



***REQUEST FOR PROPOSALS (RFP)
FOR
PROFESSIONAL TRANSIT MANAGEMENT SERVICES
FOR
THE M PUBLIC TRANSIT SYSTEM***

ISSUED BY:

THE CITY OF MONTGOMERY, ALABAMA

Proposal Release Date: August 10, 2020

Proposals must be received by: 5:00 p.m. (CST), **September 14, 2020 (New Due Date)**

Notice of Award: September/October** 2020 **(New Month Added)****

Five (5) copies of the submittal must be returned in a sealed envelope, and be clearly marked “TRANSIT MANAGEMENT RFP ENCLOSED”

Contact: All inquiries regarding this Request for Proposals should be directed to:

Robert Smith - Telephone: (334) 625-2218 - Email: rsmith@montgomeryal.gov

SUBMITTALS SHOULD BE MAILED OR HAND DELIVERED TO:

**Robert Smith
Planning Director
City of Montgomery
Planning Department
25 Washington Ave, 3rd Floor
Montgomery, AL 36104**

INTRODUCTION

The (City of Montgomery) seeks proposals from qualified firms for the provision of professional transit management services. While more completely described elsewhere in this RFP, in general terms (City of Montgomery) wishes to engage a firm to provide for the day to day management of The M Transit System herein referred to as “The M” using a resident management team, which will include a general manager and maintenance director. This team is to be supported by the corporate staff of the firm and any other individuals who may possess a technical expertise relevant to the effective operation of the transit system. In addition to the personnel to be assigned (City of Montgomery) also seeks other services such as preferential purchasing arrangements, access to training services, etc. which will also be beneficial to The M.

PROPOSAL CONTENT AND FORMAT

While we do not wish to in any way restrict the creativity of the proposals which are submitted we will require that each proposal follow a similar format so that each proposal may be easily evaluated. Furthermore, it is essential that each of the required areas be completely responded to even if the service is not provided by your firm. Simply state that the service is not available. You are free to elaborate on why it is not available or how you might otherwise satisfy the requirement.

All proposers are encouraged to add whatever other information they feel will assist in our understanding of your firm and your approach to management. This information should be provided in a separate section at the end of the required information.

The format for proposals must follow the following outline. At a minimum the questions asked in each area must be answered and referenced in the proposal. Additional information on each subject area is welcome.

- 1) **RELEVANT EXPERIENCE AND QUALIFICATIONS OF THE FIRM**
 - A. List all currently managed public transit operations. Include the date the contract began, the number of buses, the number of employees, the value of the operating and capital budgets, and to whom the resident team reports. Please provide a client contact with name, address, and phone number.
 - B. Identify all other public transit related clients and the nature of the work. Include information that will show the complexity of the engagement.

C. List any awards and recognition that your firm, or managed systems have received during your management engagement.

D. Please describe any public transit innovations, cost saving initiatives, etc. which your firm or managed systems have developed. Please provide as much detail as possible.

E. Please provide the history of the firm, the number of years it has been in the public transit management business, and its current ownership arrangement.

2) THE OVERALL QUALIFICATIONS AND FINANCIAL CAPACITY OF THE FIRM

A. Please provide a copy of the most recent annual report of the firm that must include five years of audited financial records.

B. Please provide two financial references for the firm.

C. Please provide an organizational chart of the firm that identifies senior management and how this engagement would be handled.

D. Describe any other businesses that your firm or parent firm may be involved with and how that experience may be beneficial to this engagement.

3) THE CAPABILITIES AND EXPERIENCE OF THE PROPOSED RESIDENT MANAGEMENT TEAM.

A. Please identify each member of your proposed management team and an organizational chart specific to this engagement. Include in your proposal resumes for each of the team members and at least two professional references complete with addresses and phone numbers for each.

B. Please describe why your firm believes the managers proposed are suited for this engagement. What experience do they bring which will be beneficial to this assignment?

C. If any of the resident managers proposed is not currently an employee of your firm, please attach a letter from the candidate that reflects their commitment to this engagement.

4) THE AVAILABILITY, AND PLAN FOR THE TECHNICAL SUPPORT TO BE PROVIDED.

A. Please list the names of all full-time non-resident staff that will be available to support this engagement. Identify their particular expertise and if possible provide a resume that details their work for similar transit systems.

B. Identify any part-time or independent contractors who are available from your firm to support this engagement. Please specify their expertise and relevant experience.

C. Please describe the plan for the use of technical support staff that your firm will implement if chosen for this assignment. Provide time line's and personnel who will be assigned and the product of the work they will perform.

D. What training resources does your firm currently have? What training will be available to system employees? Describe the professional development to be provided to the managers assigned to this engagement.

5) DESCRIBE THE AVAILABILITY OF YOUR NETWORK OF CUSTOMERS AND YOUR CORPORATION. HOW WILL THIS NETWORK BE USED TO FURTHER THE GOALS AND EFFECTIVENESS OF THE M TRANSIT SYSTEM?

A. If your firm uses its network of managed systems to advance its understanding of transit management please share the extent of that network, how it is used, and examples of how it has benefited your customers. Of specific interest would be areas where best practices and cost savings programs have been shared from one operation to another.

B. Please describe how this network, if one exists, will be used to further the goals and effectiveness this engagement. Please provide a plan for how it will be used.

6) MANAGEMENT PLAN FOR THE FIVE YEAR ENGAGEMENT.

A. It is of great importance how your firm will approach the management of The M for the next five years. Please provide a management plan that addresses the major areas: operations, maintenance, marketing, budgeting, labor relations, customer service, professional development and etc.

B. What specific areas would your firm recommend changes in should you be hired for this engagement based on your observation of how the system runs presently.

C. Please describe your firm's safety and training philosophy/program. What will your firm do to reduce accidents and employee injuries at The M?

- 7) PROVIDE ADDITIONAL INFORMATION THAT HAS NOT BEEN REQUESTED THAT YOUR FIRM WOULD LIKE TO SHARE ABOUT ITS CAPABILITIES AND QUALIFICATIONS.
- 8) COST (FOUR PARTS)
- A. Professional fee per year for a five-year period beginning October 1, 2020.
- B. Any additional fees for services that are not part of the management fee and describe the services.
- C. Detail any preferential pricing programs for parts, fuel, insurance, workers compensation, etc. Detail the expected use, actual prices which can be offered and the savings that can be realized on an annual basis.
- C. Describe any gain sharing or incentive programs which you may propose and how they will impact the overall cost of the engagement.
- 9) The City of Montgomery strongly encourages the use of Disadvantaged Business Enterprises (DBEs) for this contract. In this regard, the City of Montgomery has an overall DBE goal for this contract of a minimum of twenty-five percent (25%). Firms submitting proposals will be required to provide the following information:
- The names and addresses of the DBE firm(s) that will participate on the project team or contract services.
 - A description of the work that the DBE firm(s) will perform.
 - An estimate of the percentage of work by dollar amount that the DBE firm(s) will perform.
 - If the established DBE goal for this project cannot be met, then evidence of a good faith effort must be provided. Further, if the DBE goal percentage can't be met then a reasonable DBE goal percentage may be able to be negotiated.
- The management firm or team that is selected for negotiation will have to provide signed documentation of commitments to use DBE firms and confirmation from the DBE firms prior to entering negotiation and contract signing. Creativity in achieving DBE participation is allowed. Real proof is required.

