ -
Parts Storage Room	0	SF	\$	90.00	\$ -
Mechanical Room	0	SF	\$	90.00	\$ -
Men's & Women's Lockers/Lav	0	SF	\$	140.00	\$ -
Mezzanine	0	SF	\$	90.00	\$ -
Overhead Door Replacement	3	EA	\$	32,000.00	\$ 96,000
SF Costing Total	3653	SF	\$	157.69	\$ 576,030
Equipment					
40' Lift (incl installation)	2	EA	\$	280,000.00	\$ 560,000
Four Post Lift (incl installation)	1	EA	\$	475,000.00	\$ 475,000
Vehicle Exhaust System (Lot)	1	EA	\$	40,500.00	\$ 40,500
Fluid Reel Replacement	0	EA	\$	2,400.00	\$ -
Equipment Total					\$ 1,075,500
Sub-total	3653	SF	\$	452.10	\$ 1,651,530
Markups:					
General Conditions	10%				\$ 165,153
Construction Contingency	15%				\$ 247,730
Design Contingency	35%				\$ 578,036
Contractor OHP	10%				\$ 165,153
Sub-Contractor OHP (40% of total)	5%				\$ 33,031
Escalation (Until end of 2026)	6%				\$ 99,092
Phasing	0%				\$ -
Sub-total					\$ 1,288,193
Construction Total			\$	804.74	\$ 2,939,723
Soft Costs:					
Architecture & Engineering Design Services Allowance	10%				\$ 293,972
Construction Management Allowance	3%				\$ 88,192
Permit Fees Allowance	2%				\$ 58,794
Special inspections / Testing Allowance	2%				\$ 58,794
Sub-total					\$ 499,753
Project Total			\$	941.55	\$ 3,439,476

Exclusions:

Excludes any Phasing

FFE

Utility Fees (Electric, Communications, etc.)

Network Electronics (Servers, Wi-Fi Access Points, etc.)

Assumptions:

Includes fire protection system to cover battery electric buses in maintenance and bus storage. Assumes adequate capacity exists.

Includes all concrete cutting and lift pits required for the new lifts.

Assumes (2) fluid reel replacements.

Includes a (3) vehicle exhaust reels.

Opinion of Probable Construction CostProject Name: PVTA Northampton Maint. & Operations Facility - **Phase 2**

Project Owner: PVTA

Project Location: Northampton, MA

Wendel Project Number: 448714

Phase: Program Estimate

Date: 08/22/2025



Program	Quantity	Unit	\$/Unit		Total \$
Service/Maintenance	3650	SF	\$	105.00	\$ 383,250
Concrete Demolition & Removal for Lift Pits		LS	\$	-	\$ -
Lift Pit Footers and Slabs		LS	\$	-	\$ -
Fluid Dispensing	190	SF	\$	145.00	\$ 27,550
Hallway	150	SF	\$	105.00	\$ 15,750
Office	110	SF	\$	185.00	\$ 20,350
Parts Storage Room	670	SF	\$	90.00	\$ 60,300
Mechanical Room	217	SF	\$	90.00	\$ 19,530
Men's & Women's Lockers/Lav	295	SF	\$	140.00	\$ 41,300
Mezzanine	1400	SF	\$	90.00	\$ 126,000
Overhead Door Replacement	0	EA	\$	32,000.00	\$ -
SF Costing Total	6682	SF	\$	103.87	\$ 694,030
Equipment					
40' Lift (incl installation)	0	EA	\$	280,000.00	\$ -
Four Post Lift (incl installation)	0	EA	\$	475,000.00	\$ -
Vehicle Exhaust System (Lot)	0	EA	\$	40,500.00	\$ -
Fluid Reel Replacement	2	EA	\$	2,400.00	\$ 4,800
Equipment Total					\$ 4,800
Sub-total					
	6682	SF	\$	104.58	\$ 698,830
Markups:					
General Conditions	10%				\$ 69,883
Construction Contingency	15%				\$ 104,825
Design Contingency	35%				\$ 244,591
Contractor OHP	10%				\$ 69,883
Sub-Contractor OHP (40% of total)	5%				\$ 13,977
Escalation (Until end of 2027)	9%				\$ 62,895
Phasing	0%				\$ -
Sub-total					\$ 566,052
Construction Total			\$	189.30	\$ 1,264,882
Soft Costs:					
Architecture & Engineering Design Services Allowance	10%				\$ 126,488
Construction Management Allowance	3%				\$ 37,946
Permit Fees Allowance	2%				\$ 25,298
Special inspections / Testing Allowance	2%				\$ 25,298
Sub-total					\$ 215,030
Project Total			\$	221.48	\$ 1,479,912

Notes:

Includes fire alarm system upgrade in maintenance.

Exclusions:

Excludes any Phasing

FFE

Utility Fees (Electric, Communications, etc.)

Network Electronics (Servers, Wi-Fi Access Points, etc.)

Opinion of Probable Construction CostProject Name: PVTA Northampton Maint. & Operations Facility - **Masterplan**

Project Owner: PVTA

Project Location: Northampton, MA

Wendel Project Number: 448714

Phase: Program Estimate

Date: 08/22/2025



Program	Quantity	Unit	\$/Unit	Total \$
Demolition on PVTA's Existing Site	3000	SF	\$ 10.00	\$ 30,000
Renovation	15270	SF	\$ 150.00	\$ 2,290,500
New Construction - Bus Storage	83800	SF	\$ 350.00	\$ 29,330,000
New Construction - Bus Maintenance	6900	SF	\$ 450.00	\$ 3,105,000
New Construction - Service Fueling	2400	SF	\$ 500.00	\$ 1,200,000
New Construction - Wash	2400	SF	\$ 400.00	\$ 960,000
New Construction - Equipment Allowance	1		\$1,500,000	\$ 1,500,000
				\$ -
				\$ -
				\$ -
SF Costing Total	113771	SF	\$ 337.66	\$ 38,415,500
Sitework				
Sitework	9	AC	\$ 310,000.00	\$ 2,790,000
				\$ -
				\$ -
				\$ -
Sitework Total				\$ 2,790,000
Sub-total	113771	SF	\$ 362.18	\$ 41,205,500
Markups:				
General Conditions		10%		\$ 4,120,550
Construction Contingency		15%		\$ 6,180,825
Design Contingency		35%		\$ 14,421,925
Contractor OHP		10%		\$ 4,120,550
Sub-Contractor OHP (40% of total)		5%		\$ 824,110
Escalation (Until end of 2030)		18%		\$ 7,416,990
Phasing		0%		\$ -
Sub-total				\$ 37,084,950
Construction Total			\$ 688.14	\$ 78,290,450
Soft Costs:				
Architecture & Engineering Design Services Allowance		10%		\$ 7,829,045
Construction Management Allowance		3%		\$ 2,348,714
Permit Fees Allowance		2%		\$ 1,565,809
Special inspections / Testing Allowance		2%		\$ 1,565,809
Sub-total				\$ 13,309,377
Project Total			\$ 805.12	\$ 91,599,827

Exclusions:

Excludes any Phasing

FFE

Utility Fees (Electric, Communications, etc.)

Network Electronics (Servers, Wi-Fi Access Points, etc.)

Hazardous material or unsuitable soil remediation and clean-up

Land acquisition and demolition of existing buildings

Meeting Minutes

MEETING MINUTES

Date: April 30, 2025
 Subject: PVT Northampton Renovation & Expansion Study – Kick-Off Meeting
 Place: Zoom
 Time: 2:00 PM – 3:00 PM
 Attendees: John Burke, Carolyn Hart-Lucien, Paul Stanson, Rauley Caine, Eric Szymczak, Brian Grenier, Jamin Carroll, Dave Duchscherer, Sean Beachy, Grace Viger, Lindsay Brownschidle

TOPICS DISCUSSED:

1. Project Overview

a. Objective

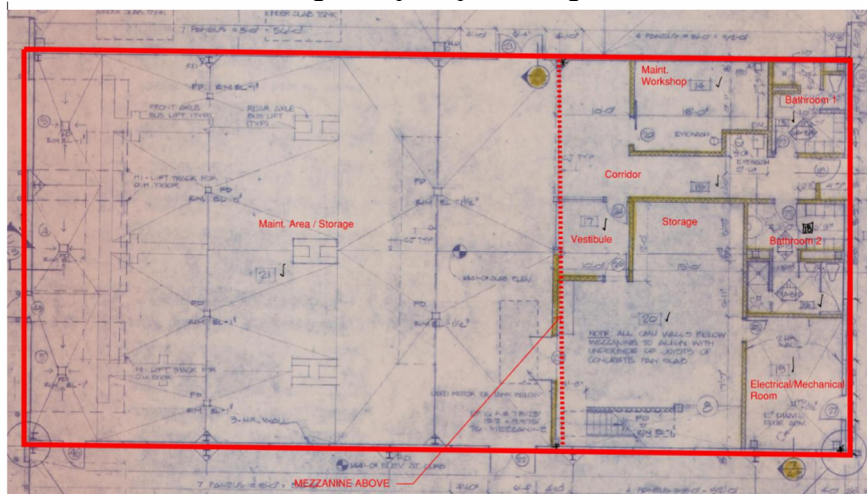
- i. Design study and program to renovate and expand the maintenance areas of the Northampton facility in two phases
- ii. The facility will remain occupied/operational during any renovations

b. Project Information / Existing Documents

- i. Wendel has the survey and STV report
- ii. John provided Sean with a CD of the existing drawings
- iii. Lindsay is working with W&S to get the 2014 facility assessment

c. Current Conditions

- i. One lift is down currently. The lifts are original. Need to properly maintain an artic bus. Currently maintaining them in the “top” bay using combination of in-ground and portable lifts. Open to maintaining the artic buses in any bay.
- ii. Any renovations to the restrooms would require making them ADA compliant.
- iii. IT is using the mezzanine space and has issues with the AC. Needs to draw outside air rather than from the maintenance area. The mezzanine is accessed by stairs.
- iv. Maintenance area needs better ventilation. Like the low speed high volume fans at Cottage Street.
- v. The site is at the limit for green space per zoning code at 15%.



2. Scope

a. Tasks

- i. Review the facility
- ii. Interviews with staff
- iii. Develop program of recommended replacements, upgrades, improvements, etc.
- iv. Review building code and ADA compliance
- v. Prioritization and cost estimates for recommendations
- vi. Design feasibility of the longer-term building envelope expansion alternative to accommodate artic in-ground lift in one, two or all three bays

b. Deliverables

- i. Immediate / Short-Term Program - \$2.5 – 3M
- ii. Longer Term Renovation & Expansion Program

3. Project Team

- a. Wendel
- b. AKAL Engineering – mechanical and plumbing
- c. Weston & Sampson – hazardous materials testing

4. Schedule

- a. Duration – within 4 months
- b. Site visit / Immersion dates
 - i. **May 28-29**
 - ii. Lindsay to prepare a draft agenda.
- c. Progress meetings – biweekly – Wednesdays at 2:00

Task Name	Start Date	End Date
+ Summary		
- Schedule	04/22/25	08/18/25
- Study	04/22/25	08/18/25
Receive NTP / PO	04/22/25	04/22/25
Team Kick-Off Meeting	04/29/25	04/29/25
PVTA Kick-Off Meeting	04/30/25	04/30/25
Prep for Site Visit Immersion	05/01/25	05/30/25
- Hazardous Materials Testing		
Site Visit for Testing		
Lab Testing		
Receive Report		
<u>Site Visit / Immersion</u>	<u>06/02/25</u>	<u>06/13/25</u>
- Develop Program	06/16/25	07/09/25
Immediate / Short-Term Renovation Program	06/16/25	07/09/25
Long-Term Full Renovation & Expansion Program	06/16/25	07/09/25
Develop Concepts	06/16/25	07/09/25
Develop Report	06/16/25	07/09/25
<i>Meeting with Estimating</i>	<i>06/30/25</i>	<i>06/30/25</i>
Pencils Down on Program, Concepts & Report	07/10/25	07/10/25
Cost Estimate	07/11/25	07/31/25
QA/QC Comments	07/11/25	07/17/25
QA/QC Pick-Up and Back Check	07/18/25	07/24/25
Deliver Draft Report	08/01/25	08/01/25
PVTA Review / Comment Period	08/04/25	08/08/25
Address PVTA Comments	08/11/25	08/15/25
Deliver Final Report	08/18/25	08/18/25

MEETING MINUTES

Date: May 21, 2025
 Subject: PVT Northampton Renovation & Expansion Study – Progress Meeting
 Place: Zoom
 Time: 2:00 PM – 2:45 PM
 Attendees: John Burke, Carolyn Hart-Lucien, Paul Stanson, Rauley Caine, Eric Szymczak, Brian Grenier, Jamin Carroll, Sean Beachy, Grace Viger, Lindsay Brownschidle, Alexander Ismael

TOPICS DISCUSSED:

1. Project Updates
 - a. Review Immersion Agenda
 - i. Design team will be on-site next week on Wednesday and Thursday.
 - ii. Will meet with Paul to review IT needs. IT is planning to install an AC unit in the mezzanine space separately from this project as it is an urgent need.
 - iii. Immersion will include programming for long-term needs, which may include looking for more property.
 - b. Long Term Budgets by Year
 - i. John to provide estimates of funding per year to coordinate with program packages.
 - c. Files
 - i. John to see if there are other CAD or PDF files for the facility.
2. Schedule
 - a. Duration – within 4 months
 - b. Bus & Bus Facilities Grant Due – 7/14
 - c. Progress meetings – biweekly – Wednesdays at 2:00 – Lindsay to send invites.

Task Name	Start Date	End Date
Study	04/22/25	08/07/25
Receive NTP / PO	04/22/25	04/22/25
Team Kick-Off Meeting	04/29/25	04/29/25
PVTA Kick-Off Meeting	04/30/25	04/30/25
Prep for Site Visit Immersion	05/01/25	05/27/25
<i>Site Visit / Immersion</i>	05/28/25	05/29/25
Hazardous Materials Testing		
Develop Program	05/30/25	06/30/25
Immediate / Short-Term Renovation Program	05/30/25	06/30/25
Long-Term Full Renovation & Expansion Program	05/30/25	06/30/25
Develop Concepts	05/30/25	06/27/25
Develop Report	05/30/25	06/27/25
<i>Meeting with Estimating</i>	06/23/25	06/23/25
Pencils Down on Program, Concepts & Report	07/01/25	07/01/25
Cost Estimate	07/02/25	07/22/25
QA/QC Comments	07/02/25	07/08/25
QA/QC Pick-Up and Back Check	07/09/25	07/15/25
Bus & Bus Facilities Grant Application Due	07/14/25	07/14/25
Deliver Draft Report	07/23/25	07/23/25
PVTA Review / Comment Period	07/24/25	07/30/25
Address PVTA Comments	07/31/25	08/06/25
Deliver Final Report	08/07/25	08/07/25

MEETING MINUTES

Date: May 28 – 29, 2025
Subject: PVTA Northampton Renovation & Expansion Study – Immersion & Site Visit
Place: 54 Industrial Drive, Northampton, MA
Attendees: John Burke, Paul Stanson, Jamin Carroll, Brian Grenier, Eric Szymczak, Sean Beachy, Lindsay Brownschidle, Alexander Ismael, Grace Viger, Rus Belous, Chris Colvin, Mac Willson, Anup Khatra

TOPICS DISCUSSED:

Day 1 – Wednesday, May 28th

1. Overall Considerations:
 - a. Neighbor is only interested in selling the entire property rather than a strip/portion.
 - b. Long term goal to be at this property with growth of the fleet (21 buses to 38/39).
 - c. Hatch has done a study on converting to electric buses.
 - d. Discussion on use of island in the street for employee parking. May be able to re-route traffic or straighten the road.
 - e. A maintenance bay addition in bus storage will result in loss of bus parking (~3 spaces).
 - f. 10' maintenance addition for artic if done across all of the bays will be difficult from a construction phasing standpoint.
 - g. Growth of fleet may need more maintenance bays and chassis wash.
 - h. May be able to use neighboring property for employee parking during construction.
2. Programming:
 - i. Maintenance
 - i. Need artic bay – top priority.
 - ii. Need at least 1 additional bay (total of 4 bays) for maintenance as the fleet grows.
 - iii. Chassis wash bay may be needed as fleet grows.
 - iv. Drivers space, lockers, mailboxes need more space as staff grows.
 - v. Need a supervisor office.
 - vi. Maintenance supervisor office is sufficient.
 - vii. Discussion on removing IT space and moving tires to the ground floor, expand parts storage in the mezzanine.
 - viii. Sprinkler system upgrade for electrical buses – extend 15' beyond area of BEBs.
 - ix. 6.5 FTEs in maintenance/service.
 - x. Look at moving lube/used oil storage to an exterior wall. Create a specialty tool storage or a compressor room.
 - xi. Used oil is pumped every 4-6 weeks. 500-gallon tank.
 - xii. Would like uniform storage.
 - xiii. Would like a proper locker room.
 - xiv. Breakroom – currently using the table in the parts room. Prefer the breakroom to be separate for drivers and maintenance staff.
 - xv. Most body work goes to Cottage Street.
 - xvi. Forklift – dedicated storage for this equipment located in bus storage.
 - xvii. Battery storage – used in wash bay, new in lube room.

- xviii. In-ground scissor lifts similar to Cottage Street.
- xix. Vehicle exhaust reels – all new. Current is in-ground from 1986.
- xx. Need portable plug-in charging in maintenance as BEB fleet grows ideally coverage for all bays.
- xxi. Have 2-eyewash stations, no emergency shower. Need to see if the eyewashes have tempered water.
- xxii. Fall protection on the center bay – installed approximately 2016. Ideally more bays including the artic bay.
- xxiii. Overhead crane for BEB roof-top battery packs.
- xxiv. Charging preference is plug-in.
- xxv. Currently 4 BEBs.
- j. IT
 - i. Paul is getting a new AC unit for the IT room in the mezzanine. Ideally want an IT room in a space with clean air (office area?). Diesel particulate is an issue. Moving to the cloud – less need for server rack space. 10x15 space ideal. One rack with 3' clearance. No need for an office. If the space stays on the mezzanine the carpet needs to be removed.
- k. Fueling
 - i. Tanks are from August 2006. 15,000-gallon tank. A 20,000-gallon new above ground tank makes sense.
 - ii. Diesel – deliveries every 2 weeks.
 - iii. Want to track fluids in the future similar to Cottage Street.
 - iv. Generator is new.

