**Community Transportation Association of Idaho**
**Request for Proposal # RFP 2020-10-29**

## Addendum #1 – Issued: November 25, 2020

**General Responses**

The questions received fell into four categories: Submittal Requirements; Public Transportation Agency Profiles; System Characteristics; and Price Format and Approach. The General Response section of the addendum is intended to provide clarification on the over-arching intent of the RFP. Responses some specific questions may refer back to the general responses.

1.  Submittal Requirements

    **Submittal Extension**

    The date of the submittal is extended to December 22, 2020.  The Notice of Pre-Qualified Vendors will be extended to January 11, 2020.

    CTAI's objective in the RFP is to develop a list of Pre-Qualified Vendors for ITS solutions that are determined to meet the needs of individual agencies and are determined to have the most advantageous terms. Respondents are encouraged to see the proposal as a tool for Agencies to compare and contrast different types of ITS systems, and the various approaches respondents may take in how they design, implement, support, and price ITS systems. Respondents are encouraged to see the written response as an opportunity to demonstrate how an individual vendor's approach to ITS systems meets or exceeds Statement of Objective.

    **Page Limits and Font Size**

    CTAI is raising the page limit to 25 pages. The font size of no smaller than 12-point for the submittal will remain. Keep in mind the proposal is primarily used to evaluate whether vendors are qualified to be placed on the pre-qualified vendor list. More details about the solutions may be requested in subsequent negotiations with individual Agencies.

    The following provides more clarification on what is and is not included in the page count:

    *Section C, Written Responses*

    > *Subsections 1 through 5*: Firms Qualifications, Key Personnel and Project Team, Project Approach and Work Plan, and Implementation Plan and Schedule are included in the page count.

    > *Subsections 6 through 8*:  Price Proposal; Payment Schedule, and Respondent guarantee are not part of the page limit. Resumes can be included in the submittal as an attachment, and are not included in the page limit. Other materials, including product descriptions or specifications may be submitted as exhibits, or attachments, and will not be counted toward the page count. Exhibits and attachments are not held to the font size.

    *Sections A, B, D, E, and F* are not included in the page count.

2. Public Transportation Agency Profiles

Several public transportation Agencies participated in the development of the Statement of Objectives and offered system characteristics they determined having an interest in considering for their ITS solutions.  The RFP included a general range for small, medium, and large system by fixed-route services and vehicles, and medium and large systems for demand response. The ranges were provided to offer a scale of the levels of services and ridership provided by the Agencies interested in seeking ITS solutions.

Several of the questions submitted requested more information on specific agencies, fleet, and other ITS systems currently being used by those systems. Addendum #1 includes the attached Public Transportation Agency Profiles intended to provide more detail to respondents of the Agencies interested in selecting off the list.

The intent of this RFP is to create a Pre-Qualified Vendor List available to any Idaho public transportation Agency over the two-year horizon of this RFP. Respondents should not view the Agency Profiles as all-inclusive of providers taking advantage of the Pre-Qualified Vendor List.

3. Intelligent Transportation System Characteristics

Many of the questions submitted asked about the specific characteristics outlined in the Statement of Objective.  The list of system characteristics should not be considered a list of rigid system specifications. Respondents are encouraged to include in their proposal innovations and advancements in ITS that may not be listed in the characteristics found in the RFP. Idaho public transportation Agencies are interested in solutions that are agile and can be adapted to future technology advancements. Respondents are encouraged to focus their approach on how their solutions can meet the general objectives, with specific attention to the areas defined in the Written Response Section for Project Approach and Work Plan. Detailed ITS design and implementation will be considered in negotiations with individual Agencies.

4. Price Format and Approach
There were several questions about the pricing sheet and some vendors requested to be able to use their own format for pricing sheets. The pricing sheet should be considered a guideline to help Agencies understand how vendors approach pricing. CTAI understands there are many variables that lead to determining a final price. These variables are going to be influenced by the ITS design, scale, and maintenance and license approach.

Agencies are interested in understanding how respondents approach pricing. To that end, respondents are allowed the flexibility to provide pricing in their own format. The information should be adequate to allow Agencies to understand factors influence pricing, and how vendors approach capital/equipment costs, installation, and on-going support. Please be specific about what factors are being considered in the proposal for pricing.

**Responses to Submitted Questions**

1. **Can CTAI share more information about the specific agency fleets who might buy from this list of preferred vendors? Specifically, fleet sizes and services (FR vs. DR) ran on the respective fleets?**
See Agency Profiles.

2. **For the services with fixed routes, have agencies recently completed any physical bus stop survey and GPS based stop inventory?**
   No.

