

### Addendum 3

Will BSOOB Transit be willing to grant a 2-week extension for the due date or consider acceptance of electronic submissions?

BSOOB Transit is extending the following due dates related to the RFP# 2022 930-1:

- Final Proposal Due: 2:00 pm, EST, November 17, 2022
- Proposal Opening: 2:00 pm, PST, November 17, 2022
- Vendor Demonstrations: November 21 through December 21, 2022
- Contract Award: Within 60 days of opening

Bids can be emailed to [mwalters@bsoobtransit.org](mailto:mwalters@bsoobtransit.org) with either a request to confirm receipt via email or a “read receipt” attached to email submission.

Bids can be mailed or hand delivered in a sealed envelope to the BSOOB Transit office, 13 Pomerleau St., Biddeford, ME 04005. **Bids will NOT be accepted via fax.**

Can you confirm if the BSOOB Transit and SPBS fleets should be treated as two separate projects with different budgets and deployment schedules?

Yes, two separate projects (stand-alone CAD/AVL and Scheduling) different projects with different budgets and deployment schedules.

Can BSOOB please provide specs on the current tablet mounts in the vehicles?

- Tablets GTAC: HAVIS mount p/n DS-GTC-714
- TackForm AMPS Drill Base Mount | 7” Modular Arm | Tablet Holder | 20 mm Ball System
- Universal Pressure Mount – Illuminator Horizon

Page 10 mentions “integration with existing maintenance software” - what is the existing maintenance software system?

BSOOB Transit has Dossier. SPBS uses RTA Fleet [rtafleet.com](http://rtafleet.com).

Has a recent physical, walking bus stop survey been completed recently?

Yes.

To clarify, do all BSOOB Transit vehicles contain the components listed under the existing equipment in the “Background” section of the RFP? (pg.3)

Yes.

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Can BSOOB and SPBS please provide make/model on all existing destination signs and control units?

- SPBS has all Luminator TwinVision destination signs.
  - 2 - 2011 Buses with Smart Series II
  - 2 - 2014 Buses with Smart Series II
  - 2 – 2016 Buses with Smart Series III
  - 1 - 2022 Bus with Smart Series III
  - 2 - 2023 Buses with Smart Series III (TB Delivered in March of 2023)
- **BSOOB Transit:**

Agency #	Year	Vehicle Manufacturer	Vehicle Model	Sign Make	Sign Model	Controller Model
17 (Z-7)	2010	El Dorado	TK	Twin Vision Date 07/07/10	p/n 906-1660-313	p/n 906-2102-000
26	2010	El Dorado	TK	Twin Vision Date 07/07/10	p/n 906-1660-313	p/n 906-2102-000
28	2004	New Flyer	D-36LF Transit	Luminator	Horizon	Pcma card
29	2010	El Dorado	TK	Twin Vision Date 07/07/10	p/n 906-1660-313	p/n 906-2102-000
857	2008	Gillig	BRT	Luminator	Horizon	Pcma card
861	2008	Gillig	BRT	Luminator	Horizon	Pcma card
18	2002	MCI	D4500	Luminator	Horizon	Pcma card
7752	2021	Prevost	X-3-45	AESYS		Keyboard controller
7753	2021	Prevost	X3-45	AESYS		Keyboard controller
554	2022	Proterra	ZX5	Hanover	Silver/white	
555	2022	Proterra	ZX5	Hanover	Silver/white	
TBD	2023	Proterra	ZX5	Hanover	Silver/white	
TBD	2023	Proterra	ZX5	Hanover	Silver/white	
2159	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2161	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2162	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2163	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2164	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2165	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2666	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU
2671	2021	Home Town/Freightliner	MainStreet	Twin Vision	Smart series III	MCU

If an APC system is priced, do the agencies expect the vendor to assist in obtaining NTD certification for those components?

**Yes, BSOOB Transit expects the vendor to assist in obtaining NTD certification for those components.**

Can a breakdown of the number of doors each vehicle has be provided?

**See Addendum #2.**

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

Can a breakdown of the number of wheelchair lifts and bike racks within BSOOB Transit fleet be provided?

There is one wheelchair lift and seating positions for two wheelchairs on each bus.

Each bus has one rack to hold three bikes.

Is BSOOB Transit interested in having a white-labeled, application downloadable by brand name within the App Store?

There is not a high priority for this. It may be listed as an option.

There is mention of run-cutting within the RFP. Is BSOOB Transit requiring a run-cutting tool as part of this procurement? (pg.8)

Yes.

