



**Addendum No. 5 to
REQUEST FOR PROPOSAL
FOR
Transit Operations & Maintenance
Services**

**Solano County Transit (SolTrans)
Vallejo, California**

SOLICITATION NO. 2020-RFP-02

ADDENDUM ISSUED

December 10, 2020

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Transit Operations and Maintenance Services
SOLICITATION NO. 2020-RFP-02
ADDENDUM NO. 5

ADDENDUM DATE: December 10, 2020

Notice to all potential PROPOSERS, the following Addendum No. 5 is being issued for the above-referenced project. All clarifications, amendments, additions, revisions, and/or modifications specified in this Addendum are hereby made part of the RFP. Except as stated below, all other terms to the original RFP remain unchanged.

This Addendum consists of SolTrans' answers to PROPOSERS' follow-up questions submitted in response to Addendum 2, Attachment 21, and changes to the RFP. RFP changes are listed below with insertions underlined and deletions in ~~strikethrough~~ text:

Questions and Answers:

The responses to proposer inquiries, and any other information provided, are provided in the following pages. Please note that in some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. Proposers are cautioned that subsequent responses or contract addenda may affect or vary a response previously given.

Scope of Changes:

Paragraph two on page 71 of the RFP, Scope of Work, Section A.3.9. is revised as follows:

"On an annual basis, CONTRACTOR shall be required to ensure all operating personnel associated with this contract receive at least ~~the required sixteen (16) hours of special Department of Motor Vehicles training and eight (8) hours of recurrent transit certificate (VTT) training, and an additional eight (8) hours of SolTrans-specific training.~~ (VTT) training, and an additional eight (8) hours of SolTrans-specific training. This refresher course will include farebox and SolTrans transit technology retraining."

The last paragraph on page 58 of the RFP, Scope of Work, Section A.1. is revised as follows:

***“Revenue Service** – Service time when the vehicle is available to transport passengers, and operating on regularly scheduled and published fixed route service including in-service layovers as depicted in the SolTrans bus schedules, and ADA Paratransit service from the time of first passenger pick up to last passenger drop off excluding ~~scheduled~~ unpaid driver breaks, ~~and/or~~ meal periods, and slack periods exceeding 59 minutes between passengers.”*

SolTrans
2020-RFP-02 Transit Operations and Maintenance Services
Follow-Up Questions & Answers

Questions 217-222: Transdev
Question 223: National Express

217. Question #8: Without asking bidders to price for a specific number of paratransit hours, it will be hard to compare pricing equally between bidders. Would SolTrans consider providing this number of hours to all bidders so that the agency has apples to apples numbers for evaluation purposes?

As discussed in the answer to Question 8, SolTrans is unable to reliably predict and so offers PROPOSERS no guarantees as to the minimum or maximum number of paratransit VRH that will be required under the Contract. SolTrans' expectation is that cost proposals will clearly specify which variable cost elements will remain constant regardless of revenue hours, and which will increase or decrease (and by what amounts) with the scale of the operation. However, if PROPOSERS require a specific volume of hours to develop their scalable cost models, SolTrans suggests that PROPOSERS use a round figure of 10,000 paratransit service hours per year. PROPOSERS are reminded that compensation under the contract will be based strictly on the number of service hours actually performed.

218. Question #43: Is it possible to update Appendix C.1 to indicate the service each vehicle is associated with?

Table updated. See Attachment 21.

219. Question#156: Please confirm SolTrans is requesting the following pricing structure from all bidders: fixed monthly fee, variable rate per revenue vehicle hour for both fixed route and paratransit. Confirming this with ensure SolTrans has apples to apples numbers for evaluation purposes?

See RFP Sections 4.6 and 5.5. Bidders may structure their cost proposals as whatever combination of fixed monthly fee, hourly rate or rates, and direct reimbursement ("passthroughs") they believe "will offer the best possible value for SolTrans while achieving and maintaining SolTrans' required standards across all aspects of the Contract." SolTrans leaves it to each PROPOSER to decide what cost items to include in each category. Reminder: SolTrans is looking for the best outcome at the best price. To be considered eligible for reimbursement, each eligible cost must be invoiced as a separate line item, and accompanied by supporting documentation such as paid invoices, relevant payroll records, etc. All approved passthroughs will be reimbursed at the CONTRACTOR's actual cost.

220. Question #161: Please clarify what the “*required (16) hours of special Department of Motor Vehicles training*” refers to (language from the RFP) and where in the 120 hours shown in response #161 this training is contained.

The above referenced language was part of an earlier draft, and should not have been included in the published RFP. The RFP has been updated to correct the error. SolTrans apologizes for any confusion. The annual refresher requirement is 8 hours VTT training, plus 8 hours SolTrans-specific training. PROPOSERS should also note that the 120 hours specified in response to Question 161 refers to the training currently being provided to new operators who already possess Class B CDLs, not to annual refresher training for current operators.

221. Question #167: COVID-19 Supplemental Paid Sick Leave requires provision of 80 hours of paid leave for a full-time employee. Due to the unknown nature of this element of cost, would SolTrans allow this to be treated separately as a pass-through cost, should it occur? If not, please confirm that all bidders are expected to include this expense in their cost proposal to SolTrans.

All necessary costs associated with COVID-19 response measures, including government or SolTrans-mandated supplemental sick leave, may be included as passthroughs. Costs incurred providing COVID-19 mitigation measures should also be clearly marked as such on monthly invoices, so that SolTrans is able to claim appropriate pandemic relief/reimbursement grants.

222. Question #205: Please clarify if the rates provided in this response are preventable accident frequency rates or total accident frequency rates? If total AFR, please provide Preventable AFR data for the same time period.

Metric	2019	2020
Total Miles	2,044,036.00	1,229,587.00
Preventable	40.00	21.00
Prev./100k Mi	1.96	1.71
Non-Preventable	18.00	8.00
Non-Prev./100k Mi	0.88	0.65
Total Accidents	58.00	29.00
Total AFR/100k Mi	2.84	2.36

223. Please clarify if billable paratransit hours will be gate to gate as indicated in answer to Question 85, or first pick to last drop as described under the “Revenue Service” definition in the Scope of Work, Section A.1., on Pg. 58 of the RFP.

SolTrans’ previous response to Question 85 was given in error, SolTrans apologizes for any confusion. The original response to Question 85 provided in Addendum No. 2 is hereby retracted and replaced with the following:

“Reimbursable paratransit vehicle revenue hours are counted from the first pickup to the last drop-off on each route, excluding unpaid driver breaks, meal periods, and slack periods exceeding 59 minutes between passengers.”