

City of College Park, Maryland
Request for Proposals CP-15-06, Bikeshare System

ADDENDUM 2
issued May 18, 2015

This addendum is in response to questions received in writing by vendors. The questions posed and answers from the City/University are as follows:

- 1. In the RFP the City noted a \$469,000 “year one” budget. To be clear, does this include capital costs and operations or does it only include capital, or only operations? It is unclear if this available budget is intended for operations, as it could be vendor or University operated.**

Response: The first year budget of \$469,000 includes both capital and operational costs. Adjustments may be made in the budget based on contract negotiations with the successful bidder.

- 2. Could you please define ADA compliance?**

Response: This contract relies on funding through a Federal Surface Transportation Act grant, as administered by the State of Maryland Department of Transportation. Pursuant to the grant, the contractor must agree to comply with the applicable requirements of Americans with Disabilities Act of 1990 (“ADA”), 42 U.S.C. § 12132, *et seq.* The City and University do not set or interpret these federal standards. As required by the law, the contractor must design a system that will provide reasonable accommodation for qualified disabled persons.

- 3. Are there any Disadvantaged Business Enterprise requirements for this bid?**

Response: The national goal for DBE participation is 10%; however, an individual goal for DBE participation has not been established for this procurement by the City or the University.

- 4. Is there an indication on desired system size? The City requests that the vendor provide suggested staffing levels but this is greatly dependent upon system sizing.**

Response: The system size is dependent on system costs and therefore has not been specified in the RFP. The amount of funding available for the first 12 months of capital costs and system operations is \$469,000. It is anticipated that

approximately 100 bikes at approximately 10 station locations would be required, but these quantities will be negotiable with the successful bidder.

5. Are the terms included in the RFP negotiable? The scope of the project is very different if the University operates or if the vendor operates.

Response: Due to the nature of the design process, contract terms will be negotiable with the successful bidder. As noted in Part D, paragraph 2, of the RFP (page 9), the City and University intend to conduct negotiations with two or more firms. After negotiations have been conducted, if the City and University choose to make an award, they will select the firm that, in their opinion, best meets the needs of the City and University. In the alternative, the City and University may decide after initially reviewing submissions that one firm is more highly qualified than the rest, and may negotiate an agreement only with that firm. University operation of the system is mentioned in the RFP as one possible option for operation of the system. Bidders may choose to respond with a proposal that includes one or both options .

6. What is the intended scope of operations for the bike share program? Since the initial contract term awarded to the selected vendor through the RFP is for one year, how does the City of College Park and the University of Maryland intend to fund the ongoing operations of the program?

Response: It is the intent of the City and the University of Maryland to have a successful bikeshare program that is able to be extended beyond the initial one year contract term. Ongoing operations may be funded by membership fees, user fees, sponsorships, program grants, and other City and University funding as may be identified and appropriated.