



RFP 26-01 – Intelligent Transportation System

Addenda 1

MUTD Responses are indicated in bold text below.

The deadline for submissions is February 24, 2026.

Questions

Q1. Can MUTD provide an additional two weeks for the submission of RFPs?

A. Yes, the submission deadline has been extended to February 24th. The new schedule is as follows:

RFP Issued: January 12, 2026

Clarifications/Questions Due: January 30, 2026

MUTD Responses to Clarifications/Questions: February 4, 2026

Proposals Due: **February 24, 2026, 5PM MDT**

Invitation for Demos: **February 25, 2026**

First round Interviews: **March 2, 3, 2026**

Scoring/Invitations for second round **March 4, 2026**

Second Demo: March 9, 10, 2026

Notification of Selected Supplier: March 13, 2026

Board Approval: March 26, 2026

Notice to Proceed: March 27, 2026

Q2. What is the anticipated go-live date?

A. Go-Live Feb 1, 2027; Acceptance Testing Dec 2026 – Jan 2027; ...; Project Launch April 2026.

Q3. Can you provide as much detail as possible regarding all of the on-board systems that you are requiring the MDT to be the single point of control for? Vendor, make, model, year are examples of details that would be pertinent.

A. Mountain Line will release a 2nd addenda with information on hardware and other unanswered questions.

Q4. What is meant by “rapid, manually triggered alerts” as it pertains to the MDT? Can you provide examples?

A. Communication between MUTD and the public about route disruption. Ex. A detour is put up due to some last-minute circumstance; the detour publishes an announcement on the website and in the bus “your bus is being detoured because of a downed tree or bad weather conditions”

Q5. Can you provide details regarding the on-board sensors that you are wanting the On-Board Computer to interface with? What vendor, make, model, year of APCs, headsigns, etc?

A. See Q3 above

Q6. Are iris and/or Hella APCs currently installed in the vehicles? Can you provide details regarding the make, model and year on a per vehicle basis?

A. Yes. No; some sensors are beam-break while most are camera sensors.

Q7. For the APCs, what specific integration is required with Hopthru/Swiftly? What data do they require and in what format? Is this integration currently in place?

A. Integration is actively concluding. Details can be ironed out later, but I imagine that minimal requirements include (but might not be limited to) Lat, Long, Timestamp, Bus ID, Ons (Boardings), Offs (Alightings).

Q8. For the AVA canned messages, who would be initiating those? The driver?

A. GPS-triggered messages should occur at all stops. Meanwhile, the driver should have the ability to manually trigger a “No Sleeping on the Bus” message, for example, when the need arises.

Q9. For the AVA system, what languages are required?

A. English is required. Other languages, if seamlessly implemented, are gravy.

Q10. Does Missoula already have pre-recorded AVA messages? If so, in what format?

A. The current vendor provides this functionality in an undisclosed format.

Q11. For Interior, Exterior and Digital Signage can Missoula provide the vendor, make, model and year of all signs on a per vehicle basis?

A. See Q3 above

Q12. Does Missoula currently use Remix? If so, what functionalities of the Remix platform are used?

A. Yes, as many as possible. We're training on new features soon.

Q13. Can Missoula provide an example output of a Remix schedule that would be imported into the CAD/AVL system?

A. GTFS is the primary one.

Q16. What type of Integration is required with the paratransit (Via) operations? Can details be provided about how Via will make the required data available from their system?

A. Via handles all the dispatch capacities. What's optionally desired is the ability to view para vehicles on the fixed-route CAD.

Q17. Can details be provided about how BetterFleet makes their vehicle state of charge information available?

A. It uses an integration with ViriCiti Telematics.

Q18. What tool(s) are currently used for the Operator Scheduling section?

A. See Q19 below

Q19. Is Missoula open to the Operator Scheduling portion being completed by another software (that is not built into the CAD/AVL platform)?

A. These features of operator scheduling are largely out of scope in this project. However, any scheduling features provided by the ITS that could replace clipboards and paper would be useful.

Q20. Can Missoula expand on the “Manages display/sign content and “infotainment” devices requirement in the “Public-facing Real-Time Data, Applications and Third-Party Integrations” section? Does Missoula currently have infotainment screens? If so, what vendor, make, model? Can you provide a detailed plan for what types of signs (i.e. location, internet availability, power availability, content format requirements, etc.)?

A. Our homemade infotainment solution is described above in Q3

Q22. Can Missoula expand on the requirement “Provides built-in GTFS validation process, rules list and examples”? What is meant by rules list here?

A. The GTFS specification can be strict in some areas. We would not have to rely on web tools to validate the data that comes out of the ITS.

Q23. Can Missoula provide a detailed list of existing in-vehicle hardware that requires integrations with the CAD/AVL system? If the CAD/AVL system does not integrate with a specific hardware, should the CAD/AVL vendor include new hardware in the quote?

A. See Q3 above

Q25. Is a bid/proposal submission via email with a Dropbox link that includes all documentation an acceptable means of submission?

A. Sending a link via SharePoint, DropBox or another file sharing software is acceptable.

Q26. Should the technical proposal and the price proposal be submitted as two separate files?