EVALUATION PROCESS AND CRITERIA

1)	Relevant experience and qualifications of the Firm	15%
2)	Overall qualifications and financial capacity of the Firm	15%
3)	The capabilities and experience of the proposed resident team	20%
4)	The availability and plan for the use of technical staff	10%
5)	The availability and usefulness of a corporate network	10%
6)	The effectiveness/efficiency of the five-year management plan	10%
7)	Cost	10%
8)	Disadvantaged Enterprise Participation (DBE)	<u>10%</u>
Total =		100%

Oral Interviews

Oral presentations and interviews with questions and answers may or may not be requested as a determining factor of contract award.

APPENDIX

Business Information Questionnaire, Corporation Statement, Partnership Agreement, Joint Venture Statement, Individual Statement, Certification Regarding Debarment and Suspension.

BACKGROUND INFORMATION ABOUT THE M TRANSIT SYSTEM

The City of Montgomery--the second largest city in Alabama as indicated by the 2010 Census--has been long recognized as the governmental center of the State of Alabama. Montgomery was designated as the State Capital of Alabama in 1846. Montgomery presently serves as the Montgomery County seat. Many Federal and State Agencies, in addition to the national defense institutions of Maxwell Air Force Base and Maxwell Air Force Base-Gunter Annex, are located in Montgomery.

Historically, the Central Alabama Region, of which Montgomery has been the mainstay, depended upon the agriculture and resource industries for economic sustenance. However, the gradual shift from these primary industries towards the more advanced complexes of trade and finance functions has stimulated the area's economic maturation. As a result, Montgomery's potential has been enhanced as a regional center for marketing and distribution activities. In April, 2003, Hyundai Motor Manufacturing America announced its decision to locate in southwest Montgomery on Hyundai Blvd. in the Hope Hull community. Production began in 2005. Multiple suppliers to include a cockpit module builder Mobis Alabama, seal maker Lear Corporation, and Tire and Assembly Inc.—have since located in Montgomery.

Montgomery, strategically located in the south central portion of Alabama, is a vital transportation interface. With the completion of a system of lock and channel improvements, shipping opportunities via the navigable Alabama River provides direct water travel to the Port of Mobile.

Furthermore, travel is made by two interstate highways (I-65 and I-85), five U.S. highways, and an extensive network of state and county roads. These thoroughfares have promoted the efficient movement of goods and services to Montgomery from hinterland areas in addition to linking outlying residential developments to the Montgomery central business district and other high employment areas.

In 1886 the Capital City Railway Company began service in downtown Montgomery with America's first citywide Electric Trolley system. Soon to be known as the "Lightning Route", the system enjoyed great success. The Lightning Route served Montgomery for nearly fifty years. The Lightning Route remained operational until 1936 when it was replaced by rubber-tired buses. The Lightning Route was brought back in the 1980's as a downtown circulator route under the impetus of the Lightning Route Centennial Committee.

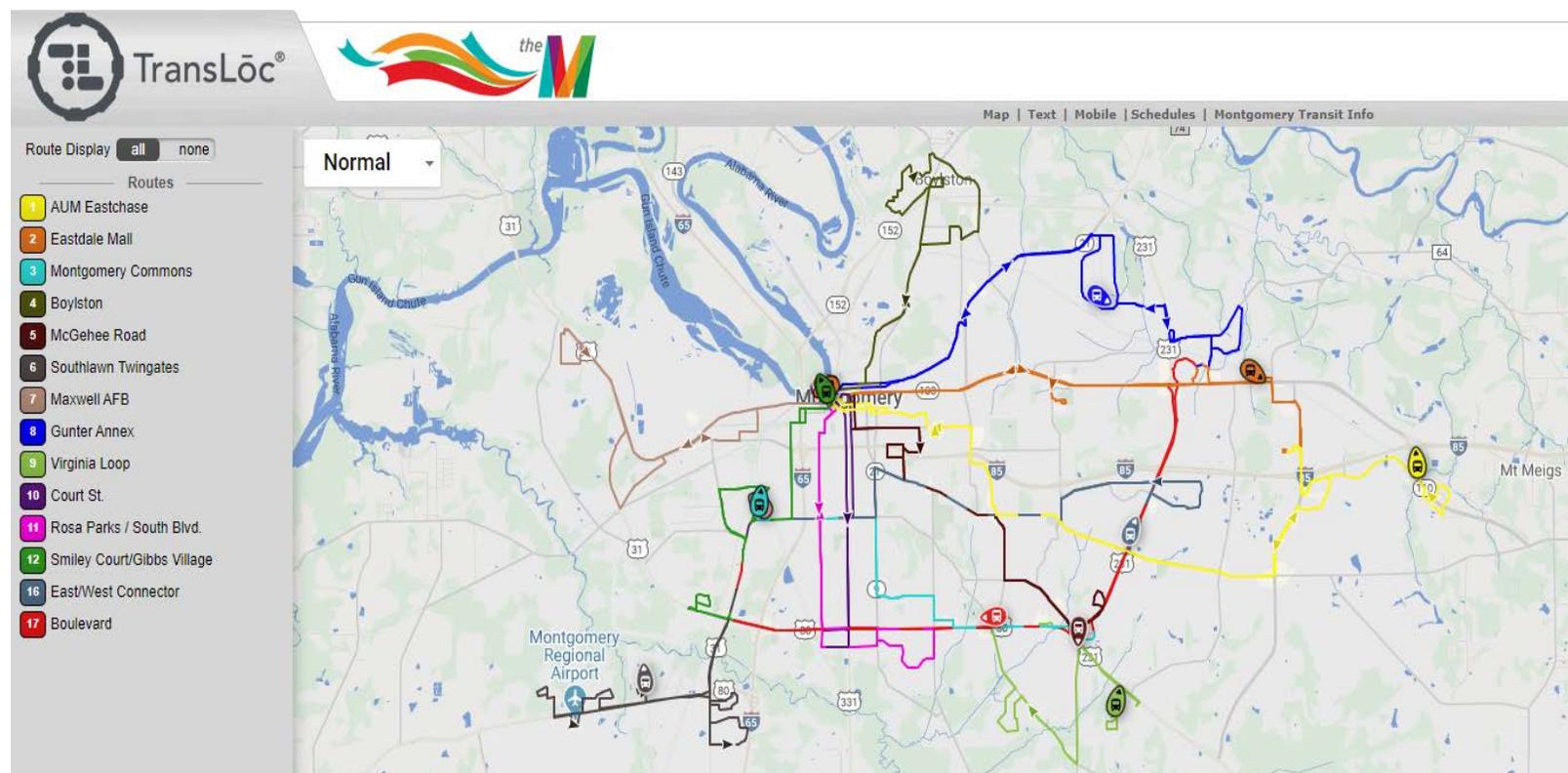
The City of Montgomery purchased the Montgomery Area Transit System in 1974 and contracted with American Transit Corporation to operate the system. In February, 1998, the City of Montgomery replaced its system of 17 fixed routes with Demand and Response Transit (DART), a call-in reservation service. Demand and Response Transit was formed in an effort to provide more cost-effective service to Montgomery citizens. Montgomery Area Paratransit (MAP) was retained to serve persons with disabilities.

After a change of administration in November, 1999, it was determined that the Demand and Response Transit system was not serving the citizens of Montgomery in an effective and efficient manner. On February 2, 2000, the Montgomery City Council voted to establish, on a trial basis, three (3) new fixed routes to begin on March 6, 2000. The trial run of the fixed route service proved to be both effective and efficient in serving the transportation needs of the citizens of Montgomery. The new fixed route system was such a success that the City of Montgomery approved six additional fixed routes, with the expanded service beginning on March 9, 2001. Three (3) more routes were recently added, with service beginning on March 18, 2003. Fifteen (14) citywide fixed routes are currently in operation in the present year of 2020. The M Transit System is currently owned by the City of Montgomery and operated and managed under public transit a management contract.

