



Frequently Asked Questions

Date: October 31, 2023
Company: Interested Vendors
Subject: RFI 2024-430, Asset Management

- General Questions

- Would ML consider conducting live demonstrations of potential solutions after submission of the RFI?

Answer: Certainly, ML may explore the option of presenting live demonstrations for prospective solutions following the submission of the Request for Information (RFI).

- What is the total number of users (excluding requestors-only roles) anticipated to use the new system?

Answer: The anticipated user count for the new system is 20.

- What pain points is ML experiencing with its existing systems that are motivating this RFI?

Answer: Mountain Line is currently grappling with the inefficiency of navigating between various systems, prompting the need for a comprehensive solution. Additionally, the existing setup lacks seamless data retrieval capabilities for the National Transit Database (NTD), contributing to operational challenges.

- Could ML provide a sample of mandatory NTD and FTA reports?
- Are "asset transfer history" and "asset transfer data" the same thing?

Answer: Certainly, we can furnish examples of both NTD reports upon request. Additionally, "asset transfer history" and "asset transfer data" refer to the same information.

- Current Asset Environment

- Does ML have any information stored in GIS or is all asset data currently housed in RTA and ThingTech?

Answer: Indeed, all information related to machine learning is presently stored within RTA and ThingTech, and there is no data stored in GIS for ML purposes.

- What type of asset data is tracked in RTA and ThingTech?

Answer: RTA monitors a fleet consisting of 30 buses, 8 cutaway vans, and 16 support vehicles. Meanwhile, ThingTech oversees 6 buildings and their subcomponents, along with 169 bus stops.

- Is the proposed system expected to track all of those same fields?

- Integration questions

Answer: Certainly, we anticipate the proposed system to capture and monitor all the fields mentioned.

- What specific data points need to be exchanged between Trans Track and the proposed system?

Answer: The objective is to facilitate the exchange or communication of finalized work orders between Trans Track and the proposed system.





Mountain Line

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- What would a successful integration between the proposed system and Trans Track and Fuel Master look like?

Answer: A successful integration between the proposed system and Trans Track and Fuel Master would involve seamlessly consolidating data from Fuel Master to facilitate straightforward cost analyses for our fleet. Additionally, with regard to Trans Track, the goal is to efficiently manage and conclude work orders, as mentioned earlier.

- Does ML have in-house capabilities to build integrations between the proposed system and Trans Track and RTA or should vendors provide cost proposals to build and maintain those integrations?

Answer: ML does not possess in-house capabilities for building integrations between the proposed system and Trans Track and RTA. Hence, vendors are required to submit cost proposals for the development and maintenance of these integrations..

Sincerely,

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