

UPDATED 7/23/19 WITH ADDITIONAL CLARIFICATION ON QUESTION #7

Date: July 18th, 2019

To: All GoBus RFP Potential Bidders

From: Claudia Bashaw, HAPCAP GoBus Coordinator

Subject: Questions submitted between the dates of June 13th through July 11th, 2019, by GoBus RFP Potential Bidders.

#1

Q: Is it required to use MCI J4500 or can we use a similar coach (EG: 2019 TEMSA 56-passenger coach with bathroom, etc.)?

A: The service provider will be required to provide over-the-road motor coaches, which is defined as large buses with luggage space used for transportation between cities. They must comply with all Federal Motor Vehicle Safety Standards and Americans with Disabilities Act requirements, including wheel chair accessibility. Vehicle seating, baggage size requirements, quantity of vehicles, age, and mileage are addressed below.

Coaches should not have more than 250,000 miles or be more than seven (7) years old. Bodies on chassis vehicles should not have more than 125,000 miles (diesel) or 80,000 miles (gasoline), nor be more than three (3) years old. For more on vehicles, please reference Part I, Section H pages 34 & 41.

Specific seating and luggage capacity is not defined in the RFP; however, it should be comparable to the current MCI J4500 GoBuses. Please note that the capacity to carry luggage is a requirement for funding under this program (please reference Part I, Section H page 33, of the RFP Application).

Service provider should be able to provide enough coaches to handle the volume of passengers. The number of buses used in 2018 should serve as an example. See attachment.

#2

Q: Is it possible to obtain a copy of the current contractor's cost proposals for the current year per route?

A: We are currently in consultation with our legal counsel to provide an answer to this question. An update will follow.

#3

Q: How can we obtain NBTA membership?

A: National Bus Traffic Association membership procedures are referenced in the RFP Part I, Section I: Contract Award Requirements (page 42), as well as Exhibit B: Service Compliance

Requirements (page 93). Additional information can be found by contacting the organization directly via phone at (202) 898-2700.

#4

Q: Please explain the In-Kind funding through Greyhound. Is it possible to obtain an example of this as it was not in the contract supplied?

A: The FTA In-Kind Match program allows the use of an intercity bus company's unsubsidized costs as local in-kind match for feeder service projects funded under FTA Section 5311(f). The Ohio DOT intends to fund the GoBus service project using 5311(f) funds and therefore Greyhound intends to provide the eligible local in-kind match consistent with FTA guidelines for the in-kind match program.

While currently HAPCAP communicates with Greyhound directly to secure In-Kind Match annually, it is HAPCAP's preference that the service provider make these arrangements with Greyhound, or another intercity bus company, for the local in-kind match each year. A letter of commitment from Greyhound for 2019 will be provided as an example attachment for further details.

#5

Q: On page 9, Section B: Funding, does the statement "in addition, 6 GoBus-branded buses supplied by the Service Provider under leasing arrangements with HAPCAP." Does this mean the contractor leases the vehicles from HAPCAP, and if so, what is the cost of the lease per vehicle?

A: No, the contractor does not lease the vehicles from HAPCAP. Currently GoBus/HAPCAP/Ohio's 5311(f) Program does not own any vehicles. Instead GoBus/HAPCAP leases vehicles from the service provider (please reference Part I, Section B page 9, and Section H page 34, of the RFP Application). Our strong preference is to continue this type of lease arrangement with the service provider in the future.

#6

Q: Can you provide copies of any and all reports you require and the format you need them in, EG: Excel, etc.?

A: HAPCAP provides Excel templates for all of the required reports listed below. We will provide examples of most templates as attachments. Currently we require:

- a monthly invoice;
- a monthly log including tabs for:
 - delays
 - cancellations
 - road calls
 - ticketing issues
 - driver issues

- passenger issues
 - extra sections
 - other
 - a monthly report on ridership by route and schedule
 - a monthly allocated costs Excel worksheet
 - a monthly statistics report
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#7

Q: How many buses operate the GoBus service daily? Of those buses, how many are branded GoBus?

