

Transit Schedule Analysis RFP Questions

1. What is the proposal due date?

The due date is April 1, 2016.

2. What is the deadline for technical inquiries?

The cutoff date is March 11, 2016.

3. On page 11 under the Primary Objectives, a target of \$100,000 for farebox revenue is given. What is the current level of farebox revenue and does this revenue include any pass programs?

Fixed route farebox revenue is about \$60,000 each year. \$100,000 is my "Everest" goal for the system. We do have monthly passes and can provide data on their usage.

4. Is Casper College willing to distribute a link to an electronic survey to all students and employees for the survey effort mentioned on page 11?

This can be arranged, but if we can get something more substantial and/or statistically valid than an open online survey I'd prefer that. We have local staff to assist.

5. On page 13 under Project Deliverables there is a requirement to submit two interim reports. At what point in the process do you anticipate submission of the two interim reports?

I'm open to this, but I imagine first after the data collection and system review and then after the Needs Analysis.

6. Do you have a current GIS layer or coordinate list of your bus stop locations?

Yes, we do. We're cleaning it up with some final changes. If you would like the files for your proposal, please let me know. I have a static map of our current system effective July 5, 2016 available in the RFP.

7. The RFP refers to the 2015 TDP as a source for data. Would the raw data collected for that study be available to the consulting team for analysis?

Yes

8. In the TDP Final Report, ridership is shown in terms of average daily boardings by stop for each route. For a scheduling analysis, we would also be interested in ridership by trip since we would want to know if schedules should be adjusted by time of day to account for changes in demand. If the data collected for the TDP was time-stamped, we may be able to recreate a typical service day for each route?

The data is broken out by hour, so we don't have an exact time stamp. Non-peak hours were typically not collected.

9. Have routes and/or schedules changed significantly since the TDP data collection?

We are dropping one half of one route (Blue Extension), but it was an exceptionally poor performing route, so I don't believe its loss will significantly affect the data. We are switching the Yellow Route to have a core trunk served every 60 minutes and outlying locations served every 120 minutes. The Purple Route is undergoing a fairly robust overhaul, but again, it is a low performing route and the changes won't significantly affect the TDP data. Other than that, most of the modifications to take effect July 5 are relatively minor. I tried to keep the changes to a minimum so this analysis could be more robust in its final recommendations and timing.

10. Does CATC do its own data collection? If so, is it manual or automatic (i.e. do you use APCs)?

The drivers manually collect passenger counts, but it is aggregate and not stop-based. If we want specific locations, I have to request it and the drivers have to remember to do it.

11. If CATC does engage in on-going data collection, is ridership data collected by stop and by trip?

See above. I did some Origin/Destination counts during summer 2015, but it wasn't exactly scientific.

12. If data collection were proposed by the consulting team, would CATC or CAMPO staff be available to assist with the effort? Specifically, if the consulting team developed a data collection plan and provided the data collection forms (tallysheets), could CATC or the CAMPO provide staff to ride the vehicles and record boarding and alighting activity? On smaller systems, this can often be done by the drivers themselves.

Yes. I am hiring an intern this summer for this express purpose; if you want a point-in-time count, I think we could work with MPO and CATC staff to get a 12-hour count done as well. We can also complete the data input from the tally sheets to an Excel file for the consulting team.

13. Will the RFP include the desired budget?

We will post the budget.

15. Do you have any scheduling software in-house?

No, we do not have in-house scheduling software.

16. Will you be looking for help with designing vehicle assignments and operator shifts, or is this more focused on the actual route schedules?

We are focused entirely on actual route schedules. I'm trying to limit the scope as much as possible to fit the project budget to make it worth a consultant's time.

17. Scanning through your recently completed TDP there appear to be several service alternatives, but not really a clear recommendation as to what the preferred alternative is. Has that been decided, or will helping with that be part of the scope?

Budget cuts have forced our hand, so I've had to implement a short term "Band Aid" on the fly. Rather than undertake a full route analysis as I originally anticipated, this study is more for scheduling than routing.

Instead of implementing any of the more "Cadillac" alternatives identified in the TDP, I've created a route system that I believe meets many of the same objectives but on a smaller budget. I anticipate the consultant will review this route system, recommend long term modifications, and time the new routes in a way that makes sense to the riders and that I can sell to transit's partner agencies.

The RFP does mention some public involvement – you can count on MPO staff to help with data collection and the public involvement angle.