

**Addendum #1
September 23, 2026**

**Student Transportation RFP
Proposal #2585-26
Opening Date: October 1, 2026
Opening Time 11:00 a.m.**

This Addendum No. 1 is being issued to answer the following questions:

1. Question:

Sections 1.5 and 1.8 conflict on proposal security. Section 1.5 specifies \$30,000; Section 1.8 specifies 10% of the proposed annual home-to-school base cost and states that cashier's checks are not acceptable. Which provision governs?

Answer:

The bid bond shall equal ten percent (10%) of the bidder's total proposed cost for the first contract year.

2. Question:

The insurance limits stated in Section 6 differ from those on the Insurance Requirement Sheet in Appendix N, notably general liability and excess/umbrella coverage. Which schedule governs?

Answer:

Before commencing work, the bus company and any subcontractors must obtain and maintain the insurance coverage below. Coverage must remain in effect through final completion and acceptance of the work and until the expiration of any guarantee period specified in the Contract.

A. Commercial General Liability

Minimum limits of \$2,000,000 general aggregate and \$1,000,000 per occurrence for combined bodily injury and property damage liability, including:

1. Commercial General Liability coverage;
2. The Town of Greenwich named as an additional insured; and
3. Owners and Contractors Protective Liability under a separate policy issued in the name of the Town.

B. Comprehensive Automobile Liability

Minimum combined single limit of \$10,000,000 for bodily injury and property damage. Coverage must include, as applicable:

- Any automobile;
- All owned automobiles;
- Scheduled automobiles;
- Hired automobiles;
- Non-owned automobiles; and
- Garage liability.

C. Excess Liability

Minimum coverage of \$5,000,000 in umbrella form, or another form approved by the Town Department Head and Risk Management Director.

D. Workers' Compensation and Employer's Liability

Coverage meeting the minimum requirements of Connecticut law.

3. Question:

Appendix I asks whether the proposer attended "the Mandatory Meeting." No such meeting appears in the RFP timeline. Is a meeting scheduled, and if not, how should proposers complete that line?

Answer:

There will be no mandatory meeting. We will respond only to questions submitted by the stated deadline.

4. Question:

Will pricing be read aloud at the October 1 opening, and will results be published?

Answer:

Pricing will not be announced at the bid opening. Only the names of the companies that submitted proposals will be read aloud. The results will be posted on our website.

5. Question:

Fleet age and new-bus requirement. Section 7.1 states vehicles may not exceed eight years of age during the contract and that new buses must be phased in for 2027-28. Please define vehicle age by model year, and identify the acceptable phase-in minimum number or percentage of factory-new vehicles required at contract commencement and during each subsequent contract year.

Answer:

Vehicle age shall be determined by model year. No vehicle used in regular service under this contract may exceed eight (8) years of age during the contract term. The District is not establishing a fixed annual percentage of factory-new vehicles beyond requiring the successful proposer to maintain a fleet that complies with the age, condition, equipment and spare-vehicle requirements of the RFP. Vehicles may be new or previously used provided they satisfy all RFP requirements and are approved by the District

6. Question:

60% flat-nose requirement. Please clarify whether this applies to the entire contracted fleet, the Type I/full-size fleet only, or another defined group. Please confirm whether an electric proposal must also maintain that percentage.

Answer:

The 60% flat-nose requirement applies to the Type I/full-size school bus fleet assigned to the contract. Type II vehicles, passenger vans and other specialty vehicles are excluded from the calculation. Any Type I electric buses placed into service would be included in the Type I fleet calculation.

7. Question:

Minimum fleet commitment and vehicle reductions. Given the dedicated fleet and capital requirements, please identify the minimum guaranteed number of revenue vehicles by type for each contract year, and the notice and compensation applicable if the District subsequently reduces required vehicle quantities. Please clarify whether unamortized vehicle or facility capital will be addressed following a material fleet reduction.

Answer:

The District does not guarantee a minimum number of revenue vehicles for each contract year. Proposers should base their proposals on the approximate quantities identified in the RFP. Actual vehicle requirements will be determined by student enrollment, routing, program requirements and other operational needs. Vehicle quantities may be increased or decreased during the contract term, with compensation adjusted in accordance with the applicable proposal rates. The District is not providing separate compensation for unamortized vehicle or facility capital resulting from changes in required fleet quantities.

8. Question:

Acceptance of used buses. Please provide the objective acceptance standards for previously used vehicles that otherwise meet the age and equipment requirements, and identify whether any portion of the fleet beyond the required 2027-28 new-bus phase-in must be factory new.

Answer:

Previously used vehicles are acceptable provided they comply with the RFP's age, equipment, maintenance, safety and inspection requirements; are in excellent mechanical and physical condition; and receive District approval. The District reserves the right to inspect and reject vehicles that are defective, hazardous, subject to frequent breakdowns or otherwise unsuitable for service. No additional portion of the fleet is required to be factory-new unless specifically stated by addendum.

9. Question:

Is there a guaranteed minimum number of billable service days per year?

Answer:

No minimum number of billable service days is guaranteed. Proposer rates should be based on approximately 182 school days as stated in the RFP. Payment will be made only for transportation services actually furnished in accordance with the contract.

10. Question:

Monthly/2,000-mile inspection requirement. Section 7.15 requires periodic inspections at intervals of not more than 2,000 miles or once per month, whichever occurs first. Connecticut's inspection requirement is otherwise at intervals not exceeding approximately 90 days. Please confirm that the monthly/2,000-mile requirement is an additional Greenwich contractual standard. Please provide the required checklist and scope, and state whether it is intended to be equivalent to a complete Connecticut 90-day inspection or a more limited monthly safety inspection. Please also confirm whether a qualifying state or OEM inspection completed within the same period may satisfy the Greenwich requirement rather than requiring duplicative inspections.

Answer:

Maintenance/Inspections: The monthly/2,000-mile inspection requirement is a District contractual preventive-maintenance and safety inspection requirement and is not intended to require a duplicate full State of Connecticut inspection. The contractor may utilize its standard documented preventive-maintenance inspection form, subject to District approval, provided it demonstrates an adequate review of vehicle safety and mechanical condition. A qualifying inspection performed within the applicable interval may satisfy the requirement if its scope meets or exceeds the District's preventive-maintenance requirements and appropriate records are maintained.

11. Question:

Change in law and equipment requirements. If federal, Connecticut or local requirements enacted after proposal submission materially alter required vehicle equipment or require fleet modifications or replacement, will the contractor receive an equitable rate adjustment for the incremental capital and operating cost? Section 7.2 as drafted places this entirely on the contractor, and the per-bus-per-day rates submitted in Appendix A are fixed for each contract year at the time of proposal.

Answer:

No. As stated in Sections 7.2 and 7.4, the contractor is responsible for maintaining vehicles in compliance with applicable federal, state and local laws, regulations and requirements during the contract term, including costs associated with required equipment modifications.

12. Question:

Camera, GPS and radio systems. Please provide complete technical and interface requirements for cameras, GPS, routing-data integration and communications, and confirm the approval process for systems equivalent to the equipment referenced in the RFP.