Day 2 - Thursday, May 29th

- 3. Review of assessment / existing conditions:
 - a. Electrical:
 - i. Existing electrical service is not adequate if a fire pump is needed but sufficient for the building.
 - ii. Jamin to provide 12 months of electric bills.
 - iii. 4 BEBs are used everyday except Sunday.
 - iv. John to provide Hatch report.
 - v. Generator should be sufficient.
 - vi. Storage addition would require significant changes to electrical.
 - b. Plumbing:
 - i. Tempered water needed for eye washes.
 - ii. Water heater and boilers are in good condition.
 - iii. Plumbing fixtures in bathrooms need to be replaced.
 - c. HVAC
 - i. Ventilation needed in maintenance.
 - ii. CO/NO2 sensors needed.
 - iii. Bathroom exhaust needs to be replaced.
 - iv. Connect into BMS.
 - v. Oil water separator might have to be moved or shortened for addition.
 - d. Fire Protection:
 - i. Upgrade system in maintenance for BEBs.
 - ii. Fire pump likely not needed but will be reviewed (based on calcs).
 - iii. Will do a fire flow test.
 - iv. Water service has to move prior to a storage addition.
 - e. Structural

- i. Spalls in walls in bus wash and reinforcing strands are exposed.
- ii. Maintain storage joists.
- iii. Metal deck is peeling and needs to be cleaned.
- iv. Touching existing wall panels may create a challenge.

4. Phases Layouts

- a. Phases target \$2.5 - \$3M construction budget.
- b. PHASE 1
 - i. Lift Replacement (3)
 - ii. Maintenance Painting (walls, ceiling, floor)
 - iii. Exhaust Reels
 - iv. Mechanical Unit Installation (including sensors)
 - v. Fluid Reel Replacement
- c. PHASE 2
 - i. New Service Lane
 - ii. Employee Car Relocation (pending options)
- d. PHASE 3
 - i. Sprinkler Replacement
 - ii. Restroom Renovation
 - iii. Existing Service Lane Conversion
- e. Future Opportunities
 - i. ADA upgrades
 - ii. Bus storage exiting
 - iii. Bus storage access
 - iv. Bus storage to maintenance paving
 - v. IT room relocation
 - vi. New property
 - vii. Relocate water service prior to storage addition

5. Next Steps

- a. Looking at adjacent property for longer term project. Phase 1 stays the same. Look at a Masterplan of the adjacent property is acquired.
- b. Look at what the bus and bus facilities grant project would be. Possibly it is the Phase 1 work as that will not impact future phases of work/acquiring more property. The grant application is due in July. Meet next week on grants.

MEETING MINUTES

Date: July 16, 2025
Subject: PVT Northampton Renovation & Expansion Study – Progress Meeting
Place: Zoom
Time: 2:00 PM – 3:00 PM
Attendees: John Burke, Carolyn Hart-Lucien, Paul Stanson, Eric Szymczak, Brian Grenier, Jamin Carroll, Sean Beachy, Grace Viger, Lindsay Brownschidle, Alexander Ismael

TOPICS DISCUSSED:

1. Project Updates
 - a. Received hazardous materials report from Weston & Sampson. Only finding was asbestos in the wall expansion join. The report will be rolled into Wendel's report.
2. Design
 - a. Grant Scope Overview
 - i. Scope includes the full renovation of the maintenance area and mezzanine. This includes replacing the 3 lifts, new lighting, finishes, mechanical upgrades, new guardrail on the mezzanine, etc. It includes all recommended improvements in one phase to minimize the impact on operations.
 - ii. Scope of work includes replacement of the overhead doors to provide additional clearance for coach buses.
 - iii. Grant application was submitted. Expect to hear on award at the end of September.
 - b. Short Term Programs
 - i. Phase 1 focuses on the maintenance area and requires no rework if the facility is expanded or undergoes further renovations in future phases.
 - ii. The future phases involve relocating the service lane and run into constraints with the size of the site, utilities and parking.
 - c. Masterplans
 - i. The masterplan concepts look at how the facility might grow if the neighboring property is acquired. The concepts move fixed route to the new site and create two buildings.
 - ii. The masterplans building on the scope of work included in the grant application so the federal investment would be protected.
 - iii. The concepts are vetting that there is a solution for expansion so that if the neighbor is willing to sell then it can be addressed with FTA.
 - iv. The concepts show 4 maintenance bays and 36 parking spaces for fixed-route buses.
 - v. Propose using Bradford Street as emergency access.
 - vi. There is a significant grade change between the 2 properties.
 - vii. Comments:
 1. Preference to have maintenance all together, however it can still work in separate buildings.

- a. The ceiling height in the existing storage building is lower and would cause issues with lifts and fall restraint, so expanding maintenance is not easily feasible.
 2. Wetlands, zoning setbacks – there is sufficient space on the site to handle stormwater and green space.
 3. The Montessori school across the street may take issue with the expansion. Hopefully the project will be a less intensive use than the current owner's industrial use (tractor trailers). The emissions will be lower as vehicles transition to electric. A NEPA process will need to be followed.
 4. Expanding to the neighboring site is more cost effective than finding a new site – dead head miles, having to pay back any federal investment and cleaning the site would have significant costs.
3. Schedule
- a. Complete report by end of August
4. Next Steps
- a. Lindsay will share concepts with the meeting minutes. Comments to be provided by Wednesday, 7/23 so Sean and Alexnader can address in the Wednesday, 7/30 meeting. Comments to focus on any wants, circulation issues, high-level agreement this site could work.

MEETING MINUTES

Date: July 30, 2025
Subject: PVT Northampton Renovation & Expansion Study – Progress Meeting
Place: Zoom
Time: 2:00 PM – 3:00 PM
Attendees: John Burke, Carolyn Hart-Lucien, Paul Stanson, Brian Grenier, Jamin Carroll, Sean Beachy, Grace Viger, Lindsay Brownschidle, Alexander Ismael

TOPICS DISCUSSED:

1. Project Updates
 - a. The design team is working on the draft report and cost estimates.
2. Design
 - a. Feedback on Masterplans
 - i. Primary feedback is trying to resolve the split maintenance areas.
 - ii. Goal is to show that the program fits on the site and the circulation can work, not to select a final layout.
 - iii. All masterplan options will be included in the final report. A cost estimate for the masterplan will be developed.
 - iv. Sean presented Options 6 and 7 to try to resolve some of the comments. These will be shared my email after the meeting for feedback.
 - b. Option 6
 - i. This option combines maintenance and rotates the storage area. The bus circulation on the site/using the street is a challenge.
 - ii. Uses the existing bus storage area as a maintenance support space and for expansion of the operations area.
 - iii. Can be phased.
 - c. Option 7
 - i. Different circulation path that is less efficient inside the bus storage space.
 - ii. The car parking wraps the front of the facility.
 - iii. Combines maintenance.
 - iv. The storage building can act as a retaining wall for the grade difference on the site.
 - d. Feedback
 - i. Like the new options for the combined maintenance and indoor service area, especially for the winter.
3. Schedule
 - a. Targeting 8/22 for the draft report. The final report will follow after receiving comments.

Task Name	Start Date	End Date
Study	04/22/25	09/08/25
Receive NTP / PO	04/22/25	04/22/25
Team Kick-Off Meeting	04/29/25	04/29/25
PVTA Kick-Off Meeting	04/30/25	04/30/25
Prep for Site Visit Immersion	05/01/25	05/27/25
<u>Site Visit / Immersion</u>	<u>05/28/25</u>	<u>05/29/25</u>
+ Hazardous Materials Testing	06/17/25	07/18/25
+ Develop Report	05/30/25	08/12/25
Meeting on Bus & Bus Facilities Grant	06/05/25	06/05/25
Meeting with Estimating / Team Meeting	06/09/25	06/09/25
Meeting with PVTA on Masterplan	06/25/25	06/25/25
Bus & Bus Facilities Grant - Info due to PVTA	07/01/25	07/03/25
Bus & Bus Facilities - Grant Application Due to FTA	07/14/25	07/14/25
Meeting w/ Neighbor on Masterplan	07/17/25	07/17/25
Feedback on Masterplan	07/23/25	07/23/25
Meet w/ PVTA	07/30/25	07/30/25
<u>Pencils Down on Program, Concepts & Report</u>	08/12/25	08/12/25
Cost Estimate	08/13/25	08/21/25
QA/QC Comments	08/13/25	08/18/25
QA/QC Pick-Up and Back Check	08/19/25	08/21/25
<u>Deliver Draft Report</u>	08/22/25	08/22/25
<i>PVTA Review / Comment Period</i>	08/25/25	08/29/25
<i>Address PVTA Comments</i>	09/01/25	09/05/25
<u><i>Deliver Final Report</i></u>	09/08/25	09/08/25

4. Next Steps

- a. Wendel will refine the masterplan concepts and complete draft report.

Hazardous Materials Report

July 15, 2025

Lindsay Brownschidle, RA (NY), PMP
Wendel
375 Essjay Road, Suite 200
Williamsville, NY

**RE: Report of Hazardous Building Materials Investigation
Pioneer Valley Transit Authority
Northampton Bus Maintenance Facility Renovation and Expansion
54 Industrial Drive
Northampton, MA 01060**

Dear Ms. Brownschidle:

INTRODUCTION

Weston & Sampson Engineers, Inc. is pleased to present this report of our Hazardous Building Materials Investigation (HBMI) services conducted for the Pioneer Valley Transit Authority (PVTA) Northampton Bus Maintenance Facility (Site) located at 54 Industrial Drive in Northampton, Massachusetts. Our services were completed in accordance with our April 2025 agreement. In response to the proposed renovation activities at the Site, Weston & Sampson performed a survey to identify asbestos-containing materials (ACMs), and lead paint/coatings, and other hazardous materials (OHMs) within the Maintenance Area as identified by PVTA.

SITE DESCRIPTION

The PVTA Bus garage located at 54 Industrial Drive has an approximate footprint of 5,500 SF and is part of the larger PVTA building and is located on its' west face. It is constructed primarily of concrete and steel beams with a corrugated steel roof deck.

SURVEY RESULTS

Asbestos Survey

The asbestos survey was performed by Massachusetts-licensed asbestos inspector Mr. Caleb Pettigrew (license No.: AI901112) on June 17th, 2025. A total of 55 samples of suspect asbestos-containing materials were collected from 24 homogenous materials. We performed the bulk sampling in the subject area according to methods outlined in the U.S. Environmental Protection Agency (EPA) guidance document titled, "Guidance for Controlling Asbestos-Containing Materials in Buildings" (Document No. 560/5-85/024). Samples were analyzed by EMSL Analytical, Inc. in Woburn, MA. The results of the sampling are summarized below.

Asbestos Sample Results

Sample ID	Description	Location	Analytical Result (% Asbestos)
01A-B	Wall sheetrock	IT Prefab	NAD
02A-B	Wall joint compound	IT Prefab	NAD
03A-C	Popcorn ceiling	IT Prefab	NAD

Sample ID	Description	Location	Analytical Result (% Asbestos)
04A-B	Yellow rug mastic	IT Prefab	NAD
05A-B	White caulk	Men's BR	NAD
06A-B	Cove base/shower wall tile grout	Men's BR	NAD
07A-B	Cove base/shower wall tile mastic	Men's BR	NAD
08A-C	Skim coat behind cove base/shower wall	Men's BR	NAD
09A-B	Tan/clear caulk	Men's BR	NAD
10A-B	White ceiling packing	Unisex BR	NAD
11A-B	Ceiling sheetrock	Unisex BR	NAD
12A-C	Black pipe coat	Shop	NAD
13A-B	Floor caulk white	Shop	NAD
14A-B	Gray door caulk	Shop	NAD
15A-C	Red/brown HVAC sealant	Electrical Room	NAD
16A-C	Red firestop	Electrical Room	NAD
17A-C	Peg board	Storage	NAD
18A-B	Through floor pipe caulk	Mezzanine	NAD
19A-B	Wall expansion joint	Mezzanine	NAD
20A-C	Leveling between slab and CMU	Staircase	NAD
21A-B	White stair to CMU caulk	Staircase	NAD
22A-B	Wall expansion joint	Shop	2% Chrysotile
23A-B	Tan door caulk	Electrical Room	NAD
24A-B	Bay door white caulk	Shop	NAD

PS=positive stop, NAD=no asbestos detected

The EPA and Massachusetts Department of Environmental Protection (MassDEP), consider materials identified to contain greater than or equal to 1% asbestos to be ACMs. As shown in the table above, one building material sampled by Weston & Sampson contained asbestos exceeding 1%. Per MassDEP regulations, ACMs must be removed by a licensed contractor prior to any activity that would disturb the material. All asbestos-containing materials were noted to be in generally good condition at the time of the survey.

The following is a description of the ACM identified during the Weston & Sampson HBMI:

Material	Location	Approximate Quantity
Wall expansion joint	Shop	1,500 LF

Asbestos Limitations

In addition to the above listed materials, other suspect ACMs may be present at the Site in areas beyond the current scope of work or within other building areas that may not have been accessible by Weston & Sampson during our survey. Our limited survey did not include an evaluation of soils or underground materials that may be present at the Site. Limited exploratory demolition was performed to access potentially hidden materials. Weston & Sampson recommends that if any suspect materials are uncovered during demolition or renovation activities that were not identified during the survey, that the materials be sampled and analyzed for asbestos content prior to disturbance. This document is not intended to be nor will it suffice to serve as a bid document or specification.

Per MassDEP regulations, the owner/operator must maintain a copy of this written asbestos survey report at the subject facility for at least two years. If the facility is unstaffed or if it is demolished, the owner/operator must maintain a copy at their regular place of business.

Lead Paint Screening

As part of the HMBI, Weston & Sampson performed a lead paint screening of the Site building. During the screening, we collected paint chip samples from representative painted/coated building components for analysis via Atomic Absorption Spectrometry using method SW-846 3050B. Samples were analyzed by EMSL Analytical, Inc. of Orlando, Florida.

The paint screening revealed that none of the paint chip samples collected from the Site building contained levels of lead paint greater than the EPA residential standard of 0.50% lead by weight. However, the Occupational Health and Safety Administration (OSHA) Lead in Construction Standard 29 CFR 1926.62 considers any detectable level of lead to be a potential for exposure if dust is generated from disturbances of surfaces coated with paint containing lead.

Lead Paint Sample Results

Sample ID	Sample Description	Analytical Results (% lead by weight)
L1	IT Prefab-Mint wall paint	<0.0064 % wt
L2	IT Prefab-Blue wall paint	<0.0064 % wt
L3	Men's BR-White ceiling paint	<0.0064 % wt
L4	Hall-Gray floor paint	<0.0064 % wt
L5	Shop-Gray pipe paint	<0.0064 % wt
L6	Shop-Blue beam/pipe paint	0.0816 % wt
L7	Mezzanine-Tan ceiling paint	<0.0064 % wt

Regulatory Implications and Regulations

OSHA defines any detectable concentration of lead in paint as a potential lead exposure hazard to workers doing construction/demolition-type work on these surfaces as even small concentrations of lead can result in unacceptable employee exposures depending upon the method of removal and other workplace conditions.

Since these conditions can vary greatly, the lead-in-construction standard was written to require exposure monitoring or the use of historical or objective data to ensure that employee exposures do not exceed the Action Level of 30 micrograms per cubic meter of air ($\mu\text{g}/\text{m}^3$). Historical data may be applied to some construction tasks involving lead.

OSHA requires that if coated surfaces with paint containing lead are impacted during demolition, then lead exposure monitoring must be performed by the contractor. Contractors and employers of staff who may disturb these materials are obligated to perform a 'negative exposure assessment' in accordance with OSHA regulations in order to document that, although minimal levels of lead are present in these materials, exposure to lead does not exceed the aforementioned OSHA Action Level.

OSHA states that until the employer performs an exposure assessment (or can supply prior data regarding the same type of work which may exempt them from the standard) and documents that employees are not exposed above the permissible exposure limit (PEL) of greater than 50 $\mu\text{g}/\text{m}^3$ of air, the employer must treat employees as if they were exposed above the PEL for the following operations:

- manual demolition of structures, manual scraping, manual sanding, and use of heat gun where lead-containing coatings or paints are present;
- abrasive blasting enclosure movement and removal;
- power tool cleaning;
- lead burning;
- using lead-containing mortar or spray painting with lead-containing paint;
- abrasive blasting, rivet busting, or welding, cutting, or burning on any structure where lead-containing coatings or paint are present;
- cleanup activities where dry expendable abrasive are used; and
- any other task the employer believes may cause exposure in excess of the PEL.

The contractor must provide respiratory protection, protective work clothing and equipment, change areas, hand washing facilities, biological monitoring, and training until an exposure assessment has determined that the work activity will result in an exposure below the PEL. Additional requirements under this standard include a written compliance program as well as record keeping.

Other Hazardous Materials

As part of the survey, Weston & Sampson performed a survey/inventory of potentially hazardous chemicals and mechanical equipment located within the survey areas that will require special handling and disposal prior to building renovation / demolition activities. The following hazardous materials were observed in the areas subject to the HBMI:

Material	Quantity
Fire Extinguisher	10
4' Fluorescent Bulbs	50
6' Fluorescent Bulbs	100
Box light bulbs	60
Automotive cleaner (12 oz)	50
Degreaser (14 oz)	50

Bondo (1gal)	5
Spray paint (12oz)	50
Paint thinner	24
Misc automotive products (16 oz)	36
X-1 Engine treatment concentrate (55gal)	1
Automotive battery	36
Tires	50
Jerry can (5gal)	10
Compressed gas cylinder (9")	10
Propane tank (5lb)	5
Fuel/oil Tank (275)	3
Hydraulic fluid in lift system (~4'x4'x6')	1

We appreciate the opportunity to assist you with this project. If you have any questions or require any additional information, please do not hesitate to contact us at (978) 532-1900.

Very truly yours,

WESTON & SAMPSON ENGINEERS, INC.



Craig Miner, LEED AP
Team Leader



Caleb Pettigrew
Environmental Scientist III

Attachments:

Laboratory Analytical results



EMSL Analytical, Inc.

5 Constitution Way, Unit A Woburn, MA 01801

Tel/Fax: (781) 933-8411 / (781) 933-8412

<http://www.EMSL.com/bostonlab@emsl.com>

EMSL Order: 132503508

Customer ID: WESA62

Customer PO:

Project ID:

Attention: Craig Miner

Weston & Sampson Engineers, Inc.