3. **How important is NTD certification of the APC system?**
   This is important to ensure the data from the APC can be used for NTD passenger trips and passenger miles reporting requirements.

4. **Have any of the fixed route agencies attempted to gain NTD certification of an APC system in the past? If so, was it successful?**
   Valley Regional Transit successfully completed and received the NTD certification.

5. **Do agencies expect a high degree of involvement and assistance from APC vendor to achieve NTD certification?**
   In the case of VRT's NTD certification the vendor completed 99 percent of the work.

6. **Will CTAI accept and consider submissions which only address fixed route requirements?**
   The intended objective of the RFP is to create a list of pre-qualified vendors for a variety of ITS solutions. Respondents can submit a proposal for fixed-route only, or both fixed-route and demand response solutions.

7. **Are there any vehicles across the agency purchasers which might provide both fixed route and demand response services?**
   See Agency Profiles.

8. **Can CTAI share information on any of the street side signage that is currently deployed?**
   See Agency Profiles.

9. **Is headsign integration required for the fixed route fleet?**
   Agencies will select vendors from the pre-qualified list that meet their needs and considered the most advantageous. Respondents should include in the proposal whether they can satisfy head-sign integration for fixed-route as one of many factors Agencies will consider in their selection of a vendor from the list.

10. **Can CTAI share information about any current fleet equipment. IE, vehicle routers, destination signs, or internal "next-stop" LED signage?**
    See Agency Profiles.

11. **Can CTAI consider a short bid extension to accommodate for the receipt of new information?**
    See General Response #1 above.

12. **Can CTAI consider a pricing model which allows providers to buy in to a "regional" license rather than "per agency" or "per user"?**

See General Response, #4 above. In addition, CTAI would be interested in seeing a pricing model with the "regional" license approach.

13. **Can CTAI share more information about the "flashing beacon" example in the app/website spec? An example would be helpful.**

    The flashing beacon would be used at a bus stop so a passenger can trigger a beacon notifying the bus operator there is someone waiting at a stop that may be poorly lit. Again, these are system features Agencies are interested in, but not required specifications.

14. **In the AVAS spec, there is a mention of "manually triggered" outside announcements. Would CTAI accept an automatic solution which announces the destination?**

    The purpose of this system characteristic is to allow bus operators to trigger an announcement outside of the bus stops and destinations set up for the automatic trigger. This feature would be in addition to the automatic solution.

15. **Would CTAI accept a covert alarm solution that is based upon a discrete switch rather than on the MDT itself?**

    Some Idaho providers already have the covert alarm solution. Similar to other features, this is intended to inform the types of features providers may be interested in. The respondents are encouraged to include in their proposal the most up-to-date ITS technology solutions they offer.

16. **Do any of the fixed route vehicles have farebox solutions which require single sign-on?**

    This is a common feature among Agencies, but the single sign-on is not with the farebox.

17. **Can the response limit of 15 pages be increased to "no-limit?"**

    See response on page limit and font in General Response, #1 above.

18. **How many and which agencies plan on participating in this RFP?**

    The intent of the RFP is to create a list of pre-qualified vendors so public transportation Agencies can select vendors for a variety of ITS solutions that best meet their need with the most advantageous terms and price. There are currently six public transportation Agencies interested in securing ITS solutions from the pre-qualified list. Others may choose to select vendors from the list throughout the two-year term the list is valid.

19. **Could you please provide more information on the "other data gathering systems and other business management data/systems…"?**

    The examples of these types of systems are provided in parentheses on page three at the bottom of the page.

20. **Would you please elaborate on any existing system with which single sign on or some form of integration will be required? i.e., destination signs, APC, fare collection etc.**

    There is currently one system, VRT, with electronic fareboxes. Respondents are encouraged to provide information on how their system may address single sign-on and integration. The details of

this would be addressed by individual Agencies during negotiation regarding the ITS solutions that best meet their needs.

21. **Can you confirm if all buses that require AVA have working amplifiers and speakers?**
See Agency Profiles. This will need to be addressed at the time of negotiations with individual Agencies.

22. **Would CTAI please provide more detail on the expectations behind the bullet "Integrate with a variety of other hardware and software systems being used by various providers in the state"?**
The Agency Profiles indicate the current hardware and software systems of some of the providers. Respondents are encouraged to explain how you approach integration with existing hardware and software systems. More specific consideration will be given to this element during negotiations with Agencies on specific solutions being procured.

