



# LAKE COUNTY

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## FLORIDA

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### ADDENDUM 2

**Date of Addendum: October 26, 2016**  
**Request for Proposal (RFP) 17-0202**

#### **TRANSPORTATION OPERATOR** **Lake County Fixed Route and Para-Transit Program**

It is the vendor's responsibility to ensure their receipt of all addenda, and to clearly acknowledge all addenda within their initial bid or proposal response. Acknowledgement may be confirmed either by inclusion of a signed copy of this addendum with the initial bid or proposal response, or by completion and return of the addendum acknowledgement section of the solicitation. Failure to acknowledge this addendum will prevent the bid or proposal from being considered for award.

**This addendum DOES NOT change the date for receipt of proposals. The purpose of this addendum is to provide responses to additional questions received in a timely manner after issuance of addendum 1. Questions 1 through 108 are covered in addendum 1.**

**Note: The response to question 12 within addendum 1 is hereby revised to reflect that it is the County's intent to ensure the transit fleet is compliant with applicable standards at the time of transition. The requirement to provide a Vehicle Rehabilitation Plan under proposal Tab O is hereby and therefore eliminated. Such a plan may be required at a later date in conjunction with transition proceedings.**

**Question 109:** Tab O. Vehicle Rehabilitation Plan. This tab indicates that the new/proposed vendor will be responsible for bringing existing transit revenue and non-revenue service vehicles up to performance and industry standards. Will these expenses be a pass through that is billed back to the current contractor?

**Answer 109:** No. All such effort will be billed to the County using the process outlined in RFP provision 1.19. Also see note above.

**Question 110:** Please provide the most current Rate Calculation Model for Transportation Disadvantaged funding, including all tabs within the document.

**Answer 110:** Calculation Model is attached hereto.

**Question 111:** What is the current deadhead time and mileage between the two facilities currently used for housing/staging the vehicles (fixed-route and paratransit)

**Answer 111:** See attached map.

**Question 112:** Is there a current Minimum Wage / Living Wage ordinance in Lake County? Is one being proposed?

**Answer 112:** See response to question 99.

**Question 113:** Who is currently responsible for the screening/ approval of Transportation Disadvantaged applications? What are the expectations going forward?

**Answer 113:** Ride Right is currently for TD eligibility determinations. The selected vendor will be responsible for TD determinations.

**Question 114:** Who is currently responsible for the screening/ approval of ADA applications? What are the expectations going forward?

**Answer 114:** Ride Right is currently for ADA eligibility determinations. The selected vendor will be responsible for ADA determinations.

**Question 115:** The Scope of Work attachment specifies that the General Manager position must be named in the proposal, but does not indicate that any of the other “key personnel” positions need to be named as well. Please clarify the personnel positions that must be named, and whether they require resumes to be submitted in the proposal as well.

**Answer 115:** Refer to Attachment 12, Section 12.6.2 – Management & Administrative/Operations Staff for the key personnel and the required credentials needed for each position identified as “Key Personnel”. No other key personnel position must be named in the proposal besides the General Manager.

**Question 116:** Our firm is a Florida Certified DBE, and intend to bid this project as a prime contractor. Does this qualify as meeting the 12.8% DBE goal stated in the addenda, or does our firm need to contract with other DBE firms to meet the County’s goal.

**Answer 116:** A prime offer from a DBE satisfies the stated DBE goal in and of itself.

**Question 117:** In Figure 2 “LakeXpress & Lake County Connection Historical Miles & Hours”: There is an annual breakdown of Revenue Vehicle Hours and Non-Revenue Vehicle Hours for LakeXpress service, which equates to 24,454 Platform Hours for FY2015 actual data. The price page is showing 39,390 Hours for the Fixed Route service and the Deviated Fixed Route service. Is there an expectation that the revenue hours will increase by over 60%? If so, is there a plan to increase the number of revenue vehicles in operation? If no, is Figure 2 only showing part of the LakeXpress hours?

**Answer 117:** The higher figure reflects the fact that Lake Express added new routes (1A and 50E/50W) in May 2016 with that additional service reflected in the platform hours stated in the RFP vice to 2015 counts.

**Question 118:** We would also like to know if there is a more current copy of the collective bargaining agreement as the one provided has expired.

**Answer 118:** The document provided reflects currently available information.

**Question 119:** We understand that the DBE Goal for Lake County is 12.8%. Since Addendum 1 states that it cannot be met by subcontracting out to a local DBE, will the county accept a GFE if the 12.8% is not met?

