Attachment 2

SCOPE OF SERVICES

Section 1: General Information and Introduction

A.   Project Description

The intent of this project is to pull real-time vehicle location and arrival prediction data from the following transit systems and present it to the public in an easy-to-use interface, which can be accessed from multiple technologies, including the internet, mobile internet, and SMS text messaging. Moreover, the Contractor shall be required to assist Regional Partners to export GTFS data and GTFS-RT real-time vehicle location information (if available) to Google Transit and to data repositories like Transitland (https://transit.land/), which will encourage third party companies and individual developers/programmers (i.e., Transit App, or HERE.com) to create applications for technologies like the iPhone, Android devices, Blackberry, Windows Phone, wearable devices, etc., and in the process to inform and educate the public about our transportation services.

The further intent of this project is to provide a demonstration project of readily available, off-the-shelf, technology to inform elected and appointed officials and the Department of Transportation staff in Washington, Oregon and Idaho. The launch of this project will show that county and state lines do not impede the flow of people, buses, and transit information. Therefore, the Project will need to comply with open design standards so other transit agencies, non-profit transportation providers, and for-profit transportation providers can join the web based Regional Map (www.iTransitNW.com) per contract terms between Valley Transit and the Vendor, or replicate the Project.

The Project is also in a unique position to demonstrate a multi-state regional approach to serving veterans with public transportation to the Veterans Administration Hospital in Walla Walla, the Jonathan M. Wainwright Memorial VA Medical Center (https://www.wallawalla.va.gov/). This VA Medical Center serves a very large and rural area of eastern Washington, Oregon and western Idaho. While it is not a specific project requirement, it would be interesting to see ideas and suggestions from Proposers on how to combine technology, marketing, and information technology services with public transportation to make it easier for veterans to access the services available to them at the Wainwright Memorial VA Medical Center and for us to evaluate the effectiveness of transit in providing veteran transportation in rural and remote areas.

Whereas, it is in the direct interest of the people residing in the Valley Transit Public Transportation Benefit Area (PTBA) to be able to take full benefit of the multimodal transportation options available to them, the minimum or **Base Project** includes creation and display of a web based, multi-state, real-time bus location Passenger Information System, which includes several locally important transit agencies with their routes, bus stop schedules, and ETA information. These transit systems currently provide regularly scheduled transit service to and from Walla Walla, and also include our regional economic center of the Tri-Cities, WA (Pasco/Kennewick/Richland). All of these transit agencies, except Columbia County Public Transportation, have accounts with Google Transit and GTFS data available for use at no extra expense to the Contractor. The specific transit systems **included in the Base Project** are: Valley Transit, City of Milton-Freewater Transit, Grape Line (part of WSDOT's Travel Washington Program), Columbia County Public Transportation,

Kayak (Confederated Tribes of the Umatilla Indian Reservation), Grant County People Mover, and Ben Franklin Transit. The Base Project also includes providing the necessary hardware and software systems for Valley Transit, Milton-Freewater Transit, and Grape Line, so they can go from providing static GTFS data to Google Transit Map to pushing GTFS-RT to Google Transit Map, and providing a web based, regional, multi-state map at www.iTransitNW.com with Valley Transit (15 fixed-route buses and 8 paratransit mini-buses), Milton-Freewater Transit (1 fixed-route mini-bus), and Grape Line (1 fixed-route mini-bus) routes displayed on the map with bus icons moving in (near) real-time on the map with real-time ETA predictions. The Base Project will also include importing Ben Franklin Transit fixed-route system schedule, route, and real-time vehicle location information from TripSpark Streets and displaying their fleet's fixed-routes, real-time vehicle positions, and ETA predictions on the Project's online, multi-state, regional map. BFT has 50 fixed-route buses and purchased TripSpark Streets in February 2017. If we discover that any of the transit systems listed in this particular paragraph have corrupt GTFS or GTFS-RT data, or otherwise unworkable/unusable GTFS or GTFS-RT data, then the Contractor may be directed to correct the problem, at Valley Transit's sole discretion, and in which case the Contractor may charge an extra fee for this work by way of a change order. However, Columbia County Public Transportation is no longer shown in Google Transit Map and Proposers should include the cost to create GTFS data for CCPT's routes, schedule, and fares in the cost for the Base Project.