A. The technical proposal and price proposal can be in a single file or separate. We have received proposals both ways and do not have a preference.

Q27. In regards to your Public Disclosure of Information requirement, would you prefer that all confidential information be extracted from the technical proposal and submitted as a separate file containing only confidential documents, or would you prefer two versions of the proposal: (1) a complete proposal with confidential information clearly marked, and (2) a redacted copy suitable for public disclosure?

A. If you include confidential information, please prepare two versions of the proposal, one redacted and one unredacted with confidential information marked.

Q28. Under the requirements for Operator Scheduling, could you please confirm which requirements are currently provided through your Scheduling platform and which are provided via CAD/AVL?

A. See Q19 above.

Q29. Does MUTD intend to continue their use of Transit App as the main mobile app and trip planning tool of choice for your riders?

A. Yes.

Q30. Would MUTD be interested in digital, integrated pre and post trip inspection functionality?

A. Yes.

Q33. Could you please provide your desired implementation/go-live schedule?

A. See Q2 above

Q35. Can MUTD confirm whether recertification and/or auditing of the APCs is included within the scope of services under this RFP, or if those activities are considered out of scope?

A. We currently rely on Swiftly for NTD certification of APCs (2026).

Q37. Can you please provide a detailed fleet list with brand, model and year of all 30 vehicles to be equipped?

A. Yes. See Q3 above.

Q38. Does MUTD vehicles have a cellular router such as Cradlepoint or equivalent existing?

A. Yes. See Q3 above.

Q39. Can you please clarify if integration with existing Farebox is required for single sign on?

A. We are a fare-free system; we have no fareboxes.

Q40. Can you confirm that both interior and exterior speakers are existing?

A. Can confirm.

Q41. Do you require automatic volume adjustment of audio announcements based on ambient noise?

A. This sounds like a feature we could be interested in.

Q42. Does MUTD desire an option for onboard infotainment display?

A. See Q3 above.

Q44. How many bus in the box for training and maintenance shall be included in the pricing?

A. One.

Q45. Regarding the following requirement: "Integration with charge management to display vehicle state of charge (BetterFleet)" – can vendors proposed an alternative solution ? (ie connect to the J1939 to retrieve and display vehicle state of charge?

A. MUTD is interested in integration in any form.

Q46. Regarding the following requirement: "Supports real-time "next bus" signage located at stops and transit hubs" – can you please provide details of the digital signage to be integrated with?

A. See Q3 above

Q47. Is MUTD interested in an option from vendors to provide new digital signage?

A. Not without a really good argument as to why replacing our current signs is necessary.

Q49. What is the file size limitation for email submittals?

A. 25mb

Q50. If proposals are larger than the email file size limitation, can vendors submit via alternate method such as DropBox?

A. Sending a link via SharePoint, DropBox or another file sharing software is acceptable.

Q51. Is electronic signature on forms and certifications acceptable?

A. Yes

Q52. Does MUTD require NTD Certification?

A. Yes, but this will be handled by Swiftly (2026)

Q53. Can MUTD specify the type: make/model of bike rack sensors.

A. See Q3 above

Q54. Who is the current cellular services provider and will MUTD maintain them during the next contract period?

A. Verizon, yes, we will maintain a contract with Verizon separate from this.

Q55. How many dispatchers, supervisors and bus operators does MUTD have?

A. 5 Dispatch Supervisors, 5 Road Supervisors, 73 Operators (2/3/2026)

Q57. To confirm interoperability, can we have an inventory of the hardware that's currently onboard?

A. See Q3 above

Q58. Is a driver-facing tool (e.g., for turn-by-turn navigation) required and/or of interest?

A. Of interest. Turn-by-turn navigation would be a great training tool.

Q59. Regarding the Operator Scheduling section, is there a system that's currently being used for clock ins/clock outs? If so, what is it?

A. See Q19 above

Q60. Is a standalone app, separate from ones like Google Maps or Transit, required?

A. We are looking for a “Where’s My Bus” feature of some kind that shows the current location of buses. Web based is acceptable

Q61. In the Public Facing section requirement #14, is infotainment hardware already installed? If so, what is the providing vendor, make, and model?

A. See Q3 above

Q62. Under the Public Facing section requirement #16, are vendors expected to maintain the QR codes or just the information they're connected to?

A. No expectations from this side. It's an idea we're exploring so if a vendor has a solution, we're all ears.

Q63. Under Vendor Responsibilities, what's the motivation behind requirement #25 (Provide 30 days advance notice for major software upgrades)?

A. We want to anticipate downtime. Any sufficiently large software update may cause downtime.

Q64. Will MUTD provide a complete fleet list, including model numbers of all integration targets (headsign controllers, APC's, interior LED's, network gateway - i.e. Cradlepoint/Digi/Sierra Wireless, bike racks)?

A. See Q3 above

Q65. Infotainment is mentioned, is this a system that proposers should assume they are integrating with? If not, should we provide this as a priced option?

A. See Q3 above

Q66. Would MUTD prefer that proposers include warranty in the base price for only the base contract term, or for optional years as well?

A. The pricing for the initial term should reflect base price and warranty. Warranty price should be included in the prices for the option years.