Answer:

Systems meeting or exceeding the functional requirements of the RFP are acceptable, subject to District approval. Camera systems must provide the required coverage and audio capabilities; GPS must provide real-time vehicle location and required vehicle/route data and be compatible with the District's routing platform; and two-way communications must provide reliable communication between vehicles and dispatch. Equivalent systems may be proposed and will be reviewed by the District for functionality, compatibility, reliability, and compliance with the RFP requirements.

13. Question:

Please identify the District's current routing platform and the required API and data interfaces. Section 7.1.G references Zonar and notes the District may change platforms during the contract term; please clarify who bears the cost of integration with a successor platform.

Answer:

The District's current routing platform is Tyler Technologies Traversa. Zonar is currently utilized for vehicle GPS/telematics. The District reserves the right to continue using Traversa or transition to another routing platform during the contract term. The District will retain control of routing, route data, and route development. The successful proposer shall provide GPS, vehicle assignment, and other required transportation data in a format compatible with the District's routing platform. Specific interface/API requirements will be coordinated with the successful proposer and the District's technology providers. Any integration requirements associated with a future change in routing platforms will be addressed at that time.

14. Question:

2027-2032 terminal and site availability. Please confirm whether Greenwich Public Schools / Town of Greenwich intends to secure and make the existing Selleck Street facility, or another suitable consolidated facility, available to the successful proposer for the full July 1, 2027 through June 30, 2032 contract term. Please identify whether negotiations are underway to extend, purchase or otherwise secure the current Selleck Street location beyond June 30, 2027.

Answer:

The District's current lease for the Selleck Street facility extends through June 30, 2027. The District has not committed the Selleck Street facility, or any other specific facility, for the July 1, 2027 through June 30, 2032 contract term. The District intends to ensure that an appropriate facility is available for the operation of the transportation contract. The final facility arrangement may be secured by the District, the successful proposer, or through another arrangement acceptable to the District.

15. Question:

Facility responsiveness and site control. Please identify what evidence of facility control is required with the October 1 proposal. If a bidder cannot obtain a binding long-term lease and all governmental approvals before proposal submission, may it bid based on an identified site or a District-provided facility assumption subject to final approval?

Answer:

A fully executed long-term lease and all governmental approvals are not required at the time of proposal submission. Proposers may identify a proposed facility and should provide sufficient information demonstrating that the site is reasonably available and capable of meeting the requirements of the RFP. Final site control and all required governmental approvals must be obtained prior to commencement of services. Proposers should not assume that the District will provide a facility unless specifically authorized by the District.

16. Question:

Does the Town or District own or control any other site that would be made available to the successful proposer for storage, maintenance or office use, and on what terms?

Answer:

No

17. Question:

Is the District aware of any zoning-approved bus storage sites in Greenwich or a contiguous municipality capable of accommodating this fleet?

Answer: NO

18. Question:

Regarding the approximately 140,000 gallons the District purchases: where is the refueling facility located, is it District-owned or contractor-provided, and how is the monthly deduction from the contractor's billing calculated?

Answer:

The District's current refueling facility is located on Indian Field Road in Greenwich. Under the current contract, the District purchases fuel and deducts the actual cost from the contractor's monthly billing. For the 2027–2032 proposal, proposers should include fuel costs in their proposed pricing. See Question 109.

19. Question:

EV requirement versus optional alternate. Please confirm whether the electric-bus pricing requested in Section 21 and Appendix A is optional or prospective pricing, or whether the successful proposer will be contractually obligated to deploy electric buses during the 2027-2032 term. If deployment is contemplated, please state the minimum and maximum number of buses and the expected implementation year. Please also confirm whether an electric bus quote is required for a proposal to be responsive.

Answer:

Electric-bus pricing is requested for evaluation and future planning purposes. The District is not currently committing to the deployment of electric buses during the 2027–2032 contract term, and no minimum or maximum number of electric buses or implementation year has been established. Electric-bus pricing should be provided as requested in Appendix A; however, submission of such pricing does not constitute a District commitment to deploy electric buses.

20. Question:

EV 125-mile range basis. Please identify the operational basis for the 125-mile requirement and provide the contemplated EV routes with gate-to-gate daily mileage, deadhead, number of tiers, maximum daily mileage and midday charging opportunities. Please clarify whether 125 miles means OEM-rated range or required usable range under actual operating conditions, including Connecticut winter HVAC load, passenger load, reserve capacity and battery degradation.

Answer:

The 125-mile range is a minimum vehicle specification requested for evaluation and future planning purposes and is not based on designated EV routes at this time. The District has not identified specific routes for EV deployment. Proposers should identify the OEM-rated range and provide information regarding anticipated usable range under normal operating conditions, including winter HVAC use, passenger load, reserve capacity and expected battery degradation.

21. Question:

EV charging site and infrastructure responsibility. Please identify the location at which electric buses would be charged and confirm that the site will be controlled for the full useful life of any infrastructure. Please identify responsibility for utility make-ready, transformers, switchgear, trenching, electrical construction, chargers, networking and software, permitting, maintenance, electricity and demand charges.

Answer:

The District has not designated an EV charging location or established a specific charging infrastructure plan for the 2027–2032 contract term. Proposers submitting EV pricing should identify the charging and infrastructure requirements associated with their proposed electric buses, including anticipated utility, charging equipment and operational requirements. Any future EV deployment and allocation of infrastructure responsibilities would be determined prior to implementation.

22. Question:

EV infrastructure ownership and capital recovery. Please identify who will own charging infrastructure during and after the contract, and how the contractor will be compensated for unamortized EV buses, chargers or

utility improvements if vehicle quantities are reduced, the facility changes, the contract terminates early, or EV operations are discontinued.

Answer:

No EV infrastructure ownership or capital-recovery arrangement has been established. Any future EV deployment, including infrastructure ownership and responsibility for associated capital costs, would be subject to a separate agreement between the District and the contractor prior to implementation.

23. Question

EV incentives and grant allocation. Please state how any federal, state, or other grants, rebates, tax incentives or financing benefits will be allocated between the District and the contractor, and whether EV proposal pricing should assume any specific funding source.

Answer:

No specific grant, rebate, tax incentive or other funding source should be assumed in EV proposal pricing. The allocation of any future incentives or funding would be determined if and when the District elects to proceed with EV deployment.

24. Question:

Please identify any completed or pending Greenwich electric-school-bus feasibility studies, route or duty-cycle analyses, charger or load studies, utility capacity assessments, or fleet-electrification plans, and confirm whether they will be made available to proposers.

Answer:

No such studies are being provided as part of this RFP.

25. Question:

Please provide a copy of the current student transportation contract, including all exhibits, amendments, addenda, change orders and rate schedules presently in effect.

Answer:

<https://drive.google.com/drive/folders/1othGAWjaR71lyWh-mw7ofEkAz9OD7jkP?usp=sharing>

26. Question:

Please provide copies of the two most recent full-month invoices from the current contractor for regular school-year service — for example April 2026 and May 2026, not summer session — including the daily and per-vehicle cost breakdowns required to accompany each requisition, and showing per-bus-per-day rates, vehicle counts by type, and midday, late run, monitor, charter and out-of-district charges.

Answer:

<https://drive.google.com/drive/folders/1othGAWjaR71lyWh-mw7ofEkAz9OD7jkP?usp=sharing>

27. Question:

Please provide current route-level mileage: average and total daily route miles by run, and total annual route miles. No mileage figures appear in any published schedule, and mileage is required to price fuel, maintenance and the 140,000-gallon reconciliation.

