

Questions For:	Regional Transportation Authority RFP 2017 Sun Shuttle Public Transportation
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Date:	October 31, 2016

## QUESTIONS

1. Please verify that there is no specific Disadvantaged Business Enterprise goal established for this contract and that a good faith effort is not required.

There is no DBE goal established for this contract. Per section 11.0 of Appendix S:

“Consultants are still encouraged to employ reasonable means to obtain DBE participation. Consultants must retain records in accordance with these DBE specifications. The consultant is notified that this record keeping is important to the Department so that it can track DBE participation where only race neutral efforts are employed.”

2. Will the RTA please consider extending the due date of this procurement by at least 10 business days to allow all bidders ample amount of time to secure facilities and develop the best transit plan/submittal for the agency?

Due to the time sensitive nature of this procurement, the schedule cannot be changed.

3. Please provide the most recent invoices for May, June, July, Aug, and September 2016. Invoices for February, March and April were provided in the RFP.

Attached.

4. Please provide the number of Vehicles Operating in Max Service (VOMS) for the fixed route and dial a ride

Under the current schedule, 13 vehicles operate in peak service for Sun Shuttle fixed route. The dial-a-ride fleet is dynamic, and the number of vehicles deployed varies based on a number of factors and operating decisions.

5. Please provide the current staffing and benefit information from incumbent providers, including listing of current employees, pay rates, seniority, rates and participation for benefits (medical, dental, retirement, etc.). Please provide CBA (if applicable).

This information is proprietary to the current contractor and is not shared with the RTA.

6. What is the amount of liquidated damages assessed to the existing contractor over the last 3 years?

The RTA has not exercised the option to assess liquidated damages under the current contract, however, we reserve the right to do so at any time.

7. Will vehicles and training rooms be made available to transition this service during the start-up period?

The RTA is willing to consider making a limited number of vehicles available for training purposes during start-up, but only if doing so will not affect daily fleet operation. The RTA may also be able to provide limited space for training, but definite times cannot be guaranteed in advance of a notice to proceed.

8. Please provide historical maintenance Costs per Mile (CPM) for the fixed route and ADA service.

The current contractor maintains all RTA owned vehicles. RTA does not require the contractor to share historical maintenance CPM and so cannot provide this data. The same applies to ADA service vehicles.

9. Please provide on-time performance for the last 12 months.

Oct-15	89.2%
Nov-15	86.4%
Dec-15	86.0%
Jan-16	87.3%
Feb-16	82.9%
Mar-16	83.2%
Apr-16	88.3%
May-16	94.4%

Jun-16	96.0%
Jul-16	93.9%
Aug-16	90.8%
Sep-16	90.0%

10. Please provide revenue hours for fixed route and dial-a-ride for the last 3 years. Only service hours were provided in the RFP.

The RTA defines revenue hours and service hours the same. We only track service hours and total hours. Service hours includes all time when passengers could be transported. Total hours include deadhead.

11. Please define what is included in your Revenue Hours and Service Hours. e.g., revenue hours includes all time when passengers are in service. Service hours includes revenue hours, deadhead and report time (pre & post trip).

Please see the answer to question 10.

12. Please provide a list of vehicles currently used to operate the ADA service, including vehicle count for each make, model, and capacity.

The current contractor owns and operates the ADA vehicle fleet. The fleet composition fluctuates based on the needs of the contractor. The fleet composition is proprietary to the current contractor.

13. Please confirm RFP number is 2017.

Confirmed.

14. Please confirm the mailing address for the submittal and the individual's name to whom the package should be addressed.

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15. Form "Certification of Compliance with FTA's Bus Testing Requirements" states it pertains only to the acquisition of Turnkey Rolling Stock over \$100,000 and is to be signed and submitted by the manufacturer of the product. Please advise how bidders should handle this form.

This form applies to vehicle manufacturers. It is not applicable to this procurement and does not need to be submitted with a bid.

16. Please provide the current software and version number for all the fixed route services and dial-a-ride service.

The current fixed-route and dial-a-ride software used by the contractor is proprietary. The current contractor is currently transitioning from their proprietary software to TripSpark.

17. RFP page 69, Operations Report, requires fixed route "Passenger Embarking Count by Route and Stop." Do all vehicles have Automatic Passenger Counters (not noted on vehicle specifications)?

- a) If so, is APC data sufficient to meet this requirement?
- b) If all vehicles are not equipped with APCs, are operators expected to record all boardings, by location, on a tally sheet to be entered and accumulated? If this last is true, we respectfully request that this requirement be eliminated in the interest of safety and schedule adherence. Stop-level boarding (and alighting) data is not a data set that is generally collected on an ongoing basis, but is more commonly collected periodically as part of a route or system analysis.

Sun Shuttle vehicles are not equipped with APCs. Since beginning in 2009, both fixed route contractors operating Sun Shuttle service have trained drivers to maintain a paper tally sheet for boardings by stop only, not for alighting. Sun Shuttle vehicles are front loading only and ridership is not so heavy as to become a safety concern. The requirement to maintain this data collection will stand through service start-up. The RTA is willing to discuss an alternative boarding data collection strategy after that time.

18. Are lunch breaks currently required for any of the personnel associated with either of these services? Will lunch breaks be required in the new contract term for either services?

The RTA does not specifically require lunch breaks as part of the scope of work. However, the RTA does require contractors to follow all applicable labor laws regarding breaks for workers.

19. Does the agency have any plans in the next contract term to switch fuel providers from QuickTrip to another provider?

The RTA has no current plans to change fuel providers. If a contractor demonstrates a compelling reason to consider another fuel vendor, the RTA will review such proposals after the award of the contract.

20. Do all RTA-provided vehicles have the fuel capacity to stay out all day or are they currently re-fueling mid-day?

Vehicles do require refueling during the day.

21. Please provide clarity on how the fleet shown in Appendix H is currently used? e.g., what is the breakdown of vehicles used on what services? Also, please provide where the agency anticipates using the new and on-order vehicles.

The fleet is flexible based on the assessed needs deemed by the contractor. None of the vehicles are required to always be used on specific routes. The diesel vehicles were also purchased through FTA 5311 grants, and so must predominantly be used on routes funded through that grant. This includes route 421, 440, 410, and the Green Valley/Sahuarita Dial-a-Ride. Vehicles 762-764 were funded using FTA New Freedoms funding, and are used primarily in the Green Valley/Sahuarita Dial-a-Ride area. Vehicles 760, 761, and 768-772 were funded using FTA JARC funding, and are used primarily on routes 401, 411, 412, and 450. However, many of the current FTA New Freedoms and JARC funded vehicles will be replaced by the start of the new contract and there will be no assigned routes for incoming vehicles other than the diesel replacements.

22. Please provide any insight on why the RTA has chosen not to extend the current contract with the (2) option years provided under the current contract.

Due to problematic ambiguity in the original contract language regarding billing methods, and a desire to explore new delivery options, the RTA has decided to open the contract to new bids.

23. Will any of the vehicles "on order," listed in Appendix H, be put into service by the new contract start date?

Yes, three Starcraft 26' buses (detailed in Appendix H, pg. 21) will be in service prior to the new contract start date. These vehicles are expected to start service in November 2016.

24. Please confirm if Trapeze Pass is being used for scheduling. If not, what software is currently being used for scheduling?

The current fixed-route software and dial-a-ride software used by the contractor is proprietary. The current contractor is currently transitioning from their proprietary software to TripSpark. The City of Tucson does use Trapeze Pass for the Sun Tran system.

25. Is Trapeze FX currently being used for the fixed route service?

No.