

Request for Information

- 1) Regarding question 10 on the application, you state that your service area would be: To transport people in wheelchair and stretcher vans in the city of Philadelphia to points in Philadelphia County and return. Note that currently, you have no vehicle at all, and the one you mentioned being in the process of buying will not have the capability as you described it for either wheelchair or stretchers. You cannot offer services you are unable to provide. Your territory must be revised, you can only mention wheelchair or stretcher capability if you currently have them. Additional services that may be provided in the future would have to be on a revised tariff at a later date. NOTHING can be offered as a service now that you are not prepared to provide now.
 - i) Regarding question 10 on the application, upon further clarification, we wish to restate the service area: *To transport people from points in the city of Philadelphia to points in Philadelphia County and return.*
 - ii) This service does not include airports.
- 2) Certification does not occur without insurance. Insurance cannot be secured without a vehicle. Failure to provide insurance is the exact reason for three prior dismissals of your cases with Mhakaidar LLC in the past.
 - i) We are currently under new management (end of 2023) and under this new administration, we've thoroughly researched the steps for PUC certification and insurance procurement. We've taken note of past dismissals and have a system in place to ensure timely acquisition of both the vehicle and insurance.
 - ii) We have contacted many insurance agencies and companies directly to obtain information on timing, pricing, and potential obstacles. We have selected an agency of interest who will provide us with a quote for our vehicle. Our current financial and administrative plans for the company contain all of the projected expenses (slightly inflated) related to the PUC certification based on our past experiences and research with a time factor added to it. This ensures that we do not repeat our prior mistakes.
- 3) What company or companies did Mr. Pierre work for to gain experience? What experience does any other of the members have to run this type of business?
 - i) Kenan Pierre worked with Mercy Fleet in Philadelphia. With over 5 years of experience in the field, he is well-equipped with the ins and outs of the industry that are not available in our research. He also facilitates many of the steps we need to take due to his knowledge related to state regulations, driver training, vehicle usage and maintenance, technological usage, and customer interaction. His insight and knowledge of the field are valuable to the team.
 - ii) Roodleine Milord-Pierre has worked in the health field for many years and holds a degree in Respiratory Therapy. She currently works with elderly people in the healthcare field and is skilled in specific skills such as CPR, Cardiac Resuscitation, and Basic Life Support. She will provide invaluable support, knowledge, and skills in customer training sessions and other customer interaction information needed by drivers, those receiving calls, and so on.

- iii) Philippe Lafleur has worked in the computer science field for multiple years and will be quite helpful with obtaining the digital aspects of our company. This includes the software used and technological accessories for our cars. His research in software used in the NEMT industry has been quite insightful to us in our planning for how we wish to coordinate our driver-customer and business-customer operations.
 - iv) Merley Lafleur is a Bioengineer. Her studies and experience in administration, bioengineering, and medicine have accrued the skill set to manage day-to-day functions and project management for the company. Within the short time she has been with us, she has built a structure for the company and a set plan for our launch which we are on track.
 - v) Jean Lafleur is a prospective member who is a civil engineer. During his work in engineering, he has obtained valuable insight and resources in terms of governmental and individual contracts, project management, and Philadelphia route systems. He has been instrumental in many of the legal aspects of our company providing sound guidance in our regulations.
- 4) Your statement of financial position does not include enough assets to purchase the vehicle you describe as well as paying insurance premiums, with nothing in reserve in case of an accident or the need of a repair. Do you have other finances available? Is the vehicle being purchased with other funds? Please explain in detail.
- i) In addition to the \$11,000 we have obtained; we have \$550 additional funds added since our last application. Upon further clarification on our application, we have made corrections concerning our vehicle (Clarified in 4.2). The vehicle will no longer be purchased and therefore, this funding of \$11,550 will cover our insurance.
 - ii) We have one available vehicle already purchased. Therefore, our fund will be sufficient for insurance. Please see below for the details of the vehicle.
 - (a) Year: 2015
 - (b) Make: Toyota
 - (c) Model: Truck Rav4
 - (d) Seating Capacity: 5
 - (e) Vehicle ID: JTMRFREV4FD134042
 - (f) Mileage: 10,000
 - iii) We have two investors who are interested in our business. They have both expressed a willingness to invest in the company and are willing to provide funding in the case of emergencies and have done so before. In the case of extreme emergencies where our expenses exceed either our expectations or calculations, they are a financial buffer for the business.