

LA MESA-SPRING VALLEY SCHOOL DISTRICT

Business Services Department

4750 Date Avenue

La Mesa CA 91942

ADDENDUM 1

August 11, 2023

BID NUMBER FB #23/24-001
Alternative Student Transportation

THIS AMENDMENT IS ISSUED AS ADDITIONAL INFORMATION AND/OR AS A CHANGE IN SPECIFICATIONS OR INSTRUCTIONS TO ALL PROSPECTIVE BIDDERS INTERESTED IN THE ABOVE-MENTIONED REQUEST FOR PROPOSAL.

This addendum contains one (2) items:

ITEM 1: (located in this document): Responses to requested information.

Question 1: Can a bidder submit their bid electronically?

Response 1: Electronic bids are not permitted. The bid shall be enclosed in a sealed envelope, addressed and hand delivered or mailed to the La Mesa Spring Valley School District.

Question 2: Can an alternative student transportation (TNC and/or Transportation management companies) participate in this RFP opportunity or is it for the yellow bus only?

Response 2: YES. A yellow bus is not a required vehicle for transportation.

Question 3: Will the District require real-time GPS oversight for each ride?

Response 3: It is preferred that each vehicle have a form of real time GPS tracking for each ride.

Question 4: As public funding often prohibits offshore outsourcing, does the District require customer support and dispatch staff to be located in the United States?

Response 4: The vendor must be based in the United States.

Question 5: Is there a possibility of reconsidering the standard \$10 million aggregate requirement, as this is usually requirement for bus companies?

Response 5: Please see bid documents for both insurance limits and requirements. Should a vendor's insurance be less than the limit established in the bid documents, the district may consider insurance coverage as a factor of selection or non-selection during the award process.

Question 6: Regarding the requested mileage pricing structure in the bid, we would like to propose an alternative pricing approach that offers transparent flat rate pricing. Our flat rate includes wait time and

specialty equipment, providing a simplified and comprehensive pricing model. Are you open to considering alternative pricing structures, or is adherence to the requested mileage pricing structure a requirement for this bid?

Response 6: Please adhere to the requested mileage pricing structure.

Question 7: Are you currently paying price increases for Fuel surcharges?

Response 7: Any fuel surcharges would be limited to what is allowable within a contractual agreement.

Question 8: How many routes/vehicles are currently used to transport your students? What's the average number of students per vehicle?

Response 8: Currently, zero. At the end of 22-23, four vehicles were utilized for transport for six students, typically with one student per vehicle.

Question 9: Do you currently transport any students in wheelchair-accessible vehicles? If so, how many vehicles are currently being used?

Response 9: We do not currently transport students in wheelchairs.

Question 10: Do you require any special equipment to transport the students? eg. Safety Vest (Harness), Car Seat, Booster Seat, Buckle Guard, Partition etc? What's the number of students who are in need of such equipment based on the current contract?

Response 10: We require all of the above, as necessary for the individualized student. Typically, about 30% require some form of equipment during transportation.

Question 11: Can this BID be awarded to multiple vendors?

Response 11: This bid will not be awarded to multiple vendors.

Question 12: Can we submit a base fee plus mileage?

Response 12: Yes.

Question 13: Does the district have Special Needs / McKinney Vento students to transport to school? If so, how many and how does the district transport the students?

Response 13: Yes. Over 200. 98% of these students are transported via the district's school bus infrastructure.

Question 14: Is the District exceeding its transportation budget?

Response 14: No.

Question 15: What are the Insurance limits and requirements? The capacity of vehicles used by alternative student transportation companies is way smaller in comparison with the school yellow bus. Can the district make changes to the insurance limits and requirements to match what's required by the CPUC from alternative student transportation companies?

Response 15: Please see bid documents for both insurance limits and requirements. Should a vendor's insurance be less than the limit established in the bid documents, the district may consider insurance coverage as a factor of selection or non-selection during the award process.

Question 16: Do you have different bell schedules for your schools? Elementary, Middle, and High?

Response 16: Yes. Bell schedules will be provided based on any student needing transport.

Question 17: Per the 'Term of Contract' on page 1, this contract is for one year with the option to renew for two (2) one-year periods. However, under 'Bid Objective' on page 4, the term contract is stated as 'This is a one (1)-year contract with four (4) one (1)-year options to renew at District's discretion.' Can the District please clarify the term of the contract?

Response 17: Yes, the term of the contract is, as follows: "One Year contract with Four One-year options".

Question 18: On page 13, 'Bid Form', under the 'Bid 23-24: Alternative Student Transportation' section, Addenda No. 1 is referenced. Addenda No. 1 is not posted on the District's site. Can a copy be made available to all potential bidders?

Response 18: The document is posted according to the timeline.

Question 19: Will the District provide student data to assist in calculating the grand total in the 'Bid Form Pricing Sheet'?

Response 19: No, we do not have any current students to reference directly.

Question 20: Per section 12 of the agreement, drivers are required to be PASS certified. Per section 7 of the 'Special Conditions', other training programs can be used, if approved by the District. Can the District please clarify if PASS training is required in addition to the approved driver training program?

