



ADDENDUM

covering

CHANGE IN SPECIFICATIONS AND/OR SCOPE OF SERVICES

Date Issued: February 27, 2012

Addendum No.: 2

RFP Number: 12-45-045-00 (Freeway Service Patrol Beat Nos. 18 and 19)

Procurement Officer: Marla Modell, Procurement Administrator

INTENT

1. This addendum is issued to provide for clarifications and/or changes to RFP No. 12-45-045-00. Acknowledgment of this addendum shall be made in the Proposal Letter (see Attachment 'B', page 32) required as a part of each proposer's submittal.
2. The Commission does hereby modify RFP Section 7.4 Communications Equipment and Computers to the Scope of Services, paragraph A, Communications Equipment, page 12 as follows:

Add:

The mobile radios to be installed in each primary truck and back up truck must be Kenwood NEXEDGE VVHF/UHF Digital FM Mobile Radios (MODEL NX800HK). The following accessories/radio equipment must also be installed: compatible power cable, bracket, microphone and mic clip, single pole double throw toggle switch (GC-WALDON), 500mhz 1/4 wave antennae that will mount on a "NMO" mount, any necessary antenna connectors, 6" round speaker (SPC10), external speaker (HSN8145B), and any necessary speaker connectors. Radio programmer contact information will be provided to the selected contractor(s) upon receipt of award. The cost, subject to change, of radio programming will be \$20.00 per radio.

3. Attachment B.3 (Beat No. 18), Detailed Cost Schedule, is hereby deleted in its entirety and is superseded with Attachment B.3 (Rev. 1) - Beat No.18, included herein as Attachment "A".
4. Attachment B.3 (Beat No. 19), Detailed Cost Schedule, is hereby deleted in its entirety and is superseded with Attachment B.3 (Rev. 1) - Beat No.19, included herein as Attachment "A".
5. The meeting minutes/summary for the scheduled non-mandatory pre-proposal conference held on February 14, 2012 in support of RFP No. 12-45-045-00 are included herein as Attachment "B".
6. The Commission's responses to questions and requests for clarification received from prospective proposers are included herein as Attachment "C".
7. The proposal deadline remains **Thursday, March 1, 2012** at 2:00 p.m., as modified in Addendum No. 1.
8. All other terms and conditions of the RFP shall remain the same.

Issued by:

Marla Modell
Procurement Administrator

ATTACHMENT "A"

ATTACHMENT B.3 (Rev. 1) - Beat No. 18

DETAILED COST SCHEDULE

**Must Be Included with Each Beat
Beat No. 18**

(Base these costs on the initial three year contract period only)

- 1. Hourly Rate for the 3-year period (No escalation is permitted) \$ _____*
- 2. Total Three Year Contract Cost for the Beat:
Beat 18: *Hourly Rate "1" above X 3 trucks x 1,900 hours of service X* \$ _____
3 years

Provide an itemized cost schedule used to develop **hourly rate** by the following budget categories:

	<u>Rate/Hour (Breakdown)</u>
a. Labor	\$ _____
b. Benefits	\$ _____
c. Equipment (Truck payment)	\$ _____
d. Fuel (Operating as well as motorist)	\$ _____
Identify average annual cost of Diesel Exhaust Fluid (DEF):	
\$ _____	_____
Identify average annual cost per gallon: \$ _____ DEF	
e. Insurance (Liability, Workers' Comp.)	\$ _____
f. Materials and Supplies	\$ _____
g. Digital Radios	\$ _____
h. Other Incidentals (list)	\$ _____
i. Profit/Overhead	\$ _____
 Total cost per Hour per Truck (sum of items a. thru i.) must agree with cost per hour which is line "1" above. Note, this hourly rate must also coincide with the rate specified in the Price Summary Sheet for the initial contract term (3-year Base Period)	 \$ _____*

AUTHORIZED SIGNATURE:

DATE:



REVISED - ATTACHMENT B.3 (Rev. 1) - Beat No. 19

DETAILED COST SCHEDULE

**Must Be Submitted with Each Beat
Beat No. 19**

(Base these costs on the initial three year contract period only)

