



ADDENDUM No. 2

Date: November 26, 2025

To: Prospective Proposers

From: Napa Valley Transportation Authority (NVTA)

Re: Addendum No. 2 to RFP No. 25-R33 CAD/AVL System & Automated Demand-Response Dispatch Software System

This Addendum is being issued by the Napa Valley Transportation Authority (NVTA) to provide the following information, correction and/or clarification made to the Invitation for Bid as follows:

1. Extend deadline to submit Statement of Qualifications from December 1, 2025 at 5:00 PST to December 5, 2025 at 2:00 PST.
2. Extend deadline for Notice to Proposer Prequalification Results from December 3, 2025 to December 8, 2025.
3. Extend deadline for Proposal Submittal from December 12, 2025 at 5:00 PST to December 15, 2025 at 2:00 PST.
4. Change evaluation period from December 13, 2025 to January 9, 2025 to December 16, 2025 to January 9, 2026.
5. Change page limit requirement from 20 pages to no more than 150 pages.
6. Remove page 46, last page of bond form and page 54, Proposer DBE Information form entirely from RFP.
7. Revise Item 4.7 in Attachment D. Statement of Qualifications to read: "Includes hardware to integrate all onboard systems via wired Ethernet and serial (RS-232 connections, including J1708."
8. Revise Item 4.14 in Attachment D. Statement of Qualifications to read: "Includes an Automatic Vehicle Announcement (AVA) function. Able to operate and control the internal and external Public Address (PA) systems, provided that the PA amplifier has the necessary control inputs. The system includes an Automatic Gain Control (AGC) circuit or similar volume control functionality to automatically and independently adjust internal and external volumes depending on their respective ambient noise level detected."
9. Revise Item 6.12 in Attachment D. Statement of Qualifications to remove the first sentence "The system shall provide, at a minimum, NTD data needed to fill out S-10 forms for all modes (DR, MB and CB)." 6.12 in Attachment D. Statement of Qualifications is further revised to read: "Possess the ability to integrate with vehicle management software (Hexagon) to assist with filling out NTD's A-30 form."
10. Remove Pass/Fail requirement from Item 3.28 in Attachment D. Statement of Qualifications.
11. Remove Pass/Fail requirement from Item 4.6 in Attachment D. Statement of Qualifications.

12. Add Attachment E, J1708, attached separately.

This document is being provided to you as additional information. All of the documents which have been issued after the release of the RFP will serve as the basis of the work product that will be the ultimate result of this procurement.

We thank you for your continued interest in this procurement and look forward to receiving your response to our solicitation.

**Bidder Questions and Answers Matrix for
RFP 25-R33**

CAD/AVL SYSTEM & ADR

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
1.		Can you please provide more detailed as to what is required for requirement 1.17 “connectivity to Trapeze for ADA vehicles”?	<i>Proposed solution (MDT or Tablet) must have capability of downloading Trapeze DriverMate application (version 21 or later). This is the dispatching software used for VineGo paratransit and we are not looking to transition from this program at this time.</i>
2.		How many spare kits shall be priced by vendors?	<i>10% spare ratio should be included in base price.</i>
3.		Can you please provide brand and/or model of the onboard digital signs that need to be integrated with?	<i>Various including Luminator, Hanover, I/O Controls and TransSign.</i>
4.		Is there an existing covert emergency alarm button in the vehicles that can be connected to, or shall vendors include new physical button as part of the pricing?	<i>Drivers rely on emergency alarm buttons through MDT and Lytx cameras. No new physical button should be included in base pricing but could be included as an option.</i>
5.		Regarding requirement 5.4, would you like the text message functionality to be included in the base pricing, or as an option?	<i>Include as an option.</i>
6.		How many vehicles can be made available for installation per day?	<i>Approximately four vehicles per day, with additional available overnights and weekends.</i>
7.		Would you allow overnight or weekend installation?	<i>Yes</i>