There are currently thirteen public transportation service providers in the travel-shed of the project area (the Blue Mountain Travel-Shed), which includes people from the region of SE Washington, NE Oregon and Central Idaho. At this time, only one of these providers is using a passenger information system with real-time bus locations:

- Pullman Transit – Uses a vehicle tracking system from Strategic Mapping and is interested in adding more features to this system, or changing systems. Pullman Transit connects with Northwest Trailways for service outside the community. Pullman Transit also provides service to all elementary, middle and high schools and Washington State University, and coordinates service with the Whitman County Council on Aging for transportation services in the community. Pullman Transit operates 20 buses in fixed-route service and prefers to make use of the AVL hardware already installed in their fleet. Pullman Transit is not making a commitment to purchase at this time. (http://pullman.mapstrat.com/nextvehicle/Map.aspx.)

There are currently three transit service providers who have GPS enabled buses but do not have the technology to share bus location information with the public. These include:

- Valley Transit – Uses StrataGen's ADEPT paratransit software and Mentor first generation MDT hardware (2002) in all fixed-route vehicles, however the paratransit fleet has just upgraded to the mSlate device by DDS (http://www.digital-dispatch.com/products/mslate/). Proposers that cannot take advantage of the mSlate devices that are already installed in the paratransit fleet should include in their proposal for the Base Project the additional hardware and installation cost that is necessary to provide real-time vehicle location reports for the paratransit mini-bus fleet to the web based regional map. The mini-bus fleet would not need a replacement MDT if position reporting can be provided by a less expensive GPS transmitter. Valley Transit shall be provided with a simple in-house method (i.e., a switch in the software) to turn the display of paratransit vehicles *on* or *off* from the web based regional map in the event it turns out to be a bad idea to show Dial-A-Ride customers the location of the paratransit mini-buses. The same mini-buses are also used in a Job Access program and in our Evening & Saturday Flex Route (a route deviation service), so it is functionally advantageous to be able to turn location tracking for the mini-bus fleet on/off depending on the time of day and service mode for this fleet.

The 15 bus fixed-route fleet will transition from the old (2002) Mentor MDT units to new DDS mSlate devices, unless a change in device is required to obtain full functionality of the Proposer's products, or another significant advantage (i.e., cost) can be realized by using a different mobile device. The cost of 15 installed mSlate devices in VT's fixed-route fleet shall be included in the cost of the Base Project. However, Proposers may also provide the installed price of their recommended MDT for VT to consider as an alternative, but be advised the mSlate MDT cost will be used as part of the Cost Proposal Evaluation (page 19).

VT currently uses a Motorola two-way radio system (in the 453-460 MHz band) for data communications with the old Mentor MDC units in the fixed-route buses, but the new mSlate devices for paratransit are configured with a Verizon cellular interface. Two-way radio data communication is good in the Walla Walla Valley and VT has a surplus of frequencies available for data, so Proposers are encouraged to consider this option as an alternative if it is cost effective and provides near real-time vehicle location services. VT will continue to pay for the cost of two-way radio equipment and monthly Verizon service charges, so these are not expenses for the Contractor to include in their proposal. The cost of data communications in this Project (i.e., to/from vehicles, facilities, and signage) shall be a cost of the Regional Partners and not the Contractor. Valley Transit shall purchase a package of services and equipment through this procurement to support a minimum of 15 fixed-route buses and 8 paratransit mini-buses. (www.valleytransit.com)

- Northeast Oregon Public Transit (a division of Community Connection of NE Oregon) – Uses StrataGen's ADEPT paratransit software, DDS mSlate LCD tablet hardware, and Verizon cellular for connectivity. Northeast Oregon Public Transit operates 6 cutaway mini-buses in fixed-route service and is not making a commitment to purchase at this time and is most likely to consider only joining the Regional Real-Time Bus Location Map. (http://www.neotransit.org/ or http://www.ccno.org/)

- Kayak – The public transportation service of the Confederated Tribes of the Umatilla Indian Reservation providing transit to Umatilla and Morrow Counties, Oregon and commuter service to Walla Walla and Kennewick, Washington. Kayak uses the GPS Insight (www.gpsinsight.com) product to send vehicle telemetric data to their dispatch center. Kayak operates 10 cutaway mini-buses in fixed-route service at this time and **is included in the Base Project**; please see the fourth paragraph in this section (Section A: Project Description). The Kayak GTFS data for bus routes and scheduled ETA is to be shown on the Regional Real-time Bus Location Map, but Proposers should indicate in the Compliance Table if their system can support import of the real-time vehicle location data from GPS Insight and showing Kayak on the Regional Map with real-time moving buses and real-time ETA predictions. (http://ctuir.org/tribal-services/planning/kayak-public-transit)

One transit system is in the unique position of having recently contracted to purchase a full-featured ITS product and its installation and implementation will occur slightly ahead of this procurement for Valley Transit. This is in the Tri-Cities, which is significant because this is the major regional population center in Eastern Washington and Oregon, and also the regional center for transportation, retail, education, medical and other services.

