

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

682 Prospect Street
Berea, Ohio 44017

ADDENDUM NO. 1

**REQUEST FOR PROPOSALS
DISABLED VEHICLE SERVICES IN SEVEN ZONES
APPROXIMATELY 35-MILES EACH
ON THE OHIO TURNPIKE**

ISSUE DATE:

November 6, 2015

INQUIRY DEADLINE:

November 25, 2015, 5:00 P.M. (Eastern)

PROPOSAL DEADLINE:

December 10, 2015, 5:00 P.M. (Eastern)

ATTENTION OF BIDDERS IS DIRECTED TO:

**ANSWERS TO QUESTIONS RECEIVED THROUGH END OF INQUIRY DEADLINE
MODIFICATIONS TO EXHIBIT A ON PAGES 33 AND 34**

ACKNOWLEDGEMENT OF RECEIPT AND REVIEW:

Responding DVS Operator
(Please return this cover page with your RFP Response)

Date

Q#1 The new RFP states that Recreation vehicles must be towed for a rate of \$ 125.00. The rate listed is OK for class B and class C motor homes. Class A motor homes have to be towed with a heavy wrecker and must be charged accordingly. Class A motor coaches can go as high as 1.5 million dollars. No one can afford the liability on these units for a rate of \$ 125.00. The RFP clearly states that the owner of commercial vehicles has the right to seek outside towing service. If the rate remains as listed all customers with class A motor homes will have to seek outside service for towing.

A#1 Class B & C Recreational Vehicles are subject to the \$125.00 per hour, port to port charge. DVS Operators responding to a Class A Motor Homes that requires a heavy wrecker may charge the applicable heavy wrecker fee

Q#2 Under our current contract we are allowed to charge mileage back to our shop for enforcements and 208's excluding 31's. I did not see a provision in the RFP to cover this mileage charge. Please advise.

A#2 For enforcements, the DVS Operator may charge the customer the applicable towing fee plus all milage at the applicable rate The Commission will pay the DVS Operators for a Signal 208 (excluding Signal 31 situations) in accordance with Part III, Subparagraph H on page 13 and 14

Q#3 I understand there is only one R.F.P and its applicable to all zones. But my question is shouldn't we receive one bid request per zone? I reviewed the R.F.P we did receive and It doesn't allow you bid for more than one zone. My thought are if I tried to use one application for more than one zone , the information we need to fill out would be very confusing for all parties involved.

A#3 Respondents desiring to submit proposals for more than one zone should submit separate proposals for each zone Such respondents can copy the RFP and complete a Proposal for each zone the responding operator desires (See page 4 of the RFP, "Responding Disabled Vehicle Service Operators ("DVS Operators") may submit Proposals for a single Zone or separately for multiple Zones Each Proposal shall specify the Zone for which they are proposing to provide Disabled Vehicle Services, and describe the location of their facility for basing the services and its proximity to the Ohio Turnpike")

Q#4 Passenger vehicle towing / could you explain when the mileage charge starts? The RFP states that any other customer-designated location until the same amount of mileage has been reached as from the point-of-breakdown to the point-of-exit from the turnpike nearest the garage. What garage (DVS or OTHER)? Under mileage rate / it states if the DVS operator is requested by the customer to tow a passenger vehicle to a location other than their garage, the rate that may be charged per mile for each mile beyond the first three (3) miles from the point-of-breakdown to the garage, is \$3.50 or \$4.25. These

two statements are conflicting one starts mileage at point-of-exit nearest garage, and the other starts mileage at three (3) miles from the point-of-breakdown.

A#4 The Exhibit A to the RFP is amended through this Addendum to provide that the flat rate for passenger vehicles applies to customers that designate a non-DVS Operator's garage within three (3) miles of the point of breakdown Any customer designating a non-DVS Operator's garage beyond three (3) miles from the point-of-breakdown is subject to the milage rate for each mile beyond the first three (3) miles.

Q#5 Medium weight vehicles / the RFP states hourly rate for towing a medium weight vehicle from point-of-breakdown, but the RFP reads the same as the passenger vehicle section so the same confusion exists. Do we charge hourly or flat rate plus mileage?

