

Addendum One- RFP 2027-02 Intelligent Transportation Systems.

1. Could the deadline for the RFP be extended?
 - a. The deadline has been extended to Friday, September 18, 2026 Proposals must be delivered before 3PM
2. Additional attachments for information to bidders have been included.
 - a. BRTA Service Area map designates our fixed route system, paratransit service and senior rural service.
 - b. BRTA vehicle inventory as of August 26, 2026.
 - c. FY26 System Data
3. Is BRTA willing to offer a 2-week extension for submissions for this RFP until September 30th?
 - a. No see answers one.
4. Are vendors to provide infotainment displays as part of this bid, or is the expectation to integrate with existing signage already owned by BRTA?
 - a. BRTA does not have any infotainment systems. We wish to acquire hardware and software.
5. If BRTA already owns the signs, what are make, model, & integration requirements?
 - a. We do not understand what "signs" you are referring.
6. If vendors are to provide the signs, what are the desired specifications (type, dimensions, quantity, location (indoor/outdoor))?
 - a. Infotainment systems are desired for bus interiors.
7. What integration requirements to integrate with KBTA's Ron Turley maintenance management system?
 - a. We currently own the RT software but are open to transferring our data to another software.
8. What specifically does BRTA want from the "AI automated phone answering" feature? Is open-ended Q&A required, or would automated voice responses to a defined set of questions (e.g., next-bus arrival, pick-up time) meet the intent?
 - a. The intent of Ai answering systems is to answer common questions from customers. The service should sound natural and not be "canned" answers.
9. For the "AI chat" feature, is a live-agent chat or rules-based bot acceptable, or is true AI/NLP capability specifically required?
 - a. A chat feature might be suitable however; our customers generally use their mobile devices. It seems you're referring to something that might work better on a webpage. We envision a more sophisticated system.
10. Does BRTA already have data-sharing agreements or API access in place with Amtrak, Peter Pan, and Greyhound for real-time feeds, or would establishing that access be part of the vendor's scope?
 - a. Since these services are public transportation, they are open GTFS feeds, but the ITS software must be flexible enough to adopt the information.
11. Can you please confirm how many 1-way booked trips are scheduled per day on the busiest service day for the demand program?
 - a. Approximately 170-200 daily bookings for on-demand service but we expect that number to grow, possibly double.



12. Can you please confirm how many vehicles are operated on maximum service (VOMS) for the demand program?
 - a. Active vehicle list included with this Addendum.
13. Is pricing for a microtransit app to be included in the base bid? or is it to be priced out as expansion?
 - a. The App should be included but as a line item which illustrates the costs.
14. Please identify the current/incumbent vendor(s) for each existing ITS component, including CAD/AVL, fixed-route scheduling, paratransit scheduling/dispatch, APC, AVA, MDT/driver equipment, passenger information, GTFS/GTFS-RT, mobile applications, IVR, real-time information displays/signage, and communications/hardware.
 - a. Our Route Match system is 16 years old. We use it for both fixed route and paratransit. There is nothing to retain.
15. Please provide the current system/product names, versions, contract expiration dates, and available interfaces/APIs for each incumbent system.
 - a. Our Route Match system is 16 years old. We use it for both fixed route and paratransit. There is nothing to retain.
16. • Please confirm whether the selected contractor is expected to replace all existing ITS software and hardware, or whether any existing equipment will remain in service.
 - a. Our Route Match system is 16 years old. We use it for both fixed route and paratransit. There is nothing to retain.
17. • Please provide any available existing system architecture, interface/API, hardware, and vehicle integration documentation.
 - a. Our Route Match system is 16 years old. We use it for both fixed route and paratransit. There is nothing to retain.
18. Please provide three consecutive days of actual trip data for all services, including fixed route, paratransit, Link 413, and any existing on-demand/microtransit service.
 - a. Our service data is available and is part of this submission. We do not have the kind of data you requested.
19. Please provide the data in Excel/CSV format, including, where available: Trip ID, date, scheduled and actual pickup/drop-off times, origin/destination, route/service, vehicle ID, vehicle type, passenger count, wheelchair/ADA requirements, cancellations/no-shows, driver/shift, revenue miles, and revenue hours.
 - a. Because of the age of our systems, we fully expect that the vendor would need to transfer our historical data to the new system. All our vehicles are accessible, the data for wheelchairs and bicycles is counted on fixed route. ADA compliance is required by FTA. We don't have any "special" requirements.
20. Please provide vehicle-level capacity and configuration information, including seating capacity, wheelchair capacity, and total passenger capacity.
 - a. A fleet list has been provided with this Addendum
21. Please provide current vehicle assignments by service type.
 - a. The assignment list is on page 5 of the RFP
22. Please provide the exact garage/depot location(s), including addresses, and identify the vehicles assigned to each location.
 - a. We have one Maintenance Facility, 67 Downing Parkway, Pittsfield, MA. All vehicle reside in our one location.



23. Please provide vehicle pull-out and pull-in times and current operating windows by service.
- a. Hours of Service are provided on page 7 of the RFP. Future service planning details will be worked out with the vendor during implementation.
24. Please provide driver shift start/end times, split shifts, relief periods, and maximum shift duration, where applicable.
- a. Hours of Service are provided on page 7 of the RFP. Future service planning details will be worked out with the vendor during implementation.
25. Please provide current fixed-route blocks/run cuts and paratransit vehicle/driver availability schedules, if available.
- a. Hours of Service are provided on page 7 of the RFP. Future service planning details will be worked out with the vendor during implementation.
26. Are vehicles required to return to their assigned garage between shifts, or may they be dynamically reassigned across services?
- a. No vehicles do not generally return to the garage between shifts. Transitions are made in the field or at our multimodal center.
27. Please provide additional information regarding the proposed senior rural microtransit service across the identified communities.
- a. The service area map shows the communities that are included in the senior rural program. Details of future operations will be planned with the new vendor.
28. Please confirm whether microtransit is currently operating, planned for implementation, or represents a future capability only.
- a. We do not currently operate microtransit, we don't have the software. We are in the planning stages and will continue the work with the new vendor.
29. If currently operating, please provide the number of vehicles, vehicle types/capacities, service hours, operating days, trip volumes, average trip length, service zones, and current technology/vendor.
- a. Not operating
30. If this is a new service, please provide the anticipated operating model, estimated demand, fleet size, service hours, zones, and anticipated implementation timeline.
- a. No information available at this time.
31. Should the proposed ITS system include microtransit booking, eligibility, zone management, dynamic routing, scheduling, dispatch, customer applications, notifications, and reporting as part of the base scope?
- a. Yes, as stated in the RFP
32. Please clarify BRTA's requirements regarding Mobility/MaaS and identify all mobility providers or third-party transportation services that must be integrated.
- a. We do not currently hire third party providers. We are a rural community and don't have enough providers to hire.
33. Does BRTA expect integration with TNCs, taxi providers, regional transit providers, trip-planning applications, or other mobility services?
- a. No, we are a rural community and don't have enough providers to hire.
34. Please identify any existing mobility/TNC contracts, APIs, data-sharing agreements, or technical specