



Addendum 2
to
COIC Request for Proposals CET 21-1
Public Transit Services in Bend

February 25, 2021

To: ALL REGISTERED VENDORS AND TO WHOM IT MAY CONCERN
From: Drew Orr, COIC Single Point of Contact
RE: ADDENDUM 2

All vendors are to accept the information contained herein as an official document of Central Oregon Intergovernmental Council.

This Addendum includes responses to questions and requests submitted to COIC.

This Addendum modifies the original Request for Proposals and shall be incorporated into the Contract Documents. All other provisions of the RFP CET 21-1, released February 4, 2021, not already modified by any addenda previously issued, shall remain unchanged.

Q&A for Addendum 2 Bend Transit Services RFP CET 21-1.xlsx

Question #	Question	COIC's Answer
1	Is the fueling on-site, or is it at a different location? Do they fuel off-site?	All of the buses are fueled off-site. We do have bulk DEF storage at the Bear Creek operations facility. All misc. fluids such as oil, ATF and windshield wiper fluid are stored on-site as well. We have access to three different fueling sites in Bend.
2	Are you able to provide the addresses for the fueling locations.	Please see the attached table of fueling locations currently available in Bend.
3	I see you have 14 large vehicles, 9 vehicles that are 18 passengers and then 7 more that are small[er]. How many vehicles are out in a day? How many of the little vehicles are out on the dial-a-ride? How is it looking for the fixed route? Daily usage of these vehicles.	Before COVID-19, we were running approximately nine (9) dial-a-ride routes a day. Some of them were all day long. Some of them were split shift between a morning and afternoon. There are eight (8) fixed routes that run for approximately 13.5 revenue hours a day.
4	Which vehicles were you using on the fixed routes? Was it the bigger ones?	Yes. We currently have four (4) Gillig (large, heavy duty) buses, with two more arriving in about three weeks . Before this contract is awarded, we will have six (6) Gilligs and eight (8) Freightliner cut-aways.
5	What are you using on the dial-a-ride? Is that the smaller vehicles that are 5-6 passengers?	It is a combination of the smaller 5-6 passenger vans and eighteen (18) passenger cut-aways that are Ford E-450s. There are three (3) vehicles that are Ford E-450s that can do either fixed route or dial-a-ride. They are properly equipped for both types of service.
6	So you have a good amount of back-up vehicles in your fleet right now?	Yes. We also have four (4) more vans expected to arrive in July to replace some of the older dial-a-ride vehicles.
7	Are there other vehicles at that Bear Creek yard that are not part of this contract?	Cascades East Transit has two separate fleets; rural and Bend. The rural fleet is mainly housed in Redmond, but because CET operates Community Connector routes from Bend to La Pine and Bend to Sisters, we do have some rural vehicles stationed at Bear Creek. CET also operates a winter service within the Deschutes National Forest. There are seven Freightliner cut-aways at Bear Creek for this service as well. These same vehicles are made available to the Contractor for the summer Ride the River service in Bend. The contractor operates this summer Ride the River service transporting people that are floating the Deschutes River in Bend, and their tubes using trailers, back to a specific launch point.
8	I have a question on both software and hardware. Can you speak to what you are currently using for hardware on the buses? Also software for passenger counting and fare collection.	There is a plethora of technology from different brands and vendors on our vehicles. We are also the RFP process for either updating or replacing our current CAD/AVL system, which is RouteMatch. This effort is going on in parallel with this procurement. RouteMatch is how we are gathering our service data. RouteMatch provides the manifests on the tablets that the drivers use. We have a helix sensor for the APCs from a company called Ride Systems. Automatic passenger counters are on all of the fixed route vehicles. Through Hanover, we have both external and internal LED as well automatic vehicle announcements. We have our in-vehicle routers and PEP links that supports much of this technology. Our electronic fare system is called Touchpass. Fare collection has been suspended due to COVID-19.