- Ben Franklin Transit – BFT uses TripSpark PASS for scheduling and routing of its paratransit fleet and all paratransit vehicles have Mobile Data Terminals (TripSpark Ranger) and software. BFT has recently

contracted with TripSpark to provide TripSpark Streets. Streets is Computer Aided Dispatch (CAD) and Automated Vehicle Location (AVL) program that will allow BFT to outfit its fixed-route bus fleet with hardware and software to provide operational metrics, schedule and route adherence, as well as static and real-time passenger information . Valley Transit's Project is only looking to import BFT's Fixed-Route route, schedule, and real-time vehicle location information from TripSpark Streets to display passenger information on the regional website map. BFT is willing to share their GTFS and GTFS-RT data with our project at no cost to the Project or Contractor. BFT operates 50 buses in fixed-route service and **is included in the Base Project**; please see the fourth paragraph in this section (Section A: Project Description). (www.bft.org)

Other interested transit agencies in our region, but do not have AVL hardware in their vehicles (except as noted) include:

- Grape Line – The Greyhound feeder service operating between Pasco, WA and Walla Walla. This is a partnership between Greyhound, WSDOT, and the FTA, and is operated by a contractor, Central Washington Airporter (CWA). Grape Line has GTFS data available for the project. Grape Line has one route between Walla Walla and the Tri-Cities. There are three mini-buses available to CWA to operate on the route; however the Project will only provide one GPS transmitter for one mini-bus (not an MDC), but additional GPS and/or MDC units shall be available for purchase from the Optional Features – Section 4, if CWA decides to purchase additional units from this contract. Grape Line **is included in the Base Project**; please see the fourth paragraph in this section (Section A: Project Description). (Travel Washington - http://www.wsdot.wa.gov/transit/intercity)

- Milton-Freewater (Oregon) Public Transportation – Milton-Freewater is in the same Metropolitan Planning Organization as Valley Transit and located about five miles south of the Oregon-Washington state line. One bus provides three fixed-route trips on weekdays between Milton-Freewater and Walla Walla. Milton-Freewater has GTFS data available for the project. Milton-Freewater has one route between Milton-Freewater and Walla Walla. There are two mini-buses available to Milton-Freewater to operate on the route; however the Project will only provide one GPS transmitter for one mini-bus (not an MDC), but additional GPS and/or MDC units shall be available for purchase from the Optional Features – Section 4, if Milton-Freewater decides to purchase additional units from this contract. Milton-Freewater Transit **is included in the Base Project**; please see the fourth paragraph in this section (Section A: Project Description). (http://www.mfcity.com/transport)

- Columbia County Public Transportation – CCPT connects with Garfield County Transportation in Starbuck, WA and in Walla Walla with Valley Transit, Walla Walla Airport, Grape Line, Kayak, Milton-Freewater Transit, and Grant County People Mover. CCPT provides transportation to public schools in Dayton and Waitsburg as well as many schools in Walla Walla, including all three colleges. CCPT is contracted with People for People and the Hospital District to transport residents to Walla Walla for medical appointments. CCPT no longer has GTFS data available for the Project, so the Contractor shall create new GTFS data with route, schedule, and fare information. CCPT operates 6 cutaway mini-buses in general public, demand-responsive service and **is included in the Base Project**; please see the fourth paragraph in this section (Section A: Project Description). (http://www.ccptransit.org/)

- Grant County (Oregon) Transportation District – The People Mover is headquartered in John Day, Oregon and uses two small buses to transport people between small cities in Central Oregon and

Walla Walla. Grant County has GTFS data available for the project. Grant County People Mover operates 2 cutaway mini-buses in fixed-route service and **is included in the Base Project**; please see the fourth paragraph in this section (Section A: Project Description). http://www.grantcountypeoplemover.com/