A#5 The Exhibit A to the RFP is amended through this Addendum to provide that the flat rate for medium weight vehicles applies to customers that designate a non-DVS Operator's garage within three (3) miles of the point of breakdown. Any customer designating a non-DVS Operator's garage beyond three (3) miles from the point-of-breakdown is subject to the milage rate for each mile beyond the first three (3) miles.

Q#6 RFP states that we can charge in 1/2 hour increments not to exceed \$90.00 for stand-by time if waiting on OSP to release vehicle to us. Should this not be \$95.00 per hour to match the towing rate? Under the medium duty towing rate the rates match each other at \$150.00.

A#6 The Exhibit A to the RFP is amended through this Addendum to provide that if thirty minutes elapses after Single 1 without achieving Signal 2 due to no fault of the DVS Operator, the Operator may start charging \$95 00 per hour thereafter in thirty minute increments.

Q#7 Recreation vehicles / RFP states that all recreation vehicles be towed for \$125.00 per hour. There are class-A, class-B and class-C recreation vehicles, each class requires a different type of tow truck so it is impossible to tow all recreation vehicles for the same hourly rate. The hourly rate for towing recreation vehicles should follow the structure in Exhibit A, if a medium duty tow truck is required then it is charged under that rate structure if it requires a heavy duty tow truck then it is charged under that rate structure. This is how we have been charging for recreation vehicles for as long as we have been working on the turnpike.

A#7 See response to Q#1.

Q#8 We are looking for clarification of the approved rates for towing self-propelled Recreational Vehicles as described on page 34 of the RFP. What is the per mile rate

allowable for AAA and non AAA customers, and is the per mile rate in addition to the \$125.00 listed?

A#8 The \$125 00 fee may be charged port-to-port for the Class B & C vehicles, and mileage is not allowed. However, the heavy wrecker fee may be assessed port-to-port for Class A Motor Homes, but again milage is also not allowed.

Q#9 Our understanding is that the Demonstration of Good Faith Efforts forms must be completed (pages 57-59) regardless of our company's MBE/DBE status?

A#9 Yes, every respondent needs to complete the form to demonstrate Good Faith Efforts to attain MBE/DBE participation on the contract. The determination of Good Faith Efforts considers the opportunities under the contract, the availability of MBE/DBE firms to participation in those contract opportunities, the efforts that respondent made to attain the participation of available MBE/DBE in those opportunities, and any commitments the respondent attained for MBE/DBE participation in the contract.

Q#10 Now according to the RFP the price for towing a RV is 125.00 an hour but on the next page the Commercial Rate (Over 26,000lbs.) is 285.00 an hour. Most Class A Motor homes are over 26,000 lbs. What rate are we able to charge for the Class A Motor home. I will tow the smaller Motor homes for the 125.00 an hour but I will not accept the 125.00 a hour for the Class A Motor home. The liability on those type of RV's is too high for that dollar amount.

A#10 See response to Q#1.

Q#11 Could relinquish my rights to a pre qualified Commission designee.

A#11 Part XI. General Terms and Conditions at subparagraph C "Assignment of Contract or Subcontracting Services" describes the requirements for transferring the DVS Operator's rights under its Contract with the Commission. Please note, however, that, "Any approved assignment shall not relieve the Selected DVS Operator from any of its responsibilities under the Contract."

MODIFICATIONS TO THE RFP

This Addendum No. 1 modifies Exhibit A on pages: 33 and 34 as described above. Deletions are shown with ~~striketrough~~ text and additions are represented with ***bold italicized*** print. Changes/Additions are shown with underlined italicized text. Bidders are to utilize the attached revised pages 33 and 34 when submitting a bid.

