MATA

QUESTIONS AND ANSWERS

SUBJECT:	**ONE-YEAR DIESEL AND GASOLINE SUPPLY**
DATE:	**SEPTEMBER 9, 2026**
PROPOSAL NO.:	**092826AB**
PROPOSAL DUE:	**SEPTEMBER 28, 2026** **TIME:** **11:00 A.M. C.T.**

MATA'S RESPONSES FOLLOW IN BOLD

QUESTION 1

Please confirm there are no DBE requirements

There is no DBE requirement mentioned in this procurement. However, if vendor is a DBE, they are more than welcome to participate and submit their certifications along with their bid documents.

QUESTION 2

Please provide a Bill of Lading.

See attached.

QUESTION 3

What percentage of MATA's volume is typically locked up in a fixed price, allowing for optional spot price purchases off the fixed price agreement? For example, if there are 1.2M gallons available for diesel, does MATA lock up 1M and leave the remainder for off market pricing?

For this contract, MATA will lock in the full 1.2 million gallons under the fixed price agreement. MATA does not reserve a portion of the annual volume for spot market purchasing.

If MATA later determines that it has exhausted the full 1.2 million gallons, it may either (1) reach out to the awarded vendor(s) for additional spot market fuel, if applicable, or (2) initiate a new procurement sooner than the contract's expiration. Spot market purchasing is therefore only used after the fixed price volume has been fully consumed, not as a planned or optional portion of the annual volume.

QUESTION 4

"Please clarify that this bid is a qualifier for vendors to participate in the fixed priced offer as described in Section B Scope of Services 1.2 (2).

Yes. This solicitation serves as the qualifier for vendors to participate in the fixed-price offer described in Section B, Scope of Services 1.2(2). Vendors who submit all required documents in Section C will be placed on the approved vendor list and will begin submitting daily pricing for both gasoline and diesel as outlined in the solicitation.

MATA will evaluate the daily pricing submitted and will lock in the fixed contract cost with the lowest responsive and responsible vendor(s), in the best interest of MATA. Once awarded, the fixed price amounts will be established for the contract term.

See comments above for Question 3 about reserving some of the diesel and gasoline quantities for spot market purchase during the year.

QUESTION 5

If a vendor is chosen, is the spot market pricing differentiated from the ongoing fixed price offer that is being reviewed? In other words, daily spot pricing will differ from fixed price offers."

Yes, daily spot market pricing is different from the fixed-price amounts under review; however, MATA is not seeking spot market pricing for this contract. Both the gasoline and diesel volumes identified in the solicitation are intended to be awarded as fixed-price amounts only.

Spot market purchasing is not part of the pricing structure vendors may submit. It would only occur if MATA fully exhausts the fixed-price quantities during the contract term and must temporarily procure additional fuel. In that scenario, MATA would contact the awarded vendor(s) for spot-market pricing as needed.

Spot pricing therefore functions strictly as a contingency, not an alternative or parallel pricing method for this procurement.

See comments above for Question 3 about reserving some of the diesel and gasoline quantities for spot market purchase during the year.

QUESTION 6

When should these quotes begin for consideration?

Quotes should begin as soon as possible. MATA will start receiving daily pricing within the second business day after bid documents are received, and

those submissions will be considered immediately upon receipt. Daily pricing is not required prior to bid submission, but once vendors begin sending it, MATA will review and track it for contract evaluation and implementation purposes.

QUESTION 7

May a vendor select to only offer spot pricing for the gasoline and not participate in the fixed for the gasoline?

No. Vendors may not choose to participate only in spot pricing.

MATA references spot market purchasing in the Scope of Work only because it may become necessary if the fixed-price quantities in the awarded contract are fully utilized. Spot pricing is not an alternative option that vendors may elect in lieu of submitting fixed-price amounts.

If MATA reaches a point where additional fuel must be purchased on the spot market, MATA may either (1) reach out to the awarded vendor(s) for additional spot-market fuel, if applicable, or (2) initiate a new procurement sooner than the contract's expiration.

Spot market participation is therefore contingent on award and contract performance, not a selectable pricing method during bidding.

QUESTION 8

Does MATA purchase fixed price contracts in batches of gallons equivalent to a hedge at 42,000 gallons per month?

MATA will order more than 42,000 gallons of diesel per month and less than 42,000 gallons of gasoline per month

QUESTION 9

In the event that MATA is contracted to purchase a fixed amount of gallons on a fixed price contract and spot pricing rights (10% or greater savings) are used, is MATA no longer responsible for the fixed priced gallons committed to?