55 Walkers Brook Drive

Suite 100v

Reading, MA 01867

Project: PVTA Maintenance

Phone: (978) 532-1900

Fax: (978) 977-0100

Received Date: 06/18/2025 4:40 PM

Analysis Date: 06/24/2025 - 06/25/2025

Collected Date: 06/17/2025

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
01A 132503508-0001	IT Prefab - Wall Sheetrock	Tan/White Fibrous Homogeneous	90% Cellulose	10% Non-fibrous (Other)	None Detected
01B 132503508-0002	IT Prefab - Wall Sheetrock	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
02A 132503508-0003	IT Prefab - Wall Joint Compound	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
02B 132503508-0004	IT Prefab - Wall Joint Compound	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
03A 132503508-0005	IT Prefab - Popcorn Ceiling	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
03B 132503508-0006	IT Prefab - Popcorn Ceiling	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
03C 132503508-0007	IT Prefab - Popcorn Ceiling	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
04A 132503508-0008	IT Prefab - Yellow Rug Mastic	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
04B 132503508-0009	IT Prefab - Yellow Rug Mastic	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
05A 132503508-0010	Men's BR - White Caulk	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
05B 132503508-0011	Men's BR - White Caulk	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
06A 132503508-0012	Men's BR - Cove Base/Shower Wall Tile Grout	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
06B 132503508-0013	Men's BR - Cove Base/Shower Wall Tile Grout	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
07A 132503508-0014	Men's BR - Cove Base/Shower Wall Mastic	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
07B 132503508-0015	Men's BR - Cove Base/Shower Wall Mastic	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
08A 132503508-0016	Men's BR - Skim Coat behind Cove Base/Shower Wall	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

Initial report from: 06/25/2025 08:25:42



EMSL Analytical, Inc.

5 Constitution Way, Unit A Woburn, MA 01801

Tel/Fax: (781) 933-8411 / (781) 933-8412

<http://www.EMSL.com> / bostonlab@emsl.com

EMSL Order: 132503508

Customer ID: WESA62

Customer PO:

Project ID:

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
08B 132503508-0017	Men's BR - Skim Coat behind Cove Base/Shower Wall	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
08C 132503508-0018	Men's BR - Skim Coat behind Cove Base/Shower Wall	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
09A 132503508-0019	Men's BR - Tan/Clear Caulk	Clear Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
09B 132503508-0020	Men's BR - Tan/Clear Caulk	Clear Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10A 132503508-0021	Unisex BR - White Ceiling Packing	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10B 132503508-0022	Unisex BR - White Ceiling Packing	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
11A 132503508-0023	Unisex BR - Ceiling Sheetrock	Tan Fibrous Homogeneous	10% Cellulose	90% Non-fibrous (Other)	None Detected
11B 132503508-0024	Unisex BR - Ceiling Sheetrock	Tan Fibrous Homogeneous	10% Cellulose	90% Non-fibrous (Other)	None Detected
12A 132503508-0025	Shop - Black Pipe Coat	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12B 132503508-0026	Shop - Black Pipe Coat	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12C 132503508-0027	Shop - Black Pipe Coat	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13A 132503508-0028	Shop - Floor Caulk White	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13B 132503508-0029	Shop - Floor Caulk White	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14A 132503508-0030	Shop - Gray Door Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14B 132503508-0031	Shop - Gray Door Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
15A 132503508-0032	Electrical Room - Red/Brown HVAC Sealant	Red Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
15B 132503508-0033	Electrical Room - Red/Brown HVAC Sealant	Red Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
15C 132503508-0034	Electrical Room - Red/Brown HVAC Sealant	Red Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
16A 132503508-0035	Electrical Room - Red Firestop	Red Non-Fibrous Homogeneous	5% Synthetic	95% Non-fibrous (Other)	None Detected

Initial report from: 06/25/2025 08:25:42



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Customer ID: WESA62

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Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
16B 132503508-0036	Electrical Room - Red Firestop	Red Non-Fibrous Homogeneous	5% Synthetic	95% Non-fibrous (Other)	None Detected
16C 132503508-0037	Electrical Room - Red Firestop	Red Non-Fibrous Homogeneous	5% Synthetic	95% Non-fibrous (Other)	None Detected
17A 132503508-0038	Storage - Peg Board	Tan Fibrous Homogeneous	95% Cellulose	5% Non-fibrous (Other)	None Detected
17B 132503508-0039	Storage - Peg Board	Tan Fibrous Homogeneous	95% Cellulose	5% Non-fibrous (Other)	None Detected
17C 132503508-0040	Storage - Peg Board	Tan Fibrous Homogeneous	95% Cellulose	5% Non-fibrous (Other)	None Detected
18A 132503508-0041	Mezzanine - Through Floor Pipe Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
18B 132503508-0042	Mezzanine - Through Floor Pipe Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
19A 132503508-0043	Mezzanine - Wall Expansion Joint	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
19B 132503508-0044	Mezzanine - Wall Expansion Joint	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
20A 132503508-0045	Staircase - Leveling between Slab & CMU	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
20B 132503508-0046	Staircase - Leveling between Slab & CMU	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
20C 132503508-0047	Staircase - Leveling between Slab & CMU	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
21A 132503508-0048	Staircase - White Stair to CMU Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
21B 132503508-0049	Staircase - White Stair to CMU Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
22A 132503508-0050	Shop - Wall Expansion Joint Hard	Gray Non-Fibrous Homogeneous		98% Non-fibrous (Other)	2% Chrysotile
22B 132503508-0051	Shop - Wall Expansion Joint Hard				Positive Stop (Not Analyzed)
23A 132503508-0052	Electrical Room - Tan Door Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
23B 132503508-0053	Electrical Room - Tan Door Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
24A 132503508-0054	Shop - Bay Door White Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

Initial report from: 06/25/2025 08:25:42



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Tel/Fax: (781) 933-8411 / (781) 933-8412

<http://www.EMSL.com> / bostonlab@emsl.com

EMSL Order: 132503508

Customer ID: WESA62

Customer PO:

Project ID:

Test Report: Asbestos Analysis of Bulk Materials via AHERA Method 40CFR 763 Subpart E Appendix E supplemented with EPA 600/R-93/116 using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
24B	Shop - Bay Door White Caulk	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

132503508-0055

Analyst(s)

Kevin Pine (54)

Steve Grise, Laboratory Manager
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis. Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. The above analyses were performed in general compliance with Appendix E to Subpart E of 40 CFR (previously EPA 600/M4-82-020 "Interim Method") but augmented with procedures outlined in the 1993 ("final") version of the method. This report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST or any agency of the federal government. Non-friable organically bound materials present a problem matrix and therefore EMSL recommends gravimetric reduction prior to analysis. Unless requested by the client, building materials manufactured with multiple layers (i.e. linoleum, wallboard, etc.) are reported as a single sample. Estimation of uncertainty is available on request.

Samples analyzed by EMSL Analytical, Inc. Woburn, MA NVLAP Lab Code 101147-0, CT PH-0315, MA AA000188, RI PLM00139, VT AL998919, ME LB-0039

Initial report from: 06/25/2025 08:25:42



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Asbestos Bulk Building Materials - Chain of Custody

EMSL Order Number / Lab Use Only

132503508

EMSL Analytical, Inc.
200 Route 130 North
Cinnaminson, NJ 08077

PHONE: (800) 220-3675

EMAIL: CinnAslab@EMSL.com

Customer Information	Customer ID:		Billing Information	Billing ID:	
	Company Name:	Weston & Sampson		Company Name:	
	Contact Name:	Craig Miner		Billing Contact:	
	Street Address:	55 Walkers Brook Drive		Street Address:	
	City, State, Zip:	Reading, MA 01867		City, State, Zip:	
	Country:	USA		Country:	
Phone:	1-800-SAMPSON	Phone:			
Email(s) for Report:	minerc@wseinc.com, Pettigrew.Caleb@wseinc.com		Email(s) for Invoice:		

Project Information			
Project Name/No:	PVT A Maintenance		Purchase Order:
EMSL LIMS Project ID:	US State where samples collected:	State of Connecticut (CT) must select project location:	
(If applicable, EMSL will provide)	MA	☐ Commercial (Taxable) ☐ Residential (Non-Taxable)	
Sampled By Name:	Sampled By Signature:	Date Sampled:	No. of Samples in Shipment
Caleb Pettigrew	Caleb Pettigrew	6-17-25	55
Turn-Around-Time (TAT)			
☐ 3 Hour	☐ 6 Hour	☐ 24 Hour	☐ 32 Hour
☐ 48 Hour	☐ 72 Hour	☐ 96 Hour	☒ 1 Week
☐ 2 Week	Please call ahead for large projects and/or turnaround times 6 Hours or Less. *32 Hour TAT available for select tests only; samples must be submitted by 11:30am.		

PLM - Bulk (reporting limit) ☒ PLM EPA 600/R-93/116 (<1%) ☐ PLM EPA NOB (<1%) ☐ POINT COUNT ☐ 400 (<0.25%) ☐ 1,000 (<0.1%) ☐ POINT COUNT w/ GRAVIMETRIC ☐ 400 (<0.25%) ☐ 1,000 (<0.1%) ☐ NIOSH 9002 (<1%) ☐ NYS 198.1 (Friable - NY) ☐ NYS 198.6 NOB (Non-Friable - NY) ☐ NYS 198.8 (Vermiculite SM-V)	Test Selection TEM - Bulk ☐ TEM EPA NOB ☐ NYS NOB 198.4 (Non-Friable - NY) ☐ TEM EPA 600/R-93/116 w Milling Prep (0.1%) Other Tests (please specify) ☒ Positive Stop - Clearly Identified Homogeneous Areas (HA)
--	--

Sample Number	HA Number	Sample Location	Material Description
01A-B		IT Prefab	Wall sheetrock
02A-B			Wall joint compound
03A-C			Popcorn ceiling
04A-B			Yellow rug mastic
05A-B		Men's BR	White Caulk
06A-B			Cove base / shower wall tile grout
07A-B			Cove base / shower wall mastic
08A-C			Skim coat behind cove base / shower wall
09A-B			Tan/clear caulk
10A-B		Uniset BR	White ceiling packing

Special Instructions and/or Regulatory Requirements (Sample Specifications, Processing Methods, Limits of Detection, etc.)

Method of Shipment:	Drop-off	Sample Condition Upon Receipt:	REC'D
Relinquished by:	Caleb	Received by:	EMSL-BOSTON
Relinquished by:		Received by:	Wahin
Date/Time:	6-18-25 15:00	Date/Time:	JUN 18 2025

Controlled Document - Asbestos Bulk R7 9/14/2021

☒ AGREE TO ELECTRONIC SIGNATURE (By checking, I consent to signing this Chain of Custody document by electronic signature.)

EMSL Analytical, Inc.'s Laboratory Terms and Conditions are incorporated into this Chain of Custody by reference in their entirety. Submission of samples to EMSL Analytical, Inc. constitutes acceptance and acknowledgment of all terms and conditions by Customer.

EMSL Order Number / Lab Use Only

EMSL ANALYTICAL, INC.
TESTING LABS • PRODUCTS • TRAINING

132503508

EMAIL: CinnAslab@EMSL.com

Special Instructions and/or Regulatory Requirements (Sample Specifications, Processing Methods, Limits of Detection, etc.)

Method of Shipment: <i>Drop-off</i>		Sample Condition Upon Receipt: <i>RECD JUN 18 2025</i> <i>EMSL-BOSTON</i>	
Relinquished by: <i>[Signature]</i>	Date/Time: <i>6-19-25 16:00</i>	Received by:	Date/Time
Relinquished by:	Date/Time:	Received by:	Date/Time

☒ **AGREE TO ELECTRONIC SIGNATURE** (By checking, I consent to signing this Chain of Custody document by electronic signature.)

Page 2 of 2

**EMSL Analytical, Inc.**

3303 Parkway Center Court, Orlando, FL, 32808
Telephone: (407)-599-5887 Fax: (407)-599-9063
www.emsl.com

EMSL Order ID: 342551553
LIMS Reference ID: JD51553
EMSL Customer ID: WESA62

Attention: Craig Miner
Weston & Sampson Engineers, Inc. [WESA62]
55 Walkers Brook Drive, Suite 100v
Reading, MA 01867
(978) 532-1900
minerc@wseinc.com

Project Name: PVTA Maintenance

Customer PO:
EMSL Sales Rep: Josh Silverman
Received: 06/20/2025 09:18
Reported: 06/26/2025 16:19

Analytical Results

Analyte	Results	RL	Weight(g)	Prep Date & Tech	Prep Method	Analysis Date & Analyst	Analytical Method	Q	DF
Client Sample ID: L1/IT Prefab, Mint Wall Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-01		
Lead	<0.0064 % wt	0.0064 % wt	0.3164	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									
Client Sample ID: L2/IT Prefab, Blue Wall Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-02		
Lead	<0.0064 % wt	0.0064 % wt	0.2509	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									
Client Sample ID: L3/Men's BR, White Ceiling Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-03		
Lead	<0.0064 % wt	0.0064 % wt	0.2746	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									
Client Sample ID: L4/Hall, Grey Floor Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-04		
Lead	<0.0064 % wt	0.0064 % wt	0.319	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									
Client Sample ID: L5/Shop, Grey Pipe Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-05		
Lead	<0.0064 % wt	0.0064 % wt	0.298	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									
Client Sample ID: L6/Shop, Blue Beam / Pipe Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-06		
Lead	0.0816 % wt	0.0064 % wt	0.286	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									
Client Sample ID: L7/Mezzanine, Tan Ceiling Paint							Date Sampled: 06/18/25		
Matrix: Chips							LIMS Reference ID: JD51553-07		
Lead	<0.0064 % wt	0.0064 % wt	0.2741	06/23/25 HO	SW-846 3050B	06/23/25 SM	SW 846-7000B	1	
Sample Comments:									

**EMSL Analytical, Inc.**

3303 Parkway Center Court, Orlando, FL, 32808
Telephone: (407)-599-5887 Fax: (407)-599-9063
www.emsl.com

EMSL Order ID: 342551553

LIMS Reference ID: JD51553

EMSL Customer ID: WESA62

Attention: Craig Miner

Weston & Sampson Engineers, Inc. [WESA62]
55 Walkers Brook Drive, Suite 100v
Reading, MA 01867
(978) 532-1900
miner@wseinc.com

Project Name: PVTA Maintenance**Customer PO:****EMSL Sales Rep:** Josh Silverman**Received:** 06/20/2025 09:18**Reported:** 06/26/2025 16:19**Certified Analyses included in this Report**

Analyte	Certifications
SW 846-7000B in Chips	
Lead	34-AIHA ELLAP, 34-LA, 34-OH

List of Certifications

Code	Description	Number	Expires
34-LA	LA - Asbestos (PCM, PLM and TEM), Fungi and Bacteria, Lead and Metals	0519	06/30/2027
34-AIHA ELLAP	American Industrial Hygiene Association (AIHA LAP, LLC) - ELLAP	163563	03/01/2026
34-AIHA IHLAP	American Industrial Hygiene Association (AIHA LAP, LLC) - IHLAP	163563	03/01/2026
34-A2LA Food	A2LA Food Microbiology Certificate	2845.49	03/31/2026
34-OH	OH - Lead in Paint Chips, Wipes, Soil and Air	E10057	11/22/2025

Please see the specific Field of Testing (FOT) on www.emsl.com for a complete listing of parameters for which EMSL is certified.

Notes and Definitions

Item	Definition
(Dig)	For metals analysis, sample was digested.
[2C]	Reported from the second channel in dual column analysis.
DA	Direct Analysis
DF	Dilution Factor
MDL	Method Detection Limit.
ND	Analyte was NOT DETECTED at or above the detection limit.
NR	Spike/Surrogate showed no recovery.
Q	Qualifier
RCS	Respirable Crystalline Silica
RL	Reporting Limit
Wet	Sample is not dry weight corrected.

Measurement of uncertainty and any applicable definitions of method modifications are available upon request. Per EPA NLLAP policy, sample results are not blank corrected.

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EMSL Order ID: 342551553**LIMS Reference ID:** JD51553**EMSL Customer ID:** WESA62**Attention:** Craig Miner

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(978) 532-1900
minerc@wseinc.com

Project Name: PVTA Maintenance**Customer PO:****EMSL Sales Rep:** Josh Silverman**Received:** 06/20/2025 09:18**Reported:** 06/26/2025 16:19

Heather Ohye Laboratory Manager or other approved signatory

EMSL maintains liability limited to cost of analysis. Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. QC sample results are within quality control criteria and met method specifications unless otherwise noted. All results for soil samples are reported on a dry weight basis, unless otherwise noted.

Analysis following EMSL SOP for the Determination of Environmental Lead by FLAA. The laboratory has a reporting limit of 0.0064% by wt., based upon a minimum sample weight of 0.25g submitted to the lab, and is not responsible for any result or reporting limit provided in mg/cm² since it is dependent upon an area value provided by non-lab personnel. A "<" (less than) result signifies that the analyte was not detected at or above the reporting limit. Measurement of uncertainty and definitions of modifications are available upon request. Results in this report are not blank corrected unless specified.



EMSL ANALYTICAL, INC.
TESTING LABS • PRODUCTS • TRAINING

Lead Chain of Custody

EMSL Order Number / Lab Use Only

EMSL Analytical, Inc.
200 Route 130 North
Cinnaminson, NJ 08077

PHONE: (800) 220-3675

EMAIL: CinnaminsonLeadLab@emsl.com

JD51553

Customer Information	Customer ID:			Billing Information	Billing ID:				
	Company Name:	Weston & Sampson			Company Name:				
	Contact Name:	Craig Miner			Billing Contact:				
	Street Address:	55 Walkers Brook Drive			Street Address:				
	City, State, Zip:	Reading, MA 01867	Country:		USA	City, State, Zip:		Country:	
	Phone:	1-800-SAMPSON			Phone:				
Email(s) for Report:				minerc@wseinc.com, Pettigrew.Caleb@wseinc.com		Email(s) for Invoice:			

Project Information			
Project Name/No:	PVT4 Maintenance		
EMSL LIMS Project ID:	(If applicable, EMSL will provide)		
US State where samples collected:	MA	State of Connecticut (CT) must select project location:	☐ Commercial (Taxable) ☐ Residential (Non-Taxable)
Sampled By Name:	Caleb Pettigrew	Sampled By Signature:	<i>Caleb Pettigrew</i>
		No. of Samples in Shipment	7

Turn-Around-Time (TAT)			
☐ 3 Hour	☐ 6 Hour	☐ 24 Hour	☐ 32 Hour
☐ 48 Hour	☐ 72 Hour	☐ 96 Hour	☒ 1 Week
☐ 2 Week			

Please call ahead for large projects and/or turnaround times 6 Hours or Less. *32 Hour TAT available for select tests only; samples must be submitted by 11:30am.