23. **Is it acceptable for vendors to be in contact with Idaho public transit agencies included in this RFP while the RFP is active?**
Vendors should not be in contact with individual agencies regarding this RFP. The contact information to submit questions is located in the RFP document.

    a. **If not, can a list of the Idaho public transit agencies be supplied that are included in this RFP to avoid lobbying?**
    See Agency Profiles. This is not an exhaustive list of providers who may determine they want to select off the list over the course of the two-year term the pre-qualified list is active.

24. **Is it CTAI desire to have the in-vehicle hardware (CAD/AVL, mounts, protective cases, etc) for demand-response transit agencies be purchased by the vendor on behalf of the transit agency? Or is it desired that the transit agency shall purchase the in-vehicle hardware from their cellular provider of choice?**
Each Agency may have different preferences. The respondents are encouraged to include their preferred approach to in-vehicle hardware in their proposal. Agencies will consider this approach when they are selecting vendors from the pre-qualified list for further negotiations.

    b. **If it is desired for the vendor to purchase the required hardware, is it also desired that vendor includes pricing and procure the cellular data fees/plan, rather than the transit agency contracting with their local cellular provider?**
    The respondents are encouraged to include the preferred approach to hardware and the justification for that approach. Agencies will negotiate this element with vendors they think meet their overall needs.

25. **Is CTAI specifically asking for a complete hardwired engine diagnostic software to fulfill the specification "Vehicle health monitoring status and electric bus battery level indicator"?**
See General Response #3 above. The RFP system features should not be viewed as software "specifications". The list of system features was provided to illustrate the types of ITS solutions Idaho Agencies may be interested in procuring during the term of the pre-qualified vendor list.

26. **Does CTAI desire to have vendors submit their service level agreement for review and documentation?**

    The service level agreements do not need to be submitted for review and documentation with the proposal. The Agencies will address this when they are negotiating with individual vendors.

27. **Is there specific Idaho public transit reporting required by the state? If so, can those reports be supplied in advance in order for vendors to demonstrate their reporting capabilities.**

    Idaho Transportation Department requires Agencies to provide the same data as the National Transit Database (NTD). Each Agency may have different reporting requirements from their governing boards or funding partners. Respondents are encouraged to provide information in the proposal on how they approach reporting. Agencies are primarily interested in reports that are adaptable and easy to generate.

28. **Will CTAI accept a vendors quote that may be more descriptive and itemized for the desired modular approach in addition to the price proposal form supplied?**

    See General Response #4 above. The intention of CTAI in providing the pricing schedule is to illustrate the cost areas Agencies are interested in understanding. Respondents proposals can provide different pricing approaches to help Agencies to select vendors from the pre-qualified vendor list that aligns best with needs and the individual Agency's financial capacity.

29. **Will CTAI please address the funding source for this project (not the amount)? Is funding for capital only or for capital and recurring? Thank you for your time and attention to these questions. Should you require further information or background please do not hesitate to contact me directly.**

    Agencies will be funding the ITS solutions with federal and local funding. Start-up costs and first year fees are typically provided the first year. On-going maintenance and licenses will be addressed in negotiations with different Agencies. Most Idaho public transportation agencies use federal funding for capital, equipment and operations. Respondents need to pay close attention to the federal requirements attached to any federally funded project.

30. **In order to ensure quality and detailed responses to each Part 2 Statement of Objective Item, could the page limit requirement be expanded to more than 15?**

    See General Response #1 above.

31. **What does *not* count towards the page limit requirement? (Example: required forms such as Certifications & Affidavit forms)**

    See General Response #1 above.

32. **What is the process for awarding this RFP with the variety of agencies partnering? Will all individual agencies that are part of CTAI reach out to their preferred vendors from this pre-qualified list for interviews?**

    The proposals submitted by ITS vendors will be evaluated to determine qualifications and alignment with statement of objectives. Respondents will be placed on a pre-qualified vendor list.

An individual Agency will select one or more vendors to negotiate ITS solutions that meet the need and demonstrate the most advantageous terms for the individual Agency.

33. **Is demand-response "microtransit"/"on-demand" or "paratransit" defined?**
Consider the definitions below:
*Demand-response* is a form of transport where vehicles alter their routes based on particular transport demand rather than using a fixed route or timetable. Demand response can be a micro-transit, on-demand, or paratransit service.
*Microtransit* is a low-capacity service, carrying small numbers of people at a time. This is, by definition, a way to serve very few people compared to fixed routes. This system can be provided through scheduled or on-demand platforms.
*On-demand transit* is a type of public transportation where fixed-route service is replaced with a zone of "on-demand" services. Passengers can use these services to connect to fixed-route network.
*Paratransit* is specialized transportation services for people with disabilities, often provided as a supplement to fixed-route bus by public transit agencies. Paratransit services may vary considerably on the degree of flexibility they provide their customers.