Answer:

Current route-level mileage is provided in the attached route mileage report for informational purposes. Based on the current routing data, the report contains approximately 296 individual AM, PM, midday and other runs totaling approximately 3,078 route miles per operating day. Current mileage is subject to change based on enrollment, routing, program and operational requirements. Annual mileage is not guaranteed and will vary based on actual service provided.

28. Question:

Please provide current route-level data: number of routes by school and by tier, and current bell tier assignments.

Answer:

Current bell schedules and publicly available route schedules are available on the District website and are provided for informational purposes. Routes, schedules and tier assignments are subject to change based on enrollment, program and operational requirements.

29. Question:

How many midday runs and late bus runs operate in a typical week, and how many bus monitors are deployed daily and on midday runs?

Answer:

The District currently operates approximately four (4) midday routes and twenty-two (22) late-bus routes. Approximately four (4) monitors are currently assigned to midday transportation. Monitor assignments are determined by the District based on student and program needs. These quantities are provided for informational purposes only and may increase or decrease based on student, program and operational requirements.

30. Question:

For out-of-district special education, how many runs currently operate to each destination listed in Appendix B, and what vehicle type serves each?

Answer:

The District currently operates approximately eight (8) out-of-district special education routes, consisting of six (6) van routes and two (2) Type II routes. Current destinations and assignments are subject to change based on student placements.

31. Question:

How many athletic and charter trips were performed in 2025-26, and how many non-travel wait hours were billed?

Answer:

During the 2025–26 school year, the District utilized DATTCO for approximately 655 athletic trips, including approximately 51 trips utilizing activity buses.

32. Question:

How many students currently require wheelchair transport, integrated car seats, or harnesses?

Answer:

The District currently transports approximately four (4) students requiring wheelchair-accessible transportation, fifty (50) students requiring integrated car seats, and five (5) students requiring harnesses. These quantities are based on current student needs and are subject to change during the contract term.

33. Question:

How many school days were actually billed in each of the last three school years, and how many delayed openings, early dismissals and cancellations occurred in each?

Answer:

180 days

School Year 2023-2024: two-hour delays - 3; closed - 2

School Year 2024-2025: two-hour delays - 1; closed - 1

School Year 2025-2026: two-hour delays - 1; closed - 4

34. Question:

What is the current summer program volume by vehicle type and number of days?

Answer:

The District's current summer program operates approximately (24) days and utilizes approximately (5) Type I buses, (10) Type II buses, (2) Wheelchair Lift buses, and (6) vans.

35. Question:

Please provide the current fleet roster in use under the existing contract.

Answer:

A vehicle-level roster for the current contractor is not available. The District's current estimated revenue fleet consists of fifty-six (56) Type I buses, thirteen (13) Type II buses, three (3) ADA/lift-equipped Type II buses, and six (6) vans. These quantities are provided for informational purposes only and do not establish the required fleet composition for the 2027–2032 contract term.

36. Question:

Vehicle assignments in the published schedules. Our review of the District's posted AM and PM route schedules identifies at least thirteen instances in which a single bus number is assigned to two runs that overlap in time — for example, a Greenwich High School PM run scheduled to arrive at a middle school after that middle school's PM run has already departed, using the same bus number. Please confirm whether the posted bus numbers reflect current vehicle assignments, and please provide the daily listing of the particular asset assigned to each route contemplated by Section 7.1.G.

Answer:

The District operates a tiered transportation system in which vehicles may service multiple schools within the same morning or afternoon period. While some of the published times may appear to overlap between tiers, the current schedules are operationally achievable. Published times are

estimates and actual arrival/departure times may vary slightly based on daily operating conditions. The District is responsible for route development and may adjust routes and schedules as operationally necessary.

37. Question:

Please confirm whether the route schedules currently published on the District website constitute the complete and current set for purposes of a proposer's investigation under Sections 1.10 and 4.1, and identify any schedules not posted.

Answer:

No, the routes currently published by the District represent the current publicly available route schedules and do not include private school routes or special education assignments. Routes, stops, schedules and vehicle assignments are for information purposes only and remain subject to change based on enrollment and operational requirements.

38. Question:

Section 19.14 accumulates damages before assessment at a \$2,500 threshold. Please confirm whether an annual aggregate cap on non-performance damages will apply.

Answer:

No annual aggregate cap is established in the RFP. The \$2,500 amount referenced in Section 19.14 is an assessment threshold, not a cap on damages. See Question 53.

39. Question:

Can a lease transfer to the successful bidder of the Stamford property currently being leased by the district for bus parking be facilitated by the district?

Answer: No

40. Question:

Can property owner information of the Stamford parking location be provided so that Durham can reach out and clarify the details of the lease beyond the current term held by the district?

Answer:

Property owner and lease contact information is not being provided as part of this solicitation.

41. Question:

Can the district provide additional details as to why they are going out to bid for this contract only 1 year after bringing on a new contractor to replace First Student?

- a. Are their specific operational or other challenges the district is seeking to solve?

Answer:

The District is conducting a competitive procurement for student transportation services for the contract term beginning July 1, 2027. The procurement is intended to establish long-term transportation services through a competitive process and should not be interpreted as a statement regarding the performance of any current or former contractor.

42. Question:

Can a copy of the current contract with DATTCO be provided?

Answer:

Please refer to Question No. 25 and the corresponding response, as this question addresses the same subject.

43. Question:

Can invoices be provided for 3-6 months of services be provided from the 25/26 school year from the vendor or vendors currently providing student transportation services?

Answer:

<https://drive.google.com/drive/folders/1othGAWjaR71lyWh-mw7ofEkAz9OD7jkP?usp=sharing>

44. Question:

How many students currently require wheelchair-lift service, integrated car seats, or harnesses/restraints (Section 9.9), and how many out-of-district special-education placements (Appendix B) are anticipated by destination?

Answer:

See Questions 30 and 32

45. Question:

What is the total number of routes by type? (regular education, special education, out-of-district, and non-public school)? This is not stated anywhere in the RFP, only vehicles required.

Answer:

The District currently operates approximately (56) regular education/non public school routes, (12) in district special education routes, and (8) out of district special education routes. Route quantities are provided for informational purposes and may change based on enrollment, student placements, program needs, and operational requirements.

46. Question:

How many of the current routes require a bus monitor/aide, and is monitor assignment determined by the District/IEP team or left to the Proposer's discretion? This is priced separately in Appendix A and materially affects labor cost.

Answer:

The District currently utilizes approximately 20 monitors/aides. Monitor assignments are determined by the District based upon student transportation needs, including IEP requirements where applicable, and are not at the sole discretion of the contractor. Current quantities are provided for informational and pricing purposes only and may increase or decrease during the contract term.

47. Question:

Section 8.3 states the District will purchase 140,000 gallons of diesel annually and deduct the cost from the Proposer's billing. How was this figure derived, and what happens if actual consumption is materially above or below that estimate — is there a true-up mechanism, or does the Proposer bear the variance?

Answer:

The approximately 140,000-gallon figure represents historical fuel usage and is provided for informational purposes only. For proposal purposes, proposers shall estimate and include all required fuel costs in their proposed pricing. See Question 109.