MATRIX	METHOD	INSTRUMENT	REPORTING LIMIT	SELECTION
CHIPS ☒ % by wt. ☐ ppm (mg/kg) ☐ mg/cm ²	SW 846-7000B	Flame Atomic Absorption	0.008% (80ppm)	☒
Reporting Limit based on a minimum 0.25g sample weight.	SW 846-6010D	ICP-OES	0.0004% (4ppm)	☐
**Not appropriate for Ceramic Tiles - XRF is recommended	NIOSH 7082	Flame Atomic Absorption	4µg/filter	☐
AIR	NIOSH 7300M / NIOSH 7303M	ICP-OES	0.5µg/filter	☐
	NIOSH 7300M / NIOSH 7303M	ICP-MS	0.05µg/filter	☐
WIPE ☐ ASTM ☐ NON-ASTM	SW 846-7000B	Flame Atomic Absorption	10µg/wipe	☐
If no box is checked, non-ASTM Wipe is assumed	SW 846-6010D	ICP-OES	1.0µg/wipe	☐
TCLP	SW 846-1311 / 7000B / SM 3111B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
	SW 846-1311 / SW 846-6010D*	ICP-OES	0.1 mg/L (ppm)	☐
SPLP	SW 846-1312 / 7000B / SM 3111B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
	SW 846-1312 / SW 846-6010D*	ICP-OES	0.1 mg/L (ppm)	☐
TTLC	22 CCR App. II, 7000B	Flame Atomic Absorption	40mg/kg (ppm)	☐
	22 CCR App. II, SW 846-6010D*	ICP-OES	2mg/kg (ppm)	☐
STLC	22 CCR App. II, 7000B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
	22 CCR App. II, SW 846-6010D*	ICP-OES	0.1 mg/L (ppm)	☐
Soil	SW 846-7000B	Flame Atomic Absorption	40mg/kg (ppm)	☐
	SW 846-6010D*	ICP-OES	2mg/kg (ppm)	☐
Wastewater	SM 3111B / SW 846-7000B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
Unpreserved ☐	EPA 200.7	ICP-OES	0.020 mg/L (ppm)	☐
Preserved with HNO ₃ ☐ PH<2	EPA 200.5	ICP-OES	0.003 mg/L (ppm)	☐
Drinking Water	EPA 200.8	ICP-MS	0.001 mg/L (ppm)	☐
Unpreserved ☐				☐
Preserved with HNO ₃ ☐ PH<2				☐
TSP/SPM Filter	40 CFR Part 50	ICP-OES	12 µg/filter	☐
Other:				☐

Sample Number	Sample Location	Volume / Area	Date / Time Sampled
L1	IT Prefab	Mint wall paint	
L2	↓	Blue wall paint	
L3	Men's BR	White ceiling paint	
L4	Hall	Grey floor paint	
L5	Shop	Grey pipe paint	

Method of Shipment:	Drop-off	Sample Condition Upon Receipt:	
Relinquished by:	<i>[Signature]</i>	Date/Time:	6-18-25 15:00
Relinquished by:	<i>[Signature]</i>	Date/Time:	6-18-25 15:00
Received by:	<i>[Signature]</i>	Date/Time:	JUN 20 2025
Received by:	<i>[Signature]</i>	Date/Time:	JUN 20 2025

Controlled Document - CDD-25 Lead R-05/09/2022

*6010C Available Upon Request

AGREE TO ELECTRONIC SIGNATURE (By checking, I consent to signing this Chain of Custody document by electronic signature.)

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Lead Chain of Custody

Emsl Order Number / Lab Use Only

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200 Route 130 North
Cinnaminson, NJ 08077

PHONE: (800) 220-3675

EMAIL: CinnaminsonLeadLab@emsl.com

JD51553

Additional Pages of the Chain of Custody are only necessary if needed for additional sample information

Special Instructions and/or Regulatory Requirements (Sample Specifications, Processing Methods, Limits of Detection, etc.)

[illegible]

Controlled Document - CQC-25 Lead R17 05/09/2022



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REC'D EMSL Analytical, Inc.'s Laboratory Terms
EMSL-BOSTON JUN 18 2025

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Customer Information	Customer ID:			Billing Information	Billing ID:				
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	Contact Name:	Craig Miner			Billing Contact:				
	Street Address:	55 Walkers Brook Drive			Street Address:				
	City, State, Zip:	Reading, MA 01867	Country:		USA	City, State, Zip:		Country:	
	Phone:	1-800-SAMPSON			Phone:				
Email(s) for Report:				minerc@wseinc.com, Pettigrew.Caleb@wseinc.com					
Email(s) for Invoice:									

Project Information			
Project Name/No: PVT Maintenance		Purchase Order:	
EMSL LIMS Project ID: (If applicable, EMSL will provide)		US State where samples collected: MA	
Sampled By Name: Caleb Pettigrew		State of Connecticut (CT) must select project location: ☐ Commercial (Taxable) ☐ Residential (Non-Taxable)	
Sampled By Signature: [Signature]		No. of Samples in Shipment: 7	

Turn-Around-Time (TAT)									
☐ 3 Hour	☐ 6 Hour	☐ 24 Hour	☐ 32 Hour	☐ 48 Hour	☐ 72 Hour	☐ 96 Hour	☒ 1 Week	☐ 2 Week	
Please call ahead for large projects and/or turnaround times 6 Hours or Less. *32 Hour TAT available for select tests only; samples must be submitted by 11:30am.									

MATRIX	METHOD	INSTRUMENT	REPORTING LIMIT	SELECTION
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	SW 846-6010D*	ICP-OES	0.0004% (4ppm)	☐
	NIOSH 7082	Flame Atomic Absorption	4µg/filter	☐
AIR	NIOSH 7300M / NIOSH 7303M	ICP-OES	0.5µg/filter	☐
	NIOSH 7300M / NIOSH 7303M	ICP-MS	0.05µg/filter	☐
WIPE ☐ ASTM ☐ NON-ASTM *If no box is checked, non-ASTM Wipe is assumed	SW 846-7000B	Flame Atomic Absorption	10µg/wipe	☐
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SPLP	SW 846-1312 / 7000B / SM 3111B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
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TTL	22 CCR App. II, 7000B	Flame Atomic Absorption	40mg/kg (ppm)	☐
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STLC	22 CCR App. II, 7000B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
	22 CCR App. II, SW 846-6010D*	ICP-OES	0.1 mg/L (ppm)	☐
Soil	SW 846-7000B	Flame Atomic Absorption	40mg/kg (ppm)	☐
	SW 846-6010D*	ICP-OES	2mg/kg (ppm)	☐
Wastewater Unpreserved ☐ Preserved with HNO ₃ ☐ PH<2	SM 3111B / SW 846-7000B	Flame Atomic Absorption	0.4 mg/L (ppm)	☐
	EPA 200.7	ICP-OES	0.020 mg/L (ppm)	☐
Drinking Water Unpreserved ☐ Preserved with HNO ₃ ☐ PH<2	EPA 200.5	ICP-OES	0.003 mg/L (ppm)	☐
	EPA 200.8	ICP-MS	0.001 mg/L (ppm)	☐
TSP/SPM Filter	40 CFR Part 50	ICP-OES	12 µg/filter	☐
Other:				☐

Sample Number	Sample Location	Volume / Area	Date / Time Sampled
L1	IT Prefab	Mint wall paint	
L2	↓	Blue wall paint	
L3	Men's BR	White ceiling paint	
L4	Hall	Grey floor paint	
L5	Shop	Grey pipe paint	

Method of Shipment: Drop-off		Sample Condition Upon Receipt:	
Relinquished by: [Signature]	Date/Time: 6-18-25 15:00	Received by: [Signature]	Date/Time: JUN 20 2025
Relinquished by: [Signature]	Date/Time:	Received by:	Date/Time:

REC'D JUN 18 2025
EMSL-BOSTON

*6010C Available Upon Request

☒ AGREE TO ELECTRONIC SIGNATURE (By checking, I consent to signing this Chain of Custody document by electronic signature.)

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Lead Chain of Custody

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200 Route 130 North
Cinnaminson, NJ 08077

PHONE: (800) 220-3675

EMAIL: CinnaminsonLeadLab@emsl.com

JD51553

Additional Pages of the Chain of Custody are only necessary if needed for additional sample information

Special Instructions and/or Regulatory Requirements (Sample Specifications, Processing Methods, Limits of Detection, etc.)

[illegible]

REC'D EMSL Analytical, Inc.'s Laboratory Terms
EMSL-BOSTON JUN 18 2025

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PVTA

NORTHAMPTON MAINTENANCE AND OPERATIONS FACILITY 54 INDUSTRIAL DRIVE, NORTHAMPTON, MA PVTA NORTHAMPTON RENOVATION & EXPANSION STUDY

08/22/2025



Centerpointe Corporate Park
375 Essjay Road, Suite 200
Williamsville, NY 14221
www.wendelcompanies.com
p:716.686.0766 f:877.293.6335

Wendel Project No. 448714

DRAWING LIST

- A101 - FLOOR PLANS PHASE 1
- A102 - FLOOR PLANS PHASE 2
- A103 - REFLECTED CEILING PLANS
- A104 - BUILDING SECTION & ENLARGED PLAN
- A201 - PHASES 1 & 2
- A202 - EXPANSION MASTERPLAN - OPTION 2
- A203 - EXPANSION MASTERPLAN - OPTION 3
- A204 - EXPANSION MASTERPLAN - OPTION 4
- A205 - EXPANSION MASTERPLAN - OPTION 5
- A206 - EXPANSION MASTERPLAN - OPTION 6
- Q101 - CONCEPT LIFT PLANS



SITE



PROJECT
LOCATION



PROJECT TEAM

AKAL ENGINEERING
44 CENTRAL ST
BERLIN, MA 01503
T. 508-669-0403



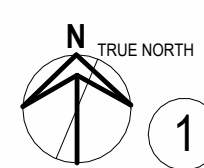
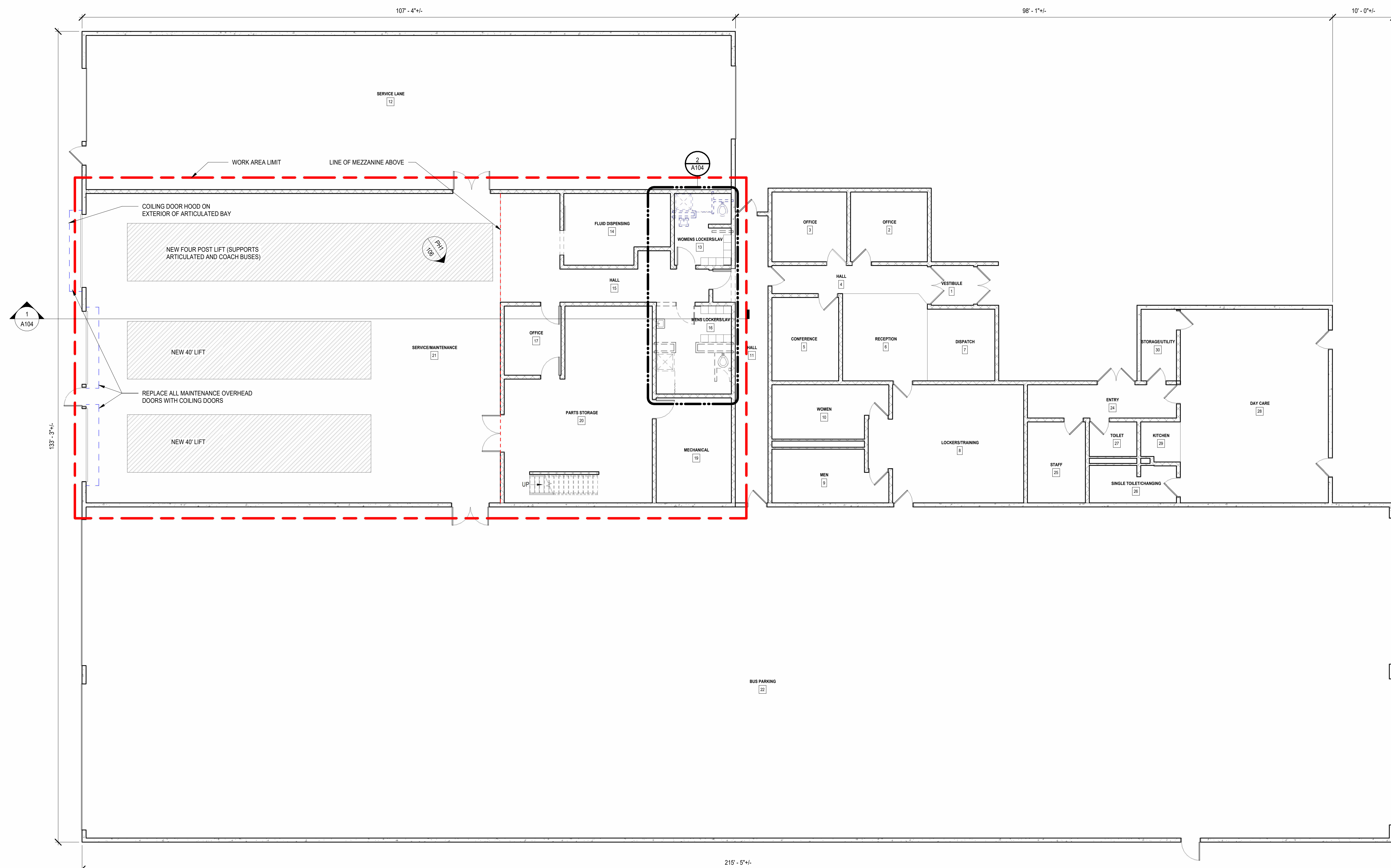
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PH2



PH3



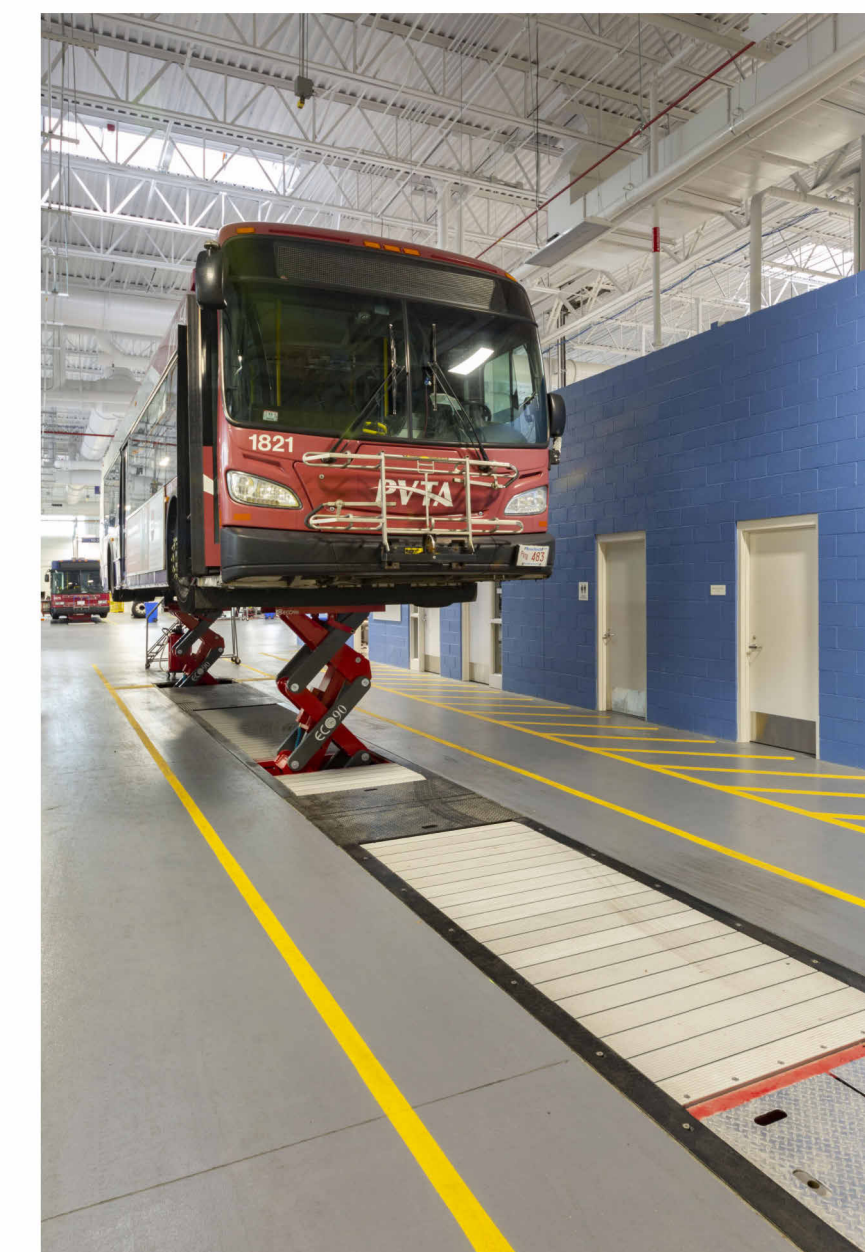
FIRST FLOOR PLAN PHASE 1
SCALE: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"

PHASE 1 SCOPE OF WORK (LEVEL 1 AND MEZZANINE):

ASSUMPTIONS: DESIGN-BID-BUILD, START CONSTRUCTION 3RD QUARTER 2026

1. IN-GROUND LIFT REPLACEMENT (3 TOTAL) - 1 FOUR-POST LIFT FOR ARTICULATED/COACH BUSES AND 2 FOR 40' BUSES
2. HIGH PERFORMANCE COATING, PAINT WALLS AND CEILING / JOISTS (MAINTENANCE BAYS, MEZZANINE AND SUPPORT SPACES). METAL DECK HAS FLAKING PAINT THAT NEEDS TO BE REMOVED
3. ADD EXHAUST REELS FOR 3 BAYS. W/ STEEL TO MOUNT AND ROOF WORK
4. REPLACE ALL THREE MAINTENANCE OVERHEAD DOORS WITH COILING DOORS
5. NEW EYE WASH/SHOWER (1) NEED TEMPERED WATER (POINT SOURCE WATER HEATERS)



NEW ARTICULATED 60' LIFT



NEW MEZZANINE GATE



**PVTA
NORTHAMPTON MAINTENANCE
AND OPERATIONS FACILITY
54 INDUSTRIAL DRIVE,
NORTHAMPTON, MA**

**PVTA NORTHAMPTON
RENOVATION & EXPANSION
STUDY**



Centerpointe Corporate Park
375 Essjay Road, Suite 200
Williamsville, NY 14221
www.wendelcompanies.com
p:716.688.0766 tf:877.293.6335

Wendel WD Architecture, Engineering, Surveying and
Landscape Architecture, P.C

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08/22/25
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[illegible]