- | | | | |
|----|--|----|--------|
| 1. | Hourly Rate for the 3-year period (No escalation is permitted) | \$ | _____* |
| 2. | Total Three Year Contract Cost for the Beat: | | _____* |
| | Beat 19: Hourly Rate "1" above X <u>2 trucks</u> x 1,900 hours of service X 3 years | \$ | ===== |

Provide an itemized cost schedule used to develop **hourly rate** by the following budget categories:

			<u>Rate/Hour (Breakdown)</u>
a.	Labor	\$	_____
b.	Benefits	\$	_____
c.	Equipment (Truck payment)	\$	_____
d.	Fuel (Operating as well as motorist)	\$	_____
	Identify average annual cost of Diesel Exhaust Fluid (DEF):		_____
	\$ _____		_____
	Identify average annual cost per gallon: \$ _____		_____
e.	Insurance (Liability, Workers' Comp.)	\$	_____
f.	Materials and Supplies	\$	_____
g.	Digital Radios	\$	_____
h.	Other Incidentals (list)	\$	_____
i.	Profit/Overhead	\$	_____
	Total cost per Hour per Truck (sum of items a. thru i.)	\$	_____*
	must agree with cost per hour which is line "1" above. Note, this hourly rate must also coincide with the rate specified in the Price Summary Sheet for the initial contract term (3-year Base Period)		_____*

AUTHORIZED SIGNATURE:

DATE:

ATTACHMENT “B”**Pre-Proposal Conference Meeting Minutes/Summary****Tuesday, February 14, 2012****Commission Offices, 3rd Floor Conference Room ‘A’ at 10:00 a.m.**

The following is a summary of the issues and policies that were discussed at the above-referenced pre-proposal conference in support of Request for Proposals (RFP) No. 12-45-045-00 for the provision of Freeway Service Patrol (FSP) services for Beat Nos. 18 and 19. The meeting was called to order at approximately 10:20 a.m. by Marla Modell, the designated procurement officer, who welcomed the prospective proposers and initiated self-introductions by Commission staff and other attendees.

FSP Project Team:

Brian Cunanan	Commuter Assistance Manager – RCTC
Jillian Edmiston	Program Administrator – RCTC
Marla Modell	Procurement Administrator – RCTC
Matt Wallace	Procurement Manager - RCTC
Officer Derek Williams	California Highway Patrol

Marla then described the format and objective of the meeting.

The purpose of the pre-proposal meeting is to provide potential proposers with an overview of the procurement process and to offer clarifications and/or explanations regarding any issues that may arise during that process. Formal written responses to all questions submitted by potential proposers during the procurement process may be issued by Commission Staff and any amendments to the RFP package will be made with the insurance of a formal addendum.

Summary of Minutes**1. Prohibited Communications**

All questions regarding the RFP package or the responsibilities of the successful proposer(s) must be directed to Marla Modell, RCTC Procurement Administrator, and a formal response will be generated with the assistance of the appropriate Commission staff. Proposers are to refrain from any and all communications with members of the project team, Commission staff or management. Requests for clarification must be submitted in accordance with RFP Section 3.0, Question and Answer Process. Any exceptions to the Sample Contract Form (Attachment ‘F’ page 45) must be described in detail as part of the proposers Proposal Letter submittal. Marla can be reached by phone at (951)787-7141, fax (951)787-7906, or email at mmodell@rctc.org.

2. Insurance

The insurance requirements for this procurement are detailed in the Sample Contract Form (see Attachment ‘F’) in the RFP package.

The minimum insurance requirements are as follows:

- General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage.
- Automobile Liability: Including contractual liability insuring owned, non-owned, hired and all vehicles used by the contractor(s) with a combined single limit of not less than \$1,000,000 applicable to bodily injury, sickness or death, and loss of or damage to property in any one occurrence.
- Employer's Liability: \$1,000,000 per occurrence for all employees, and
- Workers' Compensation as required by the Labor Code of the State of California.
- On-Hook: \$100,000 limit.

3. Disadvantaged Business Enterprise (DBE) Goal

A DBE Goal was not recommended for this project; however, the Commission strongly encourages participation of DBE firms.