**Answer 119:** Lake County will accept subcontracting to a local DBE for non-operational and management functions. The County will consider all good faith efforts (GFE) in accordance with FTA's guidance in 49 CFR Section 26.53 <https://www.transportation.gov/osdbu/disadvantaged-business-enterprise/final-rule-section-26-53> which states that, "[Bidders] can demonstrate these efforts in either of two ways, which are equally valid. First, they can meet the goal, by documenting that they have obtained commitments for enough DBE participation to meet the goal. Second, even though they have not met the goal, they can document that they have made good faith efforts to do so."

**Question 120:** We understand that the current contractor is using a DBE for some of its operational work. Answer 3 of Addendum 1 states that the new contract will not allow the awarded contractor to subcontract its operators or management for the DBE portion in this new contract. Can the contractor in this new contract subcontract some of the operational work even though the purpose is not to meet the DBE goal?

**Answer 120:** No. The County will consider subcontracting of elements such as, but not limited to, customer service, uniforms, and janitorial services.

Acknowledgement:

Firm Name: \_\_\_\_\_ Date: \_\_\_\_\_

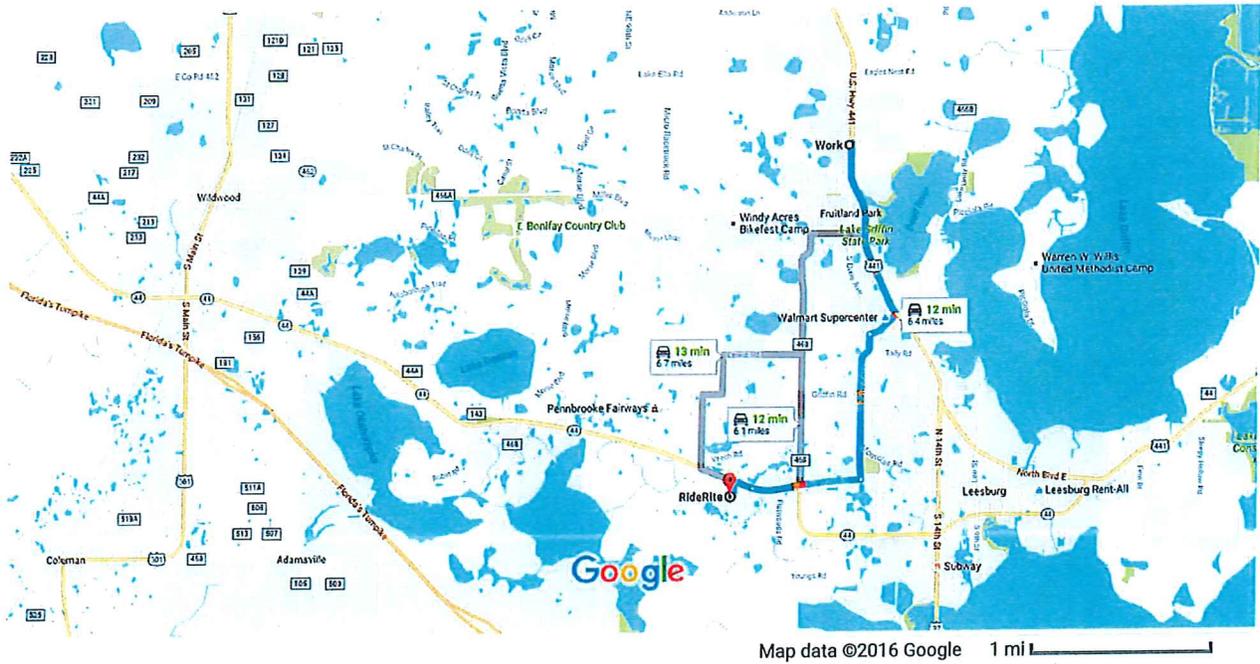
Signature: \_\_\_\_\_ Title: \_\_\_\_\_

Typed/Printed Name: \_\_\_\_\_



2440 U.S. Highway 441 to RideRite

Drive 6.4 miles, 12 min



### 2440 U.S. Highway 441

Fruitland Park, FL 34731

- ↑ 1. Head south on US-27 S/US-441 S/Citrus Blvd toward Fair Oaks Dr 2.3 mi
  - ↘ 2. Turn right onto Dr Martin Luther King Jr Blvd 0.4 mi
  - ↙ 3. Turn left onto Thomas Ave 1.9 mi
  - ↘ 4. Turn right onto W Main St 1.4 mi
  - ↑ 5. Continue onto FL-44 W 0.3 mi
  - ↙ 6. Turn left onto Executive Blvd 0.2 mi
- 📍 Destination will be on the right