ONG, TITLE

FLOOR PLANS PHASE 1



SCALE BAR SHOWN IS TWO INCHES ON THE ORIGINAL DRAWING.
IF NOT TWO INCHES ON THIS SHEET, ADJUST ACCORDINGLY

DATE 08/22/25

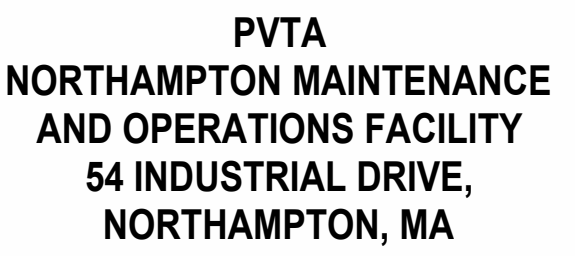
SCALE 1/8" = 1'-0"

OWN.	ATT	CHR.	SBB
PROJ. No. 448714			

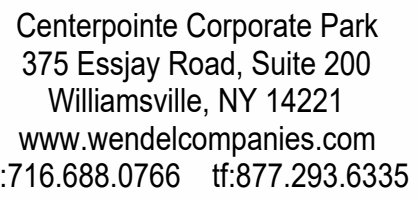
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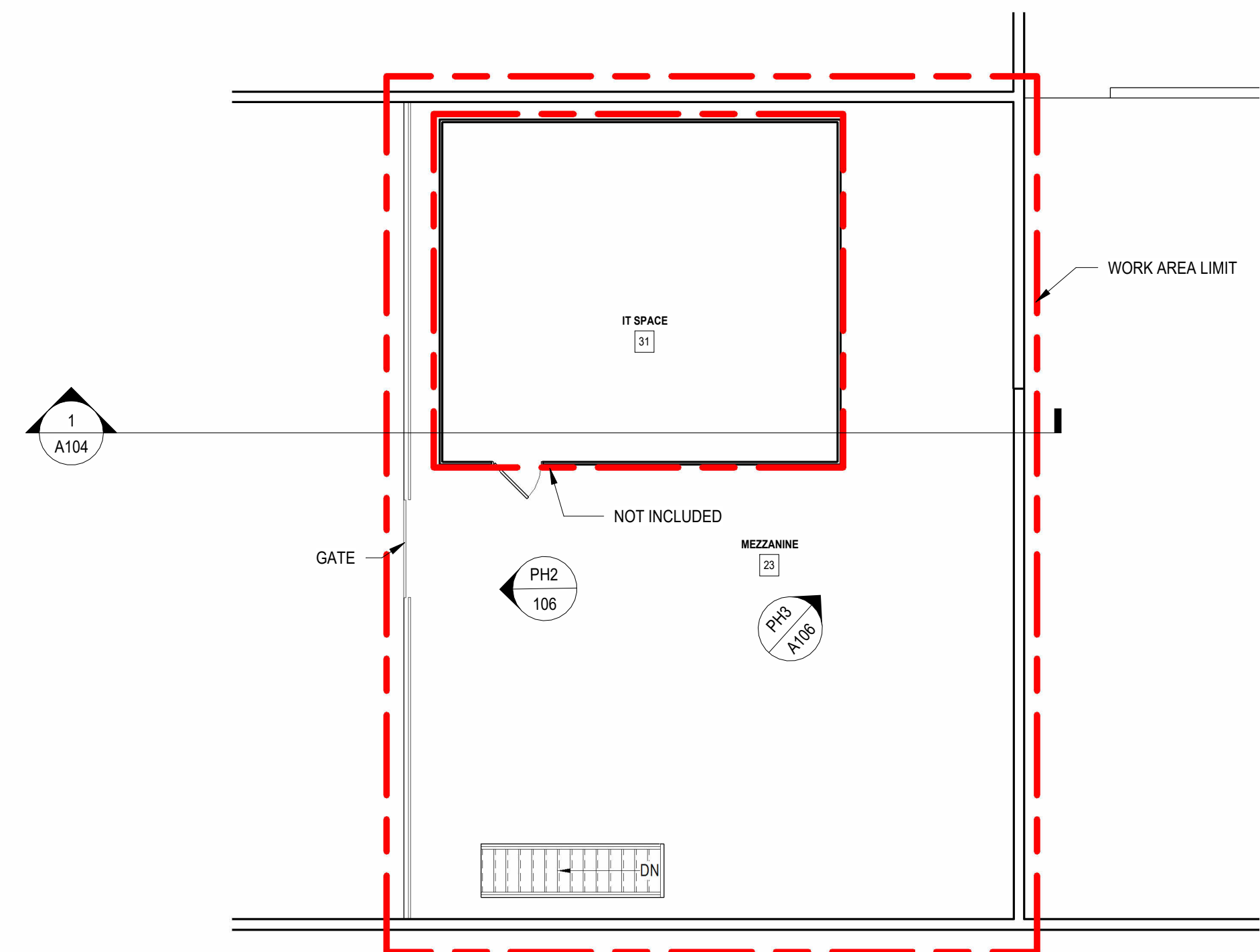
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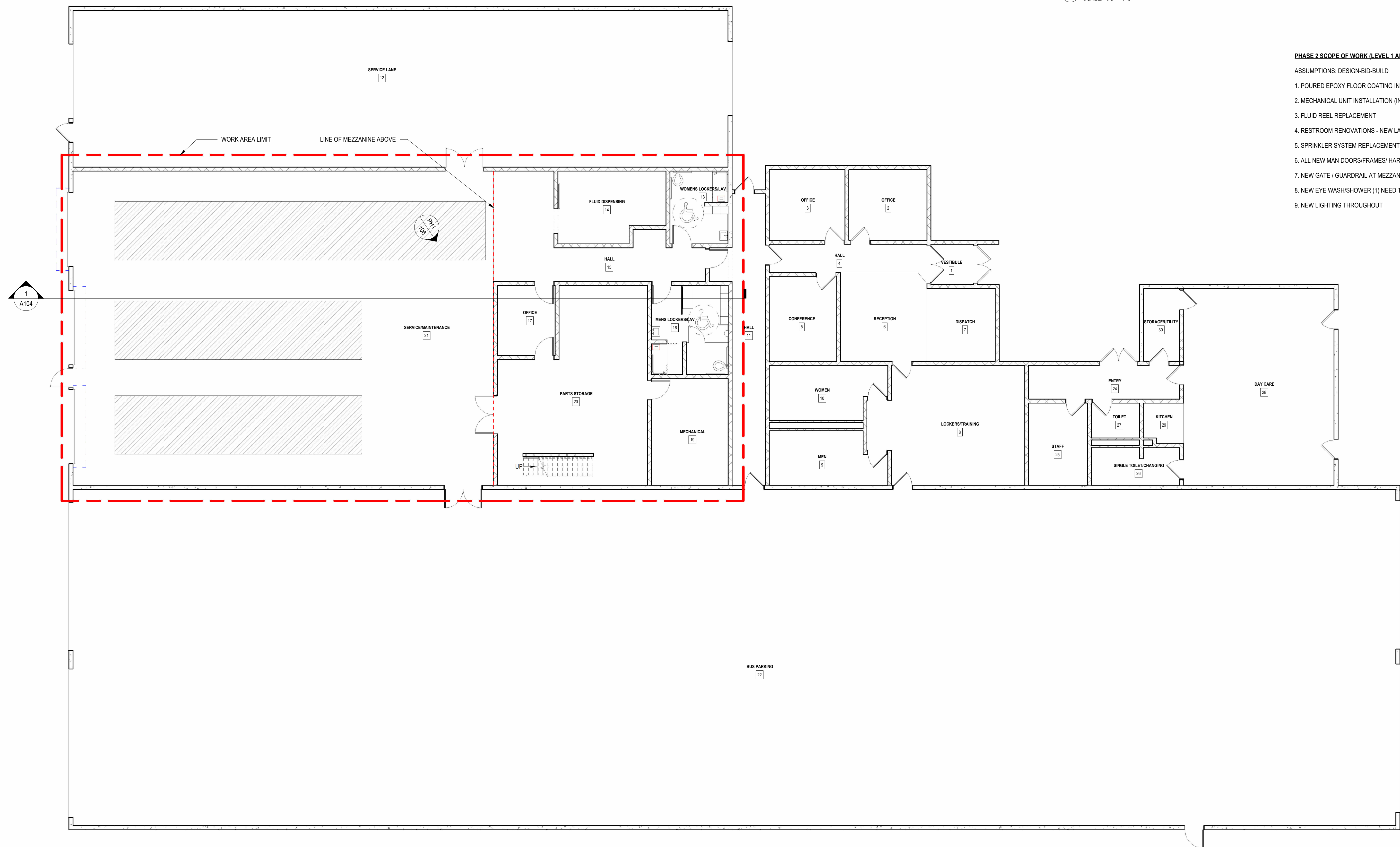
**PVTA NORTHAMPTON
RENOVATION & EXPANSION
STUDY**



Endel WD Architecture, Engineering, Surveying and
Landscape Architecture, P.C



2 MEZZANINE
SCALE: 1/8" = 1'-0"



PHASE 2 SCOPE OF WORK (LEVEL 1 AND MEZZANINE):

ASSUMPTIONS: DESIGN-BID-BUILD

1. POURED EPOXY FLOOR COATING IN MAINTENANCE
2. MECHANICAL UNIT INSTALLATION (INCLUDING CO AND NO2 SENSORS) FOR MAINTENANCE, DUCTWORK, ON ROOF
3. FLUID REEL REPLACEMENT
4. RESTROOM RENOVATIONS - NEW LAYOUT W/ ALL NEW FIXTURES AND FINISHES (INCLUDING SHOWERS) AND LOCKERS.
5. SPRINKLER SYSTEM REPLACEMENT (FOR BATTERY ELECTRIC BUSES IN MAINTENANCE) AT 0.70 GPM/SF
6. ALL NEW MAN DOORS/FRAMES/HARDWARE W/ ACCESS CONTROL
7. NEW GATE / GUARDRAIL AT MEZZANINE EDGE
8. NEW EYE WASH/SHOWER (1) NEED TEMPERED WATER (POINT SOURCE WATER HEATERS)
9. NEW LIGHTING THROUGHOUT

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INSTRUCTION

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OR FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF THE
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ANY SURVEY DRAWING, DESIGN, SPECIFICATION, PLAN OR REPORT IS
PROHIBITED IN ACCORDANCE WITH STATE LAW, CODE AND RULES.

[illegible]

FLOOR PLANS PHASE 2



SCALE BAR SHOWN IS TWO INCHES ON THE ORIGINAL DRAWING
IF NOT TWO INCHES ON THIS SHEET, ADJUST ACCORDINGLY

DATE 07/02/25

SCALE 1/8" = 1'-0"

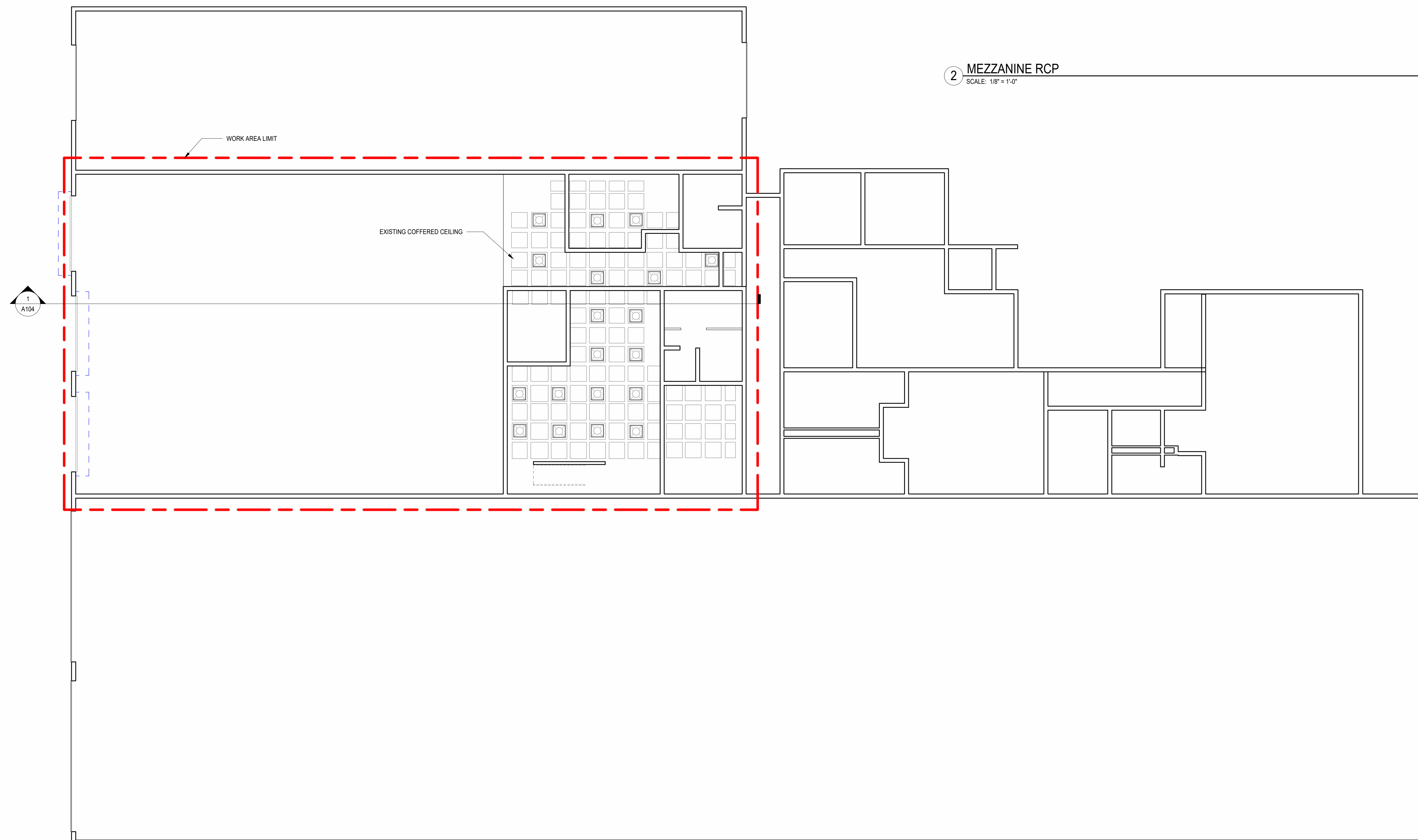
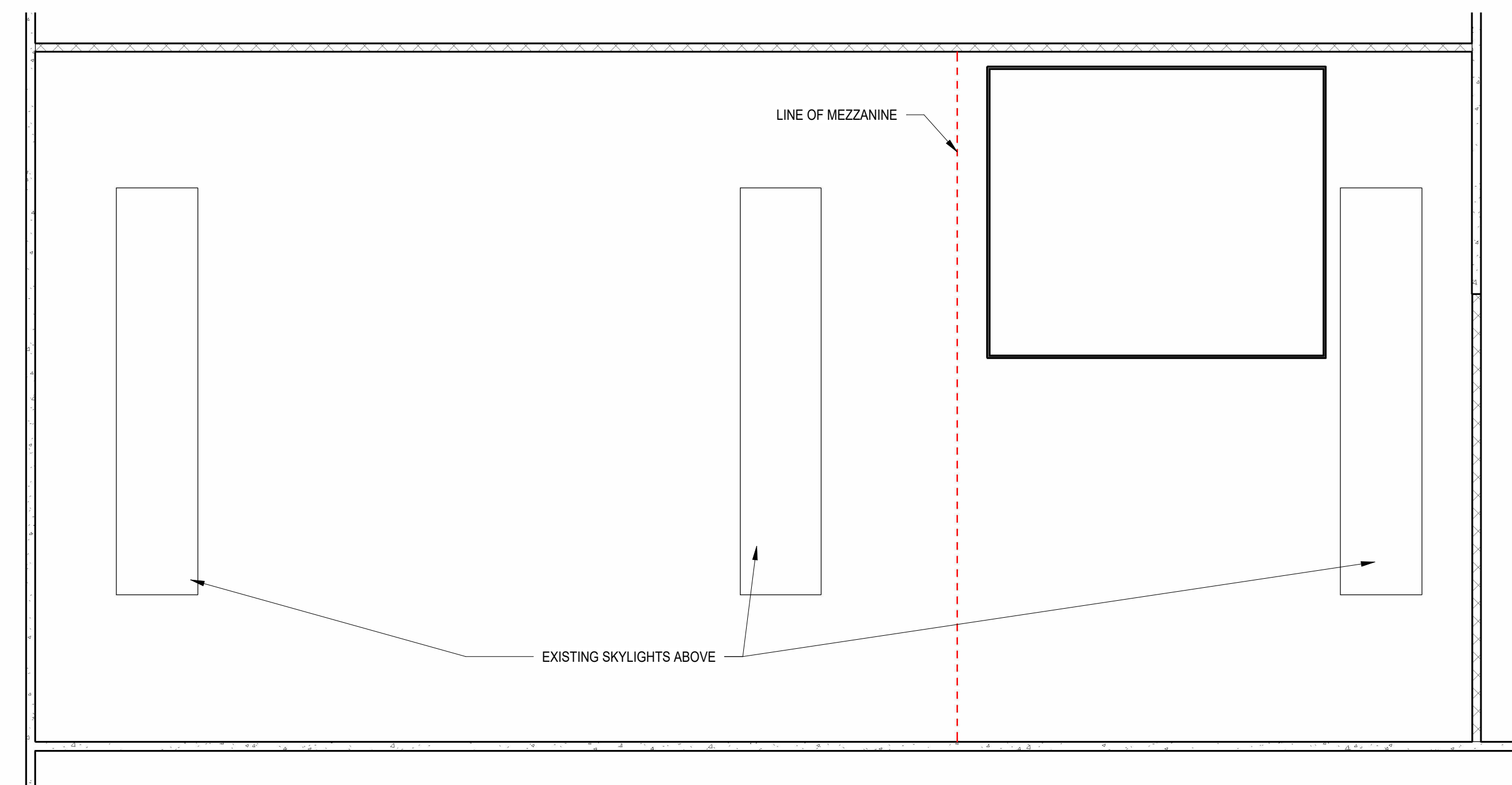
WN.	ATI	CHK.	SBB
-----	-----	------	-----

IOJ. No. 448714

PG. No.

A102

A102



2 MEZZANINE RCP
SCALE: 1/8" = 1'-0"

NOTE: CEILINGS OUTSIDE OF WORK LIMIT ARE NOT SHOWN



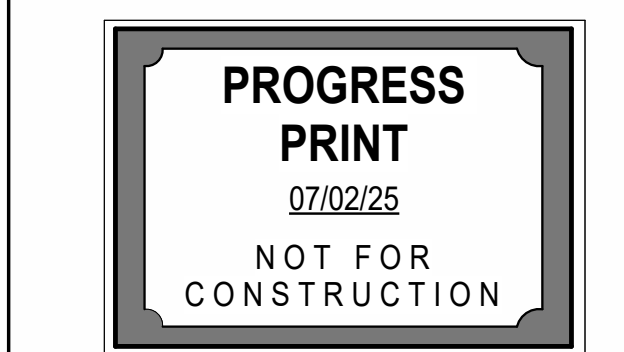
PVTA
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Landscape Architecture, P.C



NOTE:
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[illegible]

OWG TITLE

REFLECTED CEILING PLANS



GENERIC SCALE BAR
SCALE BAR SHOWN IS TWO INCHES ON THE ORIGINAL DRAWING.

