



MORONGO BASIN TRANSIT AUTHORITY (MBTA)

REQUEST FOR PROPOSAL RFP# 18-02 Short Range Transit Plan



Project Description

Morongo Basin Transit Authority (MBTA), a Joint Powers Agency and public transit provider in the lower desert subarea of San Bernardino County is requesting proposals to provide a Short-Range Transit Plan for Fiscal years 2020 – 2024 of the MBTA. The consultant chosen will coordinate its study activities with staff of the MBTA and the San Bernardino County Transit Authority (SBCTA).

An electronic copy of this RFP document is available at no charge for download at <http://mbtabus.com/procurement/>

Estimated Schedule

October 8, 2018 MBTA's release of RFP
October 15, 2018 Potential Pre-Proposal Meeting via Teleconference
October 22, 2018 Questions due to MBTA
October 29, 2018 Responses to Interested Proposers.
November 9, 2018 Proposals due to MBTA by 2:00 pm
November 26, 2018 Potential Consultant Interviews
December 13, 2018 Recommendation to MBTA Board-Award

This schedule is subject to change if determined necessary by MBTA. Any changes will be issued by addendum to firms providing contact information to MBTA during the question and response period shown above. All Addendums and Notices of Action will be posted on the agencies website at <http://mbtabus.com/procurement/>

Proposal Submission

All proposals must comply with the submittal requirements. Proposals that do not comply will be considered non-responsive and will be rejected, at the discretion of MBTA. Proposals shall include the information and services requested and must be signed with the name and title of the person duly authorized to commit services by the firm.

Proposals shall be in a sealed box or envelope and addressed to:

Mark Goodale, MBTA General Manager on or before the submittal deadline of November 9, 2018 **by 2:00 pm. RFP# 18-02 must be referenced in the proposal Transmittal Letter.**

No proposal received after the submittal deadline will be considered, at the discretion of MBTA. Late proposals will be returned to the proposer unopened. Proposals will not be publicly opened and will be kept confidential. Proposals are required for the entire scope of services described. Proposals that do not address the entire scope of services or improperly written, may be considered non responsive and rejected.

Firms responding to the RFP shall submit (6) six copies of their proposals. One copy shall contain all original signatures and shall be labeled "Original Proposal."

Proposal Requirements and Organization

Firms shall review and base their proposals on the draft Scope of Services, Exhibit A. Strict conformance to the specified proposal format and completeness of the required content are essential. Firms that do not address all of the required submittals and associated documentation may be considered non responsive and will not be eligible for contract award. Each section of the proposal shall be tabbed in accordance with the numbering system shown below. MBTA strongly considers the Proposal content and completeness to be most important. Elaborate, decorative, extraneous, and non-recyclable materials are strongly discouraged. The proposal shall be submitted in an 8 ½ x 11 format and may use foldouts as necessary but shall not exceed 11 x 17. The cover shall clearly contain the project title, contract number, and the firm's name. While the length of the proposal will not be limited, short and concise proposals are preferred. Excessive and wordy proposals could result in lower scores and non-selection. The firms able to prepare a complete but succinct proposal may be scored higher.

Proposal Format

1. Letter of Transmittal

The letter of transmittal shall be addressed to Mark Goodale including the following:

- MBTA RFP number shown above.
- An identification of the firm(s) involved in the Proposal and which firm of any joint venture is proposed as the prime consultant.
- A statement acknowledging the receipt of all addenda to the RFP that have been issued by MBTA.
- A statement that the firm has reviewed and accepted the insurance requirements.
- A statement that the Proposal will remain in effect for 120 calendar days after the deadline for receipt of the Proposal by MBTA.
- A contact person who should be notified of the Selection Committee's decision, a telephone number, fax number, e-mail, and mailing address.
- The name, title, address, e-mail, and telephone number of individual(s) with authority to bind the company contractually and who may also be contacted during the period of proposal evaluation.
- The legal form of the firm, i.e., sole proprietor, partnership, corporation, etc. If the firm is a corporation, the state in which the company was incorporated shall be identified.

