

Updated: 12.21.21



## **Fixed Route CAD/AVL and Route Planning Intelligent Transportation System**

### **Request for Proposal # BATA-1-2021**

#### **Questions and Answers Submitted to Date**

**Q: Would BATA please allow an extension of the due date until mid-January, to allow time to prepare a proposal and taking into account the upcoming holidays?**

A: No – the RFP due date will not be extended unless BATA doesn't receive the required amount of RFP responses (3) or the responses received do not meet the requirements of the RFP.

**Q: Does BATA have an existing onboard 4G/Cellular modem or router installed in the fleet?**

A: Yes – BATA has a Cradelpoint COR Series Router IBR900 / IBR950 on each of its vehicles. LINK: <https://cradlepoint.com/product/endpoints/ibr900/>

**Q: What is the brand and model of the existing headsign?**

A: BATA has multiple models and brands of existing marquee headsigns: Luminator; Trans Sign; TwinVision Mobilite (various makes and models).

**Q: What is the brand and model of the existing farebox?**

A: BATA currently uses GenFare Odyssey fare boxes (M-24003-4sm): <https://www.genfare.com/products/odyssey/>

**Q: Does BATA have existing interior and exterior speakers for AVA?**

A: All BATA buses have interior speakers. Very few buses have exterior speakers.

**Q: How many vehicles would be available per day for installation?**

A: BATA could make 4-5 vehicles available a day.

Updated: 12.21.21

**Q: Is BATA requiring integration of the voice radio system into the CAD/AVL?**

A: No – but it would be a nice feature to have.

**Q: Fixed route CAD/AVL system usually come as base with Automatic Voice announcement audio and LED visual, headsign integration and farebox integration? Installing these at a later dates will force to immobilize vehicles multiple times and increase installation cost – Would BATA be interested to receive proposal for an already integrated system, that include component such as AVA, LED sign, headsign integration, and potentially APC?**

A: Yes – but the additional features listed above are not required for an RFP response. If a vendor chooses to include more features than what the RFP requires, please include and make sure to include those costs as separate features and a separate estimate or submit two (or more) cost proposals with those additional technologies.

**Q: How many spare equipment should be quoted?**

A: The estimates given in the RFP include spare equipment. Please use 55 units/vehicles for your quoted estimate.

**Q: How many users (dispatchers, planners, admin...) are expected to use the CAD/AVL?**

A: Currently there could be 3 – 6 scheduling/dispatching staff using the software at any given time and 2 – 4 admin (planners, operations, etc.).

**Q: Does BATA have existing interior LED signs?**

A: No. BATA has external LED marquee signs but not interior.

**Q: Will BATA consider an extension of the December 24 proposal due date?**

A: No – the RFP due date will not be extended unless BATA doesn't receive the required amount of RFP responses (3) or the responses received do not meet the requirements of the RFP.

**Q: Are drivers cross-trained to perform both fixed-route and on-demand services or are they trained to perform just one or the other?**

Updated: 12.21.21

A: Cross trained on all BATA services.

**Q: Further to the subject of cross-training, are fixed-route drivers able to perform both 'City Loop' and 'Village Loop' services or are they trained to perform one or the other?**

A: Both – all drivers are trained to provide both Loop (City, Village and Bayline) and Link (Village and On-Demand) services.

**Q: Does BATA plan to procure any battery-electric buses over the next three years?**

A: Yes – if it is possible to purchase electric buses with grant funds or through the state vehicle procurement contract.

**Q: How does BATA currently create its vehicle and driver schedules (blocks and run cuts)?**

A: BATA uses a workforce software suite called (When to Work) to create driver schedules. BATA does not have block and run cutting solution at this time.

<https://whentowork.com/>

**Q: Does BATA wish to use the scheduling software to create optimized vehicle blocks and driver run cuts only for fixed-route services or also for on-demand services?**

A: Yes – if the software can work for fixed route and on-demand services.

**Q: How does BATA currently manage fixed-route timetables?**

A: With a Microsoft Excel spreadsheet.