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8.		Can you please confirm the number of vehicles to be equipped with fixed route CAD/AVL hardware/software and the number of vehicles to be equipped with On-Demand hardware/software?	<i>Please refer to Appendix B, Fleet Information. All Vine Transit vehicles are equipped with CAD/AVL. That being said, for paratransit vehicles, we are simply interested in utilizing CAD/AVL for vehicle tracking, so these vehicles could be equipped with a "Light" or lower-tech version of CAD/AVL, if this is something your firm offers. Ten (10) paratransit Fords could be equipped with a lower level of CAD/AVL. Six (6) demand response vehicles would be equipped with Automated Demand Response technology, which would preferably utilize NVTA's existing iPads.</i>
9.		Do you desire VoIP to be quoted in the base pricing or in the options?	<i>Include as an option.</i>
10.		The cost proposal does not have a section for the vendor to list their hardware and show costs. Point 2 says proposer can edit the spreadsheet and add details. However, point 4 says to separately attach list of components, materials, and manufactures costs that are factored into the proposal cost. Can we list the required pieces of hardware and their prices into the cost proposal?	<i>List the total hardware cost in the cost proposal and detail components, materials, manufacture items in a separately attached list.</i>
11.		Pages 10-13 details the content the proposer must list including experience, qualifications, project organization, project understanding, and proposer solution. It will be difficult to fully respond to these requirements in only 20 pages. The proposer will also not be able to detail or show images of the majority of our solution. Generally, proposals are around 150 pages in order to detail and show the solution, project implementation, staffing plan, references, experience, and project understanding. Could NVTA extend the page limit?	<i>Yes, we will extend the page limit to be no more than approximately 150 pages. We would request that your proposal be as concise as possible as staff time to review proposals is going to be constrained.</i>

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12.		<p>Is page 46 a part of the questionnaire and financial assurance statement on page 45? It mentions a maintenance bond, but I don't see any requirements for bonds in this RFP. Can you please clarify?</p> <p>Since there is no established DBE goal, is the bidder required to fill out and submit the form on page 54? (And the same form appears again on page 78)</p>	<p><i>No bonds are required. Page 46 is not a part of the Financial Assurance Statement on page 45 and will be deleted by Addendum.</i></p>
13.		<p>What is the existing antenna model used in the fleet?</p>	<p><i>Antennae models include the following:</i></p> <ul style="list-style-type: none"> - <i>MobileMark 5G antenna (Model LTMWG940-A3CB3C00G2C-WHT-180).</i> - <i>EZCONNECT ANTENNA W/MIMO LTE/5G X 2 & GNSS w/25ft harness</i> - <i>Some vehicles still possess original cell antennae.</i>
14.		<p>For references, NVTA is asking for references from the past two years. Can you clarify if our references need to have been acquired and implemented within the past two years, or just that they have been an active client within the past two years?</p>	<p><i>Active client within the past two years would be sufficient.</i></p>
15.		<p>Regarding the fixed route CAD/AVL to be installed on the paratransit and on demand vehicles, does it need to include APC integration, AVA, destination signs integrations, VOIP, etc?</p>	<p><i>Yes APC integration & destination sign integration, No AVA or VOIP integrations necessary.</i></p>
16.		<p>Can you confirm the on-demand solution is only needed on the six on-demand vehicles?</p>	<p><i>Yes</i></p>

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17.	Attachment D; 1.17	Will NVTA please confirm that this requirement is describing serving a data connection to the Trapeze system? If not limited to this, please further describe "connectivity".	<i>See response to question #1</i>
18.	Attachment D; 3.21	Will NVTA accept a solution that includes playback of either one vehicle or one route at a time?	Yes
19.	Attachment D; 3.28	Will NVTA further define "Incident Management"? If not, will NVTA please remove this as a pass/fail specification?	<i>Appendix D, Item 3.28 is removed as a P/F requirement.</i>
20.	Attachment D; 4.1	Will NVTA please confirm that a server-server connection to MioVision over API using GTFS-RT is an acceptable solution? If not, will NVTA please further specify the integration requirement in detail?	<i>Current connection to MioVision is through GTFS-RT and that is an acceptable solution</i>
21.	Attachment D; 4.2	Will NVTA please confirm whether it is acceptable to have the departure countdown at timepoints only, and map guidance without turn-by-turn?	<i>It would be acceptable to have departure countdown at timepoints only. Map guidance without turn-by-turn is acceptable for fixed-route, but turn-by-turn directions are required for any automated demand response solution implemented on DR vehicles.</i>
22.	Attachment D; 4.4	Contingent on response to question regarding 4.6, will NVTA make radio SSO optional?	<i>The 4.6 radio SSO is no longer pass/fail and is an optional requirement per Addendum.</i>
23.	Attachment D; 4.6	Will NVTA remove radio integration as a requirement, and make it an option? Proposers may suggest that operating parallel systems (i.e. VOIP fully integrated with radio as a redundant fallback) is most advantageous to NVTA.	<i>NVTA will remove the radio integration as a requirement and allow for operating radio and VOIP as parallel systems</i>
24.	Attachment D; 4.7	Will NVTA re-issue this requirement to accommodate additional standard wired protocols, such as J1708?	<i>Yes, we will revise this requirement to accommodate J1708.</i>

