

Amendment #2 – Questions and Responses
2021 Emergency Standby Transportation
RFx# 3160004604

Question Number	Question	MEMA Response
1	Any predetermined decisions to have a multi-award for this bid?	This IFB will have a multi-award contract known as primary, secondary and tertiary.
2	If it is multi-award, what is the criterion for that?	The multi-award will be based on price as well as how well the vendor meets the criterion set within the detailed specifications as well as Amendment #1 score sheet.
3	Operational Requirements: What level of information is required for the cross dock? A. From what type of trailer (State vendor?) to what new State trailer B. Commodity, for instance water: i. How bottled/packaged (liter vs 20 oz) ii. Palletized/shrink-wrapped iii. Expiration date iv. A copy of the inbound paperwork along with the cross-dock information.	Cross dock operation will only be used when lease trailers do not meet demands. A. 53 foot, this IFB to provide the leasing of the trailers B. i. 36,305, 16.09 oz. bottles ii. Yes, 84 cases of 24 count to a pallet iii. Generally 24 months best if used date iv. Standard commercial bill of lading provided by vendor and case/pallet count from dock if this option is initiated.
4	Will mission request come from the MS WebEOC, or conveyed to carrier's site representative at Pearl EOC?	Yes, county request in WebEOC and then forwarded to the Mississippi Forestry Commission managing the State Staging Area representative can have access to information.
5	What are the staffing requirements for your active SSA (State Staging Area) during a mission?	Vendor to provide a dispatcher, or similar, to manage the drivers and assign delivery locations.

6	Will all deliveries being made in a 53' trailer? Are any other equipment specifications needed, like straight trucks with life gates, or refrigerated trailers for food banks, or, as we have learned from COVID-19 response work, panel vans or sprinter vans?	You may provide these as options to the contract that can be added based on incident needs.
7	Fuel Procurement section: What are the state options in the scope of the event makes it impossible to receive fuel into our facilities?	Based on the incident the state fuel contract can have a tanker on site. If state provides fuel, the vendor cannot charge the fuel surcharge.
8	On the FSC schedule – what does the scale look like when-if diesel goes above \$3.00/gallon: This is no cap on fuel?	Fuel surcharges will continue under the same trend in chart provided (i.e., \$0.05 price range internal increases = .5% surcharge increase) until fuel prices fall below the stated base price.
9	Permits and Licenses: Are there specific or historical permits that the State has requested from vendors, in past missions, that caught folks by surprise? (For instance, Deer Island deliveries)	None that we are aware of. A State of Emergency will be in place if this contract is enacted. All deliveries will be to Commodity Points of Distribution that 53' trailers are accessible.
10	Considering the current supply chain issues, are there any “what if” options concerning pricing across the span of this contract?	None foreseen
11	Attachment H, Item 33. State Property. Please give us examples of this clause and how you implemented it in the past to give us an explanation of what the state is asking for?	If a Mississippi Wireless Integrated Network (MSWIN) portable radio is issued to a contractor to contract and perform duties or another unique item to perform contract needs.
12	As per Section 2, Operational Requirements, Para B, it stipulates the need to conduct Dock management and facility requirements. I am trying to ascertain if the provider is required to provide the cross dock capable facility or if the provider would use assets available at the respective State Staging Areas (SSAs)?	A cross-dock operation is an option to the contract if needed. The vendor will need to have the capability if this option is needed. The SSA site does not have the capability for this option.

13	As per Section 2, Operational Requirements, Para A, the last sentence states "This is an option for this service." I take that to mean that if the provider selected to provide the Emergency Standby Transportation Services is potentially the same vendor providing the commodities, does this negate the need / requirement for the Emergency Standby Transportation provider to provide assets and manning for the cross-dock operation as noted above?	That is possible with the normal commodities during a large event are water, meals, ice, and tarps.
14	As per Section 2, Operational Requirements, Para C, it denotes the requirement is to move 10-75 shuttle loads per day from the different SSAs. Are you able to inform us with the anticipated shuttles per day broken out per each SSAs? This has a direct correlation to the required 50 leased trailers as it relates to planning factors regarding time and distance requirements during a response.	Currently, only one SSA is sourced/planned during the event. But this needs to be scalable to meet major disasters.
15	Will some of the product need to be stored in a building or will it all be stored in trailers? If some will be stored in a building, how big will the building need to be?	The cross-docking option was in the event of limited leased trailers and the use of line haul to delivery then put into a leased trailer for movement to a CPOD operation within the disaster area.
16	Are there specific quotes or estimates that need to be focused on to help with giving a realistic bid?	The main focus and weighted factors on the IFB are the cost per day per leased trailer, prime mover, and management cost.
17	Are there any more attachments or documents that can help with preparing for this contract that has not been provided yet?	An addendum will be posted with the scoring criteria.
18	Can you please describe the role of the broker a little more in-depth?	If the use of the broker is needed to support the disaster is based on the inability of enough leased trailers and prime movers to support the operation and the product will need to be moved from the vendor, then cross-docked into a leased trailer. Thus, avoiding the added cost of hold over fees to move the product to the final destination.

Receipt of Acknowledgement of Questions and Responses:

Company _____

By _____

Printed Name _____

Title _____