4. FSP Project Manager's Summary (Jillian Edmiston - RCTC)

The FSP program is a free service provided to the motoring public and consists of contracted tow operators continuously roving congested freeways during peak periods to assist motorists, remove small debris from the roadway, and tow vehicles off the freeway. Services that operators perform include: jump starts, refilling radiators, changing tires, and providing a gallon of gasoline to stranded motorists. The Commission would like to assist as many motorists as possible, so operators are allotted 10 minutes per assist to get motorists back on the road. If the problem cannot be fixed in 10 minutes, the tow operator may tow the vehicle to an approved drop location as outlined in the Standard Operating Procedures (SOPs). (Note: The SOPs can be found on the RCTC Website directly under the RFP package.)

For this program, vehicles shall be exclusively dedicated to the FSP program during FSP service hours which are Monday through Friday, 5:30 - 8:30 a.m., and in the afternoons 3:00 – 7:00 p.m. with the exception of Fridays which starts 2 hours earlier from 1:00 – 7:00 p.m. Unlike neighboring county FSP programs, which require the trucks to be 100% dedicated to FSP (even during non-FSP hours), the Riverside program allows contractors to use their trucks for commercial towing (non-FSP) outside of FSP hours.

If an operator's tow truck is disabled, involved in an accident, or put out of service by CHP, a back-up vehicle is expected to be on beat within 45 minutes. Penalties will be assessed at 3 times the hourly rate, at 1-minute increments for any time in excess of the 45 minutes.

This RFP covers two beats, Beats 18 and 19. Beat 18 runs on I-215 from Riverside County line to Alessandro. Beat 19 runs on I-215 from Alessandro to SR-74/4th Street. Beat 18 runs with three primary trucks and one backup truck. Beat 19 runs with two primary trucks and one backup truck. The contract for each beat will be awarded for an initial term of three years with two one-year options to be extended at the Commission's sole discretion.

Some of the differences that you might notice working on the Riverside program, relative to FSP services provided in other counties are as follows:

- First, to reiterate what was previously mentioned, the FSP vehicles shall be exclusively dedicated to the FSP program only during FSP service hours. They are not 100% dedicated trucks unless you want them to be. After hours, the successful contractor(s) can use the trucks for commercial purposes. During FSP service hours, the successful contractor must be ready for service, fully stocked, clean, and compliant.
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- Another difference is that our FSP CHP Officers are very engaged in this program. In addition to certifying and training drivers, they provide constant supervision in the field. They take a lot of pride in the program and set very high standards. Under this program, operators are representing the CHP, the Commission, and Caltrans so it is critical that drivers are held to such high standards.
 - In regards to rates, some other counties offer a tiered pricing structure. For instance, if gasoline prices rise above what was estimated in the original proposal, a contractor is allowed to do a 1-time modification to the gas price to increase the contract amount. The Commission does not allow for such increases, so please keep that in mind when you are putting your rates together. The latest rumors indicate that gas prices will be \$5.50 per gallon by June.
 - Also, we would like to point out some things that are sometimes overlooked in rates. For instance, you are required to pay your drivers for training, which is a two day certification process followed by a minimum of four hours refresher training per year. Something else that is often overlooked is the time it takes to the beat. For example, if it takes one half of an hour to get from your office to the beat location; that cost shall be absorbed by the contractor. In addition, many of the new diesel trucks that have been purchased for FSP purposes require diesel exhaust fluid (know as DEF). The cost of DEF ranges anywhere from \$3.00 to \$5.00 per gallon.
 - Please pay close attention to all of the requirements set forth in this RFP, as changes have been made since the last RFP was released.
 - **Limiting Beats Awarded (Page 5).** Language has been added that states: “An existing Contractor that is not in good standing as determined by information received by the FSP Management staff at the time of their proposal may, at the discretion of FSP management, be limited to the number of beats the contractor is awarded, including not being awarded any beats. FSP Management Staff also reserves the right to limit the number of beats awarded to on firm.
 - **B. Tow Truck Appearance - Mud Flaps (Page 10).** It states that “No other accessory, equipment or signage (mud flaps, bumper stickers, employment advertisement, and so forth) shall be mounted or installed without prior CHP approval.” Mud flaps have been added to this statement because they are becoming a problem due to the fact that a lot of the new tow trucks come from the dealer with advertising on the mud flaps. This is not allowed. The mud flaps need to be plain.
 - **B. Tow Truck Appearance – Decals (Page 11).** Information was added regarding the FSP decals. Currently we use magnetic signs that are placed on the driver and passenger doors during FSP service. When not in use, the signs are removed. Lately the signs have become problematic. They are flying off. Since the doors are made out of lighter metal, the magnets have not been sticking as well. We are looking into the potential of having some kind of permanent vinyl or adhesive decal and then a plain white magnet would be placed over the sign when the truck is not in service.
 - **Section 7.4.A Communications Equipment - Radios are now Owners Responsibility (Page 12).** In the past RCTC has provided the 2-way radios that are used for communications on FSP. That will no longer be the case as we switch over to digital radios. The owners are going to be made responsible for having a digital radio in each primary truck; a digital radio in the back-up truck; and one additional digital radio on hand at the yard for backup in case something should happen to the radios in the trucks. Specifications for the radios will be included in the addendum
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that will be posted shortly. We should be able to provide you with information on cost of programming and then the estimated cost of the radios but as long as you get radios that met the specifications, you can go to whoever is able to offer you the best price.

