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**REQUEST FOR PROPOSALS
FOR
OPERATION OF MARIN TRANSIT'S
RURAL AND SEASONAL TRANSIT
PROGRAM**

ADDENDUM 4

board of directors

September 28, 2011

susan l. adams
president
supervisor district 1

Dear Transit Operator,

steve kinsey
vice president
supervisor district 4

This addendum provides answers to questions submitted to Marin Transit by September 16, 2011 along with two attachments that respond to requests for information. Please note that not all of the questions submitted are answered in this addendum. Marin Transit is preparing an Addendum 5 that will answer the remaining questions, along with additional attachments, and these will be available by Friday, September 30, 2011.

barbara heller
2nd vice president
city of san rafael

Please continue to check the Marin Transit website for future addendums. Proposers must acknowledge receipt of all addendums in their proposals.

judy arnold
director
supervisor district 5

Sincerely,

harold c. brown, jr.
director
supervisor district 2

Amy Van Doren
Director of Operations

madeline kellner
director
city of novato

kathrin sears
director
supervisor district 3

**RFP questions and answers
(received verbally and in writing)**

**Operation of Marin Transit's Rural and Seasonal Transit
Program**

September 28, 2011

1. Will proposers have access to the current maintenance records, costs, and vehicle inspection reports for 2010?

Records are provided as Attachment 1 from the most recent maintenance sections for the vehicles being provided for the West Marin Stagecoach and Muir Woods Shuttle.

2. Proposers would like a copy of assessment of penalties over the past year.

Addendum 3, Question 13 response: There were no penalties charged to either of the service providers of the Rural and Seasonal Service Program during the last twelve months.

3. What entity is responsible for route signs on buses and repair of signs?

Contractor is responsible for programming and maintaining destination signs. See page 45 of the RFP, Programming/Repair of Destination Signs for specifics.

The Contractor is responsible for the operation and maintenance of the electronic destination signs. The contractor is also responsible for the maintenance of the curtain (scroll) style destination signs. Marin Transit will assist the contractor with programming of electronic destination signs and assume the cost for replacing worn or outdated curtain destination signs.

4. Will frequent rider programs stay the same with new contract? Will they apply to Marin County travel only or will they be expanded beyond the county in the future?

Marin Transit has a student pass program, which remains valid with this contract. The contract is specific to the West Marin Stage and Muir Woods Shuttle services only. Marin Transit also has a day pass (issued onboard the bus), a weekly pass, and a monthly pass. These fare instruments are subject to change

with Marin Transit assisting the awarded Contractor, should changes occur.

5. What is the benefit program for Marin Transit current operators?

See Attachment 2 for current wages and benefits.

6. Are the current employees union? Can we have a copy of the current union agreement, rates of pay and current benefits?

Employees for the West Marin Stagecoach, operated by MV Transit, are part of Teamsters-Local 624. Employees for the operation of the Muir Woods Shuttle Program, operated by Golden Gate Transit, are part of Amalgamated Transit Union (ATU). As the current union agreements for both contractors have been established on terms between their employees and themselves, Marin Transit has not included copies of agreements. Wages and benefits are provided in Attachment 2. MV and Golden Gate Transit have not provided Marin Transit with copies of their union agreements.

7. The insurance language in Appendix E is silent on the issue of coverage for physical damage on the Marin Transit vehicles. Please advise the extent and type of physical damage coverage that Marin Transit requires for the proposed vehicles as well as an estimate of the total insured value (TIV) of the fleet for costing purposes.

Marin Transit requires physical damage coverage for Vehicle Physical Damage.

Comprehensive and collision coverage for fair market value cost for all vehicles set forth on page 9 of the RFP is required and for any subsequently owned Marin Transit vehicles used under this contract with an insurance company or self-insurance.

The TIV of the fleet for costing purposes is shown in the updated table below from page 9 of the RFP.

Table 2 Marin Transit-Owned Vehicles

West Marin Stagecoach					
Vehicle #	Make/Model	Model Year	Mileage(as of 06/30/11)	Fuel Type	Current Value (6/30/11)
616	Chevy Aero Elite 290	2008	112,860	Unleaded	\$60,000
617	Chevy Aero 290	2008	115,024	Unleaded	\$60,000
1134	Chevy Aero Elite 320	2008	161,886	Unleaded	\$58,000
XXXX	Ford Aero Elite 320	2011	0	Unleaded	\$106,000
XXXX	Ford Aero Elite 270	2011	0	Unleaded	\$103,000
XXXX	Ford Aero Elite 270	2011	0	Unleaded	\$103,000
XXXX	Ford Aero Elite 270	2011	0	Unleaded	\$103,000
Muir Woods Shuttle					
Vehicle #	Make/Model	Model Year	Mileage(as of 6/30/11)	Fuel Type	Current Value (6/30/11)
3060	El Dorado XHF – 35'	2008	13,698	Diesel	\$279,826
3061	El Dorado XHF – 35'	2008	9,770	Diesel	\$279,826
3062	El Dorado XHF – 35'	2011	0	Diesel - Urea	\$370,000
3063	El Dorado XHF – 35'	2011	0	Diesel - Urea	\$370,000
3064	El Dorado XHF – 35'	2011	0	Diesel - Urea	\$370,000

- 8. What type and number of support vehicles are currently being provided by the current contractor for the Muir Woods Shuttle service? Does Marin Transit have any requirements or specifications regarding any specific age, model or fuel requirement or preferences for such vehicles?**

The incumbent Stagecoach contractor uses one support vehicle for driver relief, field supervisor, and road responses. In addition, one to two maintenance support vehicles are utilized on

this contract and another contract operated by the incumbent. The previous contractor for the Muir Woods Shuttle shared support vehicle resources between their own service, their contracted services for Marin Transit local service, and the Muir Woods Shuttle. Marin Transit is interested in having newer vehicles (post 2008) provide support to both services with no preference to fuel type or model. The vehicles must be able to handle the duty cycle and terrain of these services.