48. Question:

Section 8.3 also allows the parties to "reopen contract discussions" if ULS diesel exceeds \$4.00/gallon or falls below \$2.00/gallon. Is this a formal price-adjustment formula, or a discretionary renegotiation? How should proposers price fuel risk within that \$2-4/gallon band given prices must otherwise be "held firm" for five years?

- a. Diesel fuel is currently well above \$4 per gallon. Should bidders model the cost of this contract on \$4 per gallon fuel and negotiate actual costs during negotiation of the contract after award?

Answer:

Proposers should include anticipated fuel costs in their proposed pricing. The District is not establishing a specific fuel price assumption for proposal purposes. The District reserves the right to consider an alternative fuel arrangement or address significant changes in fuel costs during the contract term if determined to be in the District's best interest. See Question 109.

49. Question:

Will the District award a single contract covering all service types (regular, special education, non-public school), or split the award among multiple contractors by route group (Section 1.18 permits either)? This materially changes how fixed costs (facility, management staff, spare fleet) should be allocated in the bid.

Answer:

The District intends to award a single contract covering all transportation services included in this solicitation. The District does not intend to split the award by route group or service type.

50. Question:

Section 1.5 requires proposal security of a flat \$30,000, while Section 1.8 separately states a proposal bond of 10% of the proposed annual home-to-school base cost. Which requirement actually applies?

Answer:

See Question 1

51. Question:

Is electric bus service a mandatory component of the award, or purely an optional line-item quote? If optional, how many electric buses, if any, does the District want priced for planning purposes?

Answer:

See Question 19

52. Question:

Is charging infrastructure the Proposer's responsibility to install at its facility, or will the District/Town provide charging infrastructure or a subsidy?

Answer:

See Question 21

53. Question:

Section 19.14 states the District will accumulate damages and may assess them once they reach \$2,500 in a school year. Does that \$2,500 cap apply to all of the itemized penalties in Section 19 (19.2 through 19.16), or only to some of them — for example, does it cap the open-ended "cost of alternate transportation, whichever is greater" language in 19.2?

Answer:

The \$2,500 amount referenced in Section 19.14 is an assessment threshold, not a cap on damages. The damages and remedies identified in Section 19 remain applicable in accordance with their respective provisions.

54. Question:

Would consideration be given to the performance bond requirement being waived in exchange for an annual credit?

Answer:

Yes, consideration can be provided. The proposer should clearly state annual credit if the performance bond is waived.

55. Question:

Has Greenwich Public Schools at any point attempted to pursue the calling of a contractor's performance and surety bond?

Answer:

Yes

56. Question:

Does Greenwich Public Schools prefer to award to a single vendor, or multiple vendors, as outlined in Section 1.18?

Answer:

See Question 49

57. Question:

Are the drivers unionized and if so what Union represents the drivers? If so, can copies of historical collective bargaining agreements be supplied?

Answer:

The current drivers are represented by TWU Local 100. The current collective bargaining agreement is provided with this Addendum for informational purposes. See Link below:

<https://drive.google.com/drive/folders/1othGAWjaR71lyWh-mw7ofEkAz9OD7jkP?usp=sharing>

58. Question:

Can you please provide clarification on what Section 4.2 is requiring?

Answer:

Section 4.2 refers to the District's tiered transportation model. The District may schedule a vehicle to operate multiple morning and afternoon runs in order to serve different schools and programs. The District will develop and assign the routes and schedules. Vehicles should be available to operate up to three (3) morning and three (3) afternoon runs when operationally feasible, with additional runs assigned when necessary and feasible.

59. Question:

Section 4.4 refers to the use of other contractors. Is the contract not exclusive upon award?

Answer:

The successful contractor will provide the transportation services awarded under this contract; however, the contract is not exclusive. The District reserves the right to utilize other transportation providers as permitted under the RFP.

60. Question:

Is section 4.5 and the vehicle counts contained within accurate to current operations? These vehicle counts appear to relate to the 2021 RFP conducted by GPS.

Answer:

See Question 97.

61. Question:

Does Greenwich Public Schools expect to continue attempting to consolidate routes and eliminate services as it did in 2025?

Answer:

The District will continue to evaluate routes throughout the contract term to promote safe, efficient and cost-effective transportation. Routes may be consolidated, modified, added or eliminated based upon enrollment, ridership, bell schedules, program requirements, vehicle capacity and other operational considerations. No specific future route reduction is guaranteed or presently established.

62. Question:

For section 4.6, can you elaborate and provide detail on what would lead Greenwich Public Schools to not approve an otherwise compliant vehicle?

Answer:

Compliance with minimum specifications does not limit the District's right to reject a vehicle that, upon inspection or documented operational experience, is determined to present a safety concern, unacceptable mechanical or physical condition, repeated reliability issues, inadequate cleanliness, nonfunctioning required equipment, or other condition that makes the vehicle unsuitable for student transportation service.

63. Question:

For section 6.2, does Greenwich Public Schools expect in fact expect to be indemnified even in the event of its own omissions and negligence? This is incredibly atypical and could present issues with insurance coverage.

Answer:

The requirements of section 6.2 remain as stated in the RFP.

64. Question:

For section 6.4, what format and through what channels should the report of an accident occur?

Answer:

The contractor shall immediately notify the police, its dispatch operation and the District's designated Transportation representative of any accident involving a vehicle providing District transportation. Initial notification shall be made by telephone as soon as practicable, followed by written notification by email. A complete written accident report and supporting documentation shall be provided within 24 hours, or sooner if required by applicable law. Incidents involving injuries, emergency response, significant property damage, or media/public-safety concerns shall be reported to the District immediately.

65. Question:

For section 6.7, confirming that your expectation and assertion is that Greenwich Public Schools can terminate the contract without any opportunity or period of time to cure?

Answer:

The requirements of section 6.5 remain as stated in the RFP.

66. Question:

For section 6.8, can you please detail what a "properly delivered" service includes from a standards perspective?

Answer:

Properly delivered service means transportation performed safely, reliably and in accordance with the RFP, approved routes and schedules, applicable laws and regulations, student transportation requirements, required vehicle and driver qualifications, and District directives. This includes providing the required vehicle and staffing, servicing assigned stops and schools, maintaining reasonable schedule adherence, communicating service disruptions, and complying with applicable safety and student-specific transportation requirements.

67. Question:

In Section 7, you list the requirement that 60% of the fleet must be flat-nosed. Is that in fact your intent? GPS fleet has been all "conventional" style buses (Not flat-nosed) for the last 6 years at least.

Answer:

See Question 6

68. Question:

For vehicles, can you please define what a "new" vehicle entails, and if it in fact means a never been used vehicle, what is the purpose of the eight-year vehicle requirement that will not come into play in the life of the proposed contract?

Answer:

See Questions 5 & 8

69. Question:

Will Greenwich Public Schools consider allowing vehicles to be used for other purposes, so long as they do not conflict in any way with the service delivery for Greenwich Public Schools? This would reduce overall costs.

Answer:

Yes, provided such use does not interfere with District service, vehicle availability, maintenance requirements, cleanliness, required spare capacity, or any other contractual obligation. District transportation requirements shall take priority at all times. No outside use shall relieve the contractor of its obligation to provide the vehicles and spare capacity required under the contract.