### RideRite

31735 Executive Boulevard, Leesburg, FL 34748

### Worksheet for Multiple Service Rates

CTC: Lake County Bo. Version 1.4  
 County: Lake County

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

#### SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

<b>Ambulatory</b> Go to Section II for Ambulatory Service	<b>Wheelchair</b> Go to Section II for Wheelchair Service	<b>Stretcher</b> Go to Section II for Stretcher Service	<b>Group</b> STOP! Do NOT Complete Sections II - V for Group Service
<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No

#### SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?.....

<b>Ambulatory</b> Answer #2 for Ambulatory Service	<b>Wheelchair</b> Answer #2 for Wheelchair Service	<b>Stretcher</b> Answer #2 for Stretcher Service	<b>Group</b> Do NOT Complete Section II for Group Service
<input type="radio"/> Yes <input type="radio"/> No			

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?.....

<input type="radio"/> Yes <input type="radio"/> No			
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3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the services? How many of the total projected Passenger Miles relate to the contracted service? How many of the total projected passenger trips relate to the contracted service?

Leave Blank	Leave Blank	Leave Blank	Do NOT Complete Section II for Group Service

Effective Rate for Contracted Services:

per Passenger Mile =

per Passenger Trip =

<b>Ambulatory</b> Go to Section III for Ambulatory Service	<b>Wheelchair</b> Go to Section III for Wheelchair Service	<b>Stretcher</b> Go to Section III for Stretcher Service	<b>Group</b> Do NOT Complete Section II for Group Service

4. If you answered #3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per-Trip Rate (but must be less than per trip rate in #3 above) =

Rate per Passenger Mile for Balance =

<b>Combination Trip and Mile Rate</b>			
Leave Blank and Go to Ambulatory Service	Leave Blank and Go to Wheelchair Service	Leave Blank and Go to Stretcher Service	Do NOT Complete Section II for Group Service

**Worksheet for Multiple Service Rates**

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1. Answer the questions by completing the GREEN cells starting in Section I for all services
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**SECTION III: Escort Service**

1. Do you want to charge all escorts a fee?.....

Yes  
 No

2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR .....  
 per passenger mile?.....

Pass. Trip  
 Pass. Mile

3. If you answered Yes to #1 and completed #2, for how many of the projected  
 Passenger Trips / Passenger Miles will a passenger be accompanied by an escort?

4. How much will you charge each escort?.....

**SECTION IV: Group Service Loading**

1. If the message "You Must Complete This Section" appears to the right, what is the projected total  
 number of Group Service Passenger Miles? (otherwise leave blank).....

..... And what is the projected total number of Group Vehicle Revenue Miles?  
 Loading Rate  
 0.00 to 1.00

**SECTION V: Rate Calculations for Multiple Services:**

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically

- \* Miles and Trips you input must sum to the total for all Services entered on the "Program-Wide Rates" Worksheet, MINUS miles and trips for contracted services IF the rates were calculated in the Section II above
- \* Be sure to leave the service BLANK. If you answered NO in Section I or YES to question #2 in Section II

RATES FOR FY:		2016 - 2017	
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	1,484,154	Rate per Passenger Mile =	
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	90,012	Rate per Passenger Trip =	
Rate per Passenger Mile for Balance =		Rate per Passenger Mile for Balance =	

Service	Wheel Chair	Stretcher	Group
Ambul	1,132,619 +	351,431 +	104 +
	\$1.46	\$2.50	\$5.21
			\$0.00 per passenger
			\$0.00 per group
Ambul	67,522 +	22,470 +	20 +
	\$23.66	\$40.91	\$85.22
			\$0.00 per passenger
			\$0.00 per group

Combination Trip and Mile Rate			
Ambul	Wheel Chair	Stretcher	Group
			\$0.00 per passenger
			\$0.00 per group

**Rates If No Revenue Funds Were Identified As Subsidy Funds**

Ambul	Wheel Chair	Stretcher	Group
\$2.67	\$4.57	\$9.52	\$0.00
			\$0.00 per passenger
			\$0.00 per group
Ambul	Wheel Chair	Stretcher	Group
\$3.62	\$74.77	\$155.77	\$0.00
			\$0.00 per passenger
			\$0.00 per group

Program These Rates into Your Medicaid Encounter Data