

## BSOOB Transit RFP # 2022 930-1: CAD/AVL System & Scheduling Software Addendum

1. The PACTS 2022-2026 Five-Year Capital and Operating Plan (<https://bsoobtransit.org/wp-content/uploads/2022/06/June-23-2022-BSOOB-Transit-Committee-Packet-6.22.22.pdf>) shows a budget outlay of \$180,000.00 for “Technology – AVL”. Is that budget figure for this RFP?  
This fund designation is the amount budgeted through the FY22-23 5307 apportionment. This is the primary budget for the CAD/AVL implementation, there are additional resources available for the other elements of this RFP.
2. Will the BSOOB Committee entertain proposals that contain a response only for the scheduling portion of the project?  
The objective of this RFP is to update the CAD/AVL technology and supportive systems to improve operations and the customer experience. A scheduling system will be required, and should be part of proposal with a CAD/AVL provider.
3. Will the BSOOB Committee make public its current runcut/roster for analysis purposes?  
This can be made available with the RFP addenda to be published after the addendum request deadline of 10/17, 4p EST.
4. Could we have a copy of the Collective Bargaining Agreement (CBA)?  
This can be made available with the RFP addenda to be published after the addendum request deadline of 10/17, 4p EST.
5. Are there any work rules in place that are not specifically laid out in the CBA? If so, please provide.  
The CBA does not include a section on work rules, work picks, etc. The CBA is a relatively new agreement at this agency. The ATU Local 714 and the agency are currently negotiating work rules and work pick MOUs.
6. Does the South Portland Bus Service perform its own runcutting or is it done by BSOOB on their behalf?  
South Portland does its own runcutting. We currently use Sched21 for schedule creation as part of the existing CAD/AVL system. The initial contract has expired and we are looking for competitive bid proposals for all components of our CAD/AVL and scheduling system (preferably under one contract agreement). It is our intention to have the licenses required for stand-alone agency CAD/AVL scheduling software access.