**EXHIBIT A –REVISED
ADDENDUM NO. 1**

MAXIMUM CHARGES AND FEES TO OWNERS OF DISABLED VEHICLES

TOWING CHARGES (Including Towing Services Ordered by the OSHP):

Passenger Vehicles:

Flat rate for towing a passenger vehicle from the point-of-breakdown on the Turnpike to the DVS garage, or to any other customer-designated location *within three (3) miles from the point-of-breakdown* ~~until the same amount of mileage has been reached as from the point-of-breakdown to the point-of-exit from the Turnpike nearest the garage:~~

- March 1, 2016 – February 28, 2017 \$95.00
- March 1, 2017 – February 28, 2019 \$100.00

If more than one-half (½) hour elapses between the time of Signal 1 and the time of Signal 2, and the DVS Operator still has not hooked up or recovered the passenger vehicle due to circumstances beyond his/her control (i.e., car has not been released by the OSHP), then after that first one-half (½) hour, the DVS Operator may begin charging an hourly rate not to exceed ~~\$90.00~~ **\$95.00** per hour in thirty (30) minute increments. No further towing charges may be assessed once the passenger vehicle is hooked up, or has been recovered and released to drive away.

In the event a recovery of a passenger vehicle is required before a tow, the flat tow rate shall provide the compensation for the first one-half (½) hour of recovery services and any necessary labor thereafter may be charged in one-half (½) hour increments. If a passenger vehicle is pulling a trailer and the trailer requires to be towed, an additional rate of one-half (½) of the base tow rate may be charged.

Except as provided in the preceding paragraph, there shall be no service call charges when there is a towing charge unless an additional tow truck is required to complete the tow (because the call was initially responded to by a service vehicle). However, the DVS Operator may charge for any parts and fluids provided, and may assess the mechanic's hourly rate in one-half (½) hour increments once the vehicle is in the garage.

Mileage Rate: (If the DVS Operator is requested by the customer to tow a passenger vehicle to a location other than their garage, the rate that may be charged per mile for each mile beyond the first three (3) miles-from the point-of-breakdown to the garage): \$4.25

(If the DVS Operator is requested by a AAA Premium customer to tow a passenger vehicle to a location other than their garage, the rate that may be charged per mile for each mile beyond the first three (3) miles from the point-of-breakdown): \$3.50

In the event the customer requests the DVS service to tow the vehicle to

another location other than the DVS garage **after** the vehicle has been taken off the tow vehicle at the DVS garage location, a second tow rate the same as the prevailing passenger tow rate may be charged, and, if applicable, may include an additional mileage rate per mile for every mile beyond the original mileage from the point-of-breakdown to the point-of-exit from the Turnpike nearest the garage.

Medium Weight (10,001 to 26,000 lbs.) Vehicles:

(Hourly rate for towing a medium weight vehicle from the point-of-breakdown on the Turnpike to the DVS garage, or to any other customer-designated location ***within three (3) miles from the point-of-breakdown until the same amount of mileage has been reached as from the point-of-breakdown to the point-of-exit from the Turnpike nearest the garage***): \$150.00

(If more than one-half (½) hour elapses between the time of Signal 1 and the time of Signal 2, and the DVS Operator still has not hooked up or recovered the medium weight vehicle due to circumstances beyond his/her control (i.e., car has not been released by the OSHP), then after that first one-half (½) hour, the DVS Operator may begin charging an hourly rate not to exceed \$150.00 per hour in thirty (30) minute increments. No further towing charges may be assessed once the passenger vehicle is hooked up, or has been recovered and released to drive away)

Mileage Rate: (If the DVS Operator is requested by the customer to tow a medium weight vehicle to other than their garage, the rate that may be charged per mile for each mile beyond the first three (3) miles from the point-of-breakdown to the garage): \$4.25

In the event the customer requests the DVS service to tow the medium weight vehicle to another location other than the DVS garage after the vehicle has been taken off the tow vehicle at the DVS garage location, a second tow rate the same as the prevailing medium weight tow rate may be charged, and, if applicable, may include an additional mileage rate per mile for every mile beyond the original mileage from the garage.

Recreation Vehicles:

In the event a customer requests the DVS service to tow a self-propelled Recreation Vehicle to the DVS garage or other location the approved AAA rate may be charged. The approved charge may be applied portal to portal. The AAA fee shall cover mileage and all ancillary towing equipment

- March 1, 2016 to February 28, 2017: \$125.00
- March 1, 2017 to February 28, 2019: \$125.00