EXISTING CONDITIONS CURRENT FIXED ROUTES THE M TRANSIT SYSTEM

Figure one (below) shows the current fixed bus routes of the The M Transit System. The overall system ridership has decreased considerably over the last several years, but the fixed bus route system in Montgomery has shown steady increases since its conception in the year 2000. The fixed bus route service generally gets people where they want to go on a daily basis, either directly or indirectly. The M Transit System fixed route bus service offers an alternative mode of transportation, which in turn helps to relieve traffic congestion in the City of Montgomery. There is a network of bus stop locations that includes bus stop signs, benches and bus shelters for transit system passengers. There is a transit passenger information system that shows where buses are in real-time as well as a transit passenger trip planner and scheduling software that allows transit passengers to plan and schedule trips.

Figure 1.



Operational Characteristics

The M Transit System operates fixed-route bus transit and complementary paratransit services for persons with disabilities in the City of Montgomery. The level of public transit service provided in Montgomery is mid-level compared to other similarly-sized cities in the State of Alabama and in the southeast. Service cuts in the 1990s dramatically reduced the level of service, and, as a result, ridership dropped. However, since the change of transit management and the return of fixed bus route transit, ridership has shown gradual and significant increases over a 10-year to 12-year period of time. However, after fare increases due to budget cuts, slow movement on bus replacements and other needed transit amenities ridership has decreased significantly over the years through the year 2020. Since the adoption and implementation of the 2017-2021 Transit Development Plan (TDP), transit ridership has started to increase, but still hasn't returned to levels of 2008-2013. The current COVID-19/Coronavirus has further had an impact on transit ridership causing ridership to decline by 50%.

A network of fourteen (14) fixed routes serves the City of Montgomery, complemented with 600 bus stop signs, bus shelters and benches. Paratransit service, as a complement to fixed bus route service is also provided as required by the Americans with Disabilities Act (ADA).

In Fiscal Year 2019 The M ridership totaled 603,510 passenger trips for both fixed bus routes and paratransit combined. The total system ridership from Fiscal Year 2015-2019 has shown significant decreases (FY-15=867,901, FY-16=785,069, FY-17=683,363, FY-18=621,371 and FY-19=603,510. FY-2020 ridership is estimated to be significantly lower due to the COVID-19/Coronavirus pandemic.

Capital Characteristics

The M Transit systems equipment and facilities are in good shape. The fixed route fleet is comprised of fourteen (16) Daimler-Chrysler SLF 200 low-floor buses. The paratransit services are operated with small Goshen buses. The M administrative/maintenance facility and transfer center, constructed in the 1990s, are located at 2318 West Fairview Avenue and 2346 West Fairview Avenue respectively. The M operators, maintenance and service employees, and

administrative staff, and the bus garage and storage are accommodated at the administrative/maintenance facility on West Fairview Avenue.

Lastly, The M Transit System's central hub (The Intermodal Transportation Facility) is located at 495 Molton Street in downtown Montgomery. All public transit buses to include Greyhound and MegaBus intercity transit buses operate services out of the Intermodal Transportation Facility. The Intermodal Transportation Facility was opened in 2007 and was financed by the Federal Transit Administration (FTA) at a cost of \$18 million.

Table 1 shows the current vehicle inventory and year model of The M Transit System vehicles. The inventory includes bus and regular automobiles.

Table 1

Vehicle Information						7/27/2020	<u>Support</u>					
<u>Fixed</u>						<u>BODY</u>						
	<u>Bus #</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>TYPE</u>		<u>Vehicle #</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>BODY</u>	
1	01101	2011	GILLIG	G30B102N4	BUS	1	2139	1993	Chevy	Kodiak	Truck	
1	01102	2011	GILLIG	G30B102N4	BUS	1	2932	2000	Chevy	Lumina	Car	
1	01103	2011	GILLIG	G30B102N4	BUS	1	2933	2000	Chevy	S-10	P/U	
1	01104	2011	GILLIG	G30B102N4	BUS	1	3672	2006	Chevy	Silverado	P/U	
1	01105	2011	GILLIG	G30B102N4	BUS	1	3673	2006	Chevy	Impala	Car	
1	01106	2011	GILLIG	G30B102N4	BUS	1	3712	2006	Chevy	Malibu	Car	
1	01107	2011	GILLIG	G30B102N4	BUS	1	4108	2009	Dodge	Caravan	Van	
<hr/>						7	1	4109	2009	Dodge	Caravan	Van
<hr/>							<u>MISC.</u>					
1	01108	2012	GILLIG	G30B102N4	BUS	1	1956	1956	GMC	S376	BUS	
<hr/>						1	Total Support/Other					
<hr/>												
1	0201	2011	Chevrolet	GOSHEN	BUS							
1	0202	2011	Chevrolet	GOSHEN	BUS							
1	0203	2011	Chevrolet	GOSHEN	BUS							
<hr/>						3						
<hr/>												
1	1511	2015	FORD	STARCRAFT	BUS							
1	1513	2015	FORD	STARCRAFT	BUS							
1	1516	2015	FORD	STARCRAFT	BUS							
1	1517	2015	FORD	STARCRAFT	BUS							
1	1518	2015	FORD	STARCRAFT	BUS							
<hr/>						5						
<hr/>												
1	1601	2016	FORD	STARCRAFT	BUS							
1	1602	2016	FORD	STARCRAFT	BUS							
1	1603	2016	FORD	STARCRAFT	BUS							
1	1604	2016	FORD	STARCRAFT	BUS							
1	1605	2016	FORD	STARCRAFT	BUS							
<hr/>						5						
<hr/>												
21	Total Fixed					<i>NOTE: All ADA Accessible</i>						
	<u>MAP</u>					<u>BODY</u>						
	<u>Bus #</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>TYPE</u>							
1	1512	2015	FORD	STARCRAFT	BUS							
1	1514	2015	FORD	STARCRAFT	BUS							
1	1515	2015	FORD	STARCRAFT	BUS							
1	1519	2015	FORD	STARCRAFT	BUS							
1	1520	2015	FORD	STARCRAFT	BUS							
1	1521	2015	FORD	STARCRAFT	BUS							
<hr/>						6	Total MAP <i>NOTE: All ADA Accessible</i>					
<hr/>												
<u>Support</u>						<u>BODY</u>						
	<u>Vehicle #</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>TYPE</u>							
1	2139	1993	Chevy	Kodiak	Truck							
1	2932	2000	Chevy	Lumina	Car							
1	2933	2000	Chevy	S-10	P/U							
1	3672	2006	Chevy	Silverado	P/U							
1	3673	2006	Chevy	Impala	Car							

Operational Analysis of MATS

The M Transit system and facilities are in fair condition. The Administrative, Maintenance and Transfer Center Facility located at 2318 West Fairview Avenue, Montgomery Alabama 36108 was constructed in 1994. This facility accommodates MATS and MAP Operators, Administration Staff, Maintenance and Service employees and Security guards. In 1997 a new Intermodal Transfer Center was built at 495 Molton Street, in downtown Montgomery, Alabama 36104. This facility accommodates MATS and MAP Operators as necessary, Customer Service Employees and Security Guards.

Fixed Route:

The fixed route fleet is comprised of 21 revenue vehicles; all are ADA Accessible. Our Fixed Fleet consist of seven (7) 2011 Gillig buses, one (1) 2012 Gillig bus, three (3) 2011 Chevrolet Goshen buses, five (5) 2015 Ford Starcraft buses, five (5) 2016 Ford Starcraft buses.

