



Scheduling Software for Fixed Route Services

Issued May 24, 2019

The following is an addendum to the Request for Proposals for Scheduling Software for Fixed Route Services. This addendum includes additions, clarifications, modifications and answers to questions received by Marin Transit before the deadline for questions at 3:00 PM on Tuesday, May 21, 2019.

The RFP, together with this Addendum #1, constitutes the entire understanding between each of the participating proposers and the District. The changes to the RFP as set forth herein, shall be incorporated into your proposal where required. **Please acknowledge receipt of this addendum in your proposal as instructed in Section 3 - Proposal Requirements by specifically listing the RFP title, each Addendum number and date of issuance.**

I. MODIFICATIONS AND ADDITIONS TO THE RFP:

- 1) None.

II. SUMMARY OF QUESTIONS AND ANSWERS:

Q1. What's your peak number of vehicles excluding spares?

A1. 54 (fixed route only)

Q2. How many garages does Marin Transit have?

A2. Marin Transit contracts for all fixed route service operations. Each contractor has the following number of garages where vehicles can start/end a trip:

- Golden Gate Transit - 2
- MV Transportation - 3
- Marin Airporter - 4

Q3. Do you contract out your fixed route services? if yes, who are your contractors for fixed route services? if yes, do they intend to use scheduling as subcontractor of the agency?

A3. Yes, Marin Transit contracts for the operation of all fixed route service. The contractors are MV Transportation, Marin Airporter, and Golden Gate Bridge Highway & Transportation District (Golden Gate Transit). While some of these contractors use their own internal scheduling software to manage operations, we do not anticipate extending our software capabilities to these operators. We do plan to share operations reports with our contractors including driver paddles, blocking sheets, turn sheets, stop sequences, etc. to help communicate any services changes implemented by the District.

Q4. If you have multiple contractors/garages, do you require one entire export for the scheduling data?



A4. We are requesting the ability to export data as a complete set or by filterable parameters such as by contractor, by route, by day type, etc. The entire export is needed for the GTFS data and AVL imports but other data exports may be selective based on a precise need or request.

Q5. What are your labor meal/break rules?

A5. Marin Transit does not directly employ drivers and is not responsible for setting any employment work rules for drivers. That responsibility is passed on to our contractors based on the schedules we develop. We recognize that many scheduling software programs include highly sophisticated runcut algorithms that allow various parameters to be adjusted to maximize efficiency in certain areas such as costs, shift spreads, vehicle pullouts, etc. The District is not interested in investing in these advanced features at this point.

However, due to the data needs of our AVL system and advancements in requests from third party app developers, we are requesting the ability for the selected system to allow a manual, or automated and editable, assignment of trips, by day type, to a run ID.

Q6. How do you approach driver reliefs?

A6. See answer to Q5. Each contractor differs, some allow mid-route and end of route reliefs and others only allow reliefs to occur at the garage.

Q7. Do you ever run different service on different weekdays?

A7. Yes, our Supplemental tripper route schedules differ day by day during the school week. Thus, we need a software that includes the ability to assign the following day types; Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday/Holiday, and Weekday.

Q8. Is there driver operations management software that you use? If yes, how do you currently bring schedule data into your driver operations management software?

A8. No, contractors are responsible for driver operations management.

Q9. If you have multiple garages, do any of your routes use more than one garage?

A9. Yes, certain routes use more than one garage. However, a vehicle operating that route will always start and end at the same garage.

Q10. Do you require relief cars as part of scheduling?

A10. No, we do not require relief cars as part of base scheduling package. However, our contractors may see benefit in showing these as part of the driver paddles so please indicate if your proposal includes the ability to assign non-revenue vehicles associated with operations.

Q11. How do you currently bring schedule data into your AVL system?

A11. Schedule data is currently imported to GMV Syncromatics via a GTFS+ feed that includes the added runcut data.



Q12. How many times do you allow an operator to switch buses in one shift?

A12. See answer to Q5.

Q13. Do drivers report to the garage at the beginnings and ends of their shifts?

A13. See answer to Q5.

Q14. Do you allow drivers to report to work in the field only?

A14. See answer to Q5.

Q15. If you have multiple garages, do any of your buses pull out of one and pull in to another?

A15. No, see answer to Q9.

Q16. Do you require the vendor to fully integrate calendaring into the scheduling software?

A16. The software system must have the ability to manage multiple calendars or bids for the schedules. Individual calendars specific to certain parameters, such as by route or by contractor, can be offered but the data exports for GTFS and the AVL system need to allow all services to be included in an export based on a specific start and end date. If the system can manage multiple bids within the same export feed (for example a single export that has a spring and summer bid with separate start/end dates), those capabilities should be detailed but not required.

Q17. Do you require vendor to integrate with software other than GMV Syncromatics?

A17. No, vendor is not required to fully integrate with any specific software system. At a minimum, vendor needs to have an exportable and compatible file format which can be shared and imported into other systems such as GMV Syncromatics, Google Transit Feed Specifications, and the Bay Area's Regional 511 data manager. Please note that integration request with GMV Syncromatics is not intended to be fully integrated system, rather an exportable file that can be manually imported into their interface. Advanced integration with this system and others would be desired but not required.

Q18. Since Marin Transit does not have operators, we are unclear about your need for the crew and roster modules, and if you do not need those modules then we can reduce the licensee fees accordingly.

Can you confirm if and why Marin Transit is requesting software modules that handle the creation of operators shifts (aka crews) and weekly work packages (aka rosters)?

If such modules are optional (since Marin Transit does not have bus operators) may we offer them as options rather than required modules and thus offer Marin Transit a solution tailored and priced for your needs as opposed to the needs of the Bus Operator Management companies you work with?

A18. See answer to Q5. Modules may be offered as options above baseline functionality.



Q19. Can we get a copy of your lefts and rights report?

A19. Yes, see attached file "Marin Transit Turn Sheets."

Q20. Can we get a complete list of the sample standard reports (blocks, paddles, stop sequence, etc.)?

A20. See section 2.1 Software Requirements of the RFP for a description of the reporting requirements.

Q21. Whether companies from Outside USA can apply for this? (like from India or Canada)

A21. Yes, companies outside of the USA may apply.

Q22. Whether we need to come over there for meetings?

A22. Vendor interviews with a demo of the scheduling software may be completed via virtual meeting. Marin Transit may request future meetings in person with the successful vendor.

Q23. Can we perform the tasks (related to RFP) outside USA? (like, from India or Canada)

A23. Yes, tasks related to the RFP may be performed outside of the USA.

Q24. Can we submit the proposals via email?

A24. Yes, see section 3.3 Proposal Submittal Procedure of the RFP for instructions.