**Q: How does BATA perform its Title VI analysis?**

A: Internally with an annual review and training. BATA also conducts a tri-annual review with the Michigan Department of Transportation.

**Q: How many picks occur each year?**

Updated: 12.21.21

A: By "picks" if you mean schedule re-bids; BATA tries to conduct two a year.

**Q: When drivers bid on their work, do they bid cafeteria-style (i.e. create their own weekly work schedule) or do they bid on rosters (i.e. prebuilt weekly work packages)?**

A: They currently bid roster style based on seniority, but we're open to looking at more efficient ways to bid and schedule.

**Q: Section 2.3 Proposal Requirements states, "Respondents shall submit five proposal copies and one electronic (PDF) copy on a CD/DVD or flash drive." With December 24th being a Holiday and an increase in delivery of packages during the season that could lead to delays, would BATA be open to amend the requirement to be an email/dropbox electronic submission only?**

A: Yes - the RFP allows for proposals to be submitted by e-mail in place of physical copies/delivery. See section 2.8 Submission: Proposals may be hand delivered, mailed, or sent via an overnight courier. Due to coronavirus impacts, electronic submission is also acceptable to [lingaure@bata.net](mailto:lingaure@bata.net). Electronic submission via Dropbox is also acceptable.

**Q: With a proposal due date of Wednesday, December 24th being a Holiday, would BATA be open to extending/amending the deadline?**

A: No – the RFP due date will not be extended unless BATA doesn't receive the required amount of RFP responses (3) or the responses received do not meet the requirements of the RFP.

**Q: On the "1.3 Project Specifications checklist" can vendors submit an XLS/Excel sheet equivalent of this checklist with our proposals? This would allow vendors to fill-out the comments as requested in the response within the checklist items.**

A: Yes – an Excel or Word document is acceptable for responding to the item check list listed in the RFP.

**Q: Pg. 9 of the proposal under "Additional Feature Offerings or Integration" BATA mentions a desire for vendors to integrate with some technologies listed. For the following integrations, could BATA provide the Make/Model/Serial number and for signage if applicable the control unit of some of the listed items if these already**

Updated: 12.21.21

**exist? This will help us explore integration options or if to include our own capabilities.**

Please provide for:

- Head sign/Marquee Integration: Luminator; Trans Sign; TwinVision Mobilite (various makes and models).
- Fare System Integration: BATA currently uses GenFare Odyssey fare boxes: <https://www.genfare.com/products/odyssey/>. BATA also uses Passage mobile ticketing. BATA is not tied to either system and is looking at upgrading its entire fare system in the next 2-3 years.
- Workforce Scheduling Integration: BATA uses a workforce software suite called (When to Work) to create driver schedules. BATA does not have block and run cutting solution at this time. <https://whentowork.com/>
- Fleet Management Integration: BATA does not have a fleet management system at this time.
- Bus Stop/Shelter Signage Integration: BATA does not currently have digital bus stop and shelter signage at this time.
- On-Vehicle Camera System Integration: REI cameras and DVR hard drives: <https://www.radioeng.com/>

**Q: Section 2.3 Proposal Requirements states "An official authorized to bind the respondent to the proposal must sign the Signature Page [Attachment A] of the proposal in ink." Due to remote work practices, would BATA be open to DocuSign signatures as an alternative?**

A: Yes – DocuSign or electronic signatures are acceptable.

**Q: Section 2.5 Scheduled Activities states, "Project Start Date May 1, 2022 (or sooner)" Could BATA clarify if this date is when implementation of the technologies is expected to begin or the desired date for launch?**

A: May 2022 is a desired launch date, but BATA understands that COVID-19 and nationwide staffing shortages may result in needing to be flexible in the rollout and implementation of such a large technology project.

**Q: In order to ensure proposals are organized correctly per Section 2.3 requirements, where should vendors insert our completed "1.3 Project Specifications checklist"?**

A: There is no specific proposal placement location required for inclusion of the checklist requirements.