34. **Can vendors/respondents provide our own cost breakdown/price proposal sheet in addition to the Part 9. Price Proposal? This would help provide more context and information on pricing for CTAI.**
See General Response #4 above.

35. **Has 2 years term, but the price proposal states a period of 5 years, can you clarify?**
The reference to the two-year term is for the horizon of the Pre-Qualified Vendor List. Agencies are interested in establishing contracts with pricing identified for a five-year period. This is an element to be negotiated with individual Agencies.

36. **Do you prefer two separate quotes one for FR and one for the OnDemand?**
See General Response, #4 above. In addition, respondents should provide a proposal that includes all the ITS they would like to be considered for. If project pricing is different for one type of system from other types of systems, the pricing approach should be noted separately.

37. **For quoting purposes, can you confirm there are 6-55 Fixed Route vehicles and 15-48 On-Demand Vehicles?**
See General Response #2 above and attached Agency Profiles.

38. **Are all agencies currently using RouteMatch software for FR?**
See Agency Profiles.

39. **What is the current on demand software being used if applicable?**
See Agency Profiles.

40. **Is the on demand service agency operated or through a third party operator?**
See Agency Profiles.

41. **Digital Voice Annunciation System - Can you provide the make/model of current interior signs?**
    See Agency Profiles.

42. **Are there speakers currently mounted on the vehicles?**
    See Agency Profiles.

43. **APCs - can you provide a number of vehicles with single and double doors?**
    See Agency Profiles.

44. **Quote proposal - can we add an additional itemized price quote along with suggested format?**
    See General Response #4 above.

45. **On pg. 7 of the RFP, where it describes Project Approach and Work Plan, does CTAI wish for vendors to provide our ability to comply or not each line-item requirement mentioned in the statement of objective?**
    The bullet list of general objectives and respondent's responsibilities are to communicate the minimum expectations Idaho public transportation Agencies would like to see in any ITS implementation. Respondents proposals should adequately communicate how the approach to the project meets or exceeds those minimal objectives. The bullet list on page 7 is a way to organize and address the objectives listed in the Statement of Objective. A clear approach and how that approach meets the objectives supports Agencies evaluation of the most advantageous vendor from the pre-qualified list of vendors.

46. **For pricing, can vendors provide their own pricing sheet to show detail on costs for each solution proposed, along with costs if you do all the solutions?**
    See General Response #4 above.

47. **For each of the solutions proposed, do you suggest a cost per vehicle approach and a range of vehicle quantities? Many solutions are based on the number of vehicles with each solution.**
    See General Response #4 above.

48. **Do the allowable 'additional sheets' mentioned in "C. Written Responses" count towards the page total?**
    See General Response #1 above. Please ignore reference to "additional sheets" since it is confusing.

49. **Can CTAI remove the page and font size limitations?**
    See General Response #1 above.

50. **Could we please remove the page limit in order to best respond to the RFP?**
    See General Response #1 above.

51. **There are 5 site sizes (3 fixed route and 2 demand response) but only 3 pricing forms. Can we add 2 more to allow for all 5 variations?**
    See General Response #4 above.

The "5 site sizes" were provided to show the range of transit sizes. This was not intended to be a fixed number for any one Agency. See Agency Profile for information on the individual Agencies that submitted more detail. Over the term of the pre-qualification list, other Agencies may desire to select vendors from the list.

52. **Can we add additional lines to the pricing form to show the various options available to allow for a more apples to apples comparison between vendors?**
See General Response #4 above. Proposals can expand beyond the pricing form in the RFP to best show how pricing is approached for the solutions being proposed.

53. **Is the Community Transportation Association of Idaho interested in demand response traveler information technology such as a notification system (IVR, SMS & Email) and/or a passenger portal to be able to book trips, check ETAs, see vehicles moving around on the map, and add money to their account?**
See General Response #3 above. Respondents are encouraged to expand on the characteristics listed in the Statement of Objective as the types of ITS solutions Idaho Agencies are interested in. Agencies want to consider ITS solutions that are innovative, agile and informed by the most current advancements.

54. **Can the Association please provide an estimated total and annual budget for a project of this sort?**
The intention of this RFP is to select respondents to be on a Pre-Qualified Vendor List. The budget will be different for each individual Agency selecting vendors from the list. The final project design and budget will be negotiated with individual Agencies.

55. **Can the Association please confirm that the pre-bid on November 12th was not mandatory for potential proposers?**
The pre-proposal conference held on November 12 was not mandatory.

