

GoBus Expansion RFP Questions & Responses: Part One 7.1.25

- Can the operator be recognized in the branding on bus as providing the service?
 - *Yes, HAPCAP would be open to recognizing the GoBus service provider on the bus when it is providing services. Any such branding, including design, size, and placement of said recognition, would require HAPCAP approval. The service provider would be responsible for providing their logo should it be required in the agreed-to design. The process of installation, including any additional cost, would be the responsibility of the service provider.*
- Please clarify the leasing arrangement reference in the RFP; can we use currently owned fleet in the service if it meets the general requirements?
 - *Yes, the GoBus service provider may use vehicles that they currently own as long as the vehicles meet all of the requirements as set out in the RFP. Please refer to the following pages in the RFP:*
 - *Page 33 and 34 under Bus System Vehicles*
 - *Page 40 and 41 under Service Provider Responsibility Prior to Start of Service*

***Please note that the citations listed above are not meant to be an exhaustive list of references to all vehicle and service requirements in the RFP.*
- If the carrier can provide real-time bus tracking through existing software, will a secondary bus tracker be required?
 - *The intent of having a bus tracker on the GoBus vehicles is to provide GoBus passengers with real-time information about the location of the bus on which they plan to travel. In order to provide that seamless service to our passengers across all vehicles and providers, HAPCAP may require the installation of additional equipment on the vehicles used for the program.*
- How is seat capacity currently managed for the UBT system so that schedules are not oversold?
 - *Currently, HAPCAP manages the seating capacity in the UBT system. The GoBus Administrative staff work with the service provider to make adjustments when HAPCAP deems it necessary. Seating capacity changes for GoBus-specific schedules on other ticketing platforms aside from UBT may not occur without prior approval from HAPCAP. By following this protocol, we avoid overselling seats.*
- Can other fare structures be proposed for these routes, including those involving dynamic pricing?
 - *For the purposes of this RFP, HAPCAP is not seeking fare structure proposals.*