- **Nextel Use While Driving (Page 13).** A small change. The use of cellular, Nextel, any kind of handheld device is strictly prohibited by California state law. Tow operators used to have an exemption but that is no longer the case.
- **Quarterly Inspection Reports & Tampering w/AVL Equipment (Page 14).** This requirement has been in our RFPs in the past. It states, “The Contractor shall provide a quarterly inspection report to RCTC indicating the status of all equipment.” We have never asked our operators to provide this information before but we would like to start doing so now because equipment seems to be an ongoing problem for us primarily because we are not receiving any communications regarding equipment that is failing, breaking or acting up.

The fact that AVL units have been installed in all of our FSP trucks is not anything new. We are; however, noticing that since these units have been installed, when a truck goes in for service we are finding that the AVL is either being tampered with or being moved around by the mechanics. It is costing us a lot of money to have our AVL technicians come out to look at them when there really isn't a reason for doing so. We will be looking into how we can solve that problem. One way is to have the operators held responsible for ensuring that their mechanics are not messing with the AVL equipment while they are working on the trucks.

- **Minimum Requirement for Drivers Valid Class C (Page 15).** The minimum requirement for drivers is a valid Class C driver's license.
- **Current Price Range is \$45.75 to \$52.00 (Page 23).** We recently had to revise the range of how much we pay per hour which is now \$45.75 at the minimum to a maximum of \$52.00 per hour.
- **Submission of Proposal (Page 24).** An original and seven (7) copies of each proposal must be submitted.
- **Due Date/Time for Proposals (Page 25).** All proposals must be received no later than Thursday, March 1, 2012 by 2:00 p.m., postmarks are not accepted.

5. **Standard Operating Procedures (Officer Derek Williams – CHP)**

- Officer Williams stated that the CHP's role in this program is to provide daily supervision in order to ensure that the operators adhere to the SOPs. He is one of three supervisors for the program and they are responsible for the entire Inland Empire. These officers are very “Hands On” and are in the field with the drivers on a daily basis.

CHP Officers are very “Hands On” and will be very visible both on the beat and at the successful proposer's yard. DHP will be working very closely with the successful proposer's drivers and managers.

The program's requirements are very strict. As was stated earlier, the SOP manual shall be followed. The CHP conducts all the necessary training. They are also responsible for monitoring and assessing the penalty time on your invoices. For instance, when you are not in compliance with something, we would assess a penalty for the period of time that you are not in service and,

subsequently, turn that information in to the county. This penalty would ultimately affect the amount you are paid for your monthly invoice.

- Dispatch – We are radio heavy in these two counties. We do not have a MDC or MDT system like they have in the Los Angeles and Orange counties which means that the CHP dispatcher will be responsible for dispatching all the calls that a tow truck driver receives. For this reason, communications back and forth from a driver to the dispatcher is very important. Drivers are required to use the radios efficiently.