- Asotin County PTBA (Public Transportation Benefit Area) – Provides connection to Nez Perce County Regional Airport in Lewiston, Idaho. Many medical and skilled nursing facilities in the area utilize Asotin County PTBA's demand response services for transporting clients and patients. The Asotin County PTBA service connects with the Lewiston Transit System and the Appaloosa Express at the Lewiston Community Center. Asotin Transit has GTFS data available for the project. Asotin Transit has 6 cutaway mini-buses in fixed-route service and is not making a commitment to purchase at this time. http://ridethevalley.org/about/asotin-co-ptba/

- Lewiston (Idaho) Transit System – Lewiston is in the same Metropolitan Planning Organization as Asotin County PTBA, but on the Idaho side of the Snake River. Lewiston Transit has GTFS data available for the project. Lewiston Transit operates 6 cutaway mini-buses in fixed-route service and is not making a commitment to purchase at this time. (http://ridethevalley.org/about/lewiston-transit/)

- SMART Transit (Moscow, Idaho) - SMART Transit's current services are focused on demand response and fixed route transportation in Moscow, Idaho, with an emphasis on the University of Idaho. Smart Transit has GTFS data available for the project. Smart Transit operates 4 cutaway mini-buses in fixed-route service and is not making a commitment to purchase at this time. http://www.smarttransit.org/

- Garfield County Transportation – A rural demand-responsive system in SE Washington. Garfield County Transportation provides service between Pomeroy WA and Lewiston, ID including connections with the Lewiston Airport and Trailways bus line. Service to the Clarkston branch of the Walla Walla Community College and, with advance notice, connections with Columbia County Public Transportation and Asotin County PTBA. Garfield Transportation does NOT have GTFS data available for the project. Garfield County operates 3 cutaway mini-buses in fixed-route service and is not making a commitment to purchase at this time. (http://www.co.garfield.wa.us/transportation/home)

Five other transit systems are included in the Project because they share a cultural heritage of being "east-siders", those people in Washington and Oregon who live on the east side of the Cascade Mountains, which due to their size and ruggedness formed a physical barrier between the west side and the east side of these states. Today, while the physical barrier is not of such great importance, there still exist economic and cultural differences that provide the transit systems on the east side of the Cascade Mountains with a community of interest in cooperation and service development.

- Yakima Transit – Yakima Transit operates 11 fixed-routes and a paratransit service in the City of Yakima, WA. Yakima Transit provides connecting service to the Yakima Airport, Greyhound, Union Gap Transit, People For People's Community Connector and the Yakima-Ellensburg Commuter at the Yakima Transit Center. Yakima Transit operates 22 fixed-route buses and is not making a commitment to purchase at this time. Yakima Transit has GTFS data available and provides customers with real-time bus location information online and with the City of Yakima iBus App and is most likely to consider only joining the Regional Real-Time Bus Location Map. (https://yakimatransit.org/)

- Central Transit (City of Ellensburg, WA) – is a public transit service supported by the City, Central Washington University (CWU), and Hopesource and provides an emphasis on service to CWU. Central Transit has a rudimentary real-time bus location map at http://map.foxtraxgps.com/map/view-only?api-key=hopesource. Central operates 5 cutaway mini-buses in fixed-route service and is not making a commitment to purchase at this time. (https://ci.ellensburg.wa.us/centraltransit)

- Grant Transit Authority (Moses Lake, WA) – operates deviated fixed-route in Grant County with 7 buses and 3 cutaway mini-buses and is not making a commitment to purchase at this time. http://www.gta-ride.com/index.htm

- LINK Transit (Wenatchee, WA) – Link serves a two county rural and mountainous area in Central Washington State. Link has GTFS data available and is listed on Google Transit. Link operates 30 buses in local and intercity fixed-route transit and is not making a commitment to purchase at this time. http://www.linktransit.com/

- Central Oregon Public Transit, Bend, OR, (Cascades East Transit) – CET operates 20 buses to provide fixed-route bus service in Bend and an intercity service that links Bend, Redmond, Terrebonne, Prineville, Madras, Culver, Metolius, Warm Springs, La Pine and Sisters. CET is in the process of installing Transit Tracker, which is a tool for real-time bus location in use at Portland's Tri-Met. CET is not making a commitment to purchase at this time and is most likely to consider only joining the Regional Real-Time Bus Location Map. (http://cascadeseasttransit.com/)

B. Project Goals & Objectives

At this time, there are many transit customers who utilize multiple service providers to make their daily, weekly, or occasional trip. Unfortunately, customers have to toggle between multiple systems and interfaces to view information for multiple service providers, and very few transit providers in our region provide real-time vehicle location and predication services, and customers have no way to view arrival predictions for multiple service providers at shared bus stops.