56. **Do any of the Agencies have existing hardware for APCs, DVAS, and MDTs? If so, would the Association be open to having proposers leverage the existing hardware rather than having providers procure new hardware? Leveraging existing hardware could reduce upfront costs and streamline implementation for the Association and Agencies**.
See Agency Profiles

57. **On page 3 of the RFP, the Association states that proposer's ITS must have the "ability to integrate with other data gathering systems and other business management data/systems (financial, maintenance, automated passenger counters, real-time traveler information)." Can the Association please provide the providers, makes, models, and other relevant information of each of these systems?**
See Agency Profiles.

58. **Can the Association please state the Agencies' current DVAS providers?**
See Agency Profiles.

59. **Can the Association please state the Agencies' current APC providers?**
See Agency Profiles

60. **We understand the Association seeks a mobile application for its ITS services. Would the Association be open to proposers providing a single mobile application that passengers can use to plan, book, and track their fixed route and demand response journeys?**
See General Response #3 above. Respondents are encouraged to propose on the latest innovations they would like to have considered as part of their proposal. Individual Agencies will use this information to select vendors from the Pre-Qualified Vendor List that best meets the needs.

61. **On page 3 of the RFP, the Association states that "Solutions need to demonstrate innovative ways to meet the broader transit ITS goals." Would the Association be interested in solutions that also allow ticketing and payment through the mobile application?**
See Question 60.

62. **On page 6 of the RFP, the Association states that "Agencies will have the option to purchase each module individually. No guarantee is made that any, or all, Agencies will opt in to all modules requested herein." Are there certain Agencies that intend to leverage all modules outlined in this RFP? Or do all Agencies intend to purchase only certain modules?**
Agencies intend to purchase certain modules. Some Agencies may want the option to purchase all modules. That would be determined through negotiations with a selected vendor.

63. **Understanding the Association is interested in innovative solutions and improving efficiencies, is the Association open to a partner that will advise on mode share and where it's best to place different modes?**
Respondents are encouraged to include any additional services or partnership approaches that support the ITS needs of Idaho providers.

64. **Would the Association be open to implementing microtransit in certain geographic zones?**
Some Agencies may be interested in exploring this type of solution.

65. **Is the Association interested in proposals that recommend a partnership model through which the Association and Contractor engage in close, ongoing collaboration to continuously refine service models and explore innovative approaches in order to achieve efficiency and quality of service improvements?**
See General Response #3 above. CTAI understands technology changes quickly and is interested in innovative approaches and partnership models to improve efficiency and service quality improvements.

66. **Understanding the Association is interested in innovative solutions and improving efficiencies, would the Association be interested in proposals that propose a passenger counting alternative to APC hardware that provides each Agency with the necessary and reliable passenger load and egress data?**
See General Response #3 above.

67. **Can the Association state its current ITS provider(s)?**
See Agency Profiles.

68. **Can the Association state any pain points with its current ITS software(s)?**
The Statement of Objectives was drafted to address the interests of Idaho Agencies when considering the development and deployment of ITS.

69. **What are the specifications for each agency's current onboard equipment? Specifically, can you please provide a fleet list, for each agency, with each vehicle type (make and model) and what current onboard equipment (headsigns, interior signs, wayside signs, fareboxes, DVR's, etc.,) is on these vehicles, that the proposer will be required to integrate with?**
See Agency Profiles.

70. **Are there any transit centers used by an agency? If yes, is there an expectation for the proposer to include any of the following:**
    a. **Electronic Departure Information Signage (either replacement or integration) i. If integration, please provide the make/model of the sign**
    b. **Do any of the agencies provide inter-agency transfers that occur at these stations?**
    See Agency Profiles.

71. **For each agency, is there a desire to include the non-revenue vehicles (supervisor, maintenance), as part of this proposal? If there is, please indicate the requirements for these vehicles and what their make and models are**.
See Agency Profiles.

72. **What radio equipment (make and model) does each agency have? In addition, can you please identify the local radio shops responsible for maintaining each properties' equipment?**
See Agency Profiles.

73. **For the fixed-route radio system, at each agency, are these currently operating as a closed or an open mic operation? If open mic, is it the desire to integrate the radio system with the CAD/AVL system for closed mic operation?**
See Agency Profiles.

74. **Do any of the agencies currently have APC systems on their fixed route fleets? If so, what are the makes and models, for the APC's, at each agency?**
See Agency Profiles.

75. **For the automated passenger counters (APC's), that each agency has, is there a desire to replace these?**
See Agency Profiles.