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25.	Attachment D; 4.9	Will NVTA please confirm that all headsign controllers are J1708 compatible?	Yes
26.	Attachment D; 4.14	Will NVTA consider eliminating automatic gain control as a requirement and accept alternative proposals to fulfill this specification?	<i>Yes, we will accept alternative proposals, and this item has been revised to allow similar volume control functionality. However, NVTA is still interested in allowing some degree of volume control.</i>
27.	Attachment D; 5.3	Will NVTA confirm that Service Adjustments which trigger variable "alerts" in downstream GTFS-RT consumers/publishers are acceptable?	Yes
28.	Attachment D; 6.12	How does this overlap and how will NVTA deconflict the reporting that comes from UTA for this purpose?	<i>Please see revision to 6.12. First sentence has been struck. NVTA will continue to rely on UTA APC system.</i>
29.		Requirement: Connectivity to Trapeze for ADA vehicles. Please confirm what "Connectivity" means to NVTA?	<i>See response to Question #1.</i>
30.		Requirement 3.17 - Find closest supervisor to a vehicle Please confirm if you intend to track supervisor vehicles and if so, how many supervisor vehicles need to be tracked?	<i>No supervisor vehicles to be tracked.</i>
31.		Requirement 3.22 - System enables Dispatch staff to: Dynamically create new blocks for revenue service based on pre-existing scheduled blocks or trip patterns. Please provide a scenario that aligns with this concept of what the above requirement means and how it would be used.	<i>NVTA often will work with schools and teachers to provide a trailer bus for large group field trips. For these types of situations, a second driver and a second vehicle would need to be sent which would not be assigned to a pre-existing block or trip pattern. This functionality could improve communication between dispatch and drivers, though it is not a P/F requirement.</i>
32.		Requirement 3.22 - System enables Dispatch staff to: Modify the scheduled destination and departure point location of a scheduled trip and future trips in real-time. Please provide a scenario that aligns with this concept of what the above requirement means and how it would be used.	<i>During a detour or due to an unexpected road condition, could improve communication to drivers of the path of a detour. This could also assist riders by informing them if a stop is temporarily closed due to a detour. This is not a P/F requirement.</i>

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33.		<p>Requirement 3.23 - Ability to alter/edit the dispatch log – when dispatch is busy some of the information on the log cannot be completed when the transaction occurs – dispatch would like to refine information later.</p> <p>Please provide a scenario that aligns with this concept of what the above requirement means and how it would be used.</p>	<p><i>Often times dispatch is busy and enters in some basic information to the dispatch log, but needs to return later to update this entry with more complete information. We would look for this functionality to be possible under the proposed solution.</i></p>
34.		<p>Requirement 4.23 - Includes tested integration with onboard camera video recorders. Supports both real - time (emergency) video transmission via cellular data and end -of-day transmission via WLAN</p> <p>Do you currently incorporate this exact onboard integration with your current CAD/AVL provider GMV?</p>	<p><i>No, we do not currently incorporate this integration.</i></p>
35.		<p>Requirement 4.23 - Includes tested integration with onboard camera video recorders. Supports both real - time (emergency) video transmission via cellular data and end -of-day transmission via WLAN</p> <p>Please confirm the integration you need in place to meet this requirement. Does TSI have the most updated integration in place right now?</p>	<p><i>NVTA only currently has end-of-day transmission via WLAN, but NVTA would like to see full integration where TSI camera system gathers information on driver, bus, route and location from the CAD/AVL system and the TSI camera system provides back to the CAD/AVL system camera status and live video information during an emergency. Use to do this full integration as far back as 2015 with TSI</i></p>
36.		<p>Requirement 4.25 - Supports on -board public Wifi for riders via a single cellular data connection that accommodates both CAD/AVL system data and public Wi -Fi data feeds. (Explain the configuration used to secure each data stream from the other.)</p> <p>The configuration required to support this will be made via the on-board cellular router. Please confirm if you require the vendor to manage all the cellular routers, including the existing Cradlepoint routers, on buses?</p>	<p><i>Preference for vendors to manage routers including existing Cradlepoint routers.</i></p>

