

**NOLA Public School Procurement Department  
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**March 26, 2024**

**Addendum No. 4**

**REQUEST FOR PROPOSAL NO. 24-0066**

**STUDENT TRANSPORTATION AND MANAGEMENT SERVICES**

This Addendum and Clarification item forms a part of the RFP Documents and modifies the original RFP Documents issued February 29, 2024. Acknowledge receipt of this Addendum on the Addendum Form of the Request for Proposal. Failure to do so may subject proposal to disqualification.

This Addendum consists of 4 Page(s).

1. Question: We are currently in talks with specific schools in your district to contract transportation to McKinney Vento and SPED students. Are we able to continue these discussions with individual schools regarding transportation services, or would that disqualify us based off the RFP instructions to not contact district employees?

Answer: Yes, you may continue discussions with Charter Management Organization they are independent operators.

2. Question: Do McKinney Vento students fall under general education as described in this RFP?

Answer: McKinney Vento students as defined by federal law are homeless students. This status can apply to a general education and or special education student.

3. Question : What is the estimated volume for these services?

Answer: The estimated volume for these services is unknown.

4. Question : Is the district able to provide sample student data (pickup/drop-off locations and times, equipment or aid needed, etc.)?

Answer: No, the district is unable to provide sample student data.

5. Question : Would the district be interested in van or small capacity vehicle services (vehicles manufactured to carry 9 passengers or fewer)?

Answer: Please refer to Scope of Work contained in the RFP.

6. Question: Can we provide the district with a per-trip pricing model? It would include a base rate + mileage.

Answer: Please refer to Answer to Question No.5.

7. Question: Are on-the-road training and bi-annual emergency drills required for van services?

Answer: Yes, on- the-road training and bi-annual emergency drills are required for van services.

8. Question: Are vans also required to have two-way radios, or are cell phones sufficient?

Answer: Cell phones for vans are sufficient.

9. Question: Are the requirements laid out in BESE Bulletin 119 (Attachment B) and City Code of New Orleans 162:1800 (Attachment C) specifically relating to vehicle inspection, maintenance and operations specific to both van and bus services, or just bus services?

Answer: The requirements laid out in BESE Bulletin 119 (Attachment B)and City Code of New Orleans 162:1800 (Attachment C) relate to both van and bus services.

10. Question: Please note that EverDriven has been operating for 17 years in over 600 school districts. We are new to Louisiana, as we have recently started trips for Jefferson Parish and East Baton Rouge School Districts, but we're not new to student transportation. If the district is open to new vendors, could a new evaluation criteria document be implemented?

Answer: Please be advised that vendors are expected to have past experience with Student Transportation. No, the evaluation criteria will not be changed.

11. Question: Are the vans also owned/leased by the district, or does this just pertain to buses?

Answer: Currently, NOLA-PS does not own/lease vans or buses.

12. Question: Is Attachment B: Bulletin 119 - Louisiana School Transportation Specifications and Procedures applicable for van services, or just for bus services? Many of the driver and vehicle maintenance requirements are bus-centric and may not be applicable to van services.

Answer: Please see Answer to Question No. 9.

13. Question: Will the district guarantee a minimum number of routes for all providers? If yes, should bidders include our minimum number of routes that we would accept with our bid?

Answer: No, the district will not guarantee a minimum number of routes.

14. Question: 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 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?

Answer: No, the District is not interested in bids for cost-effective alternative transportation solutions.

15. Question: In order to offer the most price competitive and cost-effective transportation solution, our pricing is not based on a traditional bus route per day/hour pricing model. Rather, our pricing is a base price fee + a per-mile fee. May we adjust the proposal to reflect our pricing structure to ensure that the cost is evaluated appropriately?

Answer: No. Please refer to Scope of Work and Cost Form contained in RFP.

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

Answer: The District's minimum expectation for time to service requests for transportation is July 1, 2024 after award of contract.

17. Question: Please provide estimated information on the following:

1. Monthly ridership
2. Average number of riders per one-way trip
3. Number of one-way trips per month
4. Average mileage per one-way trip
5. Total trip mileage per month

Answer: Please be advised that the target enrollment for Leah Chase School for 2024-2025 school year is 320 students. It is unknown currently how many students will require transportation. The Successful vendor will be required to create routes.

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

Answer: Contractors are required to share safety and performance data daily. The types of data required shall be pre-trip checklist and post trip checklist. As well as, items outlined on page 120 of RFP 24-0066 under Chapter 7 Vehicle Inspection and Maintenance.

19. Question : In order to assist proposers in offering competitive pricing, please provide the following information:

1. Current and/or previous contractor(s)
2. Current contractor rates
3. Sample invoice(s)

Answer: This is a new contract; therefore, this data is unavailable.

20. Question: Is subcontracting allowed, and if so:

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

Answer: Yes, subcontracting is allowed. The subcontractors are required to meet all requirements of the selected vendor.

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

Answer: Yes, the District requires contractors to maintain their own primary insurance in addition to those of their drivers.

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

Answer: Yes, the District will require real-time GPS oversight for each ride.

23. Question: What is the District's minimum expectation for time to service requests for transportation? As public funding often prohibits offshore outsourcing, does the District require customer support and dispatch staff to be located in the United States?

Answer: Please see Answer to Question No. 16. The District requires customer support and dispatch staff to be located in the United States.

**END OF ADDENDUM NO. 4**