Currently TMM Operates fourteen (14) fixed routes inside the city limits of Montgomery, Alabama. Hours operated per are two hundred sixty-seven hours and twenty-five minutes (267.25) Monday through Friday, and one hundred twenty-eight hours and twenty minutes (128.20) on Saturday.

Average daily mileage total for fourteen (14) routes is 4,444.4 for Monday through Friday and 2,402.03 for Saturday.

Average Trips per day are two hundred twenty-three (223) for Monday through Friday and one hundred thirteen (113.5) trips on Saturday.

Paratransit/MAP

The Paratransit route fleet is comprised of six (6) revenue vehicles, all are ADA Accessible. Our Paratransit/MAP Fleet consist of six (6) 2015 Ford Starcraft buses.

Currently MAP Operates twelve (12) paratransit routes inside the city limits of Montgomery, Alabama. Hours operated per are sixty-nine (69) Monday through Friday, and eight (8.00) on Saturday.

Average daily mileage total for twelve (12) routes is nine hundred seventy-five for Monday through Friday and eighty (80) for Saturday.

Average Trips per day are eighty-four (84) for Monday through Friday and twelve (12) trips on Saturday.

Support Vehicles:

The M support vehicle fleet comprised of one (1) 1993 Chevrolet Kodiak Truck, one (1) 2000 Chevrolet Lumina 4 door car, one (1) 2000 Chevrolet S-10 Pickup truck, one (1) 2006 Chevrolet Silverado Pickup truck, one (1) 2006 Chevrolet Impala car, one (1) 2006 Chevrolet Malibu car, two (2) 2009 Dodge Caravan Van.

MISC: one (1) 1956 Rosa L. Parks GMC S-376 Replica Bus

A detailed summary of each segment of transit service are listed on the following pages by service type in Tables 1-6.

The M Transit System Daily Averages: Trips, Hours and Miles								
Fixed Bus Route Total Number Daily Trips								
Route 1 AUM/Eastchase **	5:30am - 8:30pm	M - F	15 Trips	7:30am - 5:30pm	Saturday	6 Trips		
Route 2 Eastdale Mall **	5:30am - 9:00pm	M - F	27 Trips	7:30am - 6:00pm	Saturday	8 Trips		
Route 3 Montgomery Commons	5:15am - 9:15pm	M - F	16 Trips	7:15am - 6:15pm	Saturday	11 Trips		
Route 4 Boylston	5:30am - 8:30pm	M - F	15 Trips	7:30am - 6:30pm	Saturday	6 Trips		
Route 5 McGehee Road **	5:30am - 8:30pm	M - F	18 Trips	7:30am - 6:00pm	Saturday	7 1/2 Trips		
Route 6 Southlawn/Twingates	5:10am - 8:15pm	M - F	15 Trips	7:15am - 6:15pm	Saturday	11 Trips		
Route 7 Maxwell AFB	5:30am - 9:30pm	M - F	16 Trips	8:30am - 3:30pm	Saturday	4 Trips		
Route 8 Gunter Annex	5:30am - 8:30pm	M - F	10 Trips	8:30am - 5:30pm	Saturday	5 Trips		
Route 9 Virginia Loop Rd.	6:15am - 9:15pm	M - F	15 Trips	7:15am - 6:15pm	Saturday	12 Trips		
Route 10 South Court St.	5:30am - 8:30pm	M - F	15 Trips	7:30am - 6:30pm	Saturday	6 Trips		
Route 11 Rosa Parks / South Blvd.	5:30am - 8:30pm	M - F	16 Trips	7:30am - 6:30pm	Saturday	11 Trips		
Route 12 Smiley Ct / Gibbs Village **	5:30am - 8:30pm	M - F	24 Trips	7:30am - 6:30pm	Saturday	10 Trips		
Route 16 East - West Connector	5:15am - 8:15pm	M - F	10 1/2 Trips	6:45am - 6:45pm	Saturday	8 Trips		
Route 17 Blvd.	5:15am - 8:15pm	M - F	10 1/2 Trips	6:45am - 6:45pm	Saturday	8 Trips		
NOTE ** Uses 2 and 3 vehicles			Total	223		Total	113.5	

Table 1.

Fixed Bus Route Total Number of Daily Hours					
<i>Route 1 AUM/Eastchase **</i>	29.15	M - F		11.15	Saturday
<i>Route 2 Eastdale Mall **</i>	36.4	M - F		11.15	Saturday
Route 3 Montgomery Commons	16	M - F		11	Saturday
Route 4 Boylston	15	M - F		6	Saturday
<i>Route 5 McGehee Road **</i>	24.45	M - F		11.45	Saturday
Route 6 Southlawn/Twingates	15	M - F		11	Saturday
Route 7 Maxwell AFB	16	M - F		4	Saturday
Route 8 Gunter Annex	15	M - F		5	Saturday
Route 9 Virginia Loop Rd.	16	M - F		11.45	Saturday
Route 10 South Court St.	15	M - F		6	Saturday
Route 11 Rosa Parks / South Blvd.	16.3	M - F		6	Saturday
<i>Route 12 Smiley Ct / Gibbs Village **</i>	22.15	M - F		10	Saturday
Route 16 East - West Connector	15.35	M - F		12	Saturday
Route 17 Blvd.	15.45	M - F		12	Saturday
<i>NOTE ** Uses 2 and 3 vehicles</i>					
	Total	267.25		Total	128.2

Table 2.

Fixed Bus Route Average Total Miles Per Day									
Route 1 AUM/Eastchase **	552.4	M - F		194.58	Saturday				
Route 2 Eastdale Mall **	533.9	M - F		148	Saturday				
Route 3 Montgomery Commons	269.4	M - F		185.4	Saturday				
Route 4 Boylston	230.4	M - F		96	Saturday				
Route 5 McGehee Road **	347.5	M - F		160.25	Saturday				
Route 6 Southlawn/Twingates	378.6	M - F		277.8	Saturday				
Route 7 Maxwell AFB	273.2	M - F		83.5	Saturday				
Route 8 Gunter Annex	287.4	M - F		309.1	Saturday				
Route 9 Virginia Loop Rd.	259.5	M - F		203	Saturday				
Route 10 South Court St.	167.4	M - F		70	Saturday				
Route 11 Rosa Parks / South Blvd.	238.4	M - F		90.6	Saturday				
Route 12 Smiley Ct / Gibbs Village **	367.1	M - F		170.6	Saturday				
Route 16 East - West Connector	242.4	M - F		187	Saturday				
Route 17 Blvd.	296.8	M - F		226.2	Saturday				
NOTE ** Uses 2 and 3 vehicles									
Total	4444.4		Total	2402.03					

Table 3.

Disabled Paratransit Total Number Daily Trips									
Rt # 52	9:30am - 5:30pm	M - F	8 Trips						
Rt # 61	5:30am - 1:30pm	M - F	9 Trips						
Rt # 62	10:30am - 6:30pm	M - F	10 Trips						
Rt # 63am	5:30am - 1:30pm	M - F	12 Trips	7:00am - 11:00am	Saturday	6 Trips			
Rt # 63pm	NA	M - F		11:00am - 5:00pm	Saturday	6 Trips			
Rt # 64am	6:10am - 9:00am	M - F	4 Trips						
Rt # 64pm	2:30pm - 5:00pm	M - F	7 Trips						
Rt # 71	5:30am - 1:30pm	M - F	8 Trips						
Rt # 72	4:30pm - 9:30pm	M - F	5 Trips						
Rt # 73am	5:30am - 9:30am	M - F	5 Trips						
Rt # 74	10:30am - 6:30pm	M - F	10 Trips						
Rt # 75pm	1:00pm - 5:00pm	M - F	6 Trips						
		Totals	84					Total	12

Table 4.