All radios are hardwired and mounted into the trucks. They are not mobile. The radios must be functional and the operators need to know how to use them. If for some reason a radio is not working, the truck cannot go into service.

Nextels are also required. This system allows your drivers to contact us directly, while not in motion, by use of a push to talk earpiece or a hands free device. At this point in time, we do not require them to talk to us while they are driving because tow truck drivers are no longer exempt from those laws. All drivers must have a Nextel with them so that we can communicate with them outside of the regular dispatch radio that they normally use.

PDA's are used to capture the data for all the calls that the drivers have done for the day. As with most programs, we are data heavy and it needs to be accurate. Please make sure your drivers are computer savvy when you hire them, because they must be able to use PDA's and it must be done correctly.

- The SOP is the manual that basically covers everything within the program. It is very specific but it does not cover every incident that you might run into. For instance, if I meet with your drivers or I am meeting with you and there is an issue with the program, I will refer to the SOPs. It is a fluid document, which means as policies and laws change, the program will change and the SOPs will be updated to reflect this. CHP will supply the successful proposer with a new copy of the SOPs when they are revised which must be in your driver's possession at all times while working on the program.
- Training Items – The CHP does the training. Your drivers are required to pass a two day class and there are also ten ride-a-longs, which are ten shifts at seven hours a day that you need to take under consideration when you prepare your bids. Your drivers must pass a background check before they take the class. There is a very thorough background test. Testing is done in the field with the actual tow truck. Your drivers will have to show us that they can manage their beats. Every driver that is a FSP driver for the program must attend quarterly training which consists of one hour every three months in which we can get together and talk about changes in the program or modifications that we need to make.
- Lastly, all drivers are required to have a medical card, so they must be able to pass the DOT medical exam. They must be in possession of a DL 64 which is the tow driver certificate and have a valid Class C driver's license.

6. Procurement Process (Marla Modell- RCTC)

The designated procurement officer, Marla Modell, concluded the conference with an overview of the RFP package. She emphasized that proposers must review the entire RFP package in detail, including the sample contract form, and provide all of the information requested in order for its proposal to be deemed

responsive. Please note, the responses to questions provided by FSP Project Team at the pre-proposal meeting do not qualify or amend the RFP in any way.

The Commission's formal response(s) to questions will be issued in subsequent addenda and posted on the Commission's website at www.rctc.org.

Marla highlighted the following RFP sections/topics:

- Addenda (page 2, Section 2.0)

The minutes of this meeting will be issued in the form of Addendum No. 1. Any questions and/or comments that you have, and our responses to them, will be included in Addendum No. 1. The Addendum will be posted on the RCTC website at <http://www.rctc.org/rfps.asp>. You also must acknowledge receipt of any and all Addenda in your proposal letter. Failure to do so may result in that proposal being deemed non-responsive and thereby eliminating the proposer from further consideration in the competitive process.

- Calendar of Events (page 3, Section 4.0)

The Calendar of Events includes key milestone and schedule dates.

- Form of Contract to be Awarded (page 3, Section 5.0)

The contract, if awarded, shall be a fully-burdened, fixed unit rate contract. The fully-burdened rate that the contractor proposes shall include all indirect and direct costs, including fuel, profit, overhead cost and equipment.

- Standard Operating Procedures (page 7, Section 7.2)

The guidelines and policies of the FSP program, which promote a safe working environment and maintain a level of professionalism, are contained in the SOP.

- Tow Truck Requirements (Page 8, Section 7.3.A)

All trucks proposed for use in the FSP program should be less than a year old with a maximum of 50,000 miles on the chassis and working parts of the truck. Additionally, all FSP trucks must be DOT and CARB compliant. All elements of the equipment and supplies list must be included in the fully equipped truck.

- Vehicle Inspections (Page 11, Section 7.3.C)

Vehicle Inspections will be conducted by the CHP, prior to the initiation of services by the successful contractor, and during the term of the contract.

- Spare/Back-Up Vehicles (Page 11, Section 7.3.D)

The Contractor may use the dedicated FSP tow vehicles for commercial service, but they must be equipped and ready to go during FSP service hours.