70. Question:

For section 7.4, please define the meaning of "excellent mechanical condition"

Answer:

"Excellent mechanical condition" means the vehicle is safe, reliable, properly maintained, free of known safety-related defects, compliant with all applicable inspection requirements, and capable of consistently performing assigned service without recurring mechanical failures. All required safety, accessibility, communications, camera, GPS, climate-control and other required equipment must be fully operational.

71.

Question:

For section 7.4, what qualifications or certifications will Greenwich Public Schools utilize to make their determinations on vehicles that will be rejected?

Answer:

Vehicle determinations will be based on applicable federal and State of Connecticut requirements, the requirements of the RFP, documented maintenance and inspection records, and the observed safety, mechanical and physical condition of the vehicle. Inspections may be conducted by authorized District/Town personnel or a qualified agent designated by the District/Town.

72. Question:

Same question for section 7.7. What qualifications or standards will be used by Greenwich Public School to evaluate a respondent's vehicle inspection program?

Answer:

See Question 10

73. Question:

Same question for section 7.8, who will perform the inspections in the event Greenwich Public Schools decides to inspect vehicles?

Answer:

See Question 71

74. Question:

In section 7.10, what specific activities will constitute the daily cleaning of the interior of the vehicle? Through what means should a contractor endeavor to clean the exterior of the vehicle every 30 days?

Answer:

Daily interior cleaning shall include removal of trash and debris, sweeping or cleaning floors and seating areas as necessary, and addressing spills, bodily fluids or other conditions requiring sanitation before the vehicle is returned to student service. Vehicles shall be maintained in a clean and sanitary condition. Exterior cleaning shall occur at least every 30 days and more frequently when necessary to maintain visibility of required markings, lights, windows and safety equipment. The method of exterior cleaning is at the contractor's discretion provided the required standard is maintained.

75. Question:

If a contractor does not have property currently under contract, will their proposal be disqualified as a result if it their intent to secure property? Should costs of a facility be included in a proposer's per bus per day price, or will a separate monthly/annual cost be added to the pricing rubric?

Answer:

A proposer will not be disqualified solely because it does not currently own or lease a facility. Proposers should identify the proposed facility and demonstrate that the site is reasonably available and capable of meeting the requirements of the RFP. Proposers should provide pricing both with a contractor-provided facility and without a contractor-provided facility so the District may evaluate both options.

76. Question:

For section 7.13, again, who will conduct these inspections and how will determinations as the safety of a vehicle be made?

Answer:

See Question 71

77. Question:

For fuel, is it Greenwich Public School's intent that it will ultimately be responsible for the cost of fuel, and proposers should therefore not include the cost of fuel in proposed prices, up to 140,000 gallons plus a 5% range above that?

Answer:

No. For proposal purposes, proposers shall include all required fuel costs in their proposed pricing. See Question 109.

78. Question:

For section 9.8, if a bus is overloaded as a result of routing decisions made by Greenwich Public Schools, or passenger counts on a field trip, why would an additional bus be sent at no charge?

Answer:

Section 9.8 is intended to ensure that the contractor provides sufficient vehicle capacity for the services and vehicle assignments required under the contract. If an overload results from the contractor's vehicle assignment or failure to provide the required vehicle capacity, any necessary replacement or supplemental vehicle shall be provided at no additional cost. If the District's routing, student assignments, or authorized trip passenger count requires an additional vehicle beyond the contracted service, the District will authorize the additional vehicle at the applicable contract rate.

79. Question:

For section 9.9, how many integrated seats should be included in each vehicle?

Answer:

Integrated car seats shall be provided on Type II vehicles serving in-district special education routes as necessary to accommodate the students assigned to each route. The contractor shall maintain sufficient integrated-seat capacity across the applicable Type II fleet to meet the District's student transportation needs. Specific requirements may vary by route and student assignment. See Question 32 for current estimated integrated car seat requirements.

80. Question:

Would Greenwich Public Schools consider utilizing a selected contractor's competencies to perform routing services in lieu of routing software being purchased by Greenwich Public Schools?

Answer:

No. The District intends to retain control of student routing and its routing platform. The contractor will be expected to work collaboratively with the District regarding route feasibility, operational efficiency, vehicle capacity and recommended adjustments.

81. Question:

Do mechanics for Greenwich Public Schools buses in fact need to be "exclusive" in nature? If so, what benefit does this derive for Greenwich Public Schools?

Answer:

Mechanics are not required to work exclusively on Greenwich Public Schools vehicles. However, the contractor shall designate qualified maintenance personnel with primary responsibility for the

Greenwich fleet to ensure District vehicles receive appropriate priority and are maintained, repaired and returned to service in a timely manner.

82. Question:

Section 14.10 – What is a sufficient number of spare drivers? Is it at the contractor's discretion to determine availability of buses and drivers to meet the client's requested service levels?

Answer:

The contractor shall maintain the ten percent (10%) spare vehicle requirement established by the RFP and sufficient qualified spare/on-site drivers to ensure uninterrupted service and timely coverage of absences, breakdowns, emergencies and other operational needs.

83. Question:

In section 15.4, confirming that 20 hours of training PER DRIVER are necessary even if a driver meets all applicable requirements and training specifications?

Answer:

Yes. Each driver shall complete a minimum of twenty (20) hours of training annually as required by the RFP. Training required to maintain applicable State licensing and endorsements may be counted toward the twenty (20) hours where appropriate. The contractor may determine the training schedule provided the annual requirement is met.

84. Question:

Same question as 15.4, as the state requirement is considerably less than this amount, and it will lead to higher costs in all likelihood

Answer:

See response to Question 83.

85. Question:

Has Greenwich Public Schools historically charged performance penalties to prior contractors?

Answer:

Yes

86. Question:

Proposed performance penalties have the potential to exceed the total cost of a bus per day. Is this Greenwich's intent or would any mechanism be considered to ensure non-performance penalties are reasonable, and the contractor has a reasonable opportunity to cure issues before damages are charged?

Answer:

Performance damages will be administered in accordance with Section 19 of the RFP. The District will provide notice and an opportunity for the contractor to respond to identified performance issues as provided in Section 19.14. The District does not intend to establish an additional cap on individual performance damages.

87. Question:

For section 19.13, what if the lateness is the result of routes developed by Greenwich Public Schools, and cannot be run on time in the best of circumstances?

Answer:

The District recognizes that route design, traffic conditions, school dismissal operations and other circumstances may affect scheduled performance. The contractor shall promptly notify the District when an approved route cannot reasonably be operated within its established schedule and provide supporting operational information. The District and contractor will review the route and make appropriate adjustments when warranted. Performance remedies will be administered in consideration of documented circumstances and the applicable contract requirements.

88. Question:

In section 20.8, how would compensation for the addition or subtraction of routes or other services be determined?

Answer:

Changes to an existing route or route package, including the addition or removal of students, stops, or schools, will be absorbed within the contracted daily rate and will not result in additional compensation. The District will pay only for services actually rendered. Additional compensation will apply only when the District authorizes an additional vehicle, route, or separately priced service.

89. Question:

For section 20.24 will Greenwich Public Schools defer to a company's standard maintenance protocols?