DATE 07/02/25

SCALE 1/8" = 1'-0"

DWN.	ATI	CHK.	SBB
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PROJ. No. 448714

DWG. No. _____

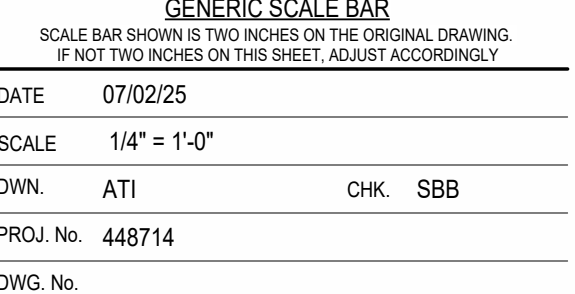
A103

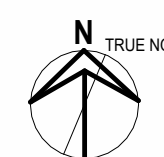
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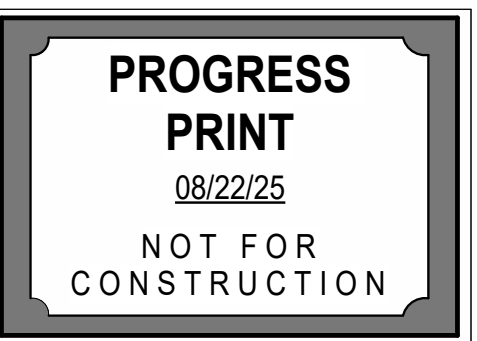
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**BUILDING SECTION &
ENLARGED PLAN**





1 **OPTION 1**
SCALE: 1" = 40'-0"



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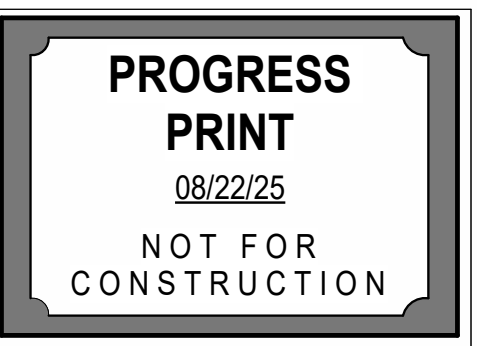
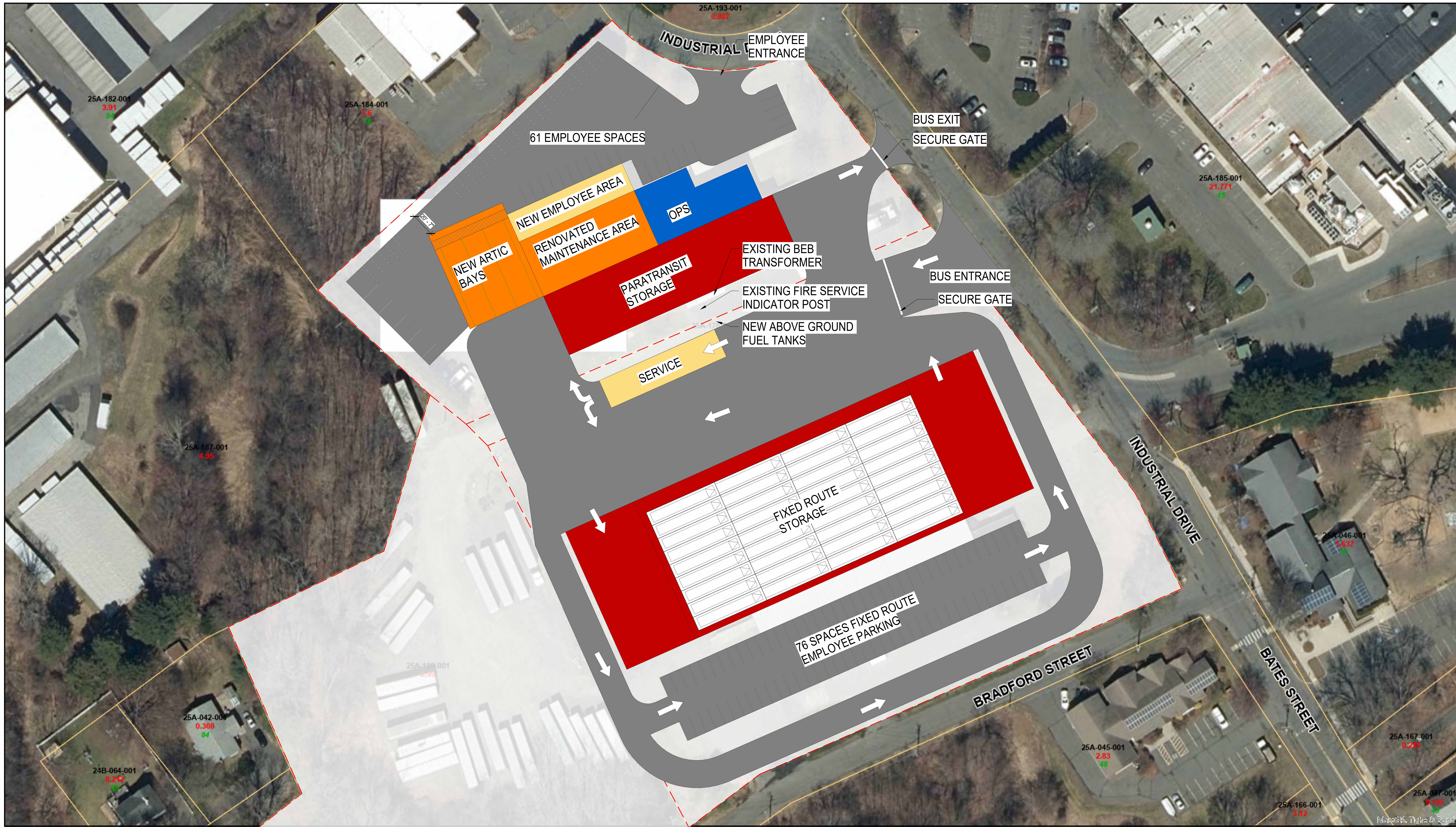
NO.	REVISIONS	DATE
DWG. TITLE		

PHASES 1 & 2



GENERIC SCALE BAR			
SCALE BAR SHOWN IS TWO INCHES ON THE ORIGINAL DRAWING. IF NOT TWO INCHES ON THIS SHEET, ADJUST ACCORDINGLY			
DATE	08/22/25		
SCALE	1" = 40'-0"		
OWN.	ATI	CHK.	SBB
PROJ. No.	448714		
DWG. No.			

A201



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[illegible]

WING, TITLE

EXPANSION MASTERPLAN - OPTION 2



SCALE BAR SHOWN IS TWO INCHES ON THE ORIGINAL DRAWING.
IF NOT TWO INCHES ON TWO SHEET, ADJUST ACCORDINGLY.

08/22/25

DATE 06/22/20

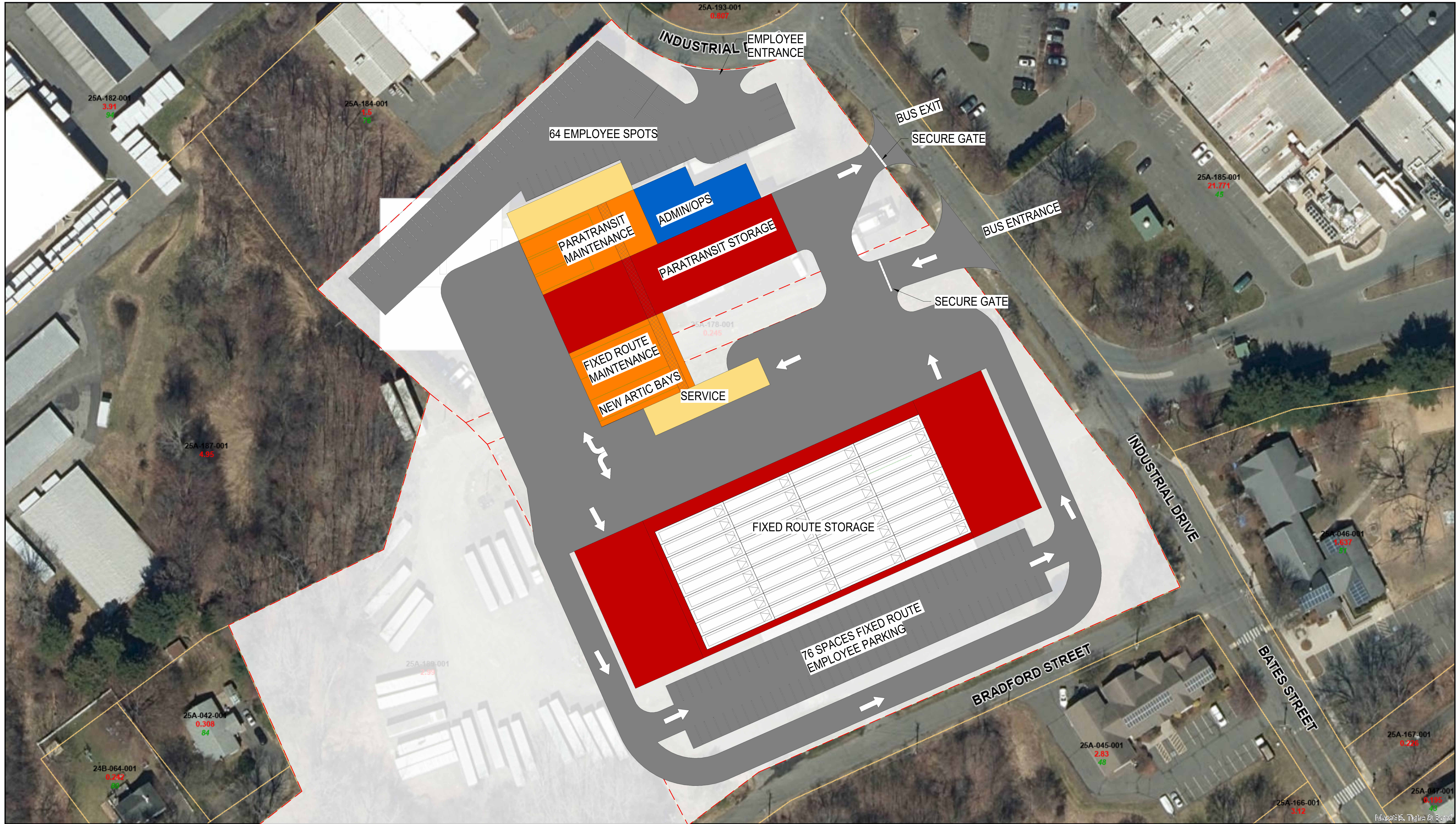
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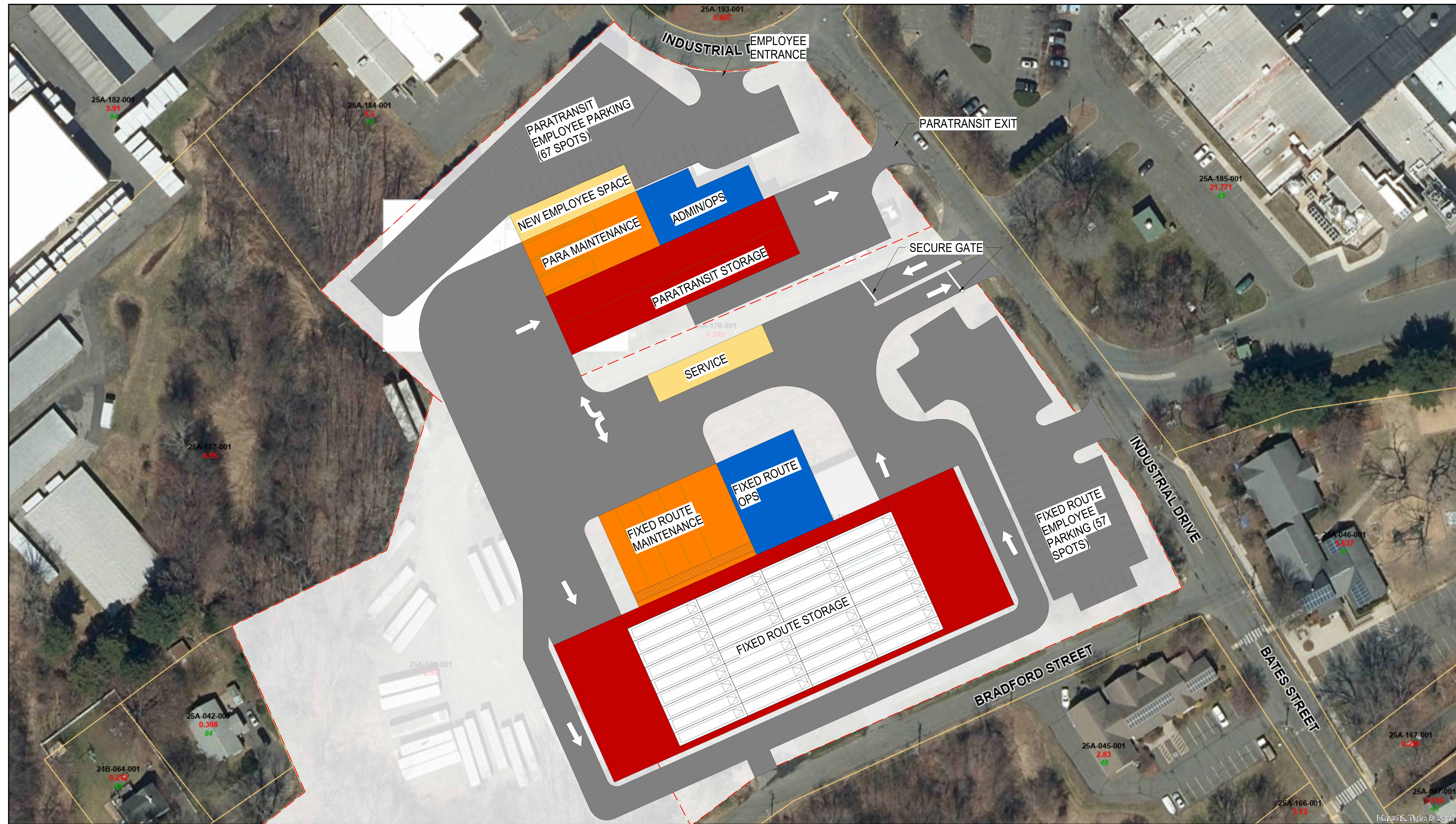
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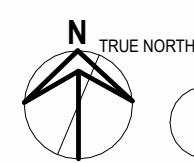
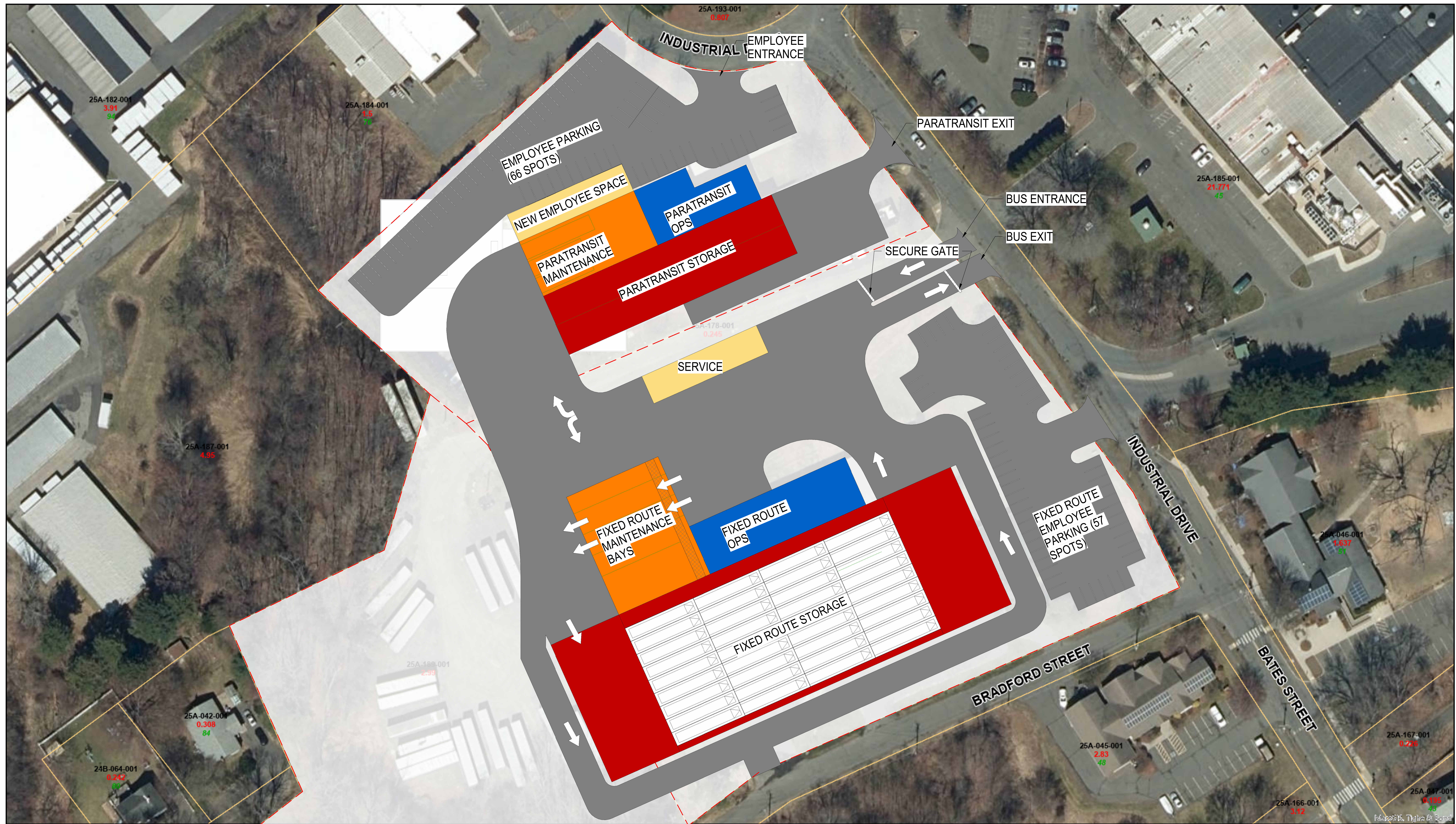
IOJ No. 448714

WG. No.