A: There are six (6) GoBus-branded buses that operate service daily. These buses are rotated in and out of different schedules in order to keep the mileage similar on each bus. There are two (2) to three (3) additional, non-branded buses which also run on GoBus routes each day, bringing the total to eight (8) or nine (9) buses running GoBus routes on any given day. Please reference Part I, Section B page 9, of the RFP Application.

PLEASE NOTE, ADDITIONAL CLARIFICATION:

The current service provider uses twelve (12) buses to provide daily GoBus service and to support their routes which continue beyond Ohio state lines and that are not subsidized by Ohio 5311(f) funds.

These routes include:

Route C—Schedules 30 and 31, which travel beyond Ohio to and from Charleston, WV.

Route D—Schedules 10, with the portion between Cincinnati and Columbus not subsidized, and 11 which travels beyond Ohio to and from Buffalo, NY

Route E—Schedules 21 and 22 which travel beyond Ohio to and from Chicago, IL

For the purposes of this RFP, Service Providers bidding on all five (5) GoBus routes should anticipate using eight (8) to nine (9) buses in order to operate daily GoBus service as it currently exists within the state of Ohio.

#8

Q: For 2018, how much farebox revenue was collected? Was the farebox collected in-line with projections? What were the total reimbursements under the contract? How many miles were billed for each route? How many extra section miles were billed?

A: The farebox revenue for 2018, was \$1,622,960.90. This revenue total was over the projected amount by \$57,960.90.

The total reimbursement to the service provider for Operations in 2018 was \$3,573,566.95, which equaled the NET Operations Costs. Each month the NET Operations costs are calculated by

taking the Monthly GROSS Operations Costs and subtracting the Monthly Farebox Revenue amount which the service provider keeps. The formula is:

$$\begin{aligned} & \text{Monthly GROSS Operations Costs} \\ & - \text{Monthly Farebox Revenue (which the service provider keeps)} \\ & = \text{NET Operations Costs} \end{aligned}$$

Previous and current GoBus contracts are arranged by the Cost Reimbursement model rather than a Cost per Mile structure, so we do not have data on mileage billed per route nor for extra section miles.

#9

Q: It appears that the current contractor has incorporated many of the routes into existing lines of service. If a new provider is contracted, how will the route structure change to HAPCAP? Would HAPCAP/GoBus expect the new provider to maintain all current lines? For example, Schedule 21 existed prior to the expansion of GoBus to include Columbus, OH, to Lima, OH. Would HAPCAP expect the bus service to continue on the same timetable and stop at Lima or continue to provide through-service to Chicago?

A: It is our intent for all current GoBus routes in Ohio to remain in place, so yes, we expect bidders to propose service that includes maintaining all current lines. As such and for example, it is our expectation that the portion of the line within the state of Ohio which runs from Columbus to Van Wert (Route E) and back would remain, and would be funded by the GoBus program.

While it is not our intent, nor a requirement of the service provider, to continue any route beyond Ohio's state lines, service providers who run or connect to lines outside Ohio which continue or connect to, but are not funded by, the GoBus program are viewed favorably since such lines are consistent with and further our desire to connect our riders to other existing transportation services both inside and outside the state.

In regards to stopping in Lima, or any other specific stop location at which GoBus currently connects to other intercity bus services, as noted above, our intent as a program is to make meaningful connections with other existing services. We are open to suggestions and ideas as far as which specific stops and timetables should be utilized going forward either within any bid, or in discussions with the service provider post selection and pre-contract, so long as the need to make meaningful connections is adequately addressed.

#10

Q: During the conference call, it was mentioned you pay the current contractor a lease for buses. If that is the case, what is the rate? What is the basis of this rate? For how many vehicles?

A: We are currently in consultation with our legal counsel to provide an answer to this question. An update will follow.

#11

Q: Is there an opportunity for further expansion of GoBus service?

A: At this time there are no plans to expand the GoBus service. This decision was directed by the most recent Needs Assessment conducted by the State of Ohio, which can be found on our website RFP page for reference, as well as by the Rural Intercity Bus Advisory Committee.