76. **Are any of the properties using a vendor, such as NextBus or Swiftly, for real-time passenger information?**
See Agency Profiles.

77. **Can each agency please list who they are using for their scheduling software both for fixed route and paratransit? Please provide version numbers for each existing software platform.**
See Agency Profiles.

78. **On page 4 of the RFP, the respondent's responsibilities during the initialization of ITS shall include, but are not limited to, and the following bullet is listed: "Initialization of the ITS using existing vehicle information, route schedules, bus stop locations, ridership data, etc. Initialization using existing data shall be done in a way that does not compromise the integrity of the data". Can clarification please be provided as to what each agency is looking to achieve with having this as an ITS requirement?**
Respondents should provide information in their approach how they initialize ITS with existing services, equipment and maintenance of existing data.

79. **Is there a performance bond required for this solicitation?**
There is no performance bond required to be placed on the Pre-Qualified List of Vendors. Specific expectations on performance and bonds would be negotiated with individual Agencies.

80. **Under the Administrative reporting tools section in the RFP, "rider demographics' is one of the ridership reports that the proposer is to have. Do any properties currently have a fare system that can collect rider demographics?**
See Agency Profiles.

81. **Do any of the properties currently have a Vehicle Health Monitoring system in place? If yes, can each agency please specify what they are using for their VHM?**
See Agency Profiles.

82. **Do any of the properties currently have a Fuel/EV charge management system? If yes, can each agency please specify what firm they are using for this system?**
See Agency Profiles.

83. **On page 5 of the RFP, the following bullet is listed: "The ability for drivers to log in to any route, in any vehicle, at any time"**
    a. **Can clarification please be provided as to what the desired outcome is regarding "at any time"? Is this intended to include driver relief login, or a login on for special events?**
    See General Response #3 above. Different Agencies may have different needs.

84. **On page 5 of the RFP the following bullet is listed: "Live bus tracking that updates no more than every three seconds while the vehicle is in operation"**
    a. **Is the above statement referring to the automatic vehicle location report rate per bus, or the update rate on the CAD or passenger information map display?**
    The statement is referring to the update rate on the map display for passenger information.

85. **On page 5 of the RFP, under the APC requirements, the following bullet is stated: "Error/failure log and the ability to adapt and manage outlying data due to routing changes, vehicle trade-outs, detours, etc." a) Can you please clarify the intent of this requirement?**
The APC system needs to have a procedure in place to control abnormal data that is received to match data within the system, as well as quality control in place to strike out erroneous data. The system should also have the ability to query erroneous data within the system.

86. **Do any of the properties have an Enterprise Asset Management system in place? If yes, who does each agency have.**
No Agencies currently have an EAM system in place.

87. **Are the fixed-route and paratransit fleets managed and dispatched separately?**
See Agency Profiles.

88. **Are there deviated fixed-route, or "flex-route" schedule requirements?**
See Agency Profiles.

89. **Page 7 of the RFP, under Written Responses, the following is stated: "Attach additional sheets in order to respond."**
   a. **Can the referenced additional sheets be provided via an appendix if applicable, and excluded from the page count limitation?**
   See General Response #1 above.

90. **Is there a DBE goal established for this procurement? If yes, is it a single DBE goal or is it different for each agency? If each agency is different, please state the percentage that each agency is looking to achieve.**
This information will be provided at the time Agencies are negotiating with vendors from the Pre-Qualified Vendor List.

91. **Under the Web and Mobile App requirements, in the RFP, the following bullet is listed:**
   a. **A flashing beacon display that riders can use to alert bus operators at night is preferred Can clarification please be provided as to what the desired outcome is with this requirement? Are you looking for the App to emulate a strobe light?**
   See General Response #3. Also see response to # 13 above.

92. **For agencies that have demand response / paratransit services:**
   a. **Do any or all of the agencies currently use a 3rd party scheduling software system?**
   See Agency Profiles.

   b. **If so, please provide the list of 3rd party providers per agency.**
   See Agency Profiles.

   c. **Is each agency looking for integration with the existing software provider, or for a replacement? Please indicate desire per agency.**
   See General Response #3.

   d. **Are paratransit operations subcontracted, and if so, are these 3rd party vendors onsite or remote at the subcontractor's location?**
   See Agency Profiles.

e. **Are the paratransit vehicles a closed or open mic system? If open mic, is there a desire to convert to a closed mic operation with the paratransit system?**
See Agency Profiles. Also, see General Response #3.

f. **Is it a desire to include "VoIP Communications" as an option for demand response systems?**
See General Response #3.

g. **Can you please provide further details regarding the requirement for "Media player/monitor setup for annunciator and messaging"? Is this an in-vehicle requirement? Can you elaborate on how this is to be used?**
See General Response #3.

