

- 1. How were the service areas defined in the RFP decided upon? And in responding to the RFP, are there opportunities to suggest changes to the service areas defined in the RFP?**

The service areas defined in the RFP as such due to budget and planning considerations on the part of Park City and Summit County. Please develop your proposal based on those service areas.

- 2. The RFP states that rides must initiate in the service area(s) included in the respondent's proposal/ bid, but does not specify where these rides must terminate and the riders disembark. Please clarify.**

The on-demand, point to point service requested in the RFP is intended to function as a first-mile/last-mile connection service, and therefore it should be assumed that all trips will both initiate and terminate in the same service area.

- 3. Concerning the Kimball Junction Route, are there opportunities to recommend an on-demand service rather than a fixed-route shuttle service as is described in the RFP?**

Please develop your proposal based on fixed-route service for Schedule E.

- 4. The RFP states that the term of the 1-year contract will be approximately May 15, 2017 through May 15, 2018 (with option upon mutual agreement to extend for up to three years) for Schedules A-E, but the Selection Process section suggests a timeline for the Contract and Notice to Proceed of on or about July 1, 2017. Please clarify.**

Should Park City and/or Summit County wish to proceed with the project, it is anticipated that the contract would be awarded on or around May 15, 2017 with service starting on or around July 1, 2017 to coincide with the beginning of the City's fiscal year.

- 5. Can the respondent make recommendations different than the number of vehicles specified for each service area in the RFP?**

Please develop your proposal based on the number of vehicles defined in the RFP.

- 6. Can the respondent specify staggered start-up times for optional service areas, or must the respondent deliver service for all service areas included in their bid at one-time?**

Please develop your proposal assuming a July 1, 2017 start date for all services. As specified in the RFP, the City may choose to award all schedules or just the base bid for Schedule A.

- 7. Following the submission of responses to the RFP, will there be an opportunity to discuss and negotiate the details specified in a respondent's bid?**

Yes.

- 8. Will any firm that is potentially awarded the contract be permitted and enabled to engage in discounted vehicle purchasing (through Government Price Concession) on behalf of the City's contract?**

The RFP specifies that the service provider will provide the vehicles. No vehicles are intended to be purchased by the City.

- 9. Can you provide more details regarding the City's requirements for the ADA qualified vehicle to be included in the initial fleet of vehicles specified in Schedule A of the RFP?**

It is assumed the ADA requirements will be adhered to through the City's existing dial-a-ride paratransit service.

- 10. Regarding Requirement 8 specified in Schedules A-D, can you clarify how a driver would identify potential passengers that are not using the app?**

Passengers who do not use the app would be required to be picked up at a designated Park City Transit stop.

- 11. Pertaining to the ADA equipped vehicles: No known electric vehicles meet ADA specs; will diesel or alternative fuels like natural gas or propane be acceptable for the ADA equipped vehicles on Schedules A-D?**

Yes, however, it is Park City's preference that the primary vehicles be fully-electric vehicles, or failing that, hybrid or no or low-emission vehicles.

The RFP repeatedly refers to a required passenger count per vehicle, 4-6 passengers for Schedules A-D, and 8+ passengers for Schedule E. Does the required passenger count include the driver?

Yes.

- 12. Pertaining to Base Service Requirement (BSR) 5: Is it the City's intent to have 3 vehicles operating at any given time during service hours on Schedule A? Or is the intent to have 2 operating vehicles on Schedule A and a back-up?**

The City's preference is to have up to three vehicles operating at one given time.

- 13. Pertaining to BSR 6: Who is the vendor for the existing "My Stop" app and is it possible to utilize the same vendor for the app we will propose?**

The My Stop app is developed by Avail Technologies Inc. It would be possible to utilize the same vendor, however developing this capability is not currently within the City's contract with Avail. This cost should be included in the respondent's proposal.

14. Pertaining to BSR 7: Will the vendor be paying rent for space in the City or County's parking garage or other facility? If so, how much?

No, there will be no charge to the vendor for storing service vehicles.

15. Will the vendor be allowed to install vehicle chargers in the facility?

The City and County have existing charging infrastructure in a number of its facilities that will be available to the vendor.

16. Will the vendor pay for the electricity per kilowatt? If so, what will be the price?

The cost for electricity should be included in the vendor's proposal.

17. Is the available parking indoor?

Vehicles operating in service areas A-C will have indoor parking. Indoor parking for service areas D and E have not been identified.

18. Is it required to park the vehicles in City and County facilities?

No, however the vendor would be responsible for securing non-City and County locations.

19. Pertaining to BSR 11: This section requires a local supervisor, what is the definition of "local" in this context? Within Park City boundary or a certain amount of driving distance?

Summit County, Salt Lake County or within a 'reasonable distance' as agreed upon by all parties.

20. Pertaining to BSR 15: It is our intent to provide 100% uptime for operating vehicles. In order to provide 100% uptime, we typically have 1 spare vehicle for every 3 or 4 operating vehicles since all vehicles require periodic maintenance and in case of emergencies. This item seems to suggest that vehicles not operating, like a spare, must be deducted from the monthly invoice – please clarify BSR 15 to determine if spares are included.

A spare would not be deducted from the monthly invoice.

21. BSR 17: Start date of May 15th, 2017. We intend to provide new electric vehicles for this service. Because of manufacturer availability it will be very difficult to get the electric

vehicles by the start date, could other vehicles (gas or diesel) be used until the electric vehicles arrive?

We anticipate May 15, 2017 to be the contract award date, and for a service start date on or around July 1, 2017. Vendors are permitted to propose use of hybrid or no or low-emission vehicles for short-term operations should there be a longer lead time on procurement of fully electric vehicles.

22. BSR 25: Please provide the requirements for PCMC business and “For Hire” licenses.

Please visit the following links for general business license requirements as well as “For Hire” license requirements:

<http://www.parkcity.org/how-do-i/business-licenses>

<http://www.parkcity.org/how-do-i/business-licenses/for-hire-license>

23. Pertaining to the Kimball Junction Circular: Can you provide a diagram for the specific intended route?

A KMZ file for the potential route can be obtained by sending a request to crodriguez@summitcounty.org.

24. In order to meet the every 15 minute criteria (for Schedule E) by our operational standards, this would require two operating vehicles and thus necessitate a spare. Can we assume the answer to question 20 above will also apply here?

Yes.

25. Because this is a fixed route with fixed stops, FTA Circular 4710.1 ADA Fixed Route Service Requirements applies – thus all vehicles on this route must be ADA equipped. The Proterra Catalyst 35 appears to be about the only vehicle that will meet the 8+ passenger requirement, ADA compliant, and fully electric. Is the Proterra the type of bus Park City would like to see on this route?

The Circulator service area falls entirely within Park City Transit’s existing ¼ mile ADA buffer and therefore, it is assumed the ADA requirements will be met through the City’s existing complementary paratransit service and/or modifications to the vehicles.

26. Please describe what a successful project would look like from the City’s perspective in terms of ridership, type of vehicle for each schedule, uptime/downtime and marketing/branding.

This information should be taken into consideration by the vendor as part of their proposal.