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37.		<p>Requirement 5.2 - Supports integration with and real -time transmission to transit center and park and rides existing real -time signage through a URL.</p> <p>Please confirm how many signs need to be integrated with and that they are LCDs with HDMI inputs?</p>	<p><i>Total of 7 existing ETIDs with 2 on order. These are LCDs with HDMI inputs but a web link to display upcoming departures would be preferred.</i></p>
38.		<p>Requirement 5.5 - System includes a set of APIs to real -time and historical CAD/AVL data to allow riders to access it via third -party applications. API endpoints should be updated at least every five (5) seconds. Includes a well-documented GeoJSON or REST API that provides useful and efficient queries regarding transit network real -time and historical status.</p> <p>Please provide examples of the historical data you would like to give riders access to?</p>	<p><i>Riders do not need access to historical data. Just needs to feed to third party apps such as the Transit App.</i></p>
39.		<p>You have mentioned a rider mobile app, but not a website. Please confirm if you require a rider website?</p>	<p><i>Yes, we have a rider website. Our rider mobile app currently only exists to request on-demand rides. App capability does not need to expand beyond this functionality at this time. WWW.VineTransit.com is where rider information lives.</i></p>
40.		<p>Requirement 6.12 - The system shall provide, at a minimum, NTD data needed to fill out S -10 forms for all modes (DR, MB and CB). NVTA desires the ability to integrate reporting with our vehicle maintenance software (Hexagon) to assist in filling out NTD's A -30 form.</p> <p>Our understanding is that you utilize UTA for APC hardware and NTD reporting. Please confirm if you require additional NTD reporting from the vendor to supplement UTA's offering?</p>	<p><i>Please see response to Question #28.</i></p>
41.		<p>Please clarify your requirements criteria for your Statement of Qualifications</p>	<p><i>Primary Proposer must completely fill out Statement of Qualifications utilizing information obtained from their Subcontractors if they intend to subcontract any portion</i></p>

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		Specifically - With the assumption that the Fixed Route and Demand Response questions will involve answers from two solution sets - If answers from one of the vendor solution sets are judged to render disqualification, does this result in BOTH solutions being disqualified?	<i>of the work out. Proposers must definitively answer Y=Yes in the areas checked as a Pass/Fail requirement to be considered as "Qualified" to submit a Proposal.</i>
42.		Please clarify your requirements criteria for your Statement of Qualifications Specifically - Notwithstanding that responses on the Statement of Qualification would be completed by as many as two organizations, will Napa Valley consider eventually awarding contract(s) to one organization, and not to the other organization?	<i>See above.</i>
43.		Please clarify your requirements criteria for the appendix Specifically - you mention various page limits for the RFP response itself, but you later note that more information can be contained in "appendix" - Is there a page limit for the appendix or appendices?	<i>No, there is no page limit for the appendices, but please keep in mind the evaluation committee will have constrained time to review proposals so please do your best to keep your proposals as concise as possible.</i>
44.		What is the budget for this project in year one and subsequent years?	<i>Not fully determined, going through biennial budget process currently for FYs 26-27 and 27-28.</i>
45.		What were the issues that NVTA is facing with the current vendor for CAD/AVL, if any?	<i>Appendix D outlines the requirements NVTA would like to see from a CAD/AVL vendor.</i>
46.		What are the minimum qualifications for a vendor/company to be considered a valid bidder responding to this RFP?	<i>The P/F requirements outlined in Appendix D.</i>
47.		Can RTA share the ridership data for the past year?	<i>Assuming you mean NVTA, you can view the Q1 FY26 ridership on pp. 263-274 of the board report at the following link: https://nvta.ca.gov/calendar/nvta-board-of-directors-meeting-23/</i>