93. **Can you please confirm that proposers can bid on Fixed Route only, Paratransit only, or both FR and Paratransit?**
See General Response #4 above.

94. **In reference to the price form:**
a. **What is intended to be captured on the line "ITS Solution_____"? Is this to indicate Fixed Route vs Demand Response, or agency name pricing, or both?**
The pricing form is not intended to be for a specific agency. See General Response #4 above.

b. **Are proposers to submit separate price forms for each of the participating agencies, to include all costs to implement each project separately?**
See General Response #4 above.

c. **Are all labor expenses for project management, system implementation and testing, training, and travel expenses, to be included on the single "Installation_____" line?**
See General Response #4 above. Agencies will need to understand what is included as costs in installation.

d. **Can supplemental price forms be included to clarify information such as graduation for costs, escalations, and other details the vendor may want to include to clarify the pricing?**
See General Response #4 above.

# Agency Profile: Lewiston Transit

Type of Services Provided:
> Fixed Route and ADA Paratransit

Current Software Used:
> Routematch

Is Service Directly Operated or Contracted:
> Directly Operated

Do you currently use any technology at bus stops?
> Yes, real time app displays current location of fixed route vehicles

- Router - None
- Head sign / Destination sign – Manual/scroll
- Digital / Automatic Vehicle Annunciators - None
- Automatic Passenger Counters - None
- Internal LED display - Luminator
- Internal/External Speakers – Internal only
- Amplifier - None
- Mobile Data Terminals – Tablets
- On board camera / Digital video recorders – on board recording, not live system
- Fare box – Yes
- Electronic Destination Signage at transit center - None
- Two-way Radio system (open mic, closed mic, VoIP) – open mic
- Real Time Passenger information currently in use – Yes, bus tracking through Routematch
- Vehicle Health Monitoring System - None
- Fuel or Electric Vehicle Charge Management System – None

Fleet Information

| # Fixed Route Vehicles | Descriptions | Used in Paratransit services |
|---|---|---|
| 5 | Medium duty cutaway buses | 1 |
| **# Paratransit Vehicles** | **Descriptions** | **Used in Fixed Route services** |
| 3 | Light duty cutaway buses | 1 |

# Agency Profile: Mountain Rides Transit Authority

Type of Services Provided:
>Fixed Route

Current Software Used:
>Routematch

Is Service Directly Operated or Contracted:
>Directly Operated

Do you currently use any technology at bus stops?
>Yes, Daktronics and monitors with Samsung smart stick

- Router - None
- Head sign / Destination sign – Luminator
- Digital / Automatic Vehicle Annunciators - None
- Automatic Passenger Counters - None
- Internal LED display - Luminator
- Internal/External Speakers – PA System
- Amplifier - None
- Mobile Data Terminals – Tablets
- On board camera / Digital video recorders – None
- Fare box – Diamond cash box
- Electronic Destination Signage at transit center - None
- Two-way Radio system (open mic, closed mic, VoIP) – Kenwood UHF digital system
- Real Time Passenger information currently in use – Routematch Route Shout app
- Vehicle Health Monitoring System - None
- Fuel or Electric Vehicle Charge Management System – None

Fleet Information

| # Fixed Route Vehicles | Descriptions |
|---|---|
| 9 | New Flyer Excelsior |
| 6 | Gillig Low Floor |
| 3 | Glaval Cutaways |
| 1 | Mercedes Sprinter |
| 1 | Champion Cutaway |
| 1 | IC Bus Cutaway |

# Agency Profile: Pocatello Regional Transit

Type of Services Provided:
    Fixed Route, ADA Paratransit, Demand Response and On-Demand
Current Software Used:
    Routematch for ADA Paratransit, Demand Response and On-Demand
Is Service Directly Operated or Contracted:
    Directly Operated
Do you currently use any technology at bus stops?
    No

- Router - None
- Head sign / Destination sign – Twin Vision and Illuminator
- Digital / Automatic Vehicle Annunciators - None
- Automatic Passenger Counters - None
- Internal LED display - None
- Internal/External Speakers – Clever Devices Voice Repeater
- Amplifier - None
- Mobile Data Terminals - None
- On board camera / Digital video recorders – 24/7 Foresight
- Fare box - None
- Electronic Destination Signage at transit center - None
- Two-way Radio system (open mic, closed mic, VoIP) – closed mic
- Real Time Passenger information currently in use - None
- Vehicle Health Monitoring System - None
- Fuel or Electric Vehicle Charge Management System – None

