

PARATRANSIT RFP-2018-MA-03

QUESTIONS, ANSWERS, AND CLARIFICATIONS NUMBER 4

1. Section 9 requires that contractors insurance levels be 10 million, will CCCTA consider that subcontractors to the contractor limits be set at a lower level (i.e. - \$1 million) (95)
County Connection will only contract with one vendor and it has an indemnification clause with that vendor. Its insurance umbrella is with that vendor. As long as the Contractor understands coverage, they may engage a subcontractor with a different insurance requirement. We recommend putting those limits at \$4 million per occurrence for the subs, but at the very least \$2 million per occurrence for the lower risk work.
2. General: Does County Connection have a recent Phase I Site Assessment report that it can provide to bidders?
Don't have this information.
3. Page 66 notes a new limitation that drivers will not go more than 15 feet from the vehicle. Will this be communicated to the customer to avoid any confusion by this change? (66)
County Connection has decided to not include a footage limit on this requirement. Drivers must though remain within sight of their vehicles.
4. Please clarify if CCCTA or the contractor is responsible for "boarding chairs for all vehicles". These are not currently provided on the vehicles. (70)
County Connection has decided to not include this in the requirements. Further research shows the need is not as frequent.
5. Part II, Item C., g. Mechanics: Please provide the number of current maintenance employees with ASE certifications and identify the type of ASE held.
3 Technicians Technician 1A1- A8 & T1- T8 Technician 2 A6, A8, L1 Technician 3 none yet.
6. Part II, Item F: Please provide copies of most recent engine oil and other fluid sampling analysis for fleet.
See Engine Oil Report.
7. Part II, Item F.: Please provide the number of miles currently on each engine and transmission along with the types (engine/transmission) per vehicle? Further, please provide the last OD reading and date of the last engine and/or transmission replacement/rebuild.
See Miles per unit Report.
8. General: Please provide prior year total service mileage and annual vehicle mileage per unit.
See Miles per unit Report.
9. Please provide clarity on items included in Q/A #2 invoice data and items 11 and 12 pasted below seem to conflict with each other. Response #11 tells bidders to produce an hourly rate on the price page that is based on the first pick up to last drop off revenue hour definition, but response #12 states that the hourly rate is based on service hours which implies a gate to gate revenue hour definition not first pick up to last drop off. Further, in reviewing the invoices and backup data provided, it appears that the current contractor is billing service hours not revenue hours, which again would indicate a gate to gate

revenue hour definition and we feel is not consistent with the definition requested in the RFP for revenue hours.

Contractor is billing for service hours, but is not permitted to bill the agency for unproductive time, such as, lunch, breaks fueling time, unreasonable slack time etc....

10. Part II, Section 9. Insurance Requirements: In regard to "Collision and Comprehensive Insurance. CONTRACTOR and County Connection agree that the appraised fair market value shall be that value established by an appraiser or appraisers as mutually agreed upon." Please confirm that the City will accept the industry standard wording "The Service Provider agrees to maintain automobile collision and comprehensive coverage equal to the actual cash value of all vehicles".

YES, this is acceptable.

11. Part II, Section 9. Insurance Requirements: Please confirm that all required liability insurance limits can be met by any combination of primary and excess insurance.

Confirmed.

12. Would County Connection please provide clarity and confirmation of the revenue hour definition, as well as the rate bidders should provide on the price pages?

Bidders should provide rates based on Service hours. County Connection will pay for service hours minus unproductive time. Unproductive time includes but not limited to: breaks, lunches, fueling, unreasonable slack time etc....

Updated CBA attached to include additional staff. (Dispatch, reservations etc.....)

QUESTIONS, ANSWERS, AND CLARIFICATIONS NUMBER 4 – ATTACHMENTS

[CBA](#)

[CBA MOU](#)

[CBA Amendment Staff added](#)

[Engine Oil Report](#)

[Miles per unit Report](#)