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48.		Could RTA provide 3 days of scheduling data so vendors can include an analysis of this data in their proposals.	<i>Not at this time.</i>
49.		How many vehicles will require the CAD/AVLs?	<i>74 – Please see Appendix B: Fleet Information for detailed vehicle information.</i>
50.		<p>Can the agency list all the software integrations required for this solicitation, under the categories:</p> <ul style="list-style-type: none"> • For CAD/AVL solution • For demand response solution 	<p><i>Current Technology:</i></p> <ul style="list-style-type: none"> • <i>CAD/AVL System: GMV Syncromatics Fixed Route and VineGo</i> <ul style="list-style-type: none"> o <i>MDT: Getac Tablets, via the GMV Syncromatics system</i> o <i>Routers: Mix of Digi TX64 and WR64 and CradlePoint IBR900</i> • <i>Automated Demand Response Dispatch System: Transloc</i> <ul style="list-style-type: none"> o <i>iPads: Equipped with the Transloc Driver app</i> • <i>Voice & Data Communications: Motorola XPR5550E UHF Radios for voice communications</i> • <i>Fare Payment:</i> <ul style="list-style-type: none"> o <i>Fareboxes: Mix of Genfare Odyssey and FastFare</i> o <i>Card Payment: Clipper, which is a regional fare payment system powered by Cubic. The Clipper farebox system is tied into the CAC/AVL system so payments can be adjusted by route.</i> • <i>APCs: UTA’s Model 30 IR System</i> • <i>Headsigns: Various including Luminator, Hanover, I/O Controls and TransSign</i> • <i>Cameras: TSI hardware</i> • <i>WLAN in Bus Yards: WiFi access points at the Bus Maintenance Facility</i> • <i>GTFS Static: Trillium</i>

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51.		Through this RFP, does the agency aim to find one vendor for both the solutions or will it select two for the two different technology solutions?	<i>NVTA maintains the discretion to award to one or more vendor. If NVTA awards to two vendors who present different technology solutions, they will be required to coordinate their efforts in accordance with the contracted requirements.</i>
52.		Can the vendor choose to bid for only automated dispatch solution for demand response?	<i>No, vendor would need to subcontract with a CAD/ AVL firm on a submission.</i>
53.		For all software integration, will the agency provide the APIs required from the different companies (i.e. for fareboxes, APCs, Headsigns, etc.) or does the vendor need to contact the individual entities for their integration costs?	<i>NVTA can provide.</i>
54.		Should vendors quote all integration costs of their product and also include the integration cost the vendor has to pay the different parties for integrations (e.g. Genfare, trapeze and Transdev, etc.)	<i>Yes, quote all costs, though we are not sure of a scenario where the vendor would be required to pay Transdev or Trapeze. That being said, if this is a foreseen expense then please include in your quote.</i>
55.		Has NVTA conducted a recent cellular coverage analysis showing areas of known service degradation, and can this data be provided?	<p><i>Did not spot coverage testing along routes. See selected quotes from a ConnX Report.</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>“Bus route 21 for example has fair to very poor coverage across its’ entire route with specific dead spots from both Verizon and AT&T located near and around Calistoga, Solano Av. Domain Chandon winery.”</i> <input type="checkbox"/> <i>“ During inspections and ride-alongs, instances were observed where the MDT (tablet) or AVL modem lost connection or rebooted mid-route, disrupting GTFS-RT feeds and live CAD data. Average signal strengths recorded on NVTA routes examined has been -97dBm to -117dBm with average SINR or 3-7dB observed on bus route #21, bus number #137.”</i>