Updated: 12.21.21

**Q: For the 1.3 Project Specifications checklist, can vendors use the "comments" cell for additional information or could BATA clarify what it should be used for per instructions?**

A: Yes.

**Q: On Page 19 of the RFP document, it states "Attachment D: Federal Clauses – Materials and Supplies More Than \$150,000" but there are no forms attached. Could BATA please provide PDF documents of any forms that need signature beyond Attachment A and the pricing form?**

A: Each submission should contain the following: RFP response, Attachment A – Signature Page (included with the RFP), Attachment B – Price Proposal Form (included with the RFP), Attachment D - Federal Clauses – Materials and Supplies More Than \$150,000 which can be found here: [Request for Proposals | BATA](#).

**Q: On page 9 of the RFP document, it shows Additional Feature Offerings or Integration. Should pricing for these items be included separately, or is no pricing necessary for these items currently?**

A: Pricing for any additional feature items can be included separately but are not required at this time. Vendors may also submit a separate price proposal form with these additional features included with their original price estimate.

**Q: Confirming that the Total Price, on Page 17 Attachment B: Price Proposal Form, be for a 3-year contract?**

A: Yes

**Q: For the following "CAD/AVL maps should allow the user the following features at a minimum: • Road distance tool and turn by turn navigation", is the user identified here the dispatcher, driver, or rider?**

A: The intended audience for this feature is the driver.

**Q: Which cellular network is preferred?**

A: BATA does not have a preferred cellular network. Verizon, AT&T and T-Mobile all work in BATA's service area.

Updated: 12.21.21

**Q: Does BATA desire pricing for Additional Feature Offerings or Integration (Optional)?**

A: Pricing for any additional feature items can be included separately but are not required at this time. Vendors may submit a separate price proposal form with these additional features included with their original price estimate as separate price proposal options.

**Q: Does BATA have a current Traffic Signal Priority vendor?**

A: No.

**Q: For the following, “Real-time GTFS integration with an open API with the ability to integrate into third party applications such as Google Transit and the Transit app. Vehicle seating capacity availability would be beneficial as well.” Do you want passenger counting as a solution or just to be able to say the capacity of a vehicle is XX number of passengers in the feed?**

A: The thought is to give passengers the ability to know how full a bus is to determine if they want to catch the current bus or wait for the next one. This has been a theme we’re seeing since the start of the pandemic.

**Q: It is mentioned that you want dispatch to be able to logoff and logon a driver, do you want the drivers to be able to login from a tablet device upon starting the vehicle to choose their route as well?**

A: Yes – We’d like drivers to be able to login from a tablet or MDT upon starting and select the service and route they are providing.

**Q: For the following, “The AVL system must provide a wide range of CAD information to road supervisors and maintenance shop trucks through awarded Proposer provided ruggedized laptop computers, ruggedized tablets, or other ruggedized automation device. The devices provided must be easily mountable/removable from the support vehicle and provided with appropriate accessories to maintain the device’s electrical charge.” Are you requesting devices for the supervisor vehicles to have for tracking the fixed route transit vehicles or is this just for the fixed route transit vehicles you want this device?**

A: The thought would be that there would be 2-3 devices in use at any given time. These devices would enable supervisors and mechanics to determine the location of

Updated: 12.21.21

the vehicle while in transit, what service they are providing, passengers on-board, and other information that would be helpful when assessing needs in the field.

**Q: For the option of Bus Stop/Shelter Signage Integration, what type of signs are at your stop/shelters? Make and model**

A: BATA doesn't have any digital signage at any bus stop or shelter locations currently.

**Q: For the option of vehicle camera integration, what type of cameras are currently installed? Would you like to look at a new system that is fully integrated?**

A: BATA currently utilizes REI cameras and DVR hard drives: <https://www.radioeng.com/>, but is open to exploring replacement to incorporate a fully integrated system.

**Q: What type of fare system/solution is currently in use that you want to see the option for integration?**

A: BATA currently uses GenFare Odyssey fare boxes: <https://www.genfare.com/products/odyssey/>. BATA also uses Passage mobile ticketing. BATA is not tied to either system and is looking at upgrading its entire fare system in the next 2-3 years.