Answer:

The contractor may utilize its standard maintenance protocols provided they meet or exceed all applicable requirements of the RFP and State of Connecticut requirements. The inspection and maintenance requirements established in the RFP remain applicable.

90. Question:

When, if at all during the life of this agreement, does Greenwich Public Schools intend to implement electric buses?

Answer:

The District has not established a specific timeline for implementation of electric buses during the contract term. Electric bus pricing is requested for evaluation and future planning purposes and does not represent a commitment by the District to implement electric buses during the contract term.

91. Question:

Was section 21 inadvertently cut off? It ends in the middle of a sentence.

Answer:

Yes. The incomplete parenthetical at the end of Section 21 was included in error and should be disregarded. Electric vehicle requirements are clarified by the responses provided in this Addendum.

92. Question:

If a submitter believes there is evidence of a violation in advance of this RFP of the Code of Ethics described therein by another potential submitter, how would an investigation be opened into that conduct? Significant contact has occurred between a likely bidder and Greenwich Public Schools staff to date in advance of this RFP, which could constitute a violation of the Code of Ethics as listed.

Answer:

Any concerns regarding potential violations of applicable ethics or procurement requirements should be submitted through the appropriate Town process for review. Link here: <https://www.greenwichct.gov/682/Board-of-Ethics> The District will not address allegations concerning individual potential proposers through the RFP question-and-answer process.

93. Question:

Is there a minimum required number of drivers employed, vehicles in operation or customers served in Connecticut for a respondent to be deemed qualified and eligible?

Answer:

No specific minimum number of Connecticut-based drivers, vehicles or customers is established beyond the qualification requirements contained in the RFP. Proposers must demonstrate sufficient experience, financial capacity, staffing, fleet resources, management capability and operational readiness to successfully perform the contract.

94. Question:

How will performance (or lack thereof) in other recent contract “startups” be considered as part of the evaluation process?

Answer:

The District may consider relevant past performance, references, demonstrated experience with contracts of comparable size and complexity, implementation/startup experience, service reliability, safety record, staffing capability and other factors permitted by the evaluation criteria contained in the RFP.

95. Question:

Will alternative proposals that lead to cost savings for Greenwich Public Schools be considered? If so, how should alternate proposals be submitted?

Answer:

Proposers must submit a complete proposal responsive to the RFP as issued. A proposer may also submit clearly identified alternative recommendations or pricing that it believes would provide operational or cost benefits to the District; however, an alternative proposal shall not replace the required compliant base proposal and will not obligate the District to consider or accept the alternative.

96. Question:

What qualifications to evaluate drivers will be used for the Board to evaluate drivers?

Answer:

Drivers must meet all applicable State of Connecticut licensing, certification, physical examination, background check, drug and alcohol testing, training, and other qualification requirements, as well as the driver requirements established in the RFP. The District reserves the right to evaluate and approve drivers in accordance with the requirements of the RFP.

97. Question:

Can you please confirm the total number of routes that should be priced for this RFP? – Section 4.5 (page 7) states 94 total routes; 64 Type I, 20 Type II, 4 wheelchair buses and 6 caravans. But the current contract with DATTCO states 79 total routes as follows –

- Fifty-five (55) Type 1 school buses (71/77 Passengers)
- Fifteen (15) Type 2 school buses (16+ Passengers)
- Three (3) ADA Accessible Type 2 school buses with wheelchair lifts
- Six (6) Vans
- Appropriate spare vehicles as needed to support the above requirements

Answer:

Section 4.5 is hereby clarified. Proposers should price the following current estimated revenue vehicle requirements:

- **Fifty-six (56) Type I school buses, including three (3) buses equipped with undercarriage luggage compartments**
- **Thirteen (13) Type II school buses**
- **Three (3) ADA Accessible Type II school buses with wheelchair lifts**
- **Six (6) Vans**

Total: Seventy-eight (78) revenue vehicles.

98. Question:

Can you please confirm that Appendix I (page 65 of RFP) is the requirement of this RFP for the location of the bus lot and the maintenance facility? – Appendix I -

Location of existing or proposed bus lot: _____

*Note: Buses must be garaged and/or maintained in a zoning approved location in the Town of Greenwich or a municipality contiguous to the Town.

Location of Maintenance Facility: _____

*Note: Maintenance Facility must be garaged and/or maintained in a zoning approved location in the Town of Greenwich or a municipality contiguous to the Town.

There is contradicting language on the property requirements in Section 8.1 (page 15 of the RFP) – ‘The proposed facility for the District’s service must be located within the 30 minutes of Greenwich Public Schools/Town of Greenwich’ – 30

minutes from Greenwich High School (about geographical middle of town) could be as far away as Fairfield, CT. The facility being 30 minutes away would add a significant amount of deadhead time and fuel costs that the district would need to pay for. Can this statement be removed from the RFP and only the requirements listed in Appendix I are valid for the Location of the existing or proposed bus lot and the Location of Maintenance Facility?

Answer:

Appendix I shall control with respect to the location of the bus lot and maintenance facility. The bus lot and maintenance facility may be located within the Town of Greenwich or in a municipality

contiguous to the Town of Greenwich, provided the location is properly zoned and otherwise meets the requirements of the RFP. Any conflicting facility-location language in Section 8.1 is superseded by this clarification.

99. Question:

Can you please confirm the days should be priced for each year of the contract? – Section 4.6 states 182 days but the district calendar for the 2026-27 school year on the district's website states 180 student days.

Answer:

Proposers should use 182 days for pricing purposes as stated in Section 4.6. Actual service days will be based on the District's adopted school calendar and transportation services required for each contract year. Payment will be based on actual services provided.

100. Question:

Section 1.7 states the cost for the 100% Performance Bond shall be listed separately in the proposal response. Can the district please provide an updated Appendix A, Price Schedule #1, with a place to put the price for the 100% Performance Bond?

Answer:

Proposers may identify the cost of the 100% Performance Bond as a separate line item accompanying Appendix A, Price Schedule #1. An updated Appendix A will not be issued for this purpose.

101. Question:

Section 1.5 asks for a \$30,000 Proposal Bond and Section 1.8 asks for a 10% Proposal Bond. Which one would the district require for this RFP?

Answer:

See Question 1

102. Question:

How many monitors does the current contractor, DATTCO, currently provide?

Answer:

See Question 46

103. Question:

Please provide all invoices from DATTCO for the following months in 2026; May, June, July and August.

Answer:

See Question 26

104. Question:

Section 4.5 states the summer schedule has approximately 5 Type I, 10 Type II and 6 Caravans. Please confirm this is the correct amount to price? Also, how many days do each of these routes operate during the summer?

Answer:

See Question 34

105. Question:

There are 14 Late Buses listed on the district's website. Can you please confirm this is the total number of Late Buses to be priced? Can you please confirm the vehicle type for each of these Late Buses? Are all 14 Type 1 Buses? Do any of the late runs require a monitor?

Answer:

See Question 29. The District currently operates approximately twenty-two (22) late-bus routes. The routes posted on the District website do not represent all late-bus transportation services. Vehicle assignments vary based on route capacity and operational requirements. Monitor assignments, where required, are determined by the District based on student and program needs. Current quantities and assignments are subject to change.