Disabled Paratransit Total Number of Daily Hours									
	Hours			Hours					
Rt # 52	8	M - F			Saturday				
Rt # 61	8	M - F			Saturday				
Rt # 62	8	M - F			Saturday				
Rt # 63am	8	M - F	4		Saturday				
Rt # 63pm	4	M - F	4		Saturday				
Rt # 64am	NA	M - F			Saturday				
Rt # 64pm	4	M - F			Saturday				
Rt # 71	8	M - F			Saturday				
Rt # 72	5	M - F			Saturday				
Rt # 73am	4	M - F			Saturday				
Rt # 74	8	M - F			Saturday				
Rt # 75pm	4	M - F			Saturday				
	Total	69		Total	8				

Table 5.

Disabled Paratransit Average Total Miles Per Day									
Rt # 52	80	M - F			Saturday				
Rt # 61	125	M - F			Saturday				
Rt # 62	110	M - F			Saturday				
Rt # 63am	115	M - F		40	Saturday				
Rt # 63pm	0	M - F		40	Saturday				
Rt # 64pm	80	M - F			Saturday				
Rt # 71	110	M - F			Saturday				
Rt # 72	50	M - F			Saturday				
Rt # 73am	70	M - F			Saturday				
Rt # 73pm	75	M - F			Saturday				
Rt # 74	100	M - F			Saturday				
Rt # 75pm	60	M - F			Saturday				
	Total	975		Total	80				

Table 6.

PASSENGER/RIDERSHIP DATA FOR THE MONTGOMERY AREA TRANSIT SYSTEM OVER THE YEARS TO THE PRESENT

Passenger/Ridership Data for The M / Transit Management of Montgomery

The M ridership has decreased slightly over the past three (3) years. Most recently ridership has significantly decreased due to the Coronavirus pandemic. As of June 2020 data the ridership/passenger has begun to increase each month. The following charts are for the past three (3) years, beginning October 2018 through the present, June 2020.

Figure 1: Fiscal Year 2020 total passenger/ridership for fixed bus routes and disabled paratransit per month and year comparisons.

Figure 2: Average weekday passenger/ridership for fixed bus routes and disabled paratransit combined for each month and year comparisons.

Figure 3: Disabled Paratransit passenger/ridership for each month and year comparisons.

Figure 4: Passenger trips for fixed bus routes and disabled paratransit comparison.

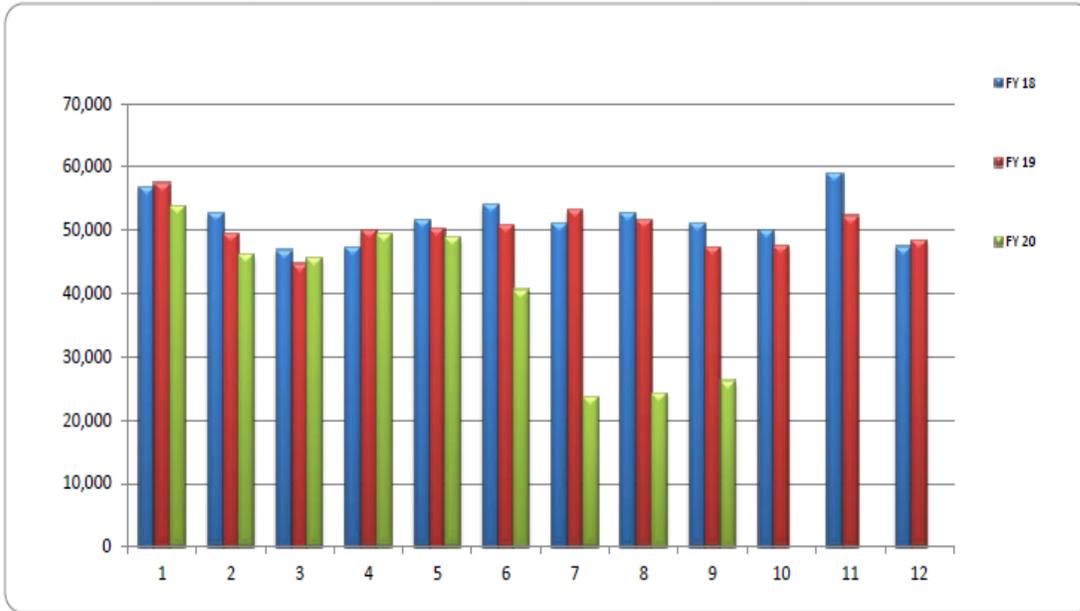
Overall ridership trends have started to stabilize after several years of ridership decreases.

Figure 1.

Fiscal Year 2020 Passenger Trips Comparison



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Totals
FY 18	56,897	52,751	46,911	47,380	51,637	54,145	51,205	52,823	51,102	50,070	58,984	47,466	621,371
FY 19	57,492	49,518	44,748	50,051	50,397	50,873	53,238	51,660	47,247	47,571	52,334	48,381	603,510
FY 20	53,748	46,204	45,615	49,415	48,843	40,635	23,614	24,265	26,227				358,566



2020

# of Days operated	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
2019	2019	2019	2019	2020	2020	2020	2020	2020	2020	2020	2020	2020
Weekday	23	20	21	22	20	22	22	20	22	22	21	21
Saturday	4	5	4	4	5	4	4	5	4	4	5	4
		CLOSED Thanksgiving	CLOSED Christmas	CLOSED New Years			CORONA VIRUS	CLOSED Mem Day		CLOSED Indep. Day		CLOSED Labor Day

2019

# of Days operated	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
2018	2018	2018	2018	2019	2019	2019	2019	2019	2019	2019	2019	2019
Weekday	23	21	20	22	20	21	22	22	20	22	22	20
Saturday	4	4	5	4	4	5	4	4	5	4	5	5
		CLOSED Thanksgiving	CLOSED Christmas	CLOSED New Years				CLOSED Mem Day		CLOSED Indep. Day		CLOSED Labor Day

2018

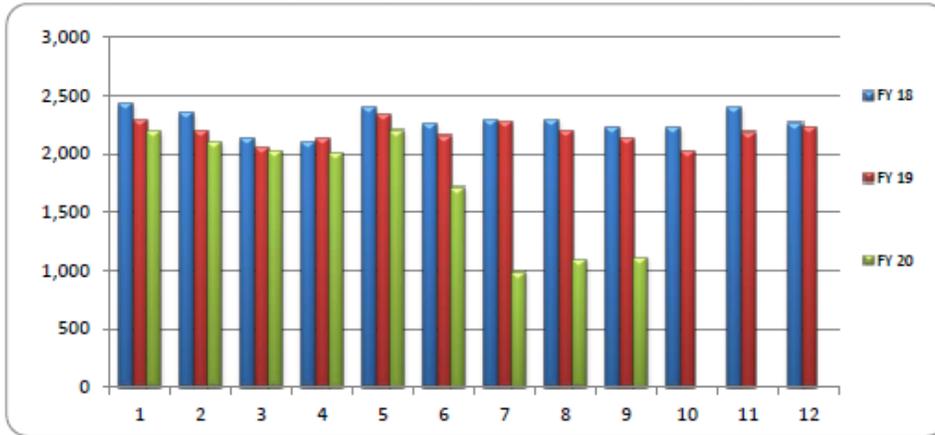
# of Days operated	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
2017	2017	2017	2017	2018	2018	2018	2018	2018	2018	2018	2018	2018
Weekday	22	21	20	21	20	22	21	22	21	21	23	19
Saturday	4	4	5	4	4	5	4	4	5	4	4	5
		CLOSED Thanksgiving	CLOSED Christmas	CLOSED New Years				CLOSED Mem Day		CLOSED Indep. Day		CLOSED Labor Day

Figure 2.