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			<p>☐ <i>“Variations in router signal strength (e.g., recorded drops to -117 dBm in low coverage zones like Fairfield or Calistoga) compound the AVL system’s ability to transmit consistent data”</i></p>
56.		<p>What specific data exchange is required between the new vendor system and Trapeze? (e.g., manifest updates, trip status, vehicle assignments).</p> <ul style="list-style-type: none"> • Can NVTA provide the Trapeze API/data specification that the new system must interface with? 	<p><i>Proposed MDT/Tablet solution must be capable of downloading Trapeze Drivermate App version 21 or later.</i></p>
57.		<p>What are the manufacturer, model number, and interface specifications of the existing public mobile radio systems?</p>	<p><i>Motorola XPR5550E UHF(450-512) Radios. See attached information on existing public radio system as an addendum.</i></p>
58.		<p>What specific data stream or communication protocol is required to interface with the existing MioVision TSP hardware via the new Cradlepoint routers?</p>	<p><i>See response to Question 20.</i></p>
59.		<p>What is the required level of integration with Remix scheduling software, and in what format are the route and block definition files provided?</p>	<p><i>No integration is required with Remix. Files provided to Transdev in Excel; Transdev uses Hastus for block/route formation and planned relief.</i></p>
60.		<p>Could the Agency please confirm which existing systems are to be replaced by the new vendor solution, and which systems must the new solution integrate with?</p>	<p><i>Digi routers to be replaced with Cradlepoint routers. MDTs are to be replaced. Potential replacement to include as optional would be antennae.</i></p>
61.		<p>Are there any bid or performance bond requirements with this project?</p>	<p><i>No bonds are required.</i></p>

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
62.		Will the Agency accept electronic signatures on the forms and cover letter?	Yes
63.		In order to allow bidders to prepare a more detailed and informed response, can the Agency please extend the submission deadline for the proposals?	Yes, See Addendum No. 2
64.		It is our understanding that when the RFP indicates that the system MUST perform a function, the vendor assumes that this is required functionality. When the RFP indicates that the system SHOULD perform a function, the vendor assumes that this functionality is not required but is desired. Does this align with your agency's intent with regard to your RFP?	<i>Your understanding generally aligns with ours, but I would note that P/F requirements are the ultimate decider.</i>
65.		Shall all submitters include pricing for 10% spare equipment?	Yes
66.		Does NVTA require a fully web-based solution that can be accessed securely through any browser, including on tablets, without the need to install desktop software?	Yes
67.		Does NVTA already hold a software license for integrating technology with GFI Genfare?	Yes
68.		Please provide an estimate of the number of SMS text messages NVTA anticipates sending per month for rider notifications and real-time updates.	<i>Approximately ten (10) text alerts per month (English/Spanish)</i>
69.		Please provide additional information about the bus yard and maintenance facilities. Specifically: a. How many operating or storage yards does NVTA use for fixed -route, paratransit, and demand -response vehicles?	<i>A: One yard B: Outdoor C: Yes, area fully covered by wireless access points.</i>

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		<p>b. Are these yards indoor garages or outdoor lots?</p> <p>c. Do any of the yards have Wifi or other connectivity needed for staging, configuration, or testing?</p>	
70.		<p>Regarding the Statement of Qualifications requirement in Section 2.1 , “Currently exports on -demand response data into a GTFS -Flex format that can be ingested by third -party apps ,” could you clarify the intended use case for this data and how you envision GTFS -Flex interacting with or complementing your fixed-route services?</p>	<p><i>GTFS-Flex is a future requirement for anyone in the state of CA receiving TDA funds and though we are seeking to make steps towards meeting this requirement, this would not be a P/F requirement. We envision this complementing our fixed-route service by allowing for the potential of co-mingling trips between fixed route and demand response, and providing users with a way to plan their trips across both modes.</i></p>
71.		<p>Regarding the Statement of Qualifications requirement in Section 3.24 , “3.24 Ability to alter/edit the dispatch log – when dispatch is busy some of the information on the log cannot be completed when the transaction occurs – dispatch would like to refine information later,” could you clarify whether this requirement is intended to apply to fixed -route operations, or if it primarily relates to demand-response workflows? We want to ensure we address it in the correct context.</p>	<p><i>Both – please see more info in response to Question #33.</i></p>
72.		<p>In reviewing the schedule, we noticed that the timeline between the date answers to questions will be available and submission of the Statement of Qualifications deadline date is 5 working days. To allow vendors to review answers to questions and to deliver a more thoughtful response, will NVTA be willing to extend the due date for submission of the Statement of Qualifications and the final proposal?</p>	<p><i>Yes, See Addendum No. 2</i></p>
73.		<p>Is NVTA tax exempt, and will a tax exemption certificate be provided?</p>	<p><i>NVTA is not tax exempt.</i></p>
74.		<p>In addition to using the supplied Cost Proposal, may vendors also submit pricing in their own format (to</p>	<p><i>NVTA’s Cost Proposal form is capable of being modified so vendors can submit pricing in their own format.</i></p>