Fleet Information

| # Fixed Route Vehicles | Descriptions | Used in FR and Paratransit services |
|---|---|---|
| 3 | Gillig Coach | FR |
| 1 | Chev Eldorado | FR |
| 6 | Opus Optima | FR |
| 2 | Ford Champion | FR |
| # Mixed Vehicles | Descriptions | |
| 4 | Chev Arboc Cutaway | Mix |
| 1 | Ford Starcraft | Mix |
| 2 | Ford Transit T-350 | Mix |
| 1 | Chev Pacer | Mix |
| 1 | Ford Eldorado | Mix |
| 1 | Chev Allstar | Mix |
| 1 | Ford Glaval | Mix |
| Paratransit | Descriptions | |
| 5 | Ford Champion | Paratransit |
| 4 | Ford EC3 Van | Paratransit |
| 6 | Ford Starcraft | Paratransit |

# Agency Profile: Treasure Valley Transit

Type of Services Provided:
    Fixed Route, Deviated Fixed Route, and Demand Response
Current Software Used:
    Routematch for Demand Response
Is Service Directly Operated or Contracted:
    Directly Operated
Do you currently use any technology at bus stops?
    No

- Router - None
- Head sign / Destination sign – Luminator
- Digital / Automatic Vehicle Annunciators - None
- Automatic Passenger Counters - None
- Internal LED display - Luminator
- Internal/External Speakers – PA System
- Amplifier - None
- Mobile Data Terminals – Use Samsung Galaxy Tab A Tablets for Demand Response service
- On board camera / Digital video recorders – Seon
- Fare box – Diamond cash box
- Electronic Destination Signage at transit center - None
- Two-way Radio system (open mic, closed mic, VoIP) – None
- Real Time Passenger information currently in use - None
- Vehicle Health Monitoring System - None
- Fuel or Electric Vehicle Charge Management System – None

Fleet Information

| # Fixed Route Vehicles | Descriptions |
|---|---|
| 5 | Light Duty |
| 8 | Medium Duty |
|  |  |
| # Demand Response | Descriptions |
| 1 | Light Duty |
| 12 | Medium Duty |
| 9 | Vans |

# Agency Profile: Valley Regional Transit

Type of Services Provided:
  Fixed Route, ADA Paratransit, Demand Response, and On-Demand

Current Software Used:
  Routematch for fixed route, ADA Paratransit, and Demand Response
  Via for On-Demand

Is Service Directly Operated or Contracted:
  Fixed route, ADA Paratransit and On-Demand contracted with First Transit
  Demand response contracted with multiple non-profits

Do you currently use any technology at bus stops?
  No

- Router – Cradlepoint IBR1700 for fixed route and demand response; Data plans on tablets for Ada Paratransit and Demand Response
- Head sign / Destination sign – Luminator, Twin Vision and Axiom
- Digital / Automatic Vehicle Annunciators – yes, provided by Routematch
- Automatic Passenger Counters – UTA standalone system includes 39 horizontal sensors on buses with two doors, 16 overhead sensors on cutaways, driver seat sensors, bike rack deployment and slot usage sensors
- Internal LED display – Sunrise system model number NXTPS7X96A485C
- Internal/External Speakers – yes, both
- Amplifier - yes
- Mobile Data Terminals – Samsung Galaxy Tab A Tablets
- On board camera / Digital video recorders – Seon
- Fare box – Genfare Odyessy and Diamond cash box
- Electronic Destination Signage at transit center – Monitors showing Routematch web portal display
- Two-way Radio system (open mic, closed mic, VoIP) – Motorola XPR5550E open mic; Day Wireless vendor
- Real Time Passenger information currently in use – Yes, Routematch Route Shout app
- Vehicle Health Monitoring System - None
- Fuel or Electric Vehicle Charge Management System – None
- Fixed route buses also have Opticom 2101 Transit Signal Priority equipment from Global Traffic Technology

Fleet Information

| # Fixed Route Vehicles | Descriptions | Number of vehicles used in both services |
|---|---|---|
| 18 | 35' Gillig | 0 |
| 13 | 40' Gillig | 0 |
| 8 | 35' New Flyer | 0 |
| 7 | Medium Duty Cutaway | 0 |
| 9 | Light Duty Cutaway | 9 |

| # Demand Response | Descriptions | Number of vehicles used in both services |
|---|---|---|
| 14 | Vans | 0 |
| 2 | Minivan | 0 |
| 32 | Light Duty Cutaway | 0 |