Average Weekday Passenger Trips



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FY 18	2,434	2,348	2,131	2,102	2,396	2,259	2,284	2,290	2,233	2,229	2,405	2,266
FY 19	2,290	2,191	2,055	2,129	2,334	2,156	2,270	2,201	2,129	2,024	2,187	2,227
FY 20	2,195	2,097	2,017	2,013	2,203	1,712	988	1,093	1,112			



Saturdays

	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FY 18	837	863	860	808	930	885	810	863	843	788	919	885
FY 19	861	879	731	803	931	856	825	810	931	763	1057	809
FY 20	745	850	817	834	957	991	474	477	439			

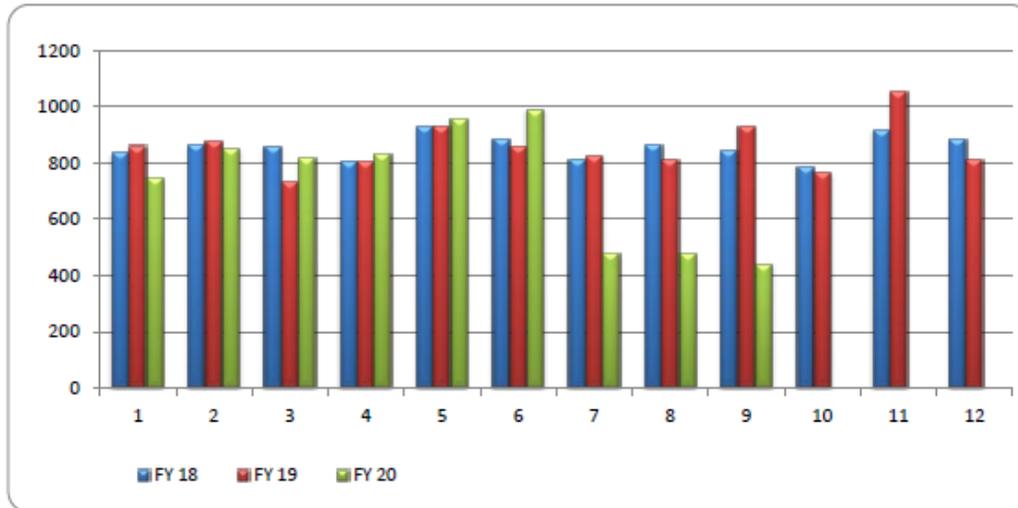


Figure 3.

MAP Passenger Trips



	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>June</i>	<i>July</i>	<i>Aug</i>	<i>Sept</i>	Totals
FY 18	2,722	2,398	2,177	2,263	2,321	2,551	2,342	2,280	2,039	1,960	2,385	1,960	27,398
FY 19	2,300	1,937	1,624	1,955	1,890	1,943	2,082	2,218	1,772	1,962	2,024	1,785	23,492
FY 20	2,089	1,674	2,046	2,042	1,859	1,616	903	1,172	1,162				14,563

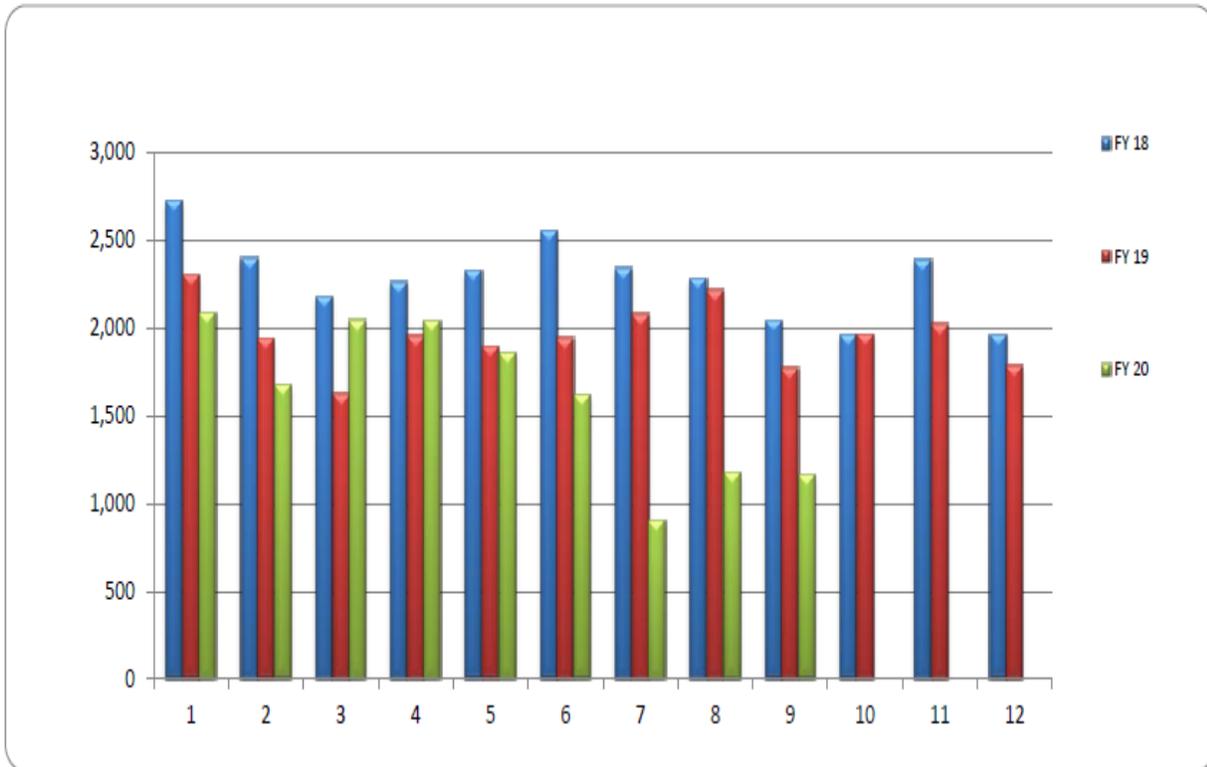
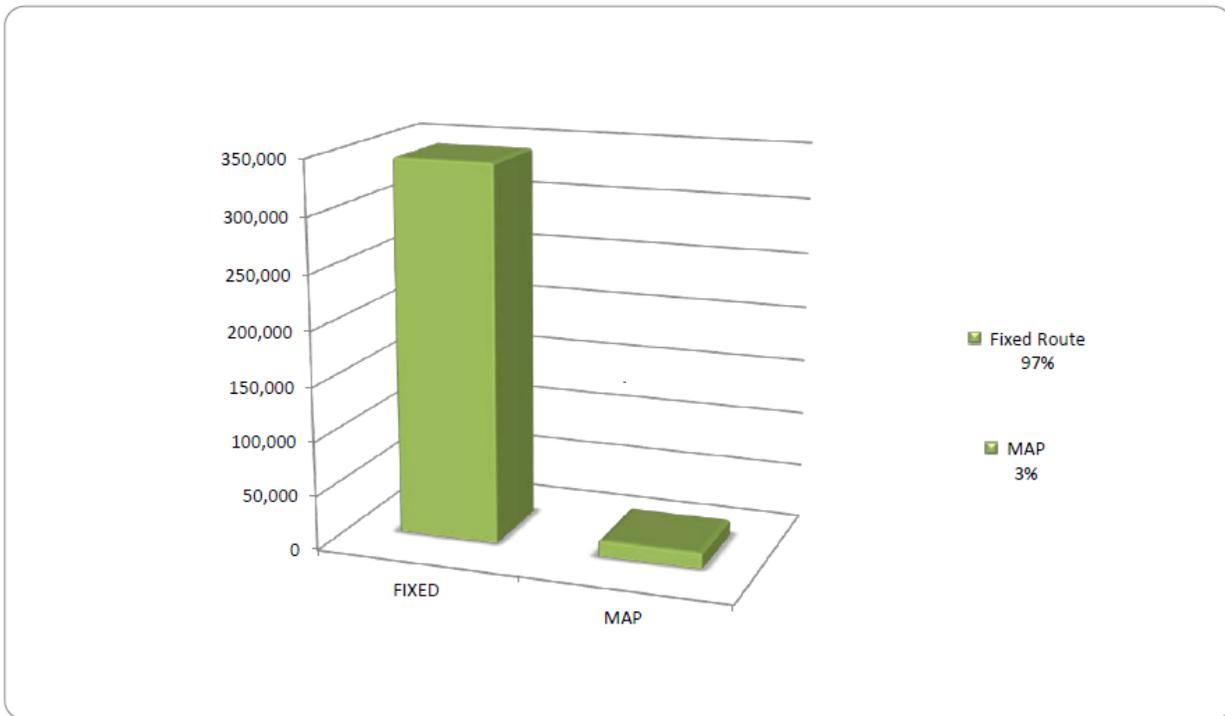