The first of three primary goals of this project is to create a website and map providing a regional focus versus viewing each transit agency on a different website. The regional, multi-state web map will show both transit agencies providing static GTFS data and transit agencies providing real-time GTFS-RT data, and provide a trip-planner tool, such as Google Trip Planner. This goal is facilitated by providing a multi-agency purchasing opportunity to join the Project with the stipulation of being geographically connected to any Regional Partners listed below or connected by way of a bus route to any of the Regional Partners. The transit agency data from the Regional Partners will be presented to the public through a single interface that allows transit customers to:
- Easily view transfer options and fares between service providers
- Retrieve real-time location and arrival & departure predictions of their transit vehicles regardless of their level of understanding on how to read and interpret maps
- Gain a better understanding of the regional network of transit service providers
- Utilize mobile technologies to obtain the real-time information on their transit vehicles' location and predicted arrival & departure time
- Improve passenger perception of reliability, on-time service, and quality of transit service.

The second of the three primary goals of this project is to establish a platform that is highly scalable so

transit systems in the three-state Pacific Northwest area can join the Project in a cost-effective and cost-competitive manner. The attainment of this goal would be observable and realized by creating a demonstration project that is so successful that it will motivate the state departments of transportation to take over operation of the Project and offer it as a service to all public transportation providers and their passengers in the Pacific Northwest states.

The third primary goal is to increase the safety and security of transit vehicle operators and passengers. This project will provide precise vehicle locations to transit dispatch centers for coordination with first responders to incidents and emergencies. Passengers will perceive increased security with knowledge of real-time bus locations and accurate arrival time predictions, which will minimize waiting times at bus stops and easier and faster wayfinding to the closest bus stop.

We expect to be able to accomplish these goals by taking the following steps:
- Install a single real-time information portal on a new Regional Partner web site (www.iTransitNW.com), which allows riders to easily view real-time location and arrival/departure predictions for all participating agencies with AVL/GPS hardware/software, and predictions based on published schedules for transit agencies without AVL/GPS capabilities.
- Disseminating the real-time location and prediction information via text-based tools, which allow the customer to select their agency, route, and stop from drop-down lists, thereby allowing customers with limited map-reading abilities to still obtain the needed information.
- Making the real-time location and prediction information available thru mobile, web, and SMS text messaging technologies. Some transit customers have limited financial means to purchase expensive technology like smartphones, so it is critical that this project also provide a way to share bus route and schedule information with customers using a simple cellular phone with texting capabilities. For example, Washington State Department of Social and Human Services (DSHS) provide clients with a prepaid cellular flip-phone to aid them in their requirement for to search for employment. The Project must provide transit passengers with this type of cellphone with the minimum ability to obtain bus route and schedule information, and provide the Project Partners with the ability to send a simple text message for a Rider/Service Alert to riders who have signed-up for the SMS alerts service.
- Make real-time data feeds available to local programmers through a data repository that also houses Google Transit Feed Specification (GTFS and GTFS-RT) and shape file data for all area routes, thereby encouraging and utilizing the wealth of talented programmers in our region to create new mobile applications for disseminating schedule, route, and real-time information.
- Integrating the real-time vehicle location data into Google Transit (GTFS-RT).
- Provide a tight connection with Google Transit Trip Planner so transit customers can easily obtain solutions and fares with multiple providers of transportation (public, non-profit, and for-profit) that are publically sharing their GTFS and/or GTFS-RT data.
- To improve customer's confidence that the route maps and predictive information is correct and up to date by providing the Project Partners with a tool to change the routes immediately as information comes in to Dispatch about emergency and unplanned route deviations. The almost immediate correction of bus route maps is as important to the Project as the ability to send service/rider alerts to subscribing transit customers (high priority). This tool will allow Regional Partner staff to create or update maps for temporary detours for construction, test routes, summer and/or holiday routes, and special event routes (special routes for college football games).
- To provide Project Partners with improved and new management information system reports coming from a GPS location-aware fleet. New reports will be facilitated with the ability to add new optional hardware such as Automatic Passenger Counters (APC) and electronic fareboxes,

and provision of specialized transit system monitoring software for dispatchers and supervisors to make it easier and more intuitive to spot bus route and vehicle problems that need corrective measures.