2. Section 1 - Organization Chart

The Organization Chart shall show the relationship of all sub-consultants to the prime consultant and shall identify the staff member, responsibility, and firm name for each category and/or task. The chart shall be limited in format, i.e. - one (1), fold-out, one-page, 11" x 17" format. **The proposing firm shall agree that any changes to Personnel identified in the proposal must be approved by the MBTA in writing.**

3. Section 2 - Consultant Team Qualifications

The Consultant shall provide a summary of their team's qualifications and experience

managing and executing projects of similar scope and purpose. This section is limited to two (2) pages. **It is strongly encouraged that extraneous and over-stated qualifications be eliminated.**

4. Section 3 - Project Understanding and Approach

The Consultant shall discuss in detail their understanding and approach of the MBTA's goals and objectives for the Project. From this, a complete and thorough approach is to be developed to demonstrate the Consultant's ability to provide MBTA with a cost-effective and successfully executed project.

Using the draft Scope of Services from Exhibit "A", the Consultant should review and may make revisions as they see necessary. The proposed Scope of Services will be used for a final contract unless otherwise revised by MBTA during contract negotiations.

5. Section 4 - Project Management

The Consultant shall demonstrate their abilities to manage the Project, not only for the prime consultant but how their relationship/processes with sub-consultants will be managed. This section shall at a minimum include the methods and means for project controls, QA/QC, resource allocation, and staff availability.

6. Section 5 - Resumes

The Consultant shall provide resumes of key personnel that will be assigned to the Project. Resumes should describe what tasks the person performed on a project and not just a list of projects the person work on. Only show relevant information keeping resumes as short as possible.

7. Section 6 - Related Experience

The Consultant shall provide sufficient descriptions of related experience that will demonstrate their team's ability to perform the work as described in Sections 3 and 4 above, limited to no more than 10 projects. Each related project shall be a maximum of one page long and clearly show the following items:

- Project Description
- Client
- Contract Amount of Consultant Services Provided
- Consultant Services Provided as Prime or Sub-consultant
- Duration of Services Provided
- Reference – Contact name, address, and phone and fax number. This as well as other sources may be used as a reference check of the Consultant's past performance.

8. Section 7 – Appendices/Miscellaneous/Supporting Documentation

This section may be used by the Consultant to include miscellaneous items as they feel necessary to demonstrate their team's qualifications that are not required above.

Evaluation of Proposals

A selection team composed of MBTA staff, staff of the San Bernardino County Transit Authority (SBCTA) and neighboring agencies will be established to review all proposals submitted pursuant to the terms of this RFP. Members of this team are expected to participate, if possible, in any interviews to be conducted with selected proposers. The evaluation of proposals will be based on the following criteria and relative value established by MBTA.

Category A: Technical (Total 50 Points)

1. Completeness of the proposal submitted and compliance with the terms and conditions of the RFP (Incomplete or vague proposals may be rejected).
2. Demonstrated understanding of the RFP as shown by the contractor's technical proposal.
3. Project Approach and Methodology proposed by consulting firm and any other additions to the scope of work as described by MBTA

Category B: Organization and Management (Total 50 Points)

1. Experience and qualifications of the proposed project team
2. Experience and qualifications of the contractor indicating demonstrated levels of expertise based on the proposal and responses to reference checks.

There is no financial component to the evaluation as the proposers are asked to submit a proposal that falls within the project budget as described within the scope of work.

Exhibit A

Project Overview and Scope of Services

Request for Proposal Background

Comprehensive Operational Analysis, Short Range Transit Plan and Unmet Needs Study

MBTA is a Joint Powers Agency serving the communities of Joshua Tree, Twentynine Palms, Yucca Valley and unincorporated areas of the lower desert sub region of San Bernardino County. The agency operates demand response, fixed route and commuter services operating approximately 700,000 miles and carrying approximately 350,000 passengers annually. The service over the last decade had been characterized by steady ridership growth and relatively high farebox recovery. Beginning 2014, the agency began to experience a decrease in ridership and it continued through midway 2016. At that time MBTA began to see the ridership remain flat then then began to slowly increase in September 2016. Agency and independent surveys by consultants engaged by MBTA and SBCTA document a high degree of customer satisfaction with the system's operation as a whole. At its annual Unmet Needs hearings, the agency hears recurring testimony requesting extension of services into the weekends, nights and into the more sparsely populated parts of its service area. Farebox has been maintained by the agency's cost containment measures. The agency believes it's service plan which is reliant on deviated fixed services for much of ADA compliance is responsible for relatively high levels of productivity for a rural system. MBTA does not use all of its available Local Transportation (LTF) funding returning these amounts to the member agencies for street and road repair.