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		mitigate confusion)?	<i>Proposers may also use NVTA's Cost Proposal form as a cover sheet to display overall costs and provide a detailed proposal using Proposer's own format as an attachment.</i>
75.		Please confirm the following: a. Confirm the type, number, and model of destination signs requiring integration per vehicle b. Confirm the PA amplifier model aboard each bus c. Confirm the specific integration required on this bid with the TSI camera system	<i>See response to Question #50.</i>
76.		If VoIP were to be proposed, how many users will require access to the VoIP system (by role): a. Dispatch : b. Drivers: c. Supervisors : d. Administration:	<i>All are approximate: Dispatch: 10 Drivers: 45 Supervisors: 5 Admin: 5</i>
77.		How many staff members require software training for: a. Dispatch? b. Reporting? c. Operations? d. Administration? e. Maintenance?	<i>All are approximate: Dispatch: 15 Reporting: 5 Operations: 15 Admin: 5 Maintenance: 5</i>
78.		How many drivers require training?	<i>Appx. 100</i>
79.		Where will training take place?	<i>101 Sheehy Ct, Napa, CA 94559</i>

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80.		<p>How many vehicles are available for installation at any given time?</p> <p>a. During normal business hours</p> <p>b. Outside of normal business hours</p>	<p><i>See response to Question #6.</i></p>
81.		<p>Where will vehicle installation occur (outside parking lot, covered lot, garage, etc.)?</p>	<p><i>Either outside (potentially under solar canopy) or inside a maintenance bay.</i></p>
82.		<p>Please confirm if NVTA is currently running a pilot with another CAD/AVL vendor.</p>	<p><i>Not a pilot, but yes we currently have a CAD/AVL vendor.</i></p>
83.		<p>Section 1.4.13 of the RFP states that NVTA has web-based eTIDs located at the Soscol Gateway Transit Center. Please provide the make/model and quantity of the eTID signs that bidders are required to integrate with.</p>	<p><i>All that would be required is a URL to display upcoming departure information. The ETIDs are essentially just big computer screens.</i></p>
84.		<p>Section 1.4.2 of the RFP states that demand response vehicles currently use Transloc, while Section 9.15 of the SOQ states that bidders are to have the ability to download Trapeze DriverMate onto the provided MDT/tablets for demand response vehicles. Please confirm that NVTA is seeking bidders to propose DriverMate for the demand response vehicles to replace the current Transloc solution.</p>	<p><i>Demand response vehicles currently use Transloc, while Paratransit vehicles use Trapeze. The proposed solution should allow for the Drivermate app (version 21 or later) to be downloaded on the MDT or Tablet. We are not seeking a paratransit solution at this time.</i></p>
85.		<p>Please provide a vehicle list with make/model of all onboard equipment broken out by mode of service (fixed route, paratransit, and demand response).</p>	<p><i>See appendix B. 6 DR and 10 paratransit vehicles.</i></p>