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9	Are there cameras on the vehicles too?	The camera systems are Seons, with an automatic download. Once downloaded, the images can be accessed remotely on demand.
10	Does the 50,000 revenue hours include the new routes 8 and 9 that you are looking to add?	Yes.
11	Can you speak to the current contractor staff, and the current roles that are there? And their responsibilities?	COIC furnished a copy of the current contract in the RFP. This contract delineates how the current Contractor intended to Staff. COIC is looking for offerors to come up your own proposal on how to staff. If you feel a particular position is warranted, than propose it.
12		Our last procurement of seVICES was performed over three years ago. The current contract is expiring. COIC is re-procuring as required by our funders, but there is nothing wrong, per se, with the contract. We are not terminating the contract, it is expiring. We are required to procure, and we are doing so.
13	What are you hoping to accomplish? If you had a goal sheet to say when we switch over to this new contractor, what would you hope to see improvement on? Are there any specific items you are hoping to see an improvement on?	COIC has been operating its core transportation system, which was taken over from the City of Bend in 2010. With CET's 2040 Transit Master Plan and the City of Bend's Transportation System Plan, CET is looking to go beyond operating its base system and create a system that is attractive to all potential users. This includes: increasing frequency along key transit corridors and attracting choice riders. CET is creating the foundations for a potential BRT system along the City's busiest corridors. Another goal is to provide service to areas not currently covered by transit, which will be accomplished by implementing Route 8 and Route 9. CET wants to make transit an attractive alternative for traveling within Bend by improving on some of the qualitative measures like on-time performance, customer satisfaction and ease of use. In general, modernizing our system is an overall goal of Cascades East Transit. CET is looking to enhance multimodal connections via things like bike share, Uber/Lyft, microtransit via new mobility hubs within the City.
14	You mention bringing things up a notch, is that on-time performance?	Yes. By and large, our current riders are transit dependent. CET is looking to make gains beyond this current demographic.
15	Can you speak to the driver demographics. Finding drivers can be a challenge. How big of a challenge has this been in Bend? Have you had any success attracting drivers? What are you looking for in driver attraction and retention?	We believe that the Contractor has some open positions. We have some of our own on the rural operations. It has been harder to attract new drivers since the onset of COVID-19.
16		COIC is always looking for ways to support the Contractor's efforts to give their drivers a sense that they are key part of Cascades East Transt and its success.
17	There is no sharing of the rural [COIC employed] drivers and the Contractor's, correct?	Right now there are a couple of drivers that work for both COIC and the Contractor. Typically, they do not work for both in the same day. An example would be one of the Contractor's drivers electing to drive a Mountain Service (Route 18) shift on a Saturday during the winter months. There are separate time cards systems and the individuals punch in and out accordingly.

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18		The Contractor's CBA is up at the end of April. COIC's CBA is up for renewal in December. COIC recognizes there could be problems if the two CBA differ substantially.
19	It looks like the Contractor's CBA runs through 4/30/21. I am presuming that the Contractor's and COIC's CBA are pretty similar. Do you have any idea what driver wage increase you are potential looking at? We just want to be sure what we are doing would be in line with what COIC is doing in terms of driver wages, and not competing.	During this contract period, COIC worked with the Contractor to adjust to market trends. Both entities were dealing with rising driver wages. There was an attempt to address this issue via an amendment.
20		COIC provides a variety of services in Central Oregon. For example COIC is part of WorkSource Oregon, a network of partnerships and sites throughout Oregon committed to integration, collaboration and focusing on results that matter to workforce customers. Any job-seeking individual is eligible for most services. Whether it originates with our HR department, or through our Adult Employment and Training program, information on individuals expressing a desire to drive in Bend is passed along to the Contractor.

~~ATTACHMENT 1~~

**Most Recent Estimated
Annual Fuel Consumption (Calendar Year 2019)
Fuel Use in Gallons
by Fuel Type & By City**

City	Site Description	E-10 Unleaded	B-5 Diesel	Total Fuel
Bend	764 NE Greenwood Ave	-	-	-
Bend	913 NE 1 st St.	36,823	86,920	123,743
Bend	61221 S. Hwy 97	-	-	-
Bend	3305 N. Hwy 97	-	-	-
Redmond	969 NE 7 th St	25,818	27,737	53,555
Madras	1720 NW Hess Ln	15,400	500	15,900
La Pine	50882 Hwy 97 N	5,380	500	5,880
Prineville	1311 NW Lamonta	6,955	500	7,455
	Total	90,376	116,157	206,533

With the advent of new Statewide Transportation Improvement Funds in made available for expanded transportation services in Central Oregon, COIC is anticipating significant growth in the miles CET buses will be operating during the term of the Contract. To illustrate the planned expansion of service, COIC will be expanding the CET fleet by at least 10 vehicles over the next 18 months. At the same time, COIC Staff anticipates many of the new buses purchased during the term of the Contract will be gas/hybrid models. Over time, this should increase the average miles per gallon of the fleet. Taking both of these two factors into account, COIC Staff believes that CET's annual fuel consumption will go up over the next five years.