Response 20: LMSV desires consistency of expectations for students established by our providers and we expect our provider's operators to have a basic understanding of students with disabilities, behaviors, triggers etc. as a means of effective and safe transportation protocols. We would consider alternate programs, but would like programs similar to the PASS and Sped Safe programs.

Question 21: In lieu of uniforms, would the District consider allowing a driver ID and badge, along with vehicle identification, identifying them as a contracted transportation provider?

Response 21: Yes.

Question 22: District requests a mail courier system between the District and Contractor. Is email an acceptable form of daily courier service?

Response 22: Email is not acceptable. The bid shall be enclosed in a sealed envelope, addressed and hand delivered or mailed to the La Mesa Spring Valley School District.

Question 23: The required insurance limits will be cost prohibitive for our company. Would the district be willing to negotiate these limits?

Response 23: No.

Question 24: A performance bond of \$75,000 feels very high considering the potential volume of the account. Would the district consider waiving or lowering this number?

Response 24: The district has decided to waive the performance bond requirement. Please disregard the performance bond section of the bid documents.

Question 25: Will the district allow for contract suggestions?

Response 25: No.

Question 26: In lieu of immediately assessed liquidated damages, would the district consider a notice-to-cure solution?

Response 26: No.

Question 27: Due to the tight turnaround, it will be difficult to provide immediate video surveillance for all vehicles. Would the district consider allowing cameras to be integrated throughout the school year?

Response 27: The district has strong preference for video surveillance to be present in all vehicles. If your vehicles do not, we encourage you to still respond to the bid documents, but know that a lack of video surveillance may be a factor in determining an award.

Question 28: How many students should we expect to be servicing for the '23-'24 school year?

Response 28: Estimation of 2-5, which cannot be guaranteed as it is based upon enrollment.

Question 29: Will the district allow for the use of subcontracted local service providers?

Response 29: Yes.

Question 30: Will the district allow an alternative pricing model? The current form doesn't allow for items such as monitors, safety equipment, etc.

Response 30: No.

Question 31: The pricing table has a specific line for "vans". Please define what the district expects from van service. Is this referring to a wheelchair accessible van?

Response 31: Not necessarily. This references a non-school bus vehicle and there are many potential other types of vehicle.

Question 32: Will the District consider waiving the bid bond required in cases where vendors are submitting proposals solely for supplemental services provided on an as-needed basis?

Response 32: The district will not waive the bid bond requirement, however, the bid bond should be based on \$10,000.00 dollars.

Question 33: Would the District be interested in bids from cost-effective alternative transportation solutions utilizing sedans and SUVs as a supplement in cases where transportation needs are most efficiently met by smaller vehicles (e.g. special education, IEP, McKinney Vento, and/or other small group and individual rides provided on an as-needed basis)?

- If yes, will the District adjust or consider post-award negotiation of vehicle and/or personnel requirements in cases where the requirements referenced in the RFP are explicitly non-applicable to non-commercial vehicles and personnel if vendors meet and exceed all pertinent criteria as well as all equivalent applicable standards?

Response 33: The District welcomes all bids and provides no guarantee of post-award negotiations for alternate solutions.

Question 34: What is the District's minimum expectation for time to service requests for transportation?

Response 34: The district's expected time is approximately two to five days.

Question 35: Please provide historical and/or estimated information on the following:

- Monthly ridership
- Average number of riders per one-way trip
- Number of one-way trips per month
- Average mileage per one-way trip
- Total trip mileage per month

Response 35: All below are based on information at the end of last school year - No students currently

- Monthly ridership: 2-6
- Average number of riders per one-way trip: 1.25
- Number of one-way trips per month Average: 65
- Average mileage per one-way trip: Approximately 35
- Total trip mileage per month: Approximately 2300 Miles

Question 36: How often will contractors be required to share safety and performance data with the District? What type of data will be required?

Response 36: Contractors will be required to share safety and performance data, upon request. This includes all vehicle inspection documentation and safety maintenance records as required per vehicle, as well as some form of reporting that documents on time performance of student delivery, which may also include our own records of performance.

Question 37: Regarding the requested mileage pricing structure in the bid, we would like to propose an alternative pricing approach that offers transparent flat rate pricing. Our flat rate includes wait time and specialty equipment, providing a simplified and comprehensive pricing model. Are you open to

considering alternative pricing structures, or is adherence to the requested mileage pricing structure a requirement for this bid?

Response 37: Please adhere to the requested mileage pricing structure.

Question 38: Is subcontracting allowed, and if so:

- Do subcontractors have to carry the individual commercial insurance policies?
- What process or procedures do you require to ensure that subcontractors meet all regulatory insurance requirements?
- For vendors operating as transportation brokers, who is responsible for checking that vehicle and drivers meet expected standards outlined on this solicitation? Is it the transportation broker or the subcontracted transportation provider?

Response 38: Subcontracting is permissible to the extent of the law. However, the contractor is fully responsible for the actions of any subcontractor under its employment. Poor performance on the part of a subcontractor does not excuse the contractor from the requirements of the agreement.

Question 39: Does the District require contractors to maintain their own primary insurance in addition to those of their drivers?

Response 39: Yes.

END OF DOCUMENT