A202







1 **OPTION 5**
SCALE: 1" = 40'-0"

1 **OPTION 3**
SCALE: 1" = 40'-0"

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[illegible]

NO.	REVISIONS	DATE
DWG. TITLE		

**EXPANSION MASTERPLAN -
OPTION 5**



SCALE BAR SHOWN IS TWO INCHES ON THE ORIGINAL DRAWING.
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DATE 08/22/25

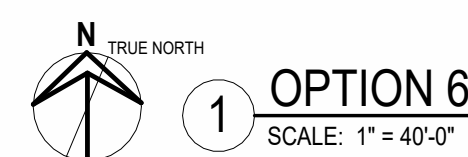
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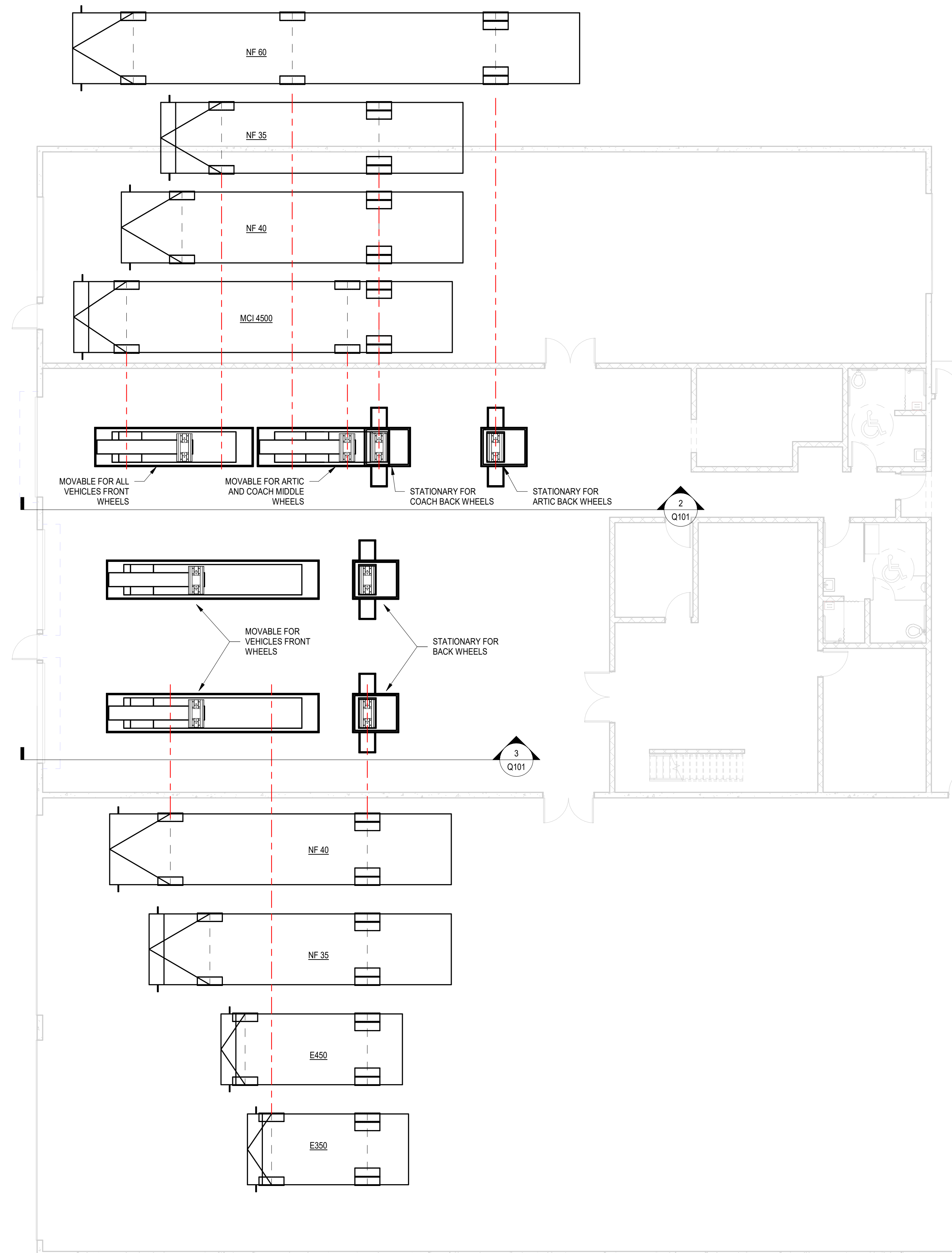
OWN.	ATI	CHK.	SBB
PROJ. No.	448714		

OWG. No.

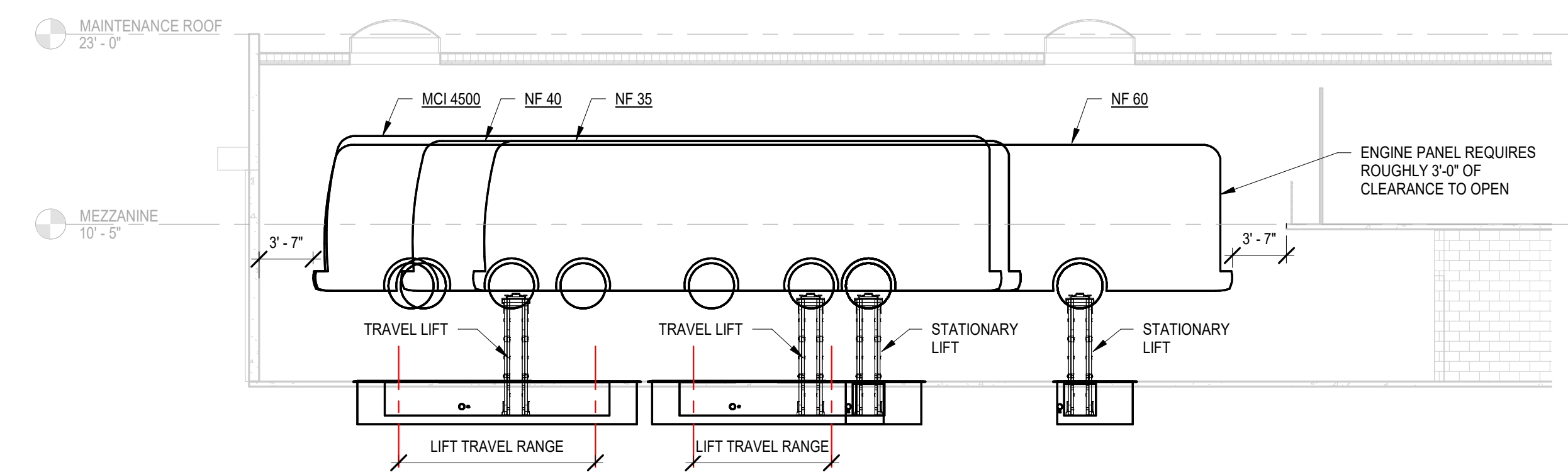
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A205

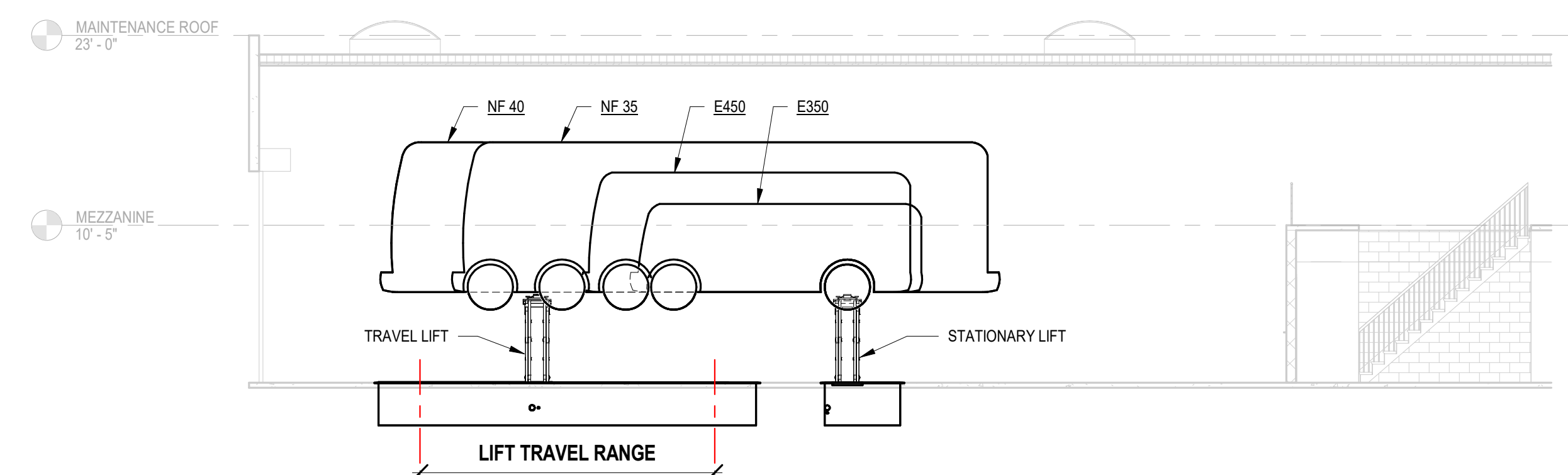




1 MAINTENANCE FLOOR PLAN
SCALE: 1/8" = 1'-0"



② 4 POST LIFT DETAIL
SCALE: 1/8" = 1'-0"



3 TWO POST LIFT DETAIL
SCALE: 1/8" = 1'-0"

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NO	REVISIONS	DATE

DWG. TITLE

CONCEPT LIFT PLANS



GENERIC SCALE BAR			
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DATE	08/22/2025		
SCALE	1/8" = 1'-0"		
OWN.	KGV	CHK.	JTW
PROJ. No.	448714		
DWG. No.			

Q101



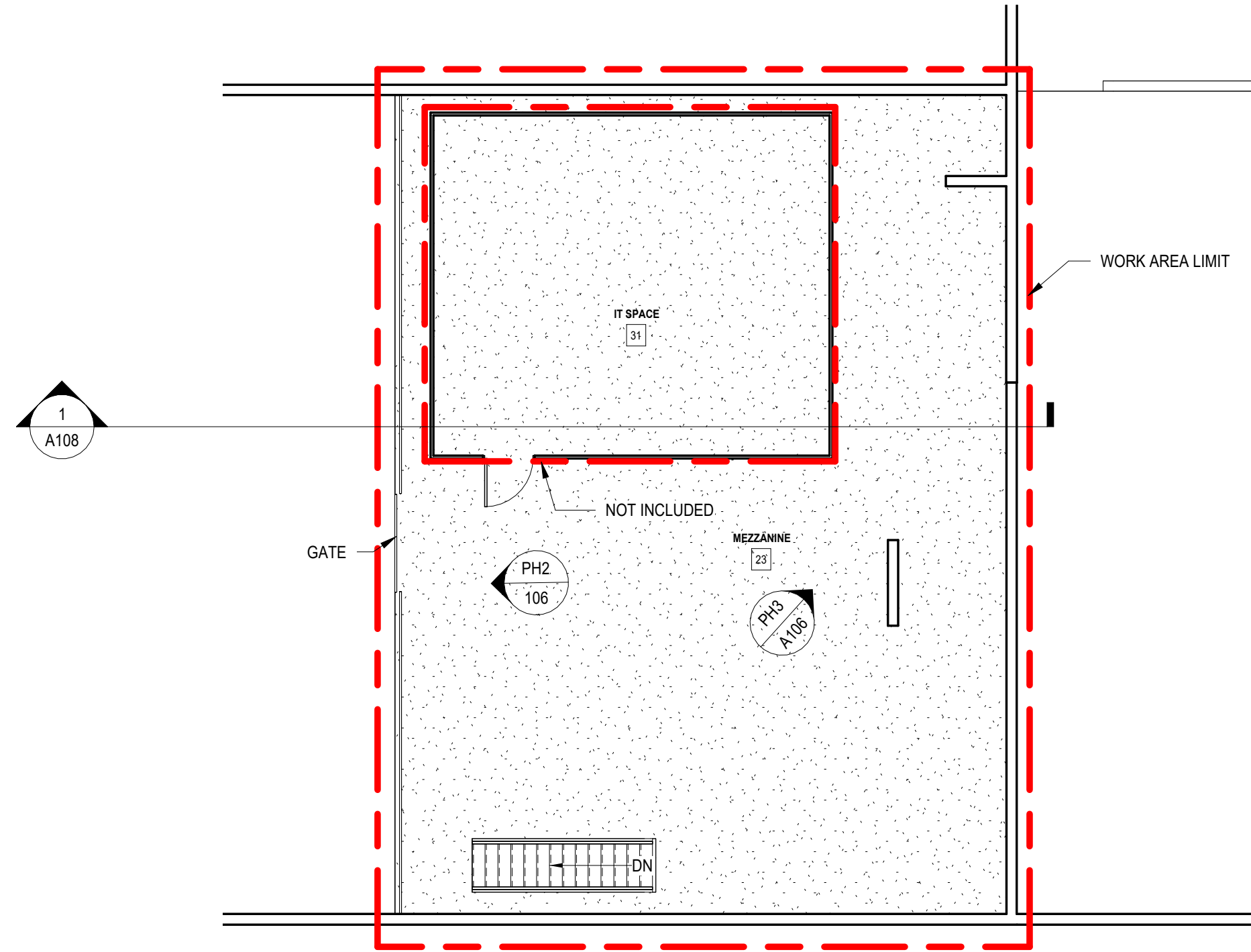
PH1



PH2

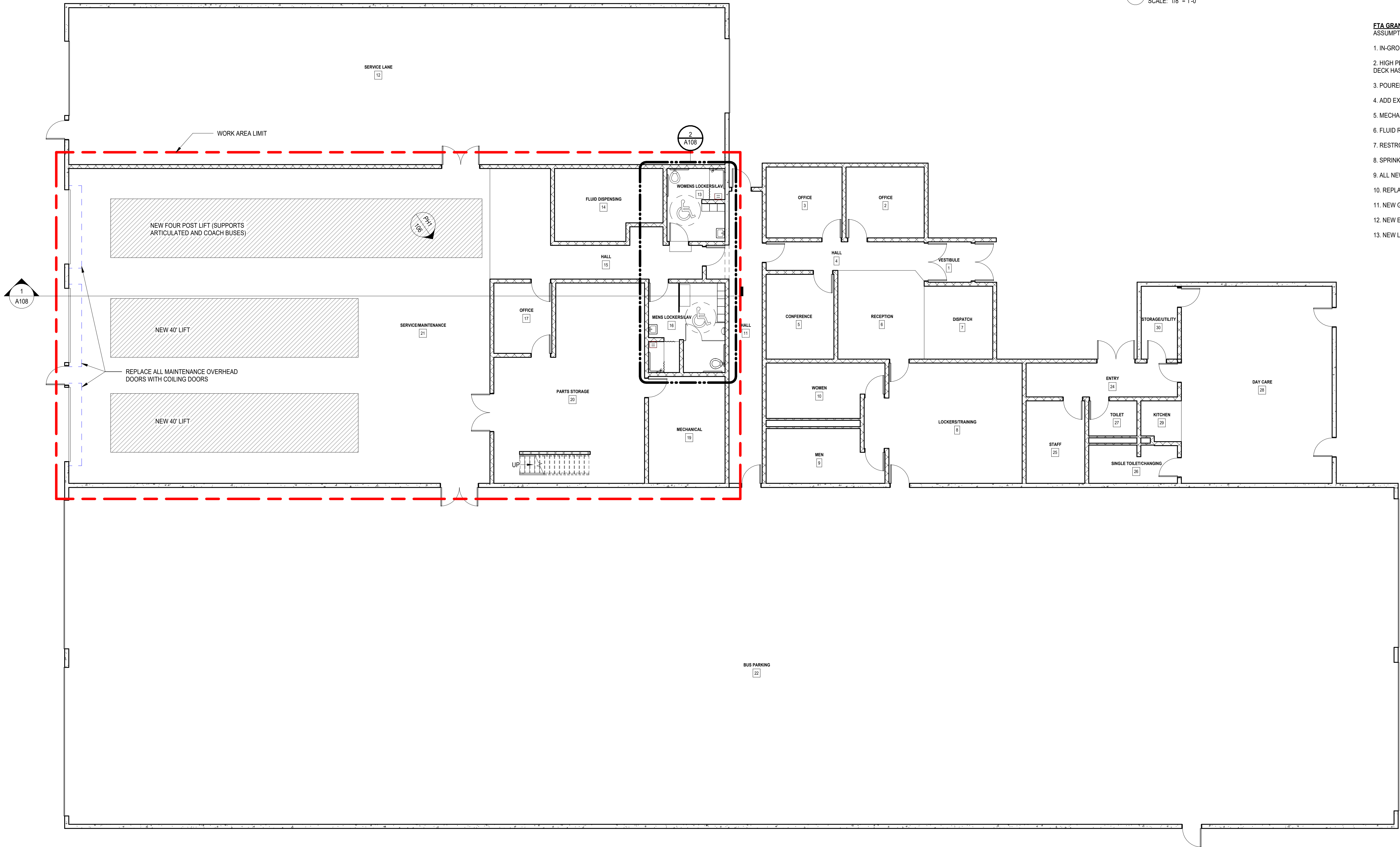


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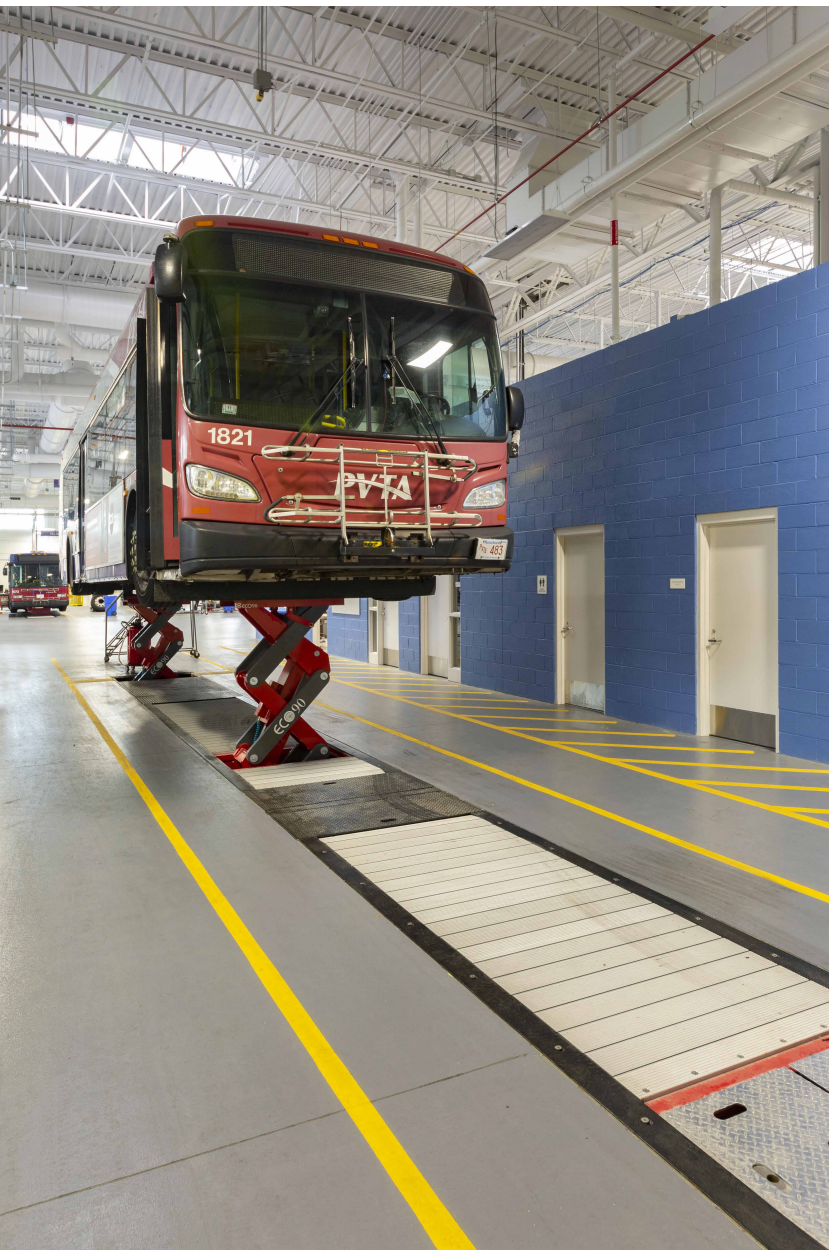


