



Livermore Amador Valley Transit Authority

December 13, 2017

To: All Interested Parties

From: Tamara Edwards
Procurement Officer

**RE: RFP for LAVTA Operation and Maintenance of Fixed Route Bus Service #2017-19
Addendum Number 2**

This correspondence constitutes official record of the second alteration of a “Request for Proposals for Operation and Maintenance of Fixed Route Bus Service #2017-19” issued by LAVTA on October 20, 2017. The first alteration to these documents was issued December 1, 2017, as Addendum Number 1.

This Addendum amends the documents referenced above as follows:

Replace Revised Forms. 1.1 (Budget Proposal, Operations and Maintenance) and 1.3 (Transition & Startup Cost Proposal) in Addendum 1 with **Revised Forms 1.1 (Revised Budget Proposal, Operations and Maintenance) and 1.3 (Revised Transition & Startup Cost Proposal)**. Electronic versions of the Revised Forms 1.1 and 1.3 will be posted to the wheelsbus.com website at <http://www.wheelsbus.com/rfp/rfp-2017-19-lavta-operation-and-maintenance-of-fixed-route-bus-service/>. Form 1.2 is unchanged from those included with Addendum #1, but is included in the same electronic workbook with the Revised Forms 1.1 and 1.3 for Proposers’ convenience. Proposers may also request electronic versions of these forms by emailing procurements@lavta.org.

This Addendum responds to two written questions as follows.

Q.#	Question	Answer Provided
1	Are the hours provided for Revenue Hours and the Non-Revenue Hours equal to the total Billable Hours? The price form, Form 1, in Column F lists 125,336. However the Addendum 1, Question 3 Invoices shows a range of 11,243.58 monthly hours to 12,052.57, monthly hours. For a 12 month period this would be approximately 138K billable hours.	There are variations throughout the year which make a three-month sample not directly annualized by multiplying by four. LAVTA forecasts annual operating hours by multiplying the daily revenue and deadhead hours against a standard number of operating days (252 weekdays — of which 171 are school days — and 113 non-weekdays, and adding the recurring extra Wednesday service to it), then adding a fixed number of 500 revenue hours for school variations, and 250 hours for other additions such as the Fair shuttle. This forecasting method is typically within +/- 1 percent of actuals, absent of non-cost-neutral service changes.

Q.#	Question	Answer Provided
2	The charts on page 2 of the RFP list Revenue Hours (RH)of 125,336 and Non-Revenue Hours (NRH) of 11,493 which we presume are the typical ‘deadhead’ hours. RFP Page 11 indicates billable hours are Gate-To-Gate which we presume would be the 125,336 RH plus the 11,493 NRH for a Total of 136,829 Billable Hours. If this is accurate, should the price Form 1 be updated to list 136,829 in Cell F9?	Form 1.1 has been revised to include Non-Revenue Hours as a component of Total Annual Vehicle Hours. The revised Total Annual Vehicle Hours in Cell F9 has been revised to include 87,015 regular fixed-route revenue hours; 38,321 Bus Rapid Transit revenue hours; and 11,493 Non-Revenue (deadhead) hours; for a gate-to-gate total of 136,829 annual vehicle hours.

Other than those specifically listed above, no other sections, terms, or conditions of the above cited solicitation are being altered at this time. All other sections, conditions, and language not specifically cited as altered in this document or in Addendum 1 are still in full and original effect.

Submitted:

/s/ Tamara Edwards
 Tamara Edwards, Procurement Officer

December 13, 2017
 Date