

**BARKER CENTRAL SCHOOL DISTRICT, LYNDONVILLE CENTRAL SCHOOL DISTRICT,
AND LAKE COUNTRY REGIONAL TRANSPORTATION BID**

Barker, NY

TRANSPORTATION SPECIFICATIONS

Addendum #1

Attached please find Addendum #1 to the Transportation Specifications for the Barker Central School District, Lyndonville Central School District, and Lake Country Regional Transportation Bid which has a Bid Due date of March 29, 2019. This addendum is 4 pages (including this cover page). Please insure that you receive all elements of this Addendum.

Please acknowledge your receipt of this addendum by signing this cover memo in the space provided below and submitting this acknowledgement with your bid documents on March 29, 2019.

We appreciate your participation in this exciting contracting opportunity.

ACKNOWLEDGMENT:

Addendum #1 was received:

BY: _____ (Company Name)

NAME/TITLE: _____

SIGNATURE: _____

DATE: ___/___/___

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ADDENDUM #1

March 29, 2019

Pursuant to the terms of the Transportation Specifications issued by the Barker Central School District, Lyndonville Central School District, and Lake Country Regional Transportation Bid with a Bid due date of March 29, 2019, this Addendum will clarify or modify certain identified aspects of the Specifications. This Addendum is made a part of the contract and is enforceable under the same terms and conditions as the original Specifications.

Whenever a page number, section or appendix is referred to in the following modifications/clarifications, the page, section or appendix refers to the Transportation Specifications as issued by the respective school districts as described above. In locations where paragraph numbers are identified, they are identified utilizing the paragraph symbol (§) and the paragraph number refers to the full paragraphs on the designated page (not carry-over paragraphs from the previous page).

The items included in this Addendum are a result of questions submitted to the District at or following the prebid meeting.

1) The following firms attended the *voluntary* pre-Bid meeting of March 22, 2019:

- Ontario Bus Inc.
- Western NY Bus Company
- STA
- National Express

2) The Districts provided significant information at the meeting on flash drives provided to each attendee. A copy of the materials contained on the flash drives can be obtained from the Barker Central School District.

Questions submitted to the District:

Q1. *Page 19 of the Barker and Lyndonville Bid Specs, what does the phrase "short term" mean, relative to road closures?*

A1. The contractor will be paid for the actual bus usage should an additional vehicle be required due to a road closure. The language in the specification is hereby modified to read as follows: "If a road closure or road emergency should occur that requires a trip to move students to a bus stop location, the District will pay the contractor for one hour at the Excess Hour rate, unless the extra run time can be added to an existing route. If a contractor is required to add an additional vehicle, the vehicle will be paid for consistent with the length of day by vehicle capacity as defined in the specifications. However, the contractor is required to notify the School District prior to the addition of any vehicle. Failure to notify the District may result in non-payment for the additional vehicle."

Q2. *If a nurse is required on a run will they be paid for the live time on an entire run?*

A2. Yes.

Q3. *If a nurse is required, is it an LPN or an RN?*

A3. LPN

Q4. *In the Lyndonville Bid Specifications on page 21, would the District reconsider the 70% hourly rate cap for trips?*

A4. The District will eliminate the 70% cap, however, the driving or waiting rate cannot exceed a comparable hourly rate as quoted for Contract #1, and as defined on page 21.

Q5. *Section 8.8.2.6.2, for the Lyndonville Central School District, is the requirement for a Child Check Mate assume the district would buy the equipment and the contractor would install it?*

A5. Yes

Q6. *For the Lake Country Regional Contract, if the student(s) of the originating District discontinue transportation but students from other Districts continue to ride, how would the Districts be invoiced by the contractor?*

A6. The originating District would no longer be invoiced, and the remaining District would be invoiced as an originating District, consistent with the specifications. For example, if the Barker School District has two students on a run, and they currently pick up a Roy-Hart student, and the Barker students are no longer transported, Roy-Hart would be billed for the cost of the run as an originating District.

Should this occur, the contractor is required to notify all participating Districts and the price change must be effectuated within three business days.

Q7. *What if a nurse is only needed by one of the Districts on a run?*

A7. If a nurse or aide, due to an IEP mandate, is assigned to a student the District for that student would be charged for the nurse or aide for the live time of the run. However, there may be instances where a nurse or an aide is shared with students from another District, and in that case there would be a pro-rata calculation of cost between the Districts.

Q8. *Does the Barker Central School District require GPS?*

A8. No

Q9. *Can two contractors "split-up" the bids and bid based on territories or areas of service?*

A9. If there is common ownership between the two contractors, and operating entities were designated to service certain areas, that would be permissible. If two contractors "discuss" bidding by territories, and there is not common ownership, we do not believe this would be permissible and we believe this may be determined to be a collusive practice.

Q10. *Page 39 states "failure to maintain stipulated age requirements...shall be considered a default". I cannot locate the age requirements in the Co-op bid specs.*

A10. The vehicle age requirement was removed from the specifications during development. Therefore, this entire paragraph on page 39 of the Lake Country Regional Bid shall be removed.

Q11. Page 23 (3.3.3) states that the “program profile shown in Appendix A will be utilized for calculating the annual cost”. The award profile does not disclose the number of units in each live hour category. Can you provide the number of units by hour category that will be used for the award?

A11. The award profile is an estimate only given the variability of the service needs. The following chart will be used for bid calculation purposes only and does not reflect the actual usage of the buses. The Contractor is encouraged to review Appendix A in detail for operating data.

	2 hrs	2.5 hrs	3 hrs	3.5 hrs	4 hrs	4.5 hrs	5 hrs	Excess Hours
65/66 Passenger	5			2				
20-30 Passenger	2	4	4	4	2	2		
8+ W/C		1		2				
5-7 Passenger		1		2		2		
Additional Services:								
Bus aide			50	Hours per day		(may be reduced)		

Q12. The award profile also does not state the number of Lyndonville units to be calculated as “Vehicle Credit”. Can you provide the number of units that will be used for the award? Or is it none?

A12. The number of Lyndonville buses varies during the year. For bid award purposes, we are assuming two vehicles will be utilized and available as a “vehicle credit”.

Q13. Will any monitors be included in the award? If so, how many hours?

A13. Monitors are shown in Appendix A and will be part of the award profile as they relate to the runs where they are assigned. As shown in the Chart above in A11, the bid calculation will be based on 50 hours for aides.

Q14. The price pages do not reflect a section for Nurses.

A14. Please provide your rate per hour for providing an LPN in the area below and return this document with your bid submittal.

Nurse:	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
Rate per Hour	\$	\$	\$	\$	\$