2 MEZZANINE
SCALE: 1/8" = 1'-0"

- FTA GRANT APPLICATION SCOPE OF WORK:**
ASSUMPTIONS: DESIGN-BID-BUILD, START CONSTRUCTION 3RD QUARTER 2026
1. IN-GROUND LIFT REPLACEMENT (3 TOTAL) - 1 FOUR-POST LIFT FOR ARTICULATED/COACH BUSES AND 2 FOR 40' BUSES
 2. HIGH PERFORMANCE COATING, PAINT WALLS AND CEILINGS / JOISTS (MAINTENANCE BAYS, MEZZANINE AND SUPPORT SPACES). METAL DECK HAS FLAKING PAINT THAT NEEDS TO BE REMOVED
 3. POURED EPOXY FLOOR COATING IN MAINTENANCE
 4. ADD EXHAUST REELS FOR 3 BAYS. W/ STEEL TO MOUNT AND ROOF WORK.
 5. MECHANICAL UNIT INSTALLATION (INCLUDING CO AND NO2 SENSORS) FOR MAINTENANCE, DUCTWORK, ON ROOF
 6. FLUID REEL REPLACEMENT
 7. RESTROOM RENOVATIONS - NEW LAYOUT W/ ALL NEW FIXTURES AND FINISHES (INCLUDING SHOWERS) AND LOCKERS.
 8. SPRINKLER SYSTEM REPLACEMENT (FOR BATTERY ELECTRIC BUSES IN MAINTENANCE) AT 0.70 GPM/SF
 9. ALL NEW MAN DOORS/FRAMES/ HARDWARE W/ ACCESS CONTROL
 10. REPLACE ALL THREE MAINTENANCE OVERHEAD DOORS WITH COILING DOORS
 11. NEW GATE / GUARDRAIL AT MEZZANINE EDGE
 12. NEW EYE WASH/SHOWER (1) NEED TEMPERED WATER (POINT SOURCE WATER HEATERS)
 13. NEW LIGHTING THROUGHOUT



1 LEVEL 1 PLAN
SCALE: 1/8" = 1'-0"



NEW ARTICULATED 60' LIFT



NEW MEZZANINE GATE

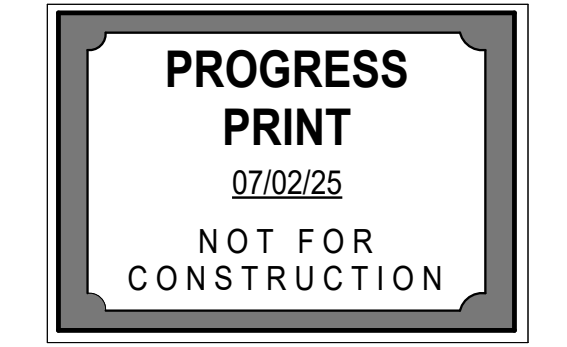
PVTA
NORTHAMPTON MAINTENANCE
AND OPERATIONS FACILITY
54 INDUSTRIAL DRIVE,
NORTHAMPTON, MA

PVTA NORTHAMPTON
RENOVATION & EXPANSION
STUDY
FTA GRANT APPLICATION



Centerpointe Corporate Park
375 Essjay Road, Suite 200
Williamsville, NY 14221
www.wendelcompanies.com
p.716.688.0766 tf.877.293.6335

Wendel WD Architecture, Engineering, Surveying and
Landscape Architecture, P.C.

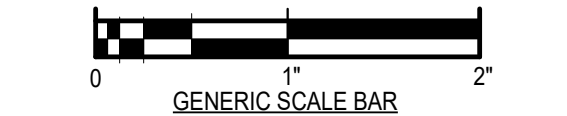


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DWG. TITLE

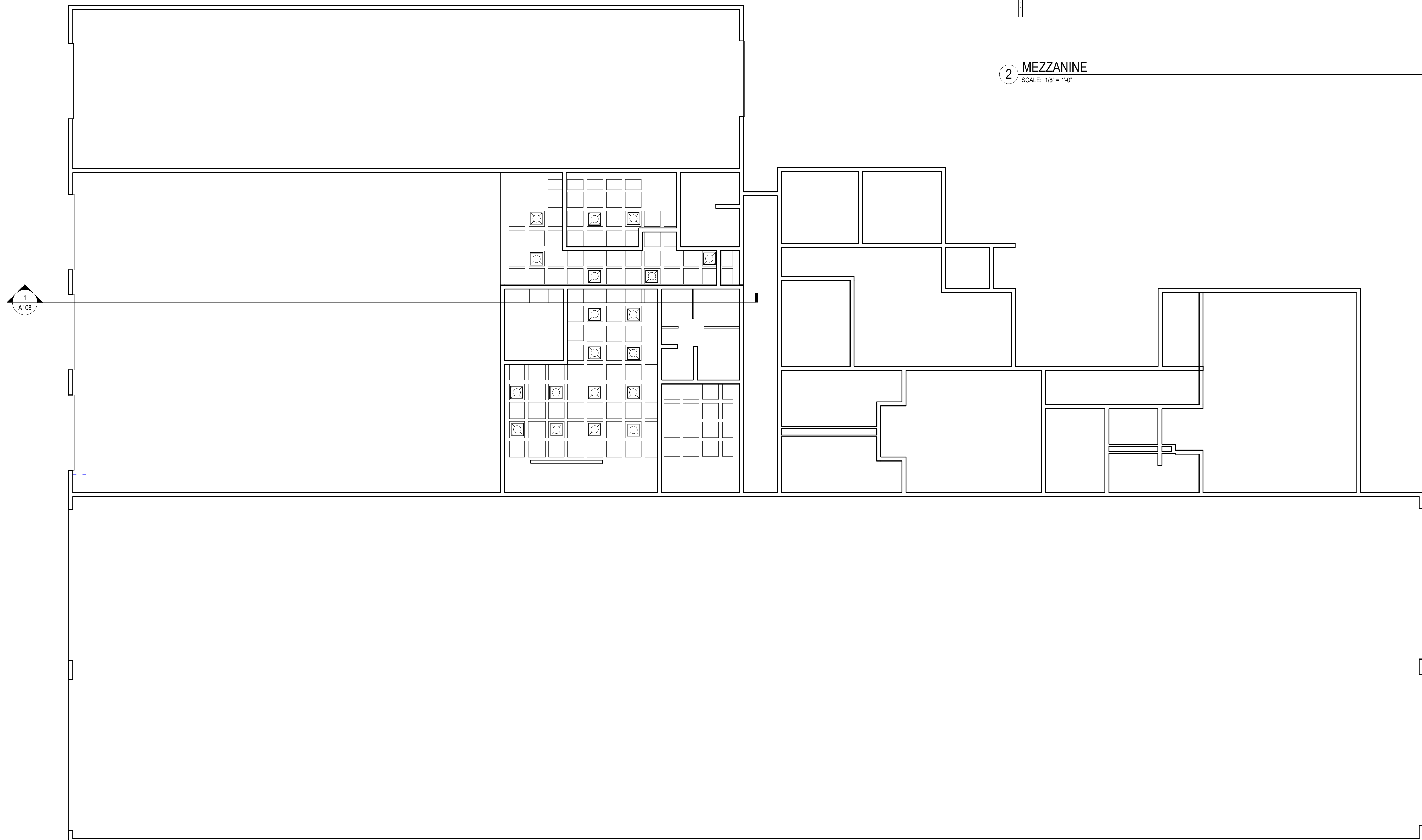
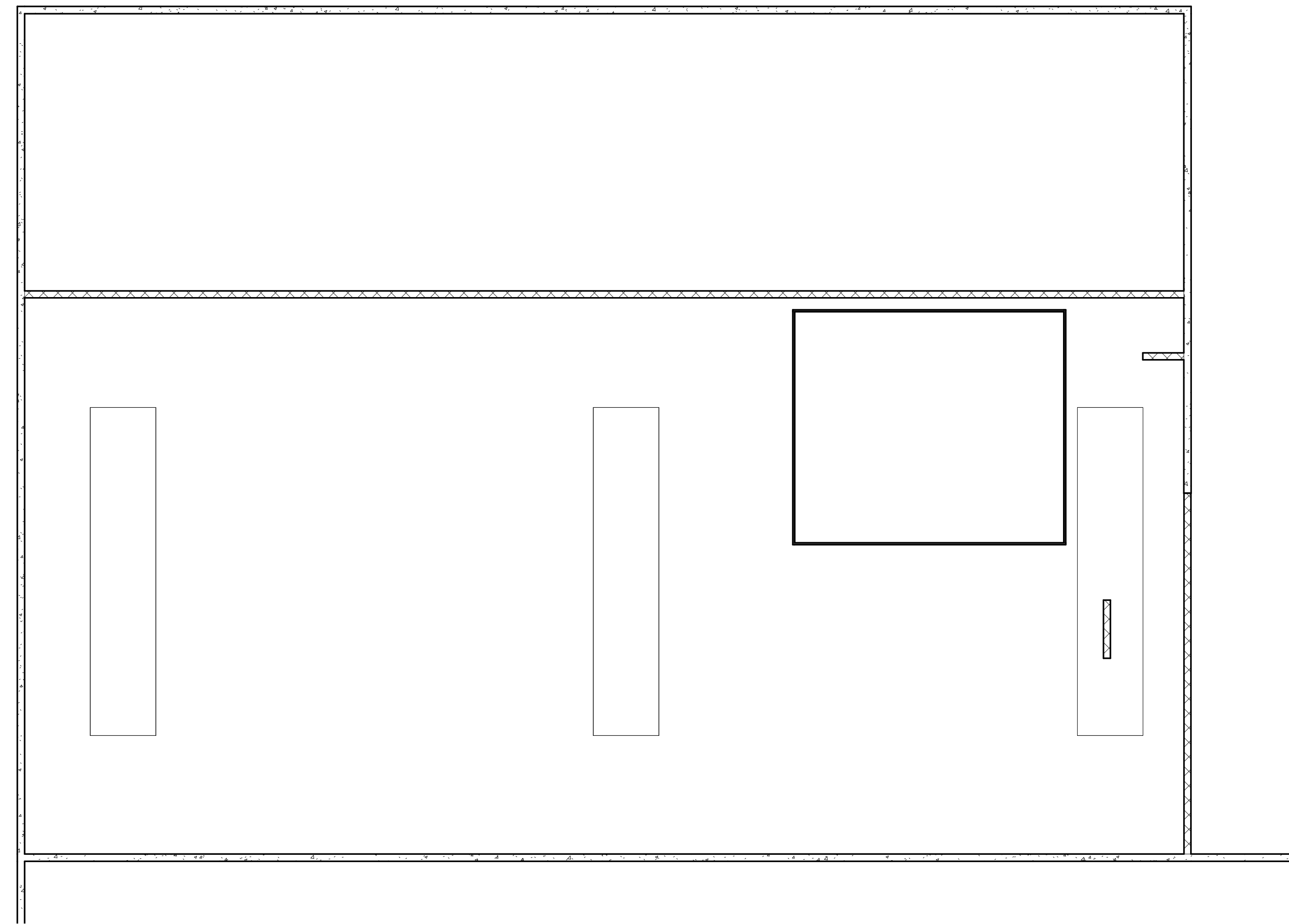
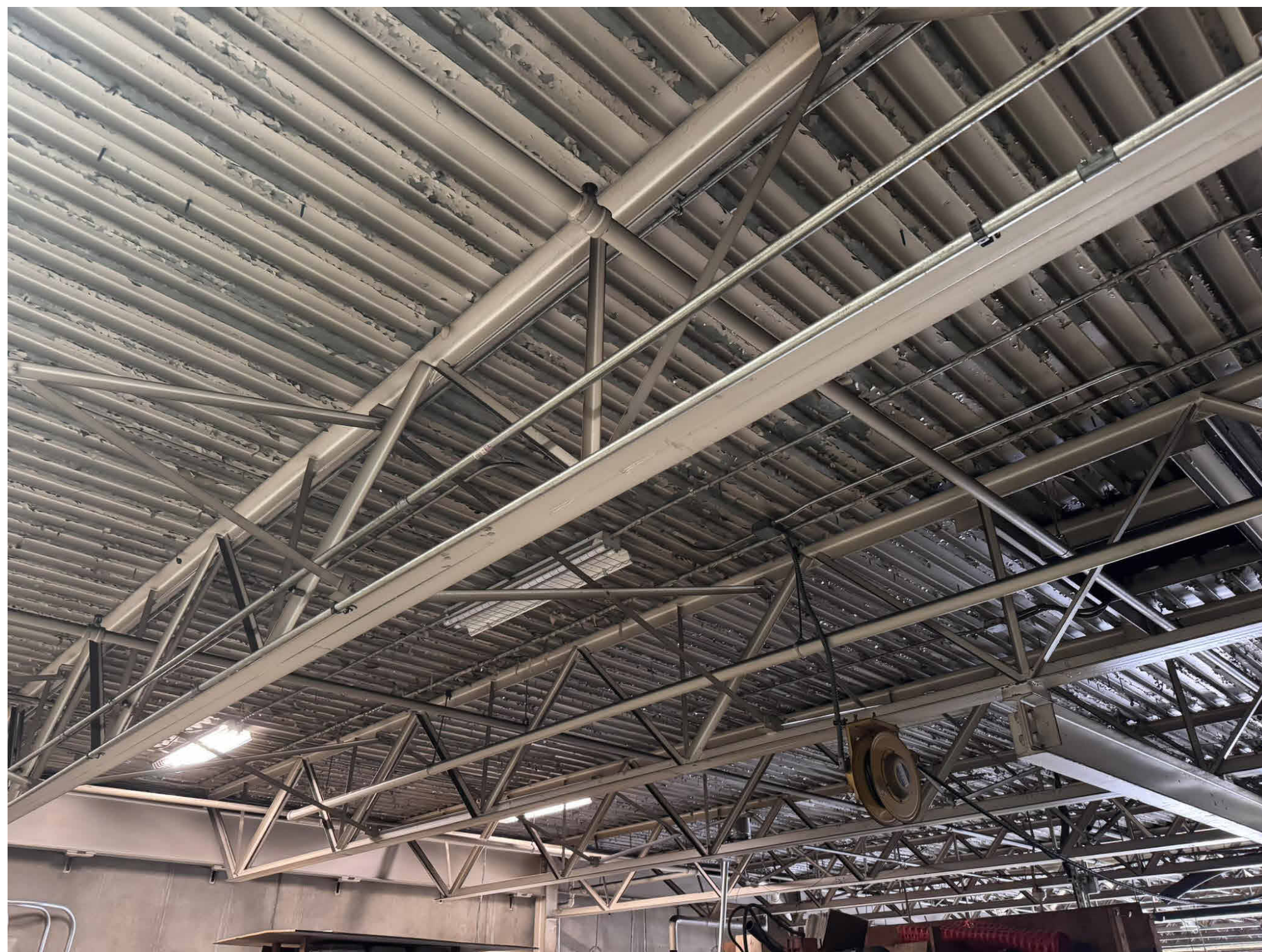
FLOOR PLANS



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DATE	07/02/25
SCALE	1/8" = 1'-0"
DWN.	ATI
CHK.	SBB
PROJ. No.	448714
DWG. No.	

A106



1 LEVEL 1 RCP
SCALE: 1/8" = 1'-0"

2 MEZZANINE
SCALE: 1/8" = 1'-0"

**PVTA
NORTHAMPTON MAINTENANCE
AND OPERATIONS FACILITY
54 INDUSTRIAL DRIVE,
NORTHAMPTON, MA**

**PVTA NORTHAMPTON
RENOVATION & EXPANSION
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NO.	REVISIONS	DATE

OWG TITLE

REFLECTED CEILING PLANS



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DATE 07/02/25

SCALE 1/8" = 1'-0"

DWN.	ATI	CHK.	SBB
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PROJ. No. 448714

DWS, No. _____

A107

**PVTA NORTHAMPTON
RENOVATION & EXPANSION
STUDY
FTA GRANT APPLICATION**



Architectural section drawing of the building showing multiple levels:

- MAINTENANCE ROOF**: 23'-0"
- STORAGE ROOF**: 20'-0"
- OPERATIONS ROOF**: 13'-6"
- MEZZANINE**: 10'-5"

The ground floor includes the following spaces:

- SERVICE MAINTENANCE** (21)
- OFFICE** (17)
- PARTS STORAGE** (20)
- MENS LOCKER/RELAY** (18)

The upper levels include the following spaces:

- IT SPACE** (22)
- MEZZANINE** (23)

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SCALE	1/4" = 1'-0"		
DWN.	ATI	CHK.	SBB
PROJ. No.	449714		
DWG. No.			

A108