C.   Agency Profiles

Valley Transit
www.valleytransit.com

System Snapshot
- Service area – Walla Walla/College Place area
- Congressional district – 5
- Legislative district – 16
- Type of government – PTBA
- Governing body – Eight-member board of directors composed of two Walla Walla County Commissioners, three Walla Walla City Council members, two College Place City Council members, and one non-voting member representing the Amalgamated Transit Union Local 757.
- Tax authorized – 0.6 percent total sales and use tax: 0.3 percent approved in 1980 and an additional 0.3 percent approved in 2010.
- Fares – Fixed-route service and Saturday and Evening service, 50 cents per boarding; seniors and individuals with disabilities with reduced fare permit, 25 cents per boarding. Monthly passes are available for $20.00 per month; reduced fare passes are available for $10.00 per month for persons with special transportation needs. Paratransit services, 75 cents per boarding for qualifying persons; monthly passes are available for $12.00 per month. Job Access passes are available for $12.00 per month for qualifying persons.
- Intermodal connections – Valley Transit maintains connections with; Columbia County Public Transportation to Dayton and Waitsburg and the Grape Line to Pasco. Connections with transportation providers operating in Oregon provide service to the cities of Milton-Freewater, Pendleton and La Grande. Valley Transit also provides connections to the regional airport upon passenger request and provides service to all public and private elementary, middle and high schools, as well as all hospitals and medical clinics in Walla Walla and College Place. Service also provided to Walla Walla Community College, Whitman College and Walla Walla University.

Grape Line
www.grapeline.us

System Snapshot
- Operating name – CWA, Inc. dba Travel Washington Grape Line
- Service area – Between Walla Walla and Pasco.
- Congressional districts – 4 and 5
- Legislative district – 16
- Planning regions – Benton-Franklin-Walla Walla RTPO
- Type of agency – For-profit
- Days of service – 7 days a week
- Base fare – One-way trip to/from Pasco – Walla Walla $15.
- Current Operations - Travel Washington's Grape Line operates three round-trips daily between Walla Walla Regional Airport and Tri-Cities Airport. Service includes the Walla Walla Transit Center, College Place, Touchet, Wallula, Burbank, Pasco Intermodal Station and Pasco Transit Center. Tickets may be purchased online, from the drivers, sales agents at the Walla Walla transit center and Pasco

Intermodal, and through NBTA Interline Member Carriers and Amtrak.
- Revenue Service Vehicles - One 27-passenger ADA–accessible cutaway mini-bus.
- Intermodal Connections - The Grape Line provides connections to Walla Walla regional and Tri-Cities airports, Greyhound and Valley Transit at the Walla Walla transit center, Greyhound and Amtrak at the Pasco Intermodal Station, and Ben Franklin Transit at the Pasco Transit Center.

Ben Franklin Transit
www.bft.org

System Snapshot
- Service area – Benton and Franklin counties
- Congressional district – 4
- Legislative districts – 8 and 16
- Type of government – PTBA
- Governing body – Ten-member board of directors with one Benton County commissioner; two Franklin County commissioners; one council member from Benton City, Prosser, Kennewick, Pasco, Richland and West Richland, respectively; and one non-voting union representative.
- Tax authorized – 0.6 percent total sales and use tax: 0.3 approved in 1981 and an additional 0.3 percent approved in 2002.
- Fares – Base fare is $1.50 per boarding for fixed route and paratransit. Seniors over the age of 60 ride fixed route for free. Youth age 6 to high school is $1.00, five and under ride for free (fixed route).
- Intermodal connections – The service area includes Tri-Cities Airport, Pasco Amtrak and Greyhound stations; Grape Line service to Walla Walla; People for People service to Yakima; Columbia Basin Community College in Pasco, WSU‑Tri-Cities, Battelle and other north Richland business locations; and 10 park and ride lots. On weekdays and Saturdays, Ben Franklin Transit has 21 fixed routes serving Benton City, Kennewick, Pasco, Prosser, Richland and West Richland. There are 5 inter-city routes and 16 local routes. Service is provided to most schools including overload/tripper buses on busier school routes. Tri-City Trolley – Hermiston and Pendleton weekdays and Saturdays.