- Vehicle Breakdown and Other Missed Service (Page 12, Section 7.3.E)

If the vehicle is not made available within the required 45 minutes time period, the Contractor shall be fined three (3) times the hourly contract rate in (1) minute increments for every minute that exceeds the 45 minute replacement period. We are very serious about getting service to the public out there on time, so be aware of that when you are considering providing a proposal in response to the RFP.

- Communications Equipment (Page 12, Section 7.4.A)

All vehicles will be equipped with an AVL system, radios, and handheld/PDAs. Cell phones will be purchased and maintained by the Contractor. The Contractor is required to use Nextel wireless cell phones with push to talk capability for communications with the CHP Communications Center and the CHP Field Supervisor.

- Computer Equipment (Page 13, Section 7.4.B)

The Contractor shall purchase and maintain a computer workstation with high speed internet access and email to communicate with RCTC staff and transfer FSP data collected with handheld/PDA units.

- Operator Training (Page 16, Section 7.5.B)

All company owners and FSP vehicle operators, including back-up drivers, shall be required at the contractor's expense to complete the CHP two-day training program. The cost is nominal but be aware that the owners must participate in this, as well. There is on-going refresher training that is required as well under the terms of the contract.

- Local Office (Page 19, Section 7.7)

The contractor shall provide a local office for contract administration purposes. When establishing your office, please ensure that your location allows you to have a backup vehicle and a certified FSP driver available within the 45 minute response time.

- Minimum Proposer Qualifications (Page 20, Section 8.0)

Proposers must satisfy the following minimum qualifications:

1. A current and valid business license;
2. A minimum of five years experience in operating tow service;
3. At least two years experience in CHP tow rotation service at the time the proposal is submitted; and
4. A history of compliance with all federal, state and local laws governing the operation of a tow service.

IF YOUR FIRM DOES NOT MEET THESE MINIMUM QUALIFICATIONS, PLEASE DO NOT SUBMIT A PROPOSAL.

- Preparation of Proposals (Page 20, Section 9.0)

Proposals shall include all of the elements set forth in Section 9.0.

Attachment B.3 (Rev. 1) – Detailed Cost Schedule (Pages 36-39). Proposers must submit a separate proposal for each individual Beat. Each Beat will be evaluated separately by the Commission, and the all-inclusive flat hourly rate proposed must not be dependent on being awarded to both Beats. It is possible that both of the two Beats described in the RFP will be awarded to two different operators.

A Detailed Cost Schedule is required for each Beat. The Detailed Cost Schedule for Beat 18 begins on page 36 and the Detailed Cost Schedule for Beat 19 begins on page 38. The option terms which will be exercised at the Commission's sole discretion are included on the associated Rate Summary Sheets. All proposers must provide a rate(s) for the option years. Also, it is very important that you provide vehicle information. Make sure you provide information on your proposed vehicles or how you intend to get them.

- Submission of Proposal/Period of Acceptance (Page 24, Section 13.0)

An original and seven (7) copies of each proposal must be submitted. Again, separate proposals must be submitted for each Beat. Do not combine them. All proposals must be received no later than 2:00 p.m. on Monday, February 27, 2012.

- Basis of Award (Page 25, Section 14.1)

Any contract resulting from this RFP will be awarded to the responsive and responsible contractor earning the highest total evaluation score.

7. Construction FSP

Construction services may be requested of an operator should a need arise. These services would be separate from this contract however; the successful proposer will be given the opportunity to provide these services. If the successful proposer is not equipped, or if doesn't have drivers available during the required times, then neighboring FSP operators may be requested to provide services.

Please note that your proposal should not factor any extra construction services that may be requested.

9. Question/Answer

No written questions were presented to staff during the pre-proposal conference. Commission responses to oral inquiries and questions received after the pre-proposal meeting from proposers, and the Commission's formal responses, are provided herein as Attachment "C".

Any questions regarding the procurement process shall be directed to Marla Modell, Procurement Administrator via e-mail at mmodell@rctc.org or via fax at (951) 787-7906 as described in paragraph 3.0 Question and Answer Process of the RFP.