**Q: For APC option, how many doors are on each vehicle on the Fixed route transit vehicles?**

A: Currently each BATA vehicle only has one passenger entry/exit door.

**Q: Would BATA consider electronic-only submissions or is a physical copy required?**

A: Electronic submission is acceptable.

**Q: What is the defined Notice to Proceed date for this project?**

A: Once the third-party contract is approved by MDOT a definite start date for the project will be locked in. We imagine it will be in February 2022.



Updated: 12.21.21

**Q: Does BATA currently use any maintenance or inspection software for their fleet?**

A: Yes – BATA currently uses RTA Fleet Management software:  
<https://www.rtafleet.com/>.

**Q: When was the last time BATA completed a physical bus-stop survey?**

A: 2021.

**Q: What technology/software does BATA currently use to manage the demand response system?**

A: The only information we're able share about our current CAD/AVL technology vendors at this time is what is publicly available on BATA's website [www.bata.net](http://www.bata.net).

**Q: What hardware is currently onboard the BATA buses (APCs, video surveillance, AVA, Farebox, headsighn, etc.)?**

- a. If possible, can the make, model, and provider of each piece of hardware be provided?

A: Technologies currently on BATA vehicles include: mobile data terminals, electronic fare boxes (GenFare), on-board cameras (REI), digital marquees (various), 2-way digital radios (Kenwood).

**Q: Is the awarded vendor expected to remove unnecessary hardware as part of the installation?**

A: Yes – but BATA will assist.

**Q: For “not required” future integrations, can a prioritized list of needs and wants be provided?**

A: There is no prioritized list currently. The next bus technology projects BATA will probably tackle will be APCs and a fare system overhaul. Possibly a fleet management system for BATA's new HQ facility.

**Q: Should the vendors provide optional pricing for future integrations as part of this bid?**

Updated: 12.21.21

A: Pricing for any additional feature items can be included separately but are not required at this time. Vendors may also submit a separate price proposal form with these additional features included with their original price estimate.

**Q: Does BATA currently sell mobile tickets? If so, using which software/program?**

A: BATA's mobile ticketing vendor is Passage.

**Q: The RFP mentions wanting GTFS for Google Transit and Transit app integration, does BATA currently use Transit App?**

**a. Is BATA interested in receiving pricing on Transit App licensing through this RFP?**

A: BATA does currently use the Transit App. Please include costs for any recommended licensing fees.

**Q: Can BATA disclose the funding source for this project?**

A: State and Federal grants and local agency funds.

**Q: Does BATA operate all services on a schedule?**

A: Yes.

**Q: If an APC system is provided or integrated, will BATA need assistance in NTD certification of that system?**

A: Most likely yes.

**Q: Does BATA currently use any scheduling or run-cutting software?**

**a. If so, what is it?**

A: No.

**Q: Is integration required/wanted between the Fixed route and Paratransit/Demand Response software?**

A: Yes, if possible.

Updated: 12.21.21

**Q: Are turn-by-turn directions a requirement for the MDT tablet? Could a less distracting navigational tool be considered compliant?**

A: We'd like turn by turn directions but if a less distracting navigation tool is available, we're open to exploring it.

**Q: Is BATA interested in pricing for on-board LCD screens/ infotainment?**

A: Yes – but this is not a requirement.

**Q: What kind of signage is used at the BATA bus stops/Shelters?**

A: BATA does not currently have any electronic signage at any BATA bus stops or shelters.

**20. Would BATA be interested in pricing for additional signage at bus stops/shelters?**

A: Yes.

**Q: Does BATA wish to track any non-revenue vehicles within the AVL system?**

A: Yes, if possible.

**Q: Does BATA have any vehicles cross-over between fixed route and demand response/paratransit or are the fleets kept separate?**

A: BATA tries to keep vehicles assigned to specific services as much as possible but flexibility in the fleet is preferable when cross-over is needed.