Columbia County Public Transportation
http://www.columbiacountyga.gov/government-/departments-l-r/public-transit

System Snapshot
- Service area – Columbia County and a small portion of Walla Walla County
- Congressional district – 5
- Legislative district – 16
- Type of government – County transportation authority
- Governing body – Five-member board composed of the three county commissioners and the mayors of Dayton and Starbuck.
- Tax authorized – 0.4 percent total sales tax approved in 2005.
- Fares – The fare structure is as follows (discounted monthly passes are available):
– Inside Dayton city limits: $1.50 per boarding and $1.00 per day for seniors and individuals with disabilities. – Outside Dayton city limits (up to 15 miles): $5.00 round trip ($3.00 one way) and $3.00 for seniors and individuals with disabilities round trip ($1.50 one way).
– Starbuck to Dayton: all ages $3.00 (3 person minimum).
– Dayton and Waitsburg to Walla Walla for all ages: round trip $7.50 and one way $5.00.
– Dayton and Waitsburg to College Place for all ages: round trip $10.00 and one way $7.50.
- Intermodal connections – CCPT connects to Garfield County Transportation; Valley Transit in Walla Walla; Walla Walla Airport; and the Grapeline in Walla Walla, with connections to Pasco Airport, Amtrak

and Greyhound Bus Lines. CCPT provides transportation to public schools in Dayton and Waitsburg as well as many of the public schools in Walla Walla. CCPT provides service or connections to all three of the colleges in Walla Walla and College Place, as well as many commuters. CCPT is contracted with People for People and the Hospital District to transport residents to Walla Wall for medical appointments.

Garfield County Public Transportation
http://co.garfield.wa.us/transportation/home

System Snapshot
• Service area – Garfield County
• Congressional districts – 5 in Washington and 1 in Idaho
• Legislative districts – 9 in Washington and 6 in Idaho
• Type of government – Unincorporated transportation benefit area
• Governing body – Three-member county commission.
• Tax authorized – Garfield County Public Transportation does not receive any sales and use tax dedicated for public transportation.
• Fares – GCPT operates on a donation basis. Suggested donations are $2.00 (local) and $5.00 (Lewiston).
• Intermodal connections – Garfield County Transportation provides service between Pomeroy Wash. and Lewiston Idaho, including connections with the Lewiston Airport and Trailways bus line. Service is provided to the Clarkston branch of the Walla Walla Community College, and with advance notice connections with Columbia County Transit and Asotin County Transit.

Asotin County PTBA
http://ridethevalley.org/about/asotin-co-ptba/

System Snapshot
• Service area – Asotin County
• Congressional district – 5
• Legislative district – 9
• Type of government – PTBA
• Governing body – Three-member board of directors.
• Tax authorized – 0.2 percent sales and use tax with a sunset clause requiring renewal in 2015.
• Fares – The base fare is 75 cents per boarding for fixed route, and $1.50 for per boarding for paratransit services.
• Intermodal connections – Provides connection to Nez Perce County Regional Airport in Lewiston, Idaho. Garfield County Outreach, based in Pomeroy, provides twice-weekly shuttle service to the Clarkston/Lewiston area. From there, passengers can connect with Asotin County PTBA's hourly fixed route services at the Lewiston Community Center. Many medical and skilled nursing facilities in the area utilize Asotin County PTBA's demand response services for transporting clients and patients. The Asotin County PTBA service connects with the Lewiston Transit System and the Appaloosa Express at the Lewiston Community Center.

Lewiston Transit System (Lewiston, Idaho)
http://ridethevalley.org/about/lewiston-transit/

The valley-wide transit system provides public transportation in the Lewis-Clark Valley. Moving across state borders, the Lewiston Transit System of Lewiston, Idaho and Asotin County Public Transportation Benefit Area of Clarkston, Washington, are working together to connect people with their communities. Our service hours are 6:00 A.M. to 7:00 P.M. Monday through Friday. Lewiston Transit also offers connections

to the Appaloosa Express.

Pullman Transit
http://www.pullman-wa.gov/departments/pullman-transit

System Snapshot
• Service area – City of Pullman
• Congressional district – 5
• Legislative district – 9
• Type of government – City
• Governing body – Seven-member city council.
• Tax authorized – Funded through a 2 percent local utility tax approved by voters in 1978.
• Fares – Fixed route is 50 cents per boarding for adults and 30 cents per boarding for youth, seniors and individuals with disabilities.
• Intermodal connections – Pullman Transit connects with Northwest Trailways for service outside the community. Pullman Transit also provides service to all elementary, middle and high schools and Washington State University, and coordinates service with the Whitman County Council on Aging for transportation services in the community.

