



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**REQUEST FOR INFORMATION # 40100-51163
AMENDMENT # 1
FOR WEST TENNESSEE TRANSPORTATION
SERVICES**

DATE: 01/17/2024

RFI # 40100-51163 IS AMENDED AS FOLLOWS:

1. This RFI Schedule of Events updates and confirms scheduled RFI dates. Any event, time, or date containing revised or new text is highlighted.

RFI SCHEDULE OF EVENTS: EVENT		TIME (Central Time Zone)	DATE (all dates are State business days)
1.	RFI Issued		12/14/2023
2.	Comments and Questions Due	2:00 p.m.	12/28/2023
3.	State Responds to Comments and Questions		01/17/2024
4.	Responses Due	2:00 p.m.	01/31/2024

2. State responses to questions and comments in the table below amend and clarify this RFI.

Any restatement of RFI text in the Question/Comment column shall NOT be construed as a change in the actual wording of the RFI document.

QUESTION / COMMENT	STATE RESPONSE
1 What is the source of funding for this project?	The source of funding is not confirmed at this time.
2 What is the budget? Have funds been dedicated for multiple years?	The source of funding is not confirmed at this time. The intent would be to have a multi-year contract that funds capital/startup costs and continuing operating costs.
3 Is there any requirement to integrate these services with local transit operating within the communities?	There are no requirements at this time. If a respondent sees an opportunity to fulfill the service needs by leveraging the existing transit network, that should be included in the response.
4 Are there any requirements for park and ride locations? Number of spaces? Security? Liability?	There are no requirements at this time.

QUESTION / COMMENT	STATE RESPONSE
5 The proposed travel time seems rather short given the number of stops required.	This feedback will be taken under consideration.
6 Is this program being created as a true mobility enhancement with the potential to grow into a true commuter program?	The initial program would be to target a specific commuter need but scalable based on demand and growth.
7 Who will be responsible for support costs? Shelters? Stop Cleaning? Lease or right of way expenses?	Final decisions on responsibility would be informed by the RFI responses. There are stops at the destination that, at this time, it is understood that the operator would not be responsible for maintenance. Operators may be responsible for amenities & maintenance at the origin stops.
8 Is there a requirement for a guaranteed ride home for participants? If so, who covers that cost?	Yes, please include guaranteed ride home & cost in your response.
9 Will TDOT indemnify federally funded transit operators regarding charter bus rules?	TDOT released this RFI with the intent to gather information. A decision on charter bus rules will be informed by the responses and funding source. TDOT encourages respondents to include potential challenges/difficulties to establishing this service in their response.
10 Is the intent to create a commuter service with frequencies of service that will encourage the programs use?	Yes
11 Does TDOT seek to have local transit funnel passengers into the proposed stops of the commuter program? Will they pay for those services? Are those services to be included in the pricing of this service?	If a respondent sees an opportunity to fulfill the service needs by leveraging the existing transit network, that should be included in the response.
12 When is the proposed project set to kick off?	Kickoff would be informed by the RFI responses, there is a tentative start date of December 2024 but that is subject to change.
13 Have there been goals set to determine if the program is successful?	Performance would be measured but the metric is not decided at this time.
14 Has TDOT set a farebox recovery ratio goal?	No.
15 Is there a source for capital funding of assets necessary for this project? Is there a local match required?	The intent would be to have a multi-year contract that funds capital/startup costs and continuing operating costs. A local match requirement has not yet been determined.
16 Have stops been established within the Ford complex? Will there be multiple pick-up locations at Ford or other locations?	The destination has no more than 3 established stops.
17 Will there be a layover/break area at the Ford complex for bus operators and bus parking?	Not that we know of at this time.

QUESTION / COMMENT	STATE RESPONSE
<p>18 Item 9 Under Technical Information Form, speaks to respondents' ability to fulfill both services through one contract, (either alone or through subcontractors.) Question – Structure- How would this service be structured?</p> <ul style="list-style-type: none"> • Would this service be operated/contracted through TDOT. Who would be the lead Agency? • How would this service be integrated with the urban and rural transits in West, TN. • Would TDOT look favorable on a public private partnership with an agency being the lead and oversight with private partners operating the service. • Should these private partners respond as separate entities to the RFI with their specialized scope of work with a second proposal for a public-private partnership covering all modes. 	<ul style="list-style-type: none"> • The service would be contracted by either the State or another party. A lead agency has not yet been determined. • Service could be integrated with existing public transit agencies and responses should include information about the benefits and challenges of doing so. • Any potential configurations of meeting the need for this service are welcome. • Yes, separate entities should submit separate responses and then submit a separate joint response detailing a public-private partnership model.
<p>19 There is not a specific mention of transportation technology for reservations or ticketing in the RFI. Should respondents consider and highlight technology partners that could improve the success of the services? If yes, should this technology be included in the cost model of the response? Will there be fares involved at all?</p>	<p>Yes, please consider and highlight technology tools/partners in your responses.</p> <p>At this time, a decision has not been made as to whether fares should or need to be charged.</p>
<p>20 When the scope of services for Express Coach describes "Reverse Return", can you verify whether, "Reverse Return" is departure from Stanton, TN area, or arrival back in the origin city.</p>	<p>Reverse return is the departure from Stanton.</p>
<p>21 Can you confirm that the RFI is written with the understanding that the respondents are providing the rolling stock or is the Tennessee Department of Transportation considering procuring and owning the necessary rolling stock and the vendors are providing drivers, scheduling, maintenance, and general administration of the services?</p>	<p>The State of Tennessee is not going to own the rolling stock or provide drivers, maintenance, scheduling, etc. It is expected that the respondent would provide those services.</p>
<p>22 Is a percentage of the funding for this service expected to come from the Federal Transit Administration? If not, what kind of funding is being proposed for this contract.</p>	<p>The source of funding is not confirmed at this time.</p>
<p>23 Is all rolling stock required to be ADA equipped or in the case of vanpool, does meeting the ADA requirement of having available ADA rollingstock accommodations available per Federal Transit Administration apply?</p>	<p>Yes</p>

QUESTION / COMMENT	STATE RESPONSE
<p>24 Can you define the vehicle requirements for each of the services (seating capacity and amenities)</p> <ul style="list-style-type: none"> • Express Coach Bus • Community Bus • Vanpool 	<p>At a basic level, Express Coach Bus would be similar to what is operated by the Regional Transportation Authority of Middle Tennessee on their commuter routes, including WiFi availability. Community Bus may be a combination of bus-on-chassis or passenger vans dependent on the demand and operator preference. Vanpool may be a combination fleet of minivans, sedans, or other vehicles suited for the program.</p> <p>TDOT is seeking information on what providers have available or would be able to make available based on ramp-up schedule and need.</p>
<p>25 What would be the proposed time duration of the contract?</p>	<p>Time duration would be informed by the RFI responses, there has not been a decision on duration at this time.</p>
<p>26 After gathering this information as an ongoing procurement, is its TDOTs intention to offer up an RFP for the desired services?</p>	<p>TDOT released this RFI with the intent to gather information. A decision on next steps will be informed by the responses.</p>
<p>27 Is there an intention to offer up more frequent services in the future?</p>	<p>It is expected that the service will be scalable to future demand.</p>

3. **RFI Amendment Effective Date.** The revisions set forth herein shall be effective upon release. All other terms and conditions of this RFI not expressly amended herein shall remain in full force and effect.