Exhibit(s) (1) Agenda



AGENDA

PRE-PROPOSAL CONFERENCE

REQUEST FOR PROPOSALS (RFP) NO. 12-45-045-00

Freeway Service Patrol: Beat Nos. 18 & 19

February 14, 2012 at 10:00 A.M. * RCTC Conference Room 'A', 3rd Floor

Welcome/Introductions

Marla Modell
Procurement Administrator
RCTC Contact Person

Overview/Scope of Services

Jillian Edmiston
Staff Analyst
RCTC Project Manager

Standard Operating Procedures

Officer Derek Williams
California Highway Patrol

RFP Summary/Highlights

Marla Modell
Procurement Administrator

Questions

Open Forum

Proposers are invited to submit written questions to the Procurement & Assets Manager at any time prior to the 2/21/12 deadline for requests for clarification. Questions will be received by the Procurement Administrator who will then direct the questions to the RCTC representative best qualified to provide a formal response thereto. All proposers are advised that any exchange that takes place between RCTC and a potential proposer during the pre-proposal conference do not qualify or amend the RFP. Only a formal addendum to the RFP shall modify, change or provide formal clarification of the RFP package. The RFP document shall govern if there are any conflicts between the information provided at the pre-proposal conference and the RFP.

End of Attachment "B"

ATTACHMENT "C"

February 14, 2012

Subject: **REQUEST FOR PROPOSALS NO. 12-45-045-00
FREEWAY SERVICE PATROL SERVICE (Beat Nos. 18 and 19)
ANSWERS TO PROPOSERS' QUESTIONS: SET NO. 1**

To: All Proposers

Reference: (a) Pre-Proposal Conference held on February 14, 2012 in the 3rd Floor RCTC
Conference Room 'A'
(b) Subject RFP issued January 30, 2012

The following questions and associated responses were either submitted to the procurement officer by potential proposers during or after the above-referenced pre-proposers meeting, or are being offered by Commission staff to clarify the requirements set forth in the RFP package.

Q1: Is there a cap on the number of beats RCTC will assign to one company?

A1: *RCTC has included language in the RFP that allows it to limit the number of beats awarded to a firm. The language provides RCTC the flexibility to make awards in the best interest of the program. This language should not prevent any potential proposers from submitting a proposal.*

Q2: Are semi-permanent FSP decals currently being used in the program?

A2: *Semi-permanent decals have not yet been introduced to the RCTC FSP program. See RFP Section 7.3 B. for information on decals.*

Q3: Regarding the digital radios, are these new radio requirements starting begin with Beats 18 and 19?

A3: *That is what we anticipate. For these beats, starting July 1, the digital radios should be in place and should be responsibility of the owner.*

Q4: Are digital radios required for existing beats?

A4: *Yes, existing beats that are under contract, valid though June 30, 2012, will fall under the exiting model that RCTC will provide radios.*

Q5: Are Beat Nos. 18 and 19, pre-existing beats or new to the program? If existing, who currently services the Beats?

A5: *Yes, Beats 18 and 19 are currently in service and Pepe's Towing is the current operator.*

Q6: What are Construction FSP hours and what is the frequency is Construction FSP?

A6: *Construction Freeway Service Patrol services are not guaranteed to be offered. When preparing a response to this RFP, the potential for Construction FSP should not be factored into the cost schedule. Should Construction FSP services be needed in the future, the number of hours, price, and contractor shall be determined at that time.*

Q7: Is there ever a time, on a Riverside Construction Project, where one truck ran service all day, including during the mid-day between the two shifts?

A7: *For a FSP beat with construction activity that requires mid-day service, that particular segment will be serviced between 5:30am and 7:00pm. It is not possible for the same tow vehicle to run service for that entire duration without incurring penalty time to restock and perform a pre-shift truck inspection (prior to the mid-*

day and PM shifts). In addition, FSP operators must comply with all laws with respect to the staffing of the beat in this scenario.

Q8: What the current hourly rates are for Beat #18 and 19?

A8: *The current hourly rates under contract to RCTC for the performance of similar services to the Beats range between \$45.75 and \$52.00 per hour.*

End of Attachment “C”