Smart Transit (Moscow, Idaho)
http://www.smarttransit.org/

Regional Public Transportation, Inc. (RPT) operates as a private non-profit corporation for the purpose of providing accessible transportation services to the general public within a seven county area of Clearwater, Idaho, Latah, Lewis, and Nez Perce counties in Idaho; and Asotin and Whitman counties in Washington. SMART Transit's current services are focused on demand response and fixed route transportation in Moscow, Idaho. In 2012, the City of Moscow, in partnership with the University of Idaho, completed the Moscow Intermodal Transit Center (ITC) as a centralized location for multiple modes of transportation within the city and as a connection hub for intercity bus service. The ITC connects Moscow's fixed route and demand response services with the UI campus shuttle service, intercity bus service access, as well as bicycle and pedestrian access, as it sits right alongside Paradise Path. In addition to the SMART Transit offices, the ITC houses the UI Parking and Transportation Services and the Community Transportation Association of Idaho (CTAI) Region 2 Mobility Management office.

Milton-Freewater Transit (Milton-Freewater, Oregon)
http://www.mfcity.com/transport

The City's transportation services are supported by both federal and state grants as well as a generous Local Option Tax voted in by our citizens. The City provides transportation services in and around the City of Milton-Freewater, and also intercity travel to both College Place and Walla Walla, Washington. In addition you can make connections to Grapeline in Walla Walla, which services Pasco, Washington. A connection may be made to Kayak (Confederated Tribes of the Umatilla Indian Reservation), which services Walla Walla, Washington and Weston, Athena, Mission and Pendleton, Oregon from our area. The City of Milton-Freewater provides taxi service six days per week and intercity bus service five days per week.

Kayak Public Transit (Mission, Oregon)
http://ctuir.org/tribal-services/planning/kayak-public-transit

Kayak Public Transit is a service of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and provides community and economic support by managing a multi-modal, regional transportation system reaching into southeastern Washington and northeastern Oregon. Kayak currently runs seven fixed routes to Pendleton, Tutuilla, Pilot Rock, Hermiston, Irrigon, La Grande, and Walla Walla, WA. The transit program is funded through a combination of Federal grants, State grants, and CTUIR general funds. The fixed route bus services are currently free to the general public.

The transit program also offers a voucher-based taxi program for Umatilla Indian Reservation residents and workers, seniors, persons with disabilities and low-income families, as well as the general public patronizing business located on the Umatilla Indian Reservation.

Since its inception in 2002, ridership has continued to increase with expanded routes and services. In 2008, there were approximately 46,918 rides provided by bus transit and taxi voucher transportation services. In 2013, there were 96,073 rides provided.

In 2014, the CTUIR developed a Public Transit Program within the Planning Office and hired a Public Transit Program Manager, a Fleet and Safety Manager, and Public Transit Clerk to keep up with the growing transit services. A new Transit Center, including a bus barn and maintenance shop, was completed by the end of 2013 and fully operational January 1, 2014.

Northeast Oregon Public Transit (La Grande, Oregon)
http://www.neotransit.org/home

Community Connection's Public Transit services operate under the name of Northeast Oregon Public Transit. Services are available to everyone within Baker, Union, and Wallowa counties. Northeast Oregon Public Transit provides high quality commuter, fixed route, deviated route, ADA paratransit, demand response and intercity services in and between most communities in Northeast Oregon. Northeast Oregon Public Transit also transports qualified individuals to medical appointments throughout the Pacific Northwest.

Grant County Transportation District (John Day, Oregon)
www.grantcountypeoplemover.com

The People Mover is headquartered in John Day, Oregon and uses mini-buses and vans to transport people between small cities in Central Oregon to Bend, OR and Walla Walla, WA. Dial-A-Ride (paratransit) service is offered to all of Grant County, OR and commuter bus is provided to selected destinations in neighboring counties, Bend, and Walla Walla.

D.   Project Management

The Vendor shall appoint a Project Manager who will be permanently assigned in this capacity through the warranty period. The Project Manager assigned to the project shall have the authority to make commitments and decisions that are binding for the Vendor. The Project Manager shall assure Valley Transit that the system provided meets both the near and long term needs of the regional partners' operations as spelled out in this RFP. The Project Manager shall ensure that a service contract is in place for the Vendor's complete system, including all hardware, software, and maintenance.