

1. Why is there a difference in the bus aide rate between invoice 9799T and 9807T? The rate on 9807T is \$30.21 and the rate on 9799T is \$47.41

The \$30.21 rate is the Combined Bus Aides Hour. The aides are used on a bus that has both SELPA and MCS Students. We split the cost based on a percentage of SELPA and MCS Students on the bus. On Invoice 9807T 63.73% of the students on the bus were SELPA students. The \$47.41 rate multiplied by 63.73% equals \$30.21.

The \$47.41 is the regular Aides hour rate, that took effect on July 1, 2024.

2. Can you provide the average miles on routes currently running today?

This isn't information we have available because we're charged by the hour.

3. Can you provide the current number of bus aides in use today? Which routes are the bus aides on?

I don't know which aides the bus routes are on, but there are 41 bus aides.

4. How many routes are included in the Newman-Crows Landing School District? Can you provide the miles and hours associated with these routes?

Unfortunately, I do not have any direct information regarding Newman-Crows Landing School District routes, miles, or hours as they use a different vendor. Newman's estimate of the number of routes is 10 but this includes some student from Patterson so they are not exactly sure.

5. Can you provide a list of bus types currently on routes? For example, Type A, Type C, Type D, and how many of each type on routes.

I do not have this information, you would need to contact Storer for this.

6. Can you provide current office staffing for Storer?

No, you would need to ask Storer for this information.

7. How many mid-day routes are currently operating today?

We have 14 mid-day routes currently running.

8. For the fleet list question from round one, vendors responding to the RFP are seeking information on the current busses used, the type and passenger count and any special equipment used such as wheelchairs and integrated child seats. To accurately price, we need much detail as possible on the year, make and model and equipment currently used. We appreciate the population and needs may change for the next school year as SELPA stated. That said, this detail will provide a base for contractors.

We currently do not have this information.

Examples of information sought: a detail excel list of fleet utilized to service all routes last year, or at a minimum share a total: for 23/24 we used a total of 80 Type A 24 passenger buses, including 50 buses with wheelchair lifts and the first two rows with integrated child seats (ICS). Last year we transported X number of students needing wheelchairs and x number for ICS.

We currently don't have any of this information.

9. Thank you for providing the routes, to accurately gauge the route length/duration for pricing, the stop times and mileage are needed. Please provide the route detail with stop times and mileage. To calculate driver labor, we need the time at the first stop added to routes provided at a minimum.

We don't have the specificity that you would like, we can tell you that none of our routes are longer than ninety minutes.

10. Will the district provide the current staffing list for the incumbent? For example: 1 full-time manager, 1 router, 2 dispatchers, 1 FT safety coordinator etc. Is the current staffing sufficient to meet the needs from the SELPA's perspective?

I don't have a staffing list for Storer, no. From the SELPA's perspective it is sufficient to meet the SELPA's needs.

11. In regards to Q&A #13, do minivans and SUV drivers need to be drug tested before providing service when they're used as a helpful stop gap solution when necessary? (We believe this should be a requirement as it is a necessary safety precaution and for us, it is standard).

We want you to follow all of the safety measures for SUVs and minivans as there are for bus drivers. All of our children need to be safely transported. Minivans and SUVs cannot be used to get out of the requirement to use buses and bus drivers.

12. On the SELPA provided a document labeled Transportation Bid Questions 9.12.24. Are questions 1-9 now an official part of the RFP for contractors to respond to?

Yes.

13. Can SELPA confirm whether it's mandatory to submit the RFP's Cost Proposal forms and pricing formulas even if an alternative pricing approach is suggested?

Yes, it is mandatory.

14. On Question 29 of SELPA's response regarding driver shortages in California, it states, "Yes, many school districts in addition to our current provider have driver shortages. This is a statewide problem in California." Given this response and to ensure a properly staffed operation, should bidders provide in their RFP response proposed driver wages and benefits, as well as staffing levels for office and maintenance, so SELPA can ensure bidders are addressing the above statement?

No.

15. SELPA's response to question 6 requests clarity regarding the two cost proposal forms. Please see attached pdfs of the RFP (page 39 and Cost Proposal "A" forms). Please confirm if we are to submit both forms.

We are curious to see what the different cost proposal forms will generate as far as bids goes. Please use both forms.

16. A Performance Bond is issued to SELPA as a guarantee against the failure of the contractor to meet the obligations of the contract. The typical performance bond cost rate falls between 0.5% to 3.0% of the annual contract amount, which is renewed annually for service contracts. The SELPA RFP is asking for 100% of the entire contract cost (3-years) in a Performance Bond. Below is a simple example:

	Year 1	Year 2	Year 3	Total Contract
Annual Average Revenue	\$ 5,000,000.00	\$ 5,000,000.00	\$ 5,000,000.00	\$ 15,000,000.00
Years Requested	3	3	3	
Performance Bond Required	\$ 15,000,000.00	\$ 15,000,000.00	\$ 15,000,000.00	
Performance Bond Cost	3%	3%	3%	
Cost	\$ 450,000.00	\$ 450,000.00	\$ 450,000.00	\$ 1,350,000.00

It is unusual for a service-based performance bond to be over the length of the contract as the risk of taking up to three years to replace the incumbent is low. The question would be if the additional cost incurred warrants the risk that it offsets.

Most California school districts require a percentage of the estimated transportation contract amount per year for a Performance Bond. For example, a recent large District's 2024 RFP states, "The successful Proposer will be required to furnish a Performance Bond in cash, cashier's check or surety bond in the amount of ten percent (10%) of the expected annual contract value for the term of the contract." Would SELPA consider utilizing a percentage of the expected annual contract value or setting a fixed dollar amount for the Performance Bond requirement which automatically renews annually?

The language contained on pages 12 and 13 under item N is the correct information about bid bonds and performance bonds. The bid bond (which must be submitted with the response to the RFP) is 5% as described in item N on page 12. The performance bond (which must be submitted once a contract is awarded) is a renewable annual performance bond of no less than 100% of the contract price as described on page 13. Please follow the instructions for these bonds as already stated in the RFP.