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
86.		Please note that the vehicle quantities in Appendix B (Fleet Information) do not match the quantities specified in the table on page 16 of the RFP. Please confirm the exact vehicle quantities for fixed route, demand response, and paratransit.	<i>Please use Appendix B: Fleet Information.</i>
87.		The “Questionnaire and Financial Assurance Statement” form states that no substitution or revision to this bond form will be accepted. Please confirm that there is no bond associated with this RFP.	<i>Page 46 is not a continuation page for the Financial Assurance Statement and will be removed by Addendum.</i>
88.		Page 16 states that the fleet consists of 46 fixed route coaches, 6 demand response vehicles, and 10 paratransit vehicles. Are we to support the software and hardware requested in the Statement of Qualifications Form for all 62 vehicles in the fleet?	<i>To confirm, please use Appendix B: Fleet Information. There are 74 total vehicles in NVTA’s fleet. Either one vendor who can provide both CAD/AVL and Demand Response technology, or two vendors who partner on a submission are to support the requirements outlined in the SOQ.</i>
89.		Do we provide our Contract exceptions in Pre-qualification phase or the full bid phase?	<i>Contract exceptions must be submitted as part of the Proposal submission, using the instructions outlined in the RFP.</i>
90.		What format(s) can your current on 4 on-demand geofenced service areas be exported?	<i>Shapefiles (KML and GeoJSON)</i>
91.		1.17 What are the requirements for Trapeze integration for the ADA vehicles?	<i>Please see response to Question #1.</i>
92.		3.5 What format(s) will the planned relief from the scheduling software be provided?	<i>See response to Question #59.</i>

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
93.		4.1 What exact integration with MioVision is anticipated?	<i>See response to Question #20.</i>
94.		4.5 What are the make/model of the existing Cradlepoint routers on each vehicle? How many ports are on and will be available on the Cradlepoint for use?	<i>Cradlepoint R1900</i>
95.		4.5 Does each Cradlepoint router have an associated and active NetCloud subscription?	<i>Yes, we have a currently active NetCloud subscription but this is provided by our current CAD/AVL provider.</i>
96.		4.6 Who is the provider of the radio and VOIP on the vehicles?	<i>VOIP is provided by current CAD/AVL provider. Radio info is outlined in Question #50 and #57.</i>
97.		4.8 Would NVTA look at another provider for fare solutions and fare boxes?	<i>No</i>
98.		4.11 What are the make/model of the existing UTA APC sensors on each vehicle?	<i>See response to Question #50.</i>
99.		4.12 What are the make/model of the existing automatic bicycle rack sensors (automatic bicycle counter (ABC)) on each vehicle?	<i>Not currently offered. UTA-APCs can sense when the bike rack is deployed but can not detect # of bikes. Bike racks are SportWorx 2- and 3- position.</i>

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
100.		4.23 What are the requirements for TSI-CAM-00007 & TSI-XDMR Series integration?	<i>See response to Question #35.</i>
101.		5.2 Does NVTA currently have public-facing digital signage? If yes, what vendor is providing this solution?	<i>Yes – CalCoast provided & looking at future options with Urban Solar</i>
102.		9.15 What are the integration requirements for the Trapeze DriverMate app?	<i>Please see response to Question #1.</i>
103.		7.2 - Can the agency expand on the requirements for the yard management functionality?	<i>Would like to know the location of buses within yard. If vendor has a robust solution then we are open. This is not a P/F requirement.</i>
104.		8.9 - Can the agency expand on what the current fare structure is and how payment occurs?	<i>Please visit www.vinetransit.com/fares/ for detailed fare info and payment info. We accept cash & coins, Vine Transit passes, Clipper Card, and Token Transit App.</i>
105.		8.9 - Does agency currently use Clipper and/or Token Transit? Is deeplink integration acceptable?	<i>Yes, we accept both, and deeplink integration would be acceptable.</i>
106.		8.11 - Can the agency expand on what is being asked for co-mingling trips between on-demand community shuttles and scheduled fixed-route services? Is this building a complete trip plan for an individual utilizing both on-demand and fixed route?	<i>Yes, this would be for building a complete trip plan for an individual utilizing both on-demand and fixed route. Please see more info in response to Question #</i>

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
107.		8.12 - Can agency provide an example for this “Ability for software to create ride and user restrictions based upon trip origin, trip destination, or time of day.”	<i>Yes. One example of this would be for the American Canyon Shuttle, where we are looking to restrict the times when users are able to request a pickup at American Canyon High School. We offer a fixed loop service in the AM and PM structured around bell times, but have run into issues with students requesting an on-demand pickup from the high school when the fixed loop is running. We would like to place a restriction on the pickup times at ACHS in order to ensure the the shuttle being able to perform other trips (there are two vehicles used on the American Canyon Shuttle).</i>
108.		9.15 - How much data does Trapeze DriverMate utilize? What is the function of this app?	<i>Please see response to Question #1.</i>