106. Question:

How many Mid-Day runs are there? What type of vehicle is required for Mid-Days? How many Mid-Day runs require a monitor? Do the Mid-Day runs happen every day, all 180 days?

Answer:

See Question 29. The District currently operates approximately four (4) midday routes, with approximately four (4) monitors assigned to midday transportation. Vehicle types vary based on student and program requirements. Midday service is provided based on the applicable school/program calendar and is not guaranteed to operate for all 182 school days. Current quantities and assignments are subject to change.

107. Question:

Please confirm how much total dollar amount the district paid DATTCO in the 2025-26 school year for Athletic and Charter Bus Service?

Answer:

\$435,783.04

108. Question:

Section 7.1 states that at least 60% of the buses to be flat nosed (Type D bus). But the pricing pages ask for 72 passengers, which is a conventional Type C bus. The current contract with DATTCO states 71/77 passenger buses. Please confirm Type C buses are okay to be priced for this RFP? And if 71 or 77 passengers is required? (Type D diesel buses are much more expensive; they cost about \$50,000 more than Type C diesel buses).

Answer:

Type C buses are acceptable for the portion of the Type I fleet not subject to the 60% flat nose requirement. At least sixty percent (60%) of the Type I fleet shall be flat-nose buses as required by the RFP. The District prefers high capacity Type I vehicles; however, seating capacity may vary provided the proposed vehicles can adequately accommodate assigned routes and meet all other requirements of the RFP.

109a. Question:

Section 8.3 states that 'Greenwich Public Schools / Town of Greenwich will purchase a specified number of gallons of diesel fuel required for the servicing of the school student transportation needs and will deduct the amount from the Proposer's monthly billing.'

Can Greenwich Public Schools / Town of Greenwich just provide and pay for all fuel needed for this contract and remove the practice of deducting the amount from the Proposer's monthly billing? – If so, this would provide the district the lowest possible pricing from contractors as there would be no fuel costs in the contractor's pricing.

If we are required to include the cost of fuel in the pricing, then the prices could be needlessly higher. For example, if a contractor has diesel fuel at \$5.00 per gallon included in their pricing, but in the 3rd year of the contract the district pays only

\$4.00 per gallon and deducts only \$4.00 per gallon from the monthly invoices, then there is \$1.00 per gallon in the pricing the district pays for unnecessarily.

If the district requires that the fuel costs be deducted from the contractor's monthly invoices, can the district please provide us with what they will pay for per gallon for diesel fuel in the first year of the contract? And if possible, provide us with what the district will pay per gallon of diesel fuel in the 2nd, 3rd, 4th and 5th years of the contract? Also, can the range stated in Section 8.3 of 'Diesel fuel exceeds \$4.00 per gallon (delivered) or falls below \$2.00 per gallon delivered, the parties may reopen contract discussions to negotiate the effect of fuel prices upon overall cost of

operation' - please be updated to a range that reflects today's diesel fuel price?

Answer:

See response to Question 109. For proposal purposes, gasoline costs for Type II buses and vans shall be included in the proposer's pricing.

109. Question:

Please confirm Greenwich Public Schools / Town of Greenwich will pay for all the gasoline fuel required for the Type II buses and caravans? And please confirm if the district/town will just pay for the gasoline fuel? (so, there is no fuel costs in the contractor's pricing).

Or does the cost for gasoline fuel need to be included in the contractor's pricing and then it is deducted from monthly invoices? If so, can a range for when gasoline fuel exceeds a certain price per gallon or falls below a certain price per gallon please be provided so the parties may reopen contract discussions to negotiate the effect of fuel prices upon overall cost of operation?

Answer:

For proposal purposes, proposers shall include all fuel costs necessary to perform the contract in their proposed pricing, including diesel and gasoline. The District reserves the right to consider an alternative fuel arrangement with the successful proposer if determined to be in the District's best interest.

110. Question:

Please confirm if the district requires there to be a 10,000-gallon diesel fuel tank on-site of the contractor's property for storage so the district can purchase the diesel fuel in bulk (8,000-gallons at a time) to maximize cost savings? – Buying and delivering the diesel fuel in bulk can be additional cost savings on top of the

district/town saving taxes on buying the fuel themselves (School Districts/Towns do not have to pay certain taxes on fuel that contractors must pay for).

Answer:

No. For proposal purposes, proposers shall include all fuel costs in their proposed pricing. The District is not requiring a 10,000-gallon onsite diesel fuel tank for purposes of District-purchased fuel. See Question 109.

111. Question:

Section 9.13 states 'The Proposer maintaining the athletic charters, are required to provide at last 3 (82-86 passenger) buses with one having undercarriage storage.' - Please confirm if 77 passenger Type C buses (one with undercarriage storage) would be okay for this requirement?

Answer:

YES

112. Question:

Section 15.19 states that 'All drivers and monitors shall submit at least annually to a complete job-related physical examination using standards approved by the Greenwich Public Schools/Town of Greenwich, including tuberculosis screening test and drug screening test, at the expense of the Proposer.' – this is not a state of CT requirement or law. Will the district remove this requirement? If not, will the district be open to negotiating this with the successful bidder?

Answer:

The requirements of Section 15.19 remain as stated in the RFP.

113. Question:

Will the district please consider adding this language to the final contract regarding route volume changes up or down 10% from the RFP/proposal route amount priced?

District and Contractor will consult on a regular basis concerning the transportation requirements of District. In the event of increases or decreases in the number of students requiring transportation, or in routes or schedules, the number of vehicles and the number of spare buses will be adjusted accordingly. With notice to Contractor, District may increase or decrease service levels to be provided by Contractor under this Agreement. However, where such increases or decreases impact by greater than 10% the service levels or equipment levels required of Contractor under the assumed routes, schedules, days of service, hours or miles, or vehicle requirements contained in Appendix A, Contractor shall be permitted to adjust rates proportionately to cover increases or decreases in cost structure associated with such changes by District.

Answer:

No. The District is not establishing an automatic rate adjustment based on a 10% change in service or equipment levels. Changes in required services and vehicle quantities will be administered in accordance with the RFP and applicable proposal rates.

114. Question:

Will the district please consider adding this language to the final contract? - Contractor shall have thirty (30) days following notice of such changes to make operational adjustments to meet District requirements. During this thirty (30) day period, District shall not assess liquidated damages with respect to scheduled drop-off times, availability of buses on routes, or overall on-time performance.

Answer:

No. The District is not establishing a blanket thirty (30)-day adjustment period during which performance requirements or applicable damages are suspended.

115. Question:

Will the district please consider adding this language to the final contract regarding Section 19 / non-performance penalties and/or damages? - District shall not assess liquidated damages during the first thirty (30) days of the school year. District must notify Contractor in writing within forty-eight (48) hours of an incident of District's intent to assess liquidated damages. Contractor shall have thirty (30) days following such notice to cure the incident prior to the assessment of liquidated damages. District must bill Contractor for such liquidated damage within sixty (60) days of the incident if the violation has not been remedied. Under no circumstances may District withhold, deduct or offset compensation due to Contractor for purposes of collecting liquidated damages. Failure to either timely notify or bill Contractor shall relieve Contractor of its obligation to compensate liquidated damages for the particular incident.

Answer:

No. The District is not adopting the proposed language. Performance requirements and damages will be administered in accordance with Section 19 of the RFP.