See previous answers regarding contracted gallons and spot market.

QUESTION 10

Can I get the bid tabulations from the last bid?

There are no bid tabulations from the previous bids as daily cost were sent in until MATA locked in a price. However, you can see the prices sent in attached hereto.

QUESTION 11

Can I get a copy of 2 recent invoices (with their corresponding BOL's) from your current supplier for each product?

See the attached.

QUESTION 12

Who is the incumbent supplier?

The incumbent for gasoline and diesel is Gresham Petroleum, however MATA's gasoline is currently on spot market and the vendor varies by cost.

QUESTION 13

Does your 6,000 above ground gasoline tank require a pump truck for deliveries or do you have a pump on site?

The 6,000 above ground gasoline tank requires a pump truck for delivery.

QUESTION 14

Just to clarify, Daily quotes will begin after our bid submission upon approval and notification from MATA?

Correct.

QUESTION 15

Do you ever order split gasoline and diesel deliveries? If yes, how does that work if you award to two different vendors?

Yes. MATA does order split gasoline and diesel deliveries when needed. If the contract is awarded to two different vendors, each vendor delivers only the product they were awarded. The gasoline vendor provides the gasoline portion of the order, and the diesel vendor provides the diesel portion. Deliveries are scheduled separately, and each vendor invoices only for their respective fuel type.

QUESTION 16

Is the gas with ethanol or without?

With ethanol

QUESTION 17

Is there any DBE requirements?

See answer to question1.

QUESTION 18

Is there any local preference?

No. MATA does not apply any local preference since Federal regulations do not permit geographic preference. The contract will be awarded to the lowest responsive and responsible vendor that is able to perform the required work. All vendors compete on equal terms, and award decisions must follow federal, state, and MATA procurement regulations.

QUESTION 19

What are the hours your office is open to accept delivery of bids by FedEx or UPS?

Please reference the procurement Section A, 1.4.

QUESTION 20

Have any addenda been released for this bid?

No.

QUESTION 21

May we be provided with a list of bidders invited to bid?

See the attached.

QUESTION 22

Are we able to see the most recent bid tabulations?

See the answer to question 10.

QUESTION 23

When locking in the gallons for diesel and gasoline, are you locking all the gallons at one time or going month to month?

We are locking the price for all the gallons at one time.

QUESTION 24

Are you able to provide last year's lock date, how many gallons were locked, and what the price was?

The lock-in date for the previous contract was October 15, 2025. The price of

gasoline was $1.8410 per gallon at 150,000 gallons and the price of diesel was $2.2455 per gallon at 1,000,000 gallons.

<u>**QUESTION 25**</u>

Does the fixed price need to be inclusive of all freight charges etc?

Yes, all price shall be a fully fixed rate.

<u>**QUESTION 26**</u>

Do taxes need to be included in the quote, or can those be separate line items on the invoice?

All applicable taxes should be included in your pricing. Please note, MATA is tax exempt.

<u>**QUESTION 27**</u>

When will the approved vendors start sending out daily quotes?

See the answer to question 6.

<u>**QUESTION 28**</u>

Are there ever any split deliveries with the gasoline and diesel tanks?

See the answer to question 15.

<u>**QUESTION 29**</u>

Could you please advise what the normal delivery size is for both products?

On average MATA orders 15,000 gallons of diesel per order and 2,000 – 3,500 gallons of gasoline per order.

<u>**QUESTION 30**</u>

Is any winter additive needed for the diesel during the winter months, and if so, does that need to be included in the all-in price?

There is no need for a winter additive to be added to diesel fuel.

<u>**QUESTION 31**</u>

Are we able to see the most recent BOL's/invoices for both products?

See the answer to question 11.

QUESTION 32

Is there one price per product for the whole duration of the contract, or a different price for evert month per product?

There is one price locked in prior to the start of the contract for each product.

QUESTION 33

In the event that MATA chooses to terminate a fixed price contract either through cause or convenience, does MATA hold the responsibility for the vendor's costs to exit financial instruments (hedges) required to hold the fixed price agreement that was agreed to, considering those are costs incurred to the vendor to supply to MATA in the future?

MATA would be responsible for reimbursing the Contractor for the documented, verifiable third-party fees and market losses incurred to exit financial instruments reasonably required to hold the fixed price if the contract is terminated for convenience; however, the Contractor would be responsible for its costs, fees, and losses so incurred if the contract were terminated for cause/breach/default, in which case MATA bears no responsibility.