Figure 4.

Passenger Trips By Department
FY 2020



	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>June</i>	<i>July</i>	<i>Aug</i>	<i>Sept</i>	Totals
FIXED	51,659	44,530	43,569	47,373	46,984	39,019	22,711	23,093	25,065	0	0	0	344,003
MAP	2,089	1,674	2,046	2,042	1,859	1,616	903	1,172	1,162				14,563
TOTAL	53,748	46,204	45,615	49,415	48,843	40,635	23,614	24,265	26,227				358,566



THE M TRANSIT SYSTEM GOALS AND PERFORMANCE MEASUREMENTS FROM 2017-2021 TRANSIT DEVELOPMENT PLAN (TDP)

6.3 Goals and Performance Metrics

Using peer review analysis input from the Montgomery MPO, as well as feedback from stakeholders and the public, the following goals for the TDP have been developed:

- Enhance the integration of transit services to support the economy and local land uses.
- Provide high quality mobility options with safe, efficient service, and multimodal connectivity.
- Ensure a high level of customer service through effective communication and public engagement.
- Maximize existing funding sources and assets to provide cost-effective service.
- Maintain reliability of the transit system service through a state of good repair

It should be noted that under the new federal transportation funding bill, the Fixing America's Surface Transportation (FAST) Act, performance measures developed for the M Transit System will become part of the required overall performance monitoring process for MPOs reporting to the Federal Highway Administration (FHWA). Performance measures for each goal were developed in recognition of the annual reporting needed for the National Transit Database (NTD) to the Federal Transit Administration (FTA). Therefore, the performance measures derived from the TDP goals were developed based on the following factors:

- Data available for analysis
- Relevancy to Montgomery area and transit characteristics
- Availability of staff resources for review
- Transparency of process to members of policy boards (Transit Board, MPO), transit riders and other constituents
- Streamlined for reporting responsibilities to FHWA and FTA

The performance measures developed for the M Transit are provided in Table 5.

It should be noted that the FHWA and FTA are currently in the process of developing guidelines for performance monitoring at the MPO level. Therefore, the performance measures presented within may need to be amended per FHWA guidance.

Table 5: TDP Goals and Associated Performance Measures

2040 LRTP Goals	Related Performance Measure(s)	Data Source(s)
Enhance the integration of transit services to support the economy and support local land uses	Percent of transit service area employment served by transit routes (within ¼ mile)	■ US Census/American Community Survey (ACS)
	Percent of transit service area population served by transit routes (within ¼ mile)	■ US Census/ACS
	Percent of MPO area employment served by transit service (within ¼ mile of routes, ½ mile of park and ride facility access)	■ US Census/ACS
	Percent of MPO area population served by transit service (within ¼ mile of fixed routes, ½ mile of park and ride facility access)	■ US Census/ACS
Provide high quality mobility options with safe, efficient service, and multimodal connectivity	Number of crashes involving fleet vehicles (buses and service vehicles)	■ M Transit, CARE data
	Number of injuries at M facilities (at transfer centers, bus stops, and on board)	■ M Transit, Montgomery Police
	Number of bicycle amenities along existing fleet (bike racks, bike bays) and transfer facilities (bike parking)	■ M Transit
Ensure a high level of customer service through effective communication and public engagement	Conduct customer service survey and report results in an annual letter to be distributed along buses, at transfer centers, and via internet	■ Annual survey conducted by M Transit
	Percent of trips on time (within one minute early or five minutes late)	■ M Transit
	Percent of transfers (per total riders)	■ M Transit
Maximize existing funding sources and assets to provide cost-effective service	Cost per revenue mile	■ M Transit (NTD reporting)
	Cost per revenue hour	■ M Transit (NTD reporting)
Maintain reliability of the transit system service through a state of good repair	Develop and monitor fleet maintenance program that includes a prescribed maintenance and monitoring schedule	■ M Transit
	Maintain adequate spare ratio for fleet vehicles (buses and demand response)	■ M Transit (NTD Reporting)

THE M TRANSIT SYSTEM FIVE YEAR FINANCIAL PLAN

The M 5 Year Financial Plan

Operating Statistics	Current Year Estimate	2020 Projected	2021 Projected	2022 Projected	2023 Projected	2024 Projected
Revenue Hours	65,482	65,482	65,482	65,482	65,482	65,482
Revenue Miles	1,173,485	1,173,485	1,173,485	1,173,485	1,173,485	1,173,485
Weekday Peak Buses	19	19	19	19	19	19
Annual Passengers	650,000	642,000	661,260	694,701	715,324	720,000
Passengers per Mile	0.55	0.55	0.56	0.59	0.61	0.61
Average Fare	1.17	1.18	1.18	1.14	1.11	1.12
Farebox Recovery Rate	12.28%	12.06%	12.98%	12.98%	12.68%	12.78%

Financial Statistics						
Fixed Route Operating Expense	\$ 5,235,190	\$ 5,347,690	\$ 5,089,915	\$ 5,089,915	\$ 5,239,915	\$ 5,304,915
Paratransit Operating Expense	\$ 1,745,063	\$ 1,782,563	\$ 1,782,563	\$ 1,832,563	\$ 1,882,563	\$ 1,882,563
	\$ 6,980,253	\$ 7,130,253	\$ 6,872,478	\$ 6,922,478	\$ 7,122,478	\$ 7,187,478
Annual Operating Revenues:						
Fixed Route Farebox Revenue	\$ 672,593	\$ 675,000	\$ 700,000	\$ 705,000	\$ 712,000	\$ 725,000
Demand Respon Fairbox Revenue	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000
Non-Operating Revenue(Advertising)	\$ 35,000	\$ 35,000	\$ 39,000	\$ 45,000	\$ 40,000	\$ 40,000
Other	\$ 19,278	\$ 35,278	\$ 35,278	\$ 35,278	\$ 35,278	\$ 35,278
	\$ 811,871	\$ 830,278	\$ 824,000	\$ 835,000	\$ 837,000	\$ 850,000
Operating Subsidy Required:	\$ 6,168,382	\$ 6,299,975	\$ 6,048,478	\$ 6,087,478	\$ 6,285,478	\$ 6,337,478
Operating Assistance						
Federal Operating (5307 Funds)	\$ 2,748,382	\$ 2,748,382	\$ 2,748,382	\$ 2,748,382	\$ 2,748,382	\$ 2,748,382
State Operating	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Local Operating Assistance	\$ 3,420,000	\$ 3,551,593	\$ 3,300,096	\$ 3,339,096	\$ 3,537,096	\$ 3,589,096
Total	\$ 6,168,382	\$ 6,299,975	\$ 6,048,478	\$ 6,087,478	\$ 6,285,478	\$ 6,337,478

