

Attachment A: Questions and Responses

Question 1: Not all bus operators run school buses and therefore operators only have P endorsements, not S. Must all operators have the S?

Response 1: Endorsements must match the vehicle used for transportation.

Question 2: The Solicitation indicates we cannot charge for overage, but it does not clearly list the total service hours per trip

Response 2: Correct. Our trips average 4-6 hours, with the majority of them being less than 4 hours, but note that it's one flat rate per trip regardless of the vehicle or hours used to transport student-athletes

Question 3: If we cannot bill for average, does the service end automatically regardless of the trip's status? Do we have to start a new trip? How does that process work?

Response 3: Athletic trips average 4-6 hours. Outside of Track, the majority of the trips are less than 4 hours. Service officially ends when a team is safely transported to the original pickup location.

Question 4: Or we only establish one rate for all services and list up to 45 students? Is there no rate for smaller-class buses

Response 4: No. It's one flat rate per trip regardless of the vehicle used to transport student-athletes.

Question 5: Is there a cost associated with DCPS Id for operators?

Response 5: There is no cost associated with DCPS ID for operation.

Question 6: "B.3. (b) The District may issue orders requiring delivery to multiple destinations or performance at multiple locations".
That's one bus with multiple destinations or performance at multiple locations?
If so, is there a separate line item, or should we bid as if all trips are multiple destinations and locations?

Response 6: One bus going to one destination is considered one trip. We do not have trips where the pickup is from one place of origin and goes to multiple destinations.

Question 7: "C.1.18 The Contractor and its employees shall comply with all wages and hours employment requirements of Federal and State Law and the Service Contract Act".

If there are no time limits or restrictions on the roundtrip, how should a vendor calculate or bid on labor costs? Should a 6-hour, 8-hour, or 12-hour day max apply?

Response 7: Athletics has never utilized hourly transportation.

Question 8: "C.5.2.3 Obtain and maintain a valid School Bus Operator's License (SBOL) issued by the District of Columbia, Department of Motor Vehicles". Does this apply to buses used as activity buses and not school buses?

Response 8: No, this only applies to drivers operating a school bus.

Question 9: The IFB requires the contract to run the driver through DCMP and FBI background checks. Is DCPS running those checks? What are the fees associated with running those background checks?

Response 9: There is no cost associated with running those background checks. DCPS is running those background checks.

Question 10: The Solicitation requires the contractor to ensure that all drivers are CPR-certified. There is a cost associated with such a requirement, and contractors will need to certify their entire driver pool to ensure any driver assigned meets the criteria. Is DCPS providing resources to assist the contractors in meeting this obligation? Do we need to incorporate that into our pricing? This will also increase the cost to DCPS should the contractor need to bear the additional costs.

Response 10: The requirement here is that the contractor ensures the drivers that work for him a CPR-certified DCPS does not have any assistance concerning the price associate. (For example, the contractor shall ensure that all the divers have CDL licenses; there is no price associated)

Question 11: The Solicitation states that the contractor is required to subcontract 50% of the contract value to CBE companies. This is already the biggest issue DCPS, and every other D.C. Agency is facing. While it is a great initiative, the pool of vendors that meet CBE requirements is low.

Response 11: There is an error in this requirement. The correct statement is: "the contractor is required to subcontract 35% of the contract value to CBE companies."

Question 12: The IFB states that the prime contract certified as a Disadvantaged business enterprise is not required to meet the above subcontracting criteria. However, it only mentions firms certified by DSLBD, a District agency. Is DCPS going to recognize the certifications of firms that are federally certified as DBEs

Response 12: The solicitation has all information about the subcontracting. All sub-contracting information can be found on this solicitation's website (attachment J.8). This provision is D.C. law; the Department of Small & Local Business Development (DSLBD) is monitoring all the contractors and contracts in this regard. DCPS does not enforce this law, but the Department of Small & Local Business Development (DSLBD) does

Question 13: The IFB states that a contractor is to maintain a valid D.C. School Bus CDL. This limits the pool of drivers as well as the pool of available vehicles. CDL drivers in the DMV area work on an intrastate level. It is important to keep in mind that the Ground Passenger Transportation industry has a driver shortage problem. This is a nationwide issue. For example, we do have a few D.C. licensed drivers however that is a small percentage of our driver pool. Many of the drivers are licensed by the States of Maryland and Virginia as CDL and are authorized to work in the District. This requirement is extremely limiting. In addition, the RFP states that the contractor must provide a report showing that 51% of the hires are D.C. residents. This will limit the number of vendors that will qualify. The pool of available qualified CDL bus drivers is already in shortage.

Response 13: The First source agreement (51% of the newly hired of this contract must be District of Columbia residents) provision is D.C. law; the Department of Employment Services (DOES) is monitoring all the contractors and contracts in this regard. DCPS does not enforce this law, but the Department of Employment Services (DOES) does.

Question 14 The IFB mentions insurance requirements that will also drive prices. Each bus operator is required to hold a \$5 million auto policy and general liability. DCPS is requiring a cyber security policy, Employers Liability Policy, Abuse Policy as well as an additional \$10 million commercial umbrella. Those policies have fees associated with acquiring them and maintaining them. It is becoming difficult to justify the costs of acquiring and operating this contract based on the knowledge that DCPS won't compensate for overtime and is looking for the lowest price possible. This cost will have to be passed on to DCPS through our rates or any vendor rates.

Response 14: D.C. Office of Risk Management (ORM) provides the insurance requirement of all the D.C. contracts. DCPS must only ensure that the contractor complies with those requirements.