

<p>1- This is in reference to the weekly T4NG "pipeline" report. It's been static for a long time with 1 opp and 12 cancelled opps, and is out of sync with actual RFI/RTEP opportunities that come out regularly. Would TAC consider improving the report so it's more useful for the vendor community, especially to smalls looking to partner with primes? Thanks. <b>Due to a change in VA's internal systems managed outside of the TAC, the T4NG pipeline report can no longer be generated. The old reports were left for procurement history but are slated for removal. All T4NG actions over \$25k are reported to Forecast of Contracting Opportunities (FCO). Vendors are encouraged to review FCO for updates.</b></p>	
<p>2- For contractors that are already on the existing TAC contracts, is there any motivating factors for them to team, JV, or subcontract to new, small businesses, whether or not they are Veteran Owned? <b>Vendors should make their own business decisions when deciding to partner or subcontract with other vendors. In general, partnerships would allow companies to expand beyond one specific contract vehicle to reach various vehicles and increased market presence within VA.</b></p>	
<p>3- Any updates on the timeline for VECTOR IDIQ on-ramp awards? <b>The VECTOR IDIQ is a SAC contract and we have no information on that at this time. Please contact the correct SAC POC's.</b></p>	
<p>4- When working with OIT on a procurement, how would the CO weigh Corporate experience of the offerors in delivering on similar requirements as a factor in the acquisition and how does that affect the selection of the contract vehicle (T4NG vs open vs IT70, for example)? <b>Many factors are considered when determining the acquisition strategy for a specific requirement. Most RFI's include a list of questions for vendor response. Those questions are typically the areas the customer has determined the most important for determining if a vendor is capable for meeting the requirement. After all responses are reviewed by the customer, the Contracting Officer then will seek a contract vehicle that contains the most vendors deemed capable by the technical team. Corporate experience may or may not then be a Technical Factor/Discriminator to be considered during the evaluation and best value award determination.</b></p>	
<p>5- After the new on-ramp, will large businesses have a place on T4NG or will everything go set aside due to the rule of 2? <b>The Veterans First Contracting Act, and the rule of 2, has always been considered when determining an acquisition strategy. However, even with those considerations, over the last 4 years, T4NG consistently saw an approximate 50% split in obligated dollars to its SDVOSB vendors and large businesses. With the expansion of our SDVOSB vendor pool, there will be opportunities for set-asides but we do not anticipate that all actions would be set aside.</b></p>	

<p>6- How are Contracting Officers organized? Who should we contact for Infrastructure, App Dev, AMS services? Contracting Divisions are aligned with a focus on specific work, customers and contract vehicles. If a vendor would like more information on a specific aspect of OIT, it is best to reach out to the OIT Vendor Management office.</p>	
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