In July 2014, the MBTA implemented a schedule of fare increases; it's first since 1999 as well as limited Sunday service as a result of recommendations from the previous COA. In February 2018, the MBTA in partnership with the National Park Service implemented a two (2) year pilot shuttle service into the Joshua Tree National Park. This seasonal service is subsidized by the National Park Service and a Low Carbon Transit Operations Program grant.

A budget of \$100,000 has been established to fund the study using non-federal funding.

SCOPE OF WORK

Introduction

Phase I

Service Analysis/ Farebox Review

To the degree necessary, consultant will perform a focused service level analysis of MBTA fixed route and commuter services and its related policies by which these services are provided. This evaluation of existing operating conditions shall be in relation to service performance, running times, recovery times, recovery time locations, deadhead hours/miles, schedules, transfer connections, service needs, service strategies, service policies, performance standards, on time performance and stakeholder/customer needs.

The overall goal of is to provide recommendations that will help optimize its current levels of service. Staff believes that any proposed adjustments to the current service will be aligned with available funding while trying to operate at peak efficiency. And analysis of service levels by Route type and mode is requested. Consultant to determine if there are routes within the system that can be reduced that may provide an opportunity to reallocate resources to an area with greater demand and potential productivity. All strategies deemed useful to this analysis shall be undertaken by the consultant.

Review the agencies existing fare structure ensuring that the current structure is appropriate for current levels of service and or congruent with any proposed recommendations (within the SRTP life span). The Morongo Basin Transit Authority will need to comply, at a minimum, with state and federal requirements, such as farebox recovery. If current structure doesn't support its goals, alternatives should be identified with recommendations provided.

Financial and Capital Plan Analysis

The financial plan shall review the current and projected operating and capital costs, revenues and fare recovery standards over the immediate five-year period. This financial analysis should take into consideration uncertain local and state revenues and identify any other possible sources of funding. Financial projections will be supplied by MBTA or SBCTA but may also be supplemented by the proposer's assessment of likely costs and revenues for MBTA current services. This report is to be provided in an Excel Spreadsheet for the ease of future modification by MBTA staff as well as bound and printed in the main report submitted to the authority.

This capital plan shall also include a review and update of the agencies revenue and non-revenue fleet needs leading to the implementation mandate of bus electrification, including a prioritization list of projects based on the ability to improve ridership or meet an expressed need of existing riders.

Technology Study

The proposer is to analyze the agencies current technology use and provide recommendations that will help improve efficiency, provide information to riders and provide useable data that will assist staff in future service planning. Consultant to be mindful of potential operating costs for these may erode the positive fiscal effects of any productivity gains.

Bus Electrification Study

SBCTA is funding a countywide bus electrification study and analysis in response to the Zero Emission Bus Regulation, which mandates the full conversion of bus fleets to zero-emission by 2040. The goal of this study is to analyze the economics and financials of a full fleet conversion, determine the most cost-effective approach and provide a financing and purchasing strategy that allows local Transit Operators to meet ZEB deadlines. Proposer is to coordinate with SBCTA staff ensuring any MBTA specific recommendations from this study into the SRTP capital plan.

Cost Allocation Study

In August 2018, MBTA began the undertaking of identifying a consultant to conducted a Cost and Revenue Allocation study to examine its current methodologies in which its costs and funds are allocated. In addition, the consultant was tasked in developing potential alternatives that result in equitable distribution without imposing excessive administrative burdens on MTBA staff. Proposer is to include in the Service Policy section of the SRTP any board approved alternative methods recommended by the consultant and account for the findings as needed in any recommendation made.

Service Policies

Develop a strategic planning approach to be used in preparing an analysis of and then proposed development, review, or modification of service policies, goals and objectives, including performance standards by which to measure current and future performance.

Organizational Review

Evaluate all of the MBTA's current positions and project workloads to ensure agency is at appropriate staffing levels. Provide alternatives along with supporting financial plan that ensure the most cost-effective method to deliver service employed by the agency.

