



**Pre-Proposal Conference for  
Request for Proposal: Freeway Service Patrol On  
Highway 17 and Highway 1 in Santa Cruz County**

Meeting held:  
Wednesday, April 17, 2013 – 1:00pm

**Questions & Answers**

- 1. How many trucks are required for each beat?** Highway 17, Beat 1, and Highway 1, Beat 2, each require one truck to be used exclusively for Freeway Service Patrol.
- 2. Is a backup truck required?** A backup truck is required and must be available for each beat. If submitting proposals for both beats, only one backup truck is necessary. The backup truck may be a qualifying truck on the selected operator's fleet or a truck secured as a backup truck through another arrangement. The scope of work on the RFP (page 27) states that "the Contractor should make available a second FSP tow truck to serve as a FSP back up truck or arrange to use another company's pre-approved back up truck." If you do arrange to use another company's truck, a copy of the written agreement shall be provided to SCCRTC SAFE. The backup truck must also be available for inspection at the site visit.
- 3. Does the backup truck have any specifications?** Yes, the backup truck must meet the same specifications as the main truck as defined on page 20-25 of the RFP except it can be up to 5 years old and it has no mileage limitation. The backup truck can be from your normal fleet but it must be white. The intent of these specifications is to maintain a uniform appearance throughout the FSP vehicle fleet across the state.
- 4. When is the backup truck needed? How do you cover company logos on trucks?** The assigned backup truck will only be used to backup a primary FSP truck that is out of service due to mechanical failure or a collision. It shall not be used to provide service for a vehicle that is unavailable due to routine maintenance. Removable magnetic FSP logos can be used to cover company logos on the backup truck.
- 5. Where are trucks required to be stationed during non-scheduled hours?** All proposers must maintain a local office or have identified a proposed staging/ parking/ satellite location from which drivers can arrive at their assigned beat within 20 minutes driving time (at the speed limit).
- 6. Is funding for the Freeway Service Patrol program secured for the next 4 years?** Funding for the FSP Program is subject to annual state budget decisions and whether additional grant funds are secured. Because this is an on-going operations program, the State generally tries to provide the same level of funding from year to year, but it is not guaranteed. Contracts are conditional on having funding. Currently, there seems to be



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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sufficient funding to maintain the program at current levels for at least the next two years. The Santa Cruz County Regional Transportation Commission is always working to secure sufficient funds to maintain the program at the existing level.

7. **When will site visits be scheduled?** Upon submittal of proposals, all companies who meet minimum business requirements will be contacted by RTC staff to schedule a specific time for an interview and facilities inspection. Tentative dates have been scheduled for May 13<sup>th</sup> and 14<sup>th</sup>.
8. **How can I go about requesting a copy of the current FSP contract for each beat?** The current contracts for FSP on Highway 17, Beat 1, and Highway 1, Beat 2, are available for download on the RTC website (<http://sccrtc.org/about/opportunities/rfp/>).
9. **The RFP document states on page 35 that mid-term price negotiations will occur 2 years into the contract and will examine costs that have significantly increased since the beginning of the contract, including fuel rates, insurance costs and workers compensations. If there is a huge spike in fuel cost, is the contractor responsible for bearing the cost until mid-term negotiations?** The purpose of mid-term negotiations is to allow contractors to be properly compensated for costs that have greatly fluctuated since the start of the contract. As stated, negotiations will look into fuel, insurance, and workers compensation costs. SCCRTC SAFE will then renegotiate the hourly rate of compensation specified in the contract based on changes to the items mentioned above.

Regarding spikes in fuel costs, tow fuel price will be variable during the contract period and adjusted based on the existing average monthly Santa Cruz County/Bay Area diesel fuel price for that same month of operation. Changes in tow fuel price will directly impact the monthly hourly rate. Attachment 4 on page 82 of the RFP shows how the monthly average diesel fuel price is used to calculate the monthly hourly rate. Average diesel fuel rates are calculated using California diesel fuel prices averages plus 4% (to account for higher fuel prices in Santa Cruz County) from the U.S. Energy Information Administration website (<http://www.eia.gov/petroleum/gasdiesel/>).

It is the contractor's responsibility to estimate the fuel price and number of gallons necessary for motorists as that information will remain the same until mid-term negotiations.

10. **Will the hours/schedule remain the same as it is now on both beats?** Yes, FSP hours are likely to remain the same as they are now for both beats. Highway 17, Beat 1 regular service schedule is Monday – Friday, 6:30am – 9:30am and 3:30pm – 6:30pm and Sunday 1:00pm – 7:00pm. Highway 1, Beat 2 regular service schedule is Monday – Friday, 6:00am – 9:00am. FSP drivers are also required to work select weekends during Spring Break, Summer, and Thanksgiving weekend. Holiday and weekend hours for both beats are listed in Attachment 1b and 1c of the RFP.



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- 11. Are flat bed trucks permitted for providing Freeway Service Patrol on either beat?** Yes, but only on Highway 1, Beat 2. Addendum #1, available for download on the RTC website (<http://sccrtc.org/about/opportunities/rfp/>), revises the RFP to allow for the use of flat bed tow trucks for providing FSP on Highway 1, Beat 2 and adds requirements for flat bed tow trucks utilized for FSP.