Transmittal Memo

Legal Name of Proposing Firm: _____

Address: _____

City, State, Zip code: _____

2. Specify Public or Privately Owned: _____

3. Name of Proposed General Manager: _____

1. Name, Address, and Telephone Number of Person to Be Contacted for Additional Information:

Name: _____

Address: _____

City, State, Zip code: _____

Telephone: _____ Fax: _____

2. Name, Address, and Telephone Number of Person to Be Contacted if Bid is Awarded:

Name: _____

Address: _____

City, State, Zip code: _____

Telephone: _____

3. A Brief Description of the Proposer's Organizational Capability to Carry Out the Project:

MANAGEMENT FEE PROPOSAL

Time Period	Baseline Management Fee
FY-2021 - FY-2025	\$ _____

APPENDIX

BUSINESS INFORMATION QUESTIONNAIRE

CITY OF MONTGOMERY

It is the intent of the City of Montgomery that Firms possess certain qualifications. Therefore, the following information is to be furnished by the Firm and must be sworn to by an officer (authorized representative) of the Firm who has the responsibility and authority to bind the company statements made.

Each Firm shall show all requested information pertaining to their organization or to themselves personally, and submit the same.

The undersigned Firm agrees to furnish, upon request from the City of Montgomery, any additional information needed to substantiate or clarify the Firm's qualifications.

THE UNDERSIGNED FIRM DECLARES THAT THE FOLLOWING DATA AND INFORMATION ARE TRUE STATEMENTS CONCERNING THEIR PERFORMANCE ABILITY TO COMPLY WITH THE REQUIREMENTS OF THE SERVICES TO BE SUPPLIED.

Nam of the Firm (exactly as it should appear on the service contract):

Principal Office Address:

Telephone Number:

Form of Business Entity (Check one):

- Corporation
- Partnership
- Individual
- Joint Venture

CORPORATION STATEMENT

If a corporation, answer the following:

When incorporated?

Where incorporated?

Is the corporation authorized to do business in Alabama? Yes () No ()
If so, as of what date?

The corporation is held: Publicly () Privately ()
If publicly held, how and where is the stock traded?

Furnish the name, title, and address of each officer, director, and principal shareholder owning 10% or more of the corporation's issued stock.

<u>DIRECTORS' NAMES</u>	<u>ADDRESS</u>	<u>PRINCIPAL BUSINESS OTHER THAN APPLICANTS</u>
1.		
2.		
3.		
4.		
5.		

<u>OFFICERS NAME</u>	<u>POSITION</u>
1.	
2.	
3.	
4.	

PRINCIPALSHAREHOLDERS' NAME

ADDRESS

1. _____

2. _____

3. _____

4. _____

PARTNERSHIP AGREEMENT

If a partnership, answer the following:

Date of Organization:

General Partnership () Limited Partnership ()

Partnership Agreement recorded? Yes () No ()

DATE	BOOK	PAGE	COUNTY
------	------	------	--------

Has the partnership done business in Alabama? Yes () No () When?

Name, address, and partnership share of each general partner:

	<u>NAME</u>	<u>ADDRESS</u>	<u>SHARE</u>
1.			%
2.			%
3.			%
4.			%
5.			%

Attach a complete copy of the fully executed Partnership Agreement.

Name of a full-time managing officer or managing employee:

JOINT VENTURE STATEMENT

If a joint venture, answer the following:

Date of Organization:

Joint Venture Agreement recorded? Yes () No ()

DATE	BOOK	PAGE	COUNTY
------	------	------	--------

Have the Joint Venturers conducted business in Alabama? Yes () No ()

Name, address, and percent of ownership of each joint venture:

	<u>NAME</u>	<u>ADDRESS</u>	<u>SHARE</u>
1.	_____	_____	_____ %
2.	_____	_____	_____ %
3.	_____	_____	_____ %
4.	_____	_____	_____ %
5.	_____	_____	_____ %

Attach a complete copy of the fully executed Joint Venture Agreement.

Name of a full-time managing officer or managing employee:

INDIVIDUAL STATEMENT

If an individual, answer the following:

Date business started:

Is there a Successor Agreement recorded? Yes () No ()

DATE	BOOK	PAGE	COUNTY
------	------	------	--------

Has the individual done business in Alabama? Yes () No () When?

Residence Address:

Business Address:

Attach resume(s) or owner(s).

Name of full-time managing officer or managing employee:

CERTIFICATION REGARDING DEBARMENT & SUSPENSION

1. The underwriting consultant or firm certifies to the best of his/her knowledge and belief that the he/she and/or any of its principles are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts by the City of Montgomery, State of Alabama and/or any Federal agency.

2. Principles, for the purpose of this certification, means officers, directors, owners, partners, and persons having primary management or supervisory responsibilities with a business entity (i.e.: general manager, project manager, plant manager, supervisor, or head of subsidiary, division or business segment, and similar positions.

3. The underwriting consultant or firm shall provide immediate written notice to the City of Montgomery's Department of Planning, if, at any time prior to the award of any contract, the underwriting consultant or firm learns that this certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The certification in paragraph 1 is a material representation of fact upon which reliance will be placed when making an award of a grant/contract. If it is later determined that the underwriting consultant or firm knowingly rendered an erroneous certification, in addition to other remedies available to City of Montgomery, the City of Montgomery may terminate and/or withdraw the award resulting from the Statement of Qualifications for default.

Signature of Firm Representative and/or Managing Officer of Firm

Printed name

Title:

**RFP/PROCUREMENT STATEMENT OF COMPLIANCE WITH THE
BEASON-HAMMON ALABAMA TAXPAYER AND CITIZEN PROTECTION
ACT AS AMENDED**

This form with attachment is to be returned with the response to any RFP or other form of procurement and is to be completed as a condition for the award of any contract, grant, or incentive by the State of Alabama, any political subdivision thereof, or any state-funded entity to a business entity or employer that employs one or more employees within the State of Alabama.

State of _____
County of _____

“As a condition for the award of any contract, grant, or incentive by the State of Alabama, any political subdivision thereof, or any state-funded entity to a business entity or employer that employs one or more employees, I hereby attest that in my capacity as _____ (state position) for _____ (state business entity/employer/contractor name) that said business entity/employer/contractor shall not knowingly employ, hire for employment, or continue to employ an unauthorized alien within the State of Alabama.”

I further attest that said business entity/employer/contractor is enrolled in the E-Verify program. (ATTACH DOCUMENTATION ESTABLISHING THAT BUSINESS ENTITY/EMPLOYER/CONTRACTOR IS ENROLLED IN THE E-VERIFY PROGRAM).

Signature

THIS FORM PROVIDED FOR COMPLIANCE WITH SECTIONS 9 (a) and (b) BEASON-HAMMON ALABAMA TAXPAYER AND CITIZEN PROTECTION ACT; CODE OF ALABAMA, SECTIONS 31-13-9 (a) and (b) and (c) as amended.