555 Oak Street East
North Bay, Ontario
P1B 8L3

555, rue Oak Est
North Bay (Ontario)
P1B 8L3

Tel: 1-800-363-7512
www.ontarionorthland.ca

February 3, 2026

Addendum No. 02

File Reference Number: RFP 2025 123

Title: Transit Planning and Scheduling Software Platform

RE: Clarifications/Questions

Please refer to the following information/clarifications:

Item 1: The RFP mentions demand forecasting. Can you describe what is needed by demand forecasting? Is it an evaluation of ridership to generate transit timetables?

Answer:

- Spatial analysis tools, such as mapping isochrones and/or population, employment, land use data to inform new routing or service adjustments

  <u>and/or</u>

- Ridership estimation tools that allow users to model new or modified routes and estimate demand based on defined parameters (service frequency, span, stop locations, demographics, etc.)

  <u>and/or</u>

- Use of historical ridership data to forecast by estimated how changes to the network may influence ridership

Item 2: The RFP mentions "service alerts." Can you describe what type of service alerts are desired; GTFS-Real Time style alerts towards customers? Is there a need to push these alerts out to customers in a push notification? Or is this related to messaging drivers/operators? How are Service disruption communications desired?

Answer: Included as an optional feature: At this stage, ONTC is seeking to understand vendor capabilities, solutions or ideas.

Item 3: The RFP mentions Enterprise & Maintenance System (E&M) integration. Can you describe what data is needed to integrate with this? Specifically, what do you need to be ingested by the proposed Transit Planning and Scheduling Software Platform in order to achieve this integration?

Answer: ONTC was seeking to understand vendor capabilities and elected this feature to be optional, but after a further review we will be excluding this as a requirement.

Item 4: The RFP mentions Electronic Logging Device (ELD) system integration (GeoTab). Can you describe what data is needed to integrate with this? Specifically, what do you need to be ingested by the proposed Transit Planning and Scheduling Software Platform in order to achieve this integration?

Answer: ELD integration was included to better understand vendor capabilities but, following further review, is no longer a required component of this RFP. Vendors are not required to integrate or ingest ELD data. Vendors that offer ELD functionality as part of an optional operational or tracking service may note this in their submission for information only.

Item 5: The RFP mentions Fare System Integration (Betterez). Can you describe what data is needed to integrate with this? Specifically, what do you need to be ingested by the proposed Transit Planning and Scheduling Software Platform in order to achieve this integration?

Answer: Included as an optional feature: At this stage, ONTC is seeking to understand vendor capabilities rather than prescribe specific data requirements or integration methods for fare systems such as Betterez. Vendors are encouraged to describe potential integration approaches with fare system platforms or comparable implementations, where available.

Item 6: For Appendix C: Submission Forms, does the one signature line show on PDF page 57 encompass all Forms 1 through 13, or do you require 13 separate signatures?

Answer: The signature page found on page 57 requires only a single signature. This serves as the attestation signature for all of Appendix C (i.e., Items 1 through 13, inclusive). However, please be aware that a revised version of Appendix C was released under Addendum No. 01, which supersedes the form contained in the original RFP package. Accordingly, the updated Appendix C should be executed and included with your proposal submission.

Item 7: For Appendix C: Submission Forms, does the signature have to be notarized?

Answer: While notarization is not necessary for the signature on Appendix C, it should be signed by someone who has the authority to legally bind the proponent.

Item 8: Regarding Section 6.2 Value Added Features, should these items be discussed as "optional" features or are they "required" features?

Answer: These items may be discussed as 'optional' features.

Item 9: Can you provide more detail regarding long haul trips? For example, how long are your trips? Are these trips handled by more than one operator? Do drivers stay at a hotel at the end of their daily shift?

Answer: Long-haul trips refer to intercommunity motorcoach services with extended travel distances. ONTC operates routes ranging from approximately 100 km (about 1.5 hours) up to 777 km (approximately 11 hours).

At present, long-haul trips are typically operated by a single operator. Drivers do stay at hotels at the end of their daily shifts where required. While trips are currently completed by one operator, the ability to plan and schedule multi-operator trips would be beneficial.

Item 10: In Technical Category 1.1 Core Scheduling & Blocking, regarding "Supports input of multimodal schedules (such as rail)," what format are the service schedules going to be in?

Answer: Ability to read multiple external GTFS feeds

This Addendum hereby forms part of the RFP.

Regards,

Ashley Commanda
Manager, Public Procurement
Ashley.commanda@ontarionorthland.ca