

# **ADDENDUM**

## **Paratransit Scheduling and Dispatch Software**

***RFP Extension:*** Proposals are due July 10, 2020 by 5:00 p.m. emailed to [e.pogue@incaca.org](mailto:e.pogue@incaca.org).

Questions regarding the RFP must be received no later than June 30, 2020 to allow ample time for responses. All correspondence should be done through email to [e.pogue@incacaa.org](mailto:e.pogue@incacaa.org).

Term of Contract will extend to July 31, 2021 for a one year implementation period.

Contractors will be notified of a decision by email no later than July 17, 2020.

*Below are responses to questions concerning the RFP for the Scheduling and Dispatching Software for JAMM Transit.*

### **Question #1**

How many days should the bid be valid?

### **Answer #1**

30 days. We will make a decision sooner if possible and plan to enter into a contractual agreement within that time frame.

### **Question #2**

Is the number of vehicles listed on pg. 2, JAMM Transit's peak number of vehicles in service on any given day? If not, please provide this information.

### **Answer #2**

Typically for town route services (demand response routes) there are 6 vehicles operating in the city limits of Tishomingo, Atoka/Tushka, Oakland/Madill, Sulphur, and Davis.

### **Question #3**

Will JAMM Transit be purchasing the cellular data plan separately? If not, would you like vendors to supply a quote, and if so, is there a preferred provider?

### **Answer #3**

Yes, JAMM will be purchasing cellular data separately. If you would like to supply a quote that is fine. Currently we are using US Cellular for data.

### **Question #4**

From how many depots will JAMM Transit vehicles pull out?

**Answer #4**

There are four main offices where vehicles originate. Tishomingo, Atoka, Oakland, and Sulphur.

**Question #5**

What is the desired date for this project to be implemented?

**Answer #5**

We anticipate the project taking one year to be fully implemented. Approximately July 2021.

**Question #6**

Does JAMM Transit provide Commuter/Deviated Fixed/Flex Routes? If so, how many?

**Answer #6**

No.

**Question #7**

What are the days of the week and hours for transportation service normally?

**Answer #7**

Town route services are offered Monday through Friday from 7:00 a.m. to 6:00 p.m. in Atoka, Oakland/Madill, and Sulphur and from 7:00 a.m. to 5:00 p.m. in Tishomingo. On Saturday JAMM operates town route services in Atoka from 10:00 a.m. to 2:00 p.m. and in Oakland/Madill and Sulphur from 8:00 a.m. to 12:00 noon. Non-emergency medical trips are provided in each of the counties and are scheduled through another contractor. These services can take place at any time during the day, some begin as early as 4:00 a.m. and end as late as 9:00 p.m. depending on the service.

**Question #8**

What are your current Rides per Hour (RPH)?

**Answer #8**

We are not tracking Rides per Hour.

**Question #9**

What is the approximate average trip length?

**Answer #9**

We are not tracking average trip lengths.

**Question #10**

What is the weekly average number of declined trips?

**Answer #10**

We are not tracking decline trips.

**Question #11**

What is JAMM Transit's average number of one-way trips weekly?

**Answer #11**

We are not tracking the number of one way trips weekly.

**Question #12**

Please verify the latest date to submit questions – RFP states 5 p.m., June 23, 2019.

**Answer #12**

This is an error, the latest date to submit questions would be June 20, 2019 in an effort to have those questions answered and resubmitted to the potential bidders before the deadline.

**Question #13**

Pg 13, items 10.7.3, 10.7.4, and 10.7.6 – are these requirements that JAMM Transit believes the system should do automatically? Or with assistance from a dispatcher?

**Answer #12**

With the assistance of the dispatcher or scheduler. We want the system to be able to load up the drivers and vehicles and then allow us a method to schedule within.

**Question #14**

Can you please provide another copy of Attachments A and B? Our attachments are blurry.

**Answer #14**

These will be attached as a separate document with this addendum.

**Question #15**

Please verify if there is a DBE goal, and what the percentage is if there is one?

**Answer #15**

We do not have a designated DBE goal each year but we do seek out DBE's who are interested in applying with us.

**Question #16**

Is it allowable to include a completed assignability clause with our response so other transit agencies may be able to purchase from the completed RFP process?

**Answer #16**

Yes.

**Question #17**

Are there FTA forms that need to be returned with our response?

**Answer #17**

Not that we are aware of. Any documentation that you feel would be helpful in this would be appreciated.

**Question #18**

Can you also provide any questions/responses submitted by other potential bidders?

**Answer #18**

As questions are submitted they will be added to this addendum and sent out to all potential bidders.

**Question #19**

How many in-office application users will be in the system at any one time?

**Answer #19**

In reference to the system usage we would anticipate 4 to 6 dispatchers utilizing the system throughout the day.

**Question #20**

Page 3 mentions a "Trip Bookings app with credit card capabilities", but I don't see any additional information around this in the scope. Is this a requirement, and if so what functionality is requested as part of this?

**Answer #20**

The goal is to have the app that the riders use to have features to allow them to pay online when they book the trip.

**Question #21**

Is there a budget for this project?

**Answer #21**

Currently, we are unsure what the expected overall cost of the total implementation of the project will be. We are asking that line items be used with individual costs so that we can adjust and eliminate if it exceeds the pricing we can afford for the project.