

**Transit Master Plan
RFP# BATA-3-2020**

Questions and Answers Submitted to Date

- 1. Does BATA have automated passenger counters (APCs) installed on its transit vehicles? If so, is the installation fleet-wide, or just some subset of vehicles or service types?**

BATA does not currently have APCs installed on its fleet. All passenger data is tracked manually by the vehicle operators on mobile data terminals.

- 2. I understand that BATA is acquiring or has acquired new scheduling software for demand-response service. Can you describe this software and its capabilities? Will it allow riders to book rides directly through an app? If so, how far in advance will reservations need to be made.**

BATA is in the process of conducting a review of its current technologies – including the purchase of a new scheduling and reservation software for its demand response service. One goal of securing new software is to allow online or app-based scheduling. BATA hopes to secure a new software system by the end of 2020 or early 2021. BATA’s current demand-response software is a GMV Syncromatics product called Easy Rides. BATA currently allows passengers to book up to two weeks in advance. BATA is also conducting an on-demand transportation pilot with a company called TransLoc launching June 2020.

- 3. Can you provide any information on the budget available for this project? Similar question: How much funding has BATA allocated for this project? Similar question: Is there a projected budget (or range) for completing the Transit Master Plan? Similar question: If budget information is not available, can you provide an estimated budget range?**

No specific budget or estimated budget range has been identified for this project.

- 4. Does BATA have a 100% sample of stop level ridership for every route available? Either from APC’s or a recently conducted manual count?**

BATA can provide stop level and route specific data as needed.

5. Please list the type of available data and format for flex and demand response transportation services?

Fixed / Flex Route Transportation: Ridership data by route or stop is available and can be broken out by service level hour, hour of the day, month or year. DATA format MS Access or Excel.

Demand Response Transportation: Ridership data can be filtered by location. This data can also be provided by service level hour or filtered by a designated date range. DATA format MS Access or Excel.

6. For the data collection and analysis, is there an expectation that on/off counts for individual stops would need to be conducted and this information collected manually? Or will BATA be able to provide this data?

BATA will supply any available ridership data needed.

7. What other sources of data are available regarding regional travel patterns that will be made available to the selected consultant?

Additional data points include but are not limited to:

- *Service Level Hours*
- *Miles Driven*
- *Cancelation and No-Show Rates*
- *Vehicle Data*

8. BATA currently has multiple active RFPs. If there were opportunities to propose a streamlined approach to the Transit Master Plan and ADA Program where appropriate – such as utilizing the same project team members for public outreach or data collection – would that be of interest to BATA?

Yes – that would be of interest to BATA.

9. Does this planning process build upon a previous Transit Master Plan? If so, is a copy of that plan available?

BATA's previous strategic plan was conducted in 2011 can be shared upon request.