116. Question:

RFP page 54, Section IV Safety Program and Activities, question D, asks "What have been the school bus accident rates for school buses operated by your firm in each of the three most recent academic years?". Will the district please accept region statistics for this requirement?

Answer:

No. Proposers shall provide the accident statistics for buses operated by their firm for each of the three most recent academic years, as requested in Appendix D. Regional statistics may be provided as supplemental information for comparison purposes but shall not replace the proposer-specific information requested.

117. Question:

RFP page 55, Section V Preventative Maintenance and Mechanical Repair, question G, asks "How many road failures, per month, per hundred buses, did the buses your firm-maintained experience, on average, during the past year?". Will the district please accept regional statistics for this requirement?

Answer:

No. Proposers shall provide the requested road-failure statistics for buses maintained by their firm. Regional statistics may be provided as supplemental information for comparison purposes but shall not replace the proposer-specific information requested.

118. Question:

RFP pages 60-64 (Appendix F through Appendix H) appear to all be repeat questions that appear in Appendix D, Mandatory Proposer Questionnaire. Will the district eliminate Appendix F-Appendix H, as answers to these questions will already be submitted with Appendix D?

Answer:

No. Appendices F through H remain part of the RFP and should be completed as requested. Proposers may reference information provided elsewhere in their proposal where appropriate rather than unnecessarily duplicating supporting information.

119. Question:

When is the award anticipated to be made?

Answer:

The District anticipates making an award following completion of the proposal evaluation and approval process. No specific award date is guaranteed.

120. Question:

For the Caravan vehicles, is the District looking for minivans or 9-passenger transit vans?

Answer:

Either minivans or 9-passenger transit vans are acceptable, provided the vehicles meet all applicable student transportation, capacity, safety, and RFP requirements.

121. Question:

Are the 16-passenger Type II vehicles single rear wheel or dual rear wheel?

Answer:

Either single-rear-wheel or dual-rear-wheel vehicles are acceptable, provided the proposed vehicle meets the required passenger capacity and all applicable safety, equipment and RFP requirements.

122. Question:

Are the 3 flat-nose Type D buses required for charter service included within the 64 Type I buses needed, or are they in addition to that count?

Answer:

The three (3) buses required for athletic/charter service are included within the District's Type I revenue vehicle requirement and are not additional vehicles. See Question 97 for the current estimated fleet requirements.

123. Question:

The District has requested that 60 percent of buses be flat-nose Type Ds. Where on the pricing sheet should proposers differentiate pricing between conventional Type I buses (72-73 passenger) and flat-nose Type I buses (82-86 passenger)?

Answer:

Separate Type C and Type D pricing is not required. Proposers should incorporate the required Type I fleet composition, including the 60% flat-nose requirement, into the applicable Type I per-bus-per-day rate.

124. Question:

Section 21 requests charging requirements for the proposed electric buses. Please confirm whether the contractor is responsible for providing and funding charging infrastructure, and whether it is to be located at the contractor's facility.

Answer:

See Question 21

125. Question:

Section 21 and Appendix A list electric bus pricing for Type I 72-passenger buses only. Please confirm that EV pricing is not required for Type II 16-passenger buses or lift vans.

Answer:

Correct. EV pricing is requested for Type I electric buses as identified in Section 21 and Appendix A. EV pricing is not required for Type II or wheelchair-lift vehicles.

126. Question:

Should bidders price out electric 16-passenger buses and lift vans? Can bidders add separate midday and late run pricing for EVs?

Answer:

No. Separate electric Type II, wheelchair-lift, midday or late-run pricing is not required. Proposers may provide such information as an optional alternate if desired.

127. Question:

Insurance stated limits appear to be inconsistent. Section 6 includes \$5 million bodily injury limits per occurrence, while the sample contract's Insurance Requirement Sheet states \$2 million aggregate and \$1 million per occurrence general liability, and \$1 million automobile combined single limit. Please confirm the controlling limits. See Section 6.5(5) versus the Insurance Requirement Sheet.

Answer:

See Question 2.

128. Question:

For apples-to-apples pricing, please provide the number of Type I bus routes assigned to each tier (e.g., 1 Tier, 2 Tier, 3 Tier).

Answer:

See Question 28. Current route and tier information is available through the District's publicly available route schedules and is provided for informational purposes only. Routes and tier assignments are subject to change.

129. Question:

Please provide the number of routes that require bus monitors.

Answer:

See Question 46. The District currently utilizes approximately twenty (20) monitors/aides. Current assignments and quantities are subject to change based on student and program needs.

130. Question:

Please provide the number of midday and late runs on any given service day.

Answer:

See Question 29.

131. Question:

Please provide the number of routes to private schools, and the number of out-of-district special education routes.

Answer:

The District currently operates approximately nineteen (19) private school routes and eight (8) out-of-district special education routes. Current quantities are provided for informational purposes and are subject to change.

132. Question:

Should per-bus-per-day rates in Appendix A include a fuel cost component, which the District will deduct per Section 8.3, or should pricing exclude fuel entirely?

Answer:

For proposal purposes, per-bus-per-day rates shall include all applicable fuel costs. The District will not deduct fuel costs from the contractor's monthly billing under the proposed pricing structure. The District reserves the right to consider an alternative fuel arrangement with the successful proposer if determined to be in the District's best interest. See Question 109.

133. Question:

Will the District accept alternate pricing proposals?

Answer:

See Question 95

134. Question:

We are writing to request clarification regarding the required Proposal Bond amount for RFP #2585-26, Student Transportation. Section 1.5 states that the Proposal Bond shall be in the sum of \$30,000. However, Section 1.8 states that "a proposal bond must accompany the sealed proposals in the amount of 10 percent of the proposed annual home-to-school base cost." Could you please confirm which amount is correct, the flat \$30,000 referenced in Section 1.5 or the 10 percent of proposed annual home-to-school base cost referenced in Section 1.8? This clarification will help us engage with our surety in a timely manner ahead of the proposal deadline.

Answer: _See Question 1

135. Question

Please confirm Greenwich Public Schools / Town of Greenwich will pay for all the gasoline fuel required for the Type II buses and caravans? And please confirm if the district/town will just pay for the gasoline fuel? (so, there is no fuel costs in the contractor's pricing). Or does the cost for gasoline fuel need to be included in the contractor's pricing and then it is deducted from monthly invoices? If so, can a range for when gasoline fuel exceeds a certain price per gallon or falls below a certain price per gallon please be provided so the parties may reopen contract discussions to negotiate the effect of fuel prices upon overall cost of operation?

Answer:

See Question 109. For proposal purposes, gasoline costs for Type II buses and vans shall be included in the proposer's pricing.

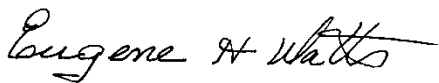
136. Question

I have a question regarding your upcoming RFP that's include out of district students. For this RFP does a vendor have to bid on the entire contract or could the vendor bid strictly on the Out of district portion?

Answer:

Vendors must submit a proposal for the entire scope of the RFP. Proposals limited solely to the Out-of-District Transportation portion will not be accepted.

All project requirements, except for those that are specifically added or modified by this Addendum shall remain in full effect.



Eugene H. Watts

END OF ADDENDUM #1