

IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)

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Date: March 14, 2024
To: Prospective Respondents
From: David Aguirre, Executive Director
REF: IVT Access, ADA Paratransit System, Paratransit Services Request for Proposals (RFP) **ADDENDUM #4**

The following are clarifications to date based upon questions posed by potential respondents.

1. We noticed that Calexico on Demand is included in the Fixed Route IVT pricing form but had understood it to be contracted separately. Should we include or exclude Calexico on Demand in our proposal?
 - **Yes, Calexico on Demand should be included in the IVT Fixed Route proposal. Cost proposals for both services can be submitted separately similar to the IVT Ride System. ICTC's contract with its existing vendor expires in January 2025 but may be extended for up to 2 years via 1 year extensions.**
2. What is the total budget available for each service (or for the entire scope of the RFP if a service-level breakdown is not available)?
 - **ICTC's approximate existing budget for each of the services is as follows:**
 - IVT (Fixed) includes Blue, Green and Gold Lines - \$5,100,000**
 - Calexico On Demand - \$750,000**
 - IVT Ride (includes Brawley, El Centro, Imperial, Heber, Calexico and Westshores) - \$1,730,000**
 - IVT Access - \$1,600,000**
 - IVT Medtrans - \$580,000**

 - Total Budget - \$9,760,000**

3. We notice in publicly available data through the NTD that as of 2022 the total vehicle revenue hour figures are materially lower than what's contemplated in the RFP / pricing forms. Can you confirm if the 2022 NTD data reflects an accurate view of the current operating scope and current costs, or if ridership has recovered significantly in 2023?
 - **NTD data accurately reflects the current operating scenario for the majority of our system. IVT Ride and Calexico On Demand are not reported on NTD due to the funding source and its non-availability to the general public. Ridership data for the fixed route system indicates that we are experiencing significant recovery while most of the demand response system has not recovered as expected. ICTC intends to develop studies and work with the operator to develop strategies to boost ridership.**

4. We notice in publicly available data through the NTD that demand response cost per revenue hour is significantly higher than fixed route. Typically, we see that fixed route costs are higher, and we wanted to confirm our understanding. Can ICTC explain why this is the case?
 - **See response to question 3.**

5. Will ICTC please provide the current deadhead ratio by service?
 - The following are deadhead to total hour ratios for all services
IVT Blue and Green – 5% of total hours
IVT Gold -15% of total hours
IVT – 22% of total hours
IVT Access – 23% of total hours
IVT Ride -15% of total hours (Westshores carries the highest deadhead hours due to location)
IVT Medtrans – 20% of total hours

6. May bidders elect to only be considered for the full scope of work across all 4 proposals (versus individually across each proposal)?
 - **Bidders can elect to only be considered for the full scope of work (consolidated effort). If the bidder wants to only be considered for all services collectively please indicate so in the response submittal. Cost proposals for each of the services will still be required as they are intended to be separate agreements although they may be awarded to the same vendor. ICTC will still need to evaluate the proposers' experience and ability to deliver the specific type of service. A cost proposal for the full scope of work can be submitted as well. Full scope of work cost proposals should specify any cost savings to ICTC by virtue of proceeding with a single operator award.**

Thank you for your interest in the bid process. Should there be any further questions, please email davidaguirre@imperialctc.org.