The proposer is asked to specifically identify which member/s of the team will perform this component of the SRTP and identify their relative qualifications to successfully perform this task.

Future Transit Center Development

The MBTA is currently in the early stages of possible land acquisition for a future transportation center in the City of Twentynine Palms. The City is in the developmental stage of their near term of their downtown revitalization project called Project Phoenix. A few components to this project are a community center, outdoor venue and affordable housing. With assistance from the City, MBTA has been conducting site surveys for possible land acquisition within the Project Phoenix area that will serve as the future location for MBTA's transit center. MBTA is requesting that the proposer conduct a future capital needs assessment that will include a preliminary budget with possible funding sources and a basic timeline as to when the agency should start to consider the development of this land.

Future 29 Palms Transit Center Capital needs

The consultant will identify a rough estimate based on similar projects, including MBTA's previous Transit Centers. A detailed engineering estimate is not requested at this phase.

Summary of Findings

The results of the preceding tasks, in addition to any other activities that may be proposed and undertaken by the consultant, shall be compiled along with a summary of findings and discussions of the issues. This summary shall assess the current structure of MBTA services in terms of the degree of match and mismatch with the identified mobility needs and issues. A discussion of performance measures shall be included assessing individual services relative viability to measure of effectiveness and efficiency and of the Transportation Development Act (TDA) required minimum farebox recovery ratios. Coverage of the overall service area shall be addressed.

Phase II

Identify Alternatives

The consultant shall make recommendations based upon the review and discussion of issues from Phase I. These shall be developed in the context of existing identifiable funding levels but may also incorporate reasonable expectations of bringing in new funding sources, where such funds are identified. Issues to be addressed include:

Route modifications if and as needed

Strategies to address potential reduction in funding levels

Farebox Review

Current and Future Fare Structure

ADA and Ridership Implications of restructured service

Organizational, including manpower recommendations to support the service plan

Service Delivery recommendations

Bus Electrification Purchase and Financing Strategies (Reference SBTA Study)

Cost and Revenue Allocation methods (reference RLS study)

Future Transit Center Expansion (Land Acquisition)

Financial effects of any organizational recommendations are to be presented

New markets/partners for providing any new/expanded services recommended
Budgetary implications – operations and capital
Implementation timeframe
Update and Revise Revenue and Non-Revenue Vehicle acquisition list

Public Comment – MBTA Board Presentation/Workshop

Upon preparation of the outline of proposed service alternatives the consultant shall schedule and conduct a noticed public meeting. The meeting shall be held for purposes of providing the public with an opportunity to hear a summary of the key findings, proposed service goals and objectives, and a presentation of proposed service alternatives. The public will be invited to offer comment and observations on the proposed alternative for consideration by the consultant and staff in developing preferred alternatives. A Board presentation and/or workshop shall be scheduled to provide opportunity for the MBTA Board input. Prior to this, a presentation will also be made to the SBCTA Transit and Rail or Mountain and Desert Committee (at the discretion of SBCTA) on findings and recommendations.

Phase III

Preparation of an Action Plan

Modified by input developed by MBTA Board and staff and responsive to comments or concerns raised by members of the public, the consultant shall identify the preferred alternatives and prepare an action plan.

The plan shall include at a minimum:

- Short term recommendations.
- Prioritized longer term recommendations.
- Operations and capital budget requirements and funding plan including identification of funding sources.
- Timeline for implementation.
- Selected strategies and tools for implementation.
- Organizational Review and findings.
- Any immediate changes or additions proposed to the routing level and structure shall be accompanied by detailed graphic descriptions of route modifications.

Timeline

Successful proposer is to complete scope of work within 150 days from the date Notice to Proceed is issued.

Presentation of the Action Plan

The action plan, in draft and in finalized formats, shall be presented to the MBTA Board of Directors meeting. Eight (8) bound and electronic documents in “Word” and “pdf” formats of the draft and final documents shall be submitted to MBTA.

The signatory below represents that he/she has the authority to bind the company named below to the Bid submitted and any contract awarded as a result of this Solicitation.

Printed Name, Title

Company / Firm Name

Signature

Date

Proposing Firm Name:

Mailing Address:

Phone Number:

By: