

**Three Rivers Regional Commission  
RFP for Third Party Operator: Questions and Answers**

**Notices:**

1. Below are the upcoming dates relevant to the RFP for Third Party Operator:

Request for Exceptions, Deviations, or Approved Equals	November 5, 2019
Responses on Requests for Exceptions, Deviations	November 12, 2019
Proposals Due	November 19, 2019
Interviews (optional)	December 3, 2019
Contract Award	December 12, 2019
TPO Commences Operations	January 2, 2020

**Responses to Proponent Questions:**

RFP DOCUMENT AND GENERAL QUESTIONS

Q1: Page 3, Section 3 Scope of Work states the initial contract term will be for a 9-month period from January through September 2020, with four additional one-year renewals. This is an unusually short initial contract term that makes it challenging for a new vendor to recover their contract implementation investment with no assurance of a multi-year contract. What criteria does the Commission use to determine if a contract is renewed?

*A1: TRRC recognizes the first year term of the contract is shorter than is typical. The first term is nine months because it needs to align with a change in GDOT's 5311 grant cycle. The remaining one year options coincide with the annual grant cycle. Generally, the renewal options relate to contract performance.*

Q2: Page 5, Table 1- What is TRRC's typical vehicle replacement cycle? Do you typically retire a vehicle when it reaches a pre-determined age or mileage limit? As vehicles age, they typically require more frequent and expensive maintenance which will need to be considered in the vehicle maintenance budget.

*A2: TRRC is subject to GDOT'S "Transit Asset Management Plan" for the life cycle of vehicles and replaces the vehicles per the policy. The minimum useful life is 5 years or 150,000 miles with the target life being 7 years. <http://www.dot.ga.gov/InvestSmart/Transit/Documents/TAMP.pdf>*

Q3: Page 6, Letter G- Software. Please provide the type of Scheduling and Dispatching software currently used. Will the new bidder be responsible for user licenses?

*A3: There are two state programs, (Department of Human Services [Trip\$], Georgia Department of Transportation [QRYDE]) that each have their own software that is mandated by their respective entities. Both GDOT and DHS are responsible for their software user licenses.*

Q4: Page 8, Letter A – Can you provide the number of staffing by FTE and PTE, wages and benefits under the current contract?

*A4: TRRC does not believe it is appropriate to disclose that information during the bid process.*

Q5: Page 9, Letter C – Are any required positions currently Unionized?

*A:5 Not currently.*

Q6: Page 11, Letter J states individual counties may elect to provide all or part of the insurance coverage for their vehicles. Please advise how many counties currently insure their own vehicles.

*A6: We believe all of the counties insure their vehicles, but most do not meet the standards set forth by the RFP. Coweta County does meet the standards. Proposals should be submitted consistent with Section J: Insurance Requirements, listed on pages 11 and 12 of the RFP.*

Q7: Page 12, Letter M, if a new vendor is selected and they hire existing drivers, must everyone go under a new drug test? Or can testing done based on their last test with the incumbent vendor?

*A7: If the driver's test is still valid from the incumbent vendor, then that is acceptable.*

Q8: Page 16, The RFP schedule in Table 7 indicates a contract award on December 12, 2019 and a contract start date of January 2, 2020. This is a very short implementation period considering the potential need to hire and train staff and drivers. Is TRRC open to negotiation on the contract start date?

*A8: It is possible. However, since the current contract expires at end of the calendar year, TRRC and Coweta County would need to secure approval from the State, as well as the current interim TPOs.*

Q9: Who is the current subcontractor?

*A9: RMS Transit, Inc. has a contract with TRRC for seven counties (Butts, Carroll, Lamar, Meriwether, Pike, Spalding, and Upson). Transitions Commute Solutions, Inc. has a contract with Coweta County.*

Q10: Does the current subcontractor provide transportation for all areas in region 4?

*A10: See response to question 9.*

Q11: What is the current subcontractor pricing?

*A11: The service hour rate for seven of the TRRC counties is \$39.16 (Butts, Carroll, Lamar, Meriwether, Pike, Spalding, and Upson). The service hour rate for Coweta County is \$32.71.*

Q12: Are all vehicles currently used owned by the contractor?

*A12: No, the currently used vehicles are owned by GDOT and leased to their respective Counties. Vehicles are purchased and procured through the 5311 grant program using the State's procurement process.*

**END OF QUESTIONS AND ANSWERS**