How many days of training are expected to be on-site?

BSOOB Transit will employ a train the trainer approach, which is expected to include a combination of on-site and remote training sessions. It is expected that training recommendations will be provided by the vendor.

Is it acceptable for vendors to provide pricing in their own format so long as it is thorough and clear?

Vendors are encouraged to submit a separate bid sheet which can follow their own format for **the Per Bus Fleet Cost**.

Vendors are required to complete page 18 of the RFP: **Transit Bus CAD/AVL System & Scheduling Software Pricing Quote** for the cost summary.

The "Report Ability to Meet Listed Requirements" forms suggest there are two sections: A and B. However, there is no indication within the Scope of Work labeled as such. Can BSOOB Transit clarify what sections A 1-6 and B 1-6 are as they are not labeled within the document? (pg. 21-22)

A 1-6 is for the **Required Scope of Work** section beginning on page 6 of the RFP.

B 1-6 is for the **Optional Considerations** section beginning on page 9 of the RFP.

Is BSOOB interested in optional pricing for onboard infotainment and/or real-time wayside signage?

Yes, BSOOB Transit would like optional pricing for onboard infotainment.

The real-time wayside signage is out of the scope of work.

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

In the scope it is mentioned “entering and displaying detours, accidents and road construction”, please provide details on how and where you want this displayed?

BSOOB Transit intends for detour information caused by accidents or road construction to be utilized by bus operators and dispatchers to deviate services. Some examples of the expected uses include updated turn-by-turn information and/or map layers that show road closures.

The scope lists, integration with or replacement of digital departure signage. Is this internal passenger facing signs? Please provide details on these type of signs, the location of the signs (i.e. on the vehicle, at a transit hub, indoor/outdoor), and the make and model number of the signs to understand the integration abilities.

In the “Required” Scope, there are two bullets addressing the above question (listed below). The first bullet is intended to include the internal passenger signs. There is currently none of this internal sign technology on the fleet. There is a regional effort to implement regional departure signage (coordinated and multi-modal). This RFP was written with the understanding that the CAD/AVL Project will likely run parallel to the regional signage project, meaning integration is most likely. The term replacement was included to encapsulate projects that have undefined timelines.

- Integration to / or replacement of exterior destination signs and installation of interior digital scrolling text display signs
- Integration with or replacement of digital departure signage

Ability to integrate with customer facing infotainment displays.

Similar to the question above, this requirement is due to ongoing consideration for regional and fleet-specific infotainment deployments. There is yet to be an active project with a timeline to fund infotainment displays.

- Does BSOOB currently have infotainment on their vehicles? No
- Who is the current provider? N/A
- Where are these signs located? N/A
- What is the make and model of these signs? N/A
- How do they currently receive data for display? N/A

Integration of vehicle on board cameras with dispatch. Please provide details on the integration required:

This section is an optional consideration, not required. The BSOOB Transit fleet has newly installed Seon cameras with wi-fi/router integration. The intention of this consideration is for the “live look in” capability.

Traffic signal prioritization integration. Please provide details on this integration required:

This section is an optional consideration, not required. There is no existing data sent to a traffic signal priority system by the BSOOB Transit fleet. This optional consideration should be viewed as aspirational. The regional transit operators are working towards the objective of deploying this technology, but it is very much a conceptual consideration at this time.

For Bicycle rack and wheelchair lift/ramp deployment, do all vehicles have the OEM sensors installed for these areas?

There are currently no sensors installed for either the wheelchair lift/ramp or bicycle racks.

Under cloud-based reporting module, "File Linkage, such as video and PDFs", please provide details on what this entails.

This statement is listed under the "quality assurance must include" section, which is optional and intends to clarify that while the backend support/hosting network of the cloud-based system may change, the access to management files (videos, pdfs, etc.) will remain available to users.

Under cloud-based reporting module, "public records interface", please provide details on what this entails.

This statement is listed under the "quality assurance must include" section, which is optional and intends to clarify that while the backend support/hosting network of the cloud-based system may change, the access to customer facing data will remain available.

Maintenance Tracking and Automation, "Integration with existing maintenance software, or part of a vehicle asset management suite with similar features"

- Does BSOOB have a current maintenance solution? If yes, whom is this vendor. Dossier
- Are you looking to replace what you are currently using with a new integrated solution for maintenance tracking and automation? This is an optional consideration for the scope of work. The existing system is viable within the agency, but proposals will be reviewed for potential enhancements to system efficient that may be gained through the integration with the existing maintenance system, and/or the ability to provide other integrations in the future.