

FY2025 RFP SUBMITTED QUESTIONS & ANSWERS

Question:	Responses: FINAL
Are the Attachments D2 and D3 available separately as a stand-alone fillable form or in Word (.docx) format for use in compiling and submitting our Proposal?	Yes, D2 and D3 are available in Word form. We will be happy to provide those to you upon request. Separately, although the pages are PDF files, you could also save each individual sheet and create multiple copies if you need more line items.
Given the current and on-going backlog of new vehicles available to vendors, is it possible to have an earlier date for the determination and award phases of the Procurement as soon as possible after the Proposal Submission date of September 25 so that vendors will have additional lead time to order, procure and upfit (if necessary) vehicles prior to the July 1, 2024 start date?	This is an RFP and the timelines will be adhered to, therefore there is no guarantee to make any award announcements prior to the scheduled date. There is a significant amount of time and resources required to review all documentation submitted by all Respondents, so GATRA cannot make any commitments regarding changing the date of Award announcements and notifications. That being said, the goal is to ensure all documentation submitted by all respondents is thoroughly reviewed in a timely and efficient manner, in order to guarantee a fair and equitable award process.
On Page 8 #Q states: Create video-only (no audio) recordings of all trips, store these recordings for at least 3 months. <i>Do we need only one (1) camera facing outward in front of the vehicle which will record the trip? Do we need a camera facing inside the vehicle?</i>	The requirement will be for one camera facing inside the vehicle. Although having a camera facing outward in front of the vehicle is not required, it is also not prohibited, and <u>may</u> even earn you a discount from your insurance company.
With the harsh New England environment, extreme temps both hot/cold, and the bumpy roads, cameras system are known to be affected by these issues and may stop recording. Do you have a recommended system that works best for our area?	We do have resources available for references, if requested.
On Page 27 #E1 states: Attendance must be accurate. Vendor will be paid full route cost even if only a portion of the consumers attend on a given day. BUT if this attendance is inaccurate (recorded attendance for those who did not go), the vendor will be subject to recoupment and fines. <i>How much money (“recoupment and fines”) did you recoup from all the vendors for attendance errors in 2021 and 2022?</i>	Proper attendance reporting is required for full route reimbursement. Funds will required to be taken back from the Transportation Provider and given back to the agency as it is fraudulent to bill for consumers/members that were not in attendance. In Fiscal Year 2022 (June 1, 2021- June 30, 2022), total recoupment from vendors was \$2,544.14. In Fiscal Year 2023 (June 1, 2022 - June 30, 2023), total recoupment from vendors was \$4,202.69.

<p>For Post Accident drug and alcohol testing it seems you follow DOT/FTA guidelines, except for the following guideline: If the employer can determine their drivers performance did not contribute to the accident, then no drug or alcohol test is required. <i>Will you consider including this DOT/FTA guideline to your Post Accident requirements?</i></p>	<p>The fault in an accident cannot be determined by the employer (in this case, the Transportation Provider). Drug & Alcohol testing requirements following an accident are clearly defined in the Transportation Provider Standards.</p> <p>That being said, if the driver is not moving (i.e. Parked, stopped at stop sign/red light) and is hit by another vehicle, then the driver will not be required to take a drug and alcohol test. A police report will be required to be submitted by the Transportation Provider as supporting documentation for our records.</p>
<p>In the RFP document it states: In the event a route(s) is relinquished by the current Transportation Provider, the route(s) will be put out to bid and the current/existing Provider will be prohibited from submitting a bid for the route(s) being relinquished. <i>If a vendor turns back a few routes to one program, will that vendor be prohibited to bid on any more routes to that program only? Will the vendor still be able to bid on other programs?</i></p>	<p>The provider will be prohibited from re-bidding on only those routes which were relinquished.</p> <p>In the event routes are relinquished due to lack of vehicles or drivers, the Transportation Provider will be prohibited from bidding future routes unless they can show an increase in the vehicle and driver pool.</p>
<p>For this RFP, can a vendor bid on more routes than they know they will be able to do? Then once awarded routes, can the vendor pick and choose which routes they want and turn back routes they cannot do? If the vendor does not accept all the routes awarded to them, does this mean the vendor will be prohibited from bidding on routes anymore?</p>	<p>There is no limit on the number of routes that you bid on. At the time of awarding bids, it is the Transportation Provider's responsibility to accept only the number of routes that can be accommodated.</p>
<p>In the RFP document it states: There will be a rate increase not exceeding 2% annually for all routes. <i>Does this mean we will be getting a 2% increase in our rates annually? Does this mean we might not get an automatic increase annually?</i></p>	<p>There will be an automatic 2% increase for all routes annually throughout the 5-year term of the contract. Requests for increases exceeding 2% will not be considered.</p>
<p>What criteria makes a Vendor favorable for any particular route created (besides price)?</p>	<p>Providers are scored based on the responses to the questions outlined in the RFP documentation.</p>
<p>Is there a quota for SDO certified businesses that submit a BID.</p>	<p>No. There is no quota for SDO certified businesses that submit a bid.</p>

<p>Is there an opportunity for Vendors to purchase vehicles to accommodate trips? Or should the Vendor already have vehicles in their fleet?</p>	<p>Transportation Providers are responsible for having an adequate number of drivers and vehicles to accommodate the routes accepted. After routes are awarded and are accepted, Transportation Provider will be required to submit documentation showing proof of owned or purchased/ordered vehicles to meet the requirements.</p>
<p>a. Does an existing fleet make a company more favorable?</p>	<p>The scoring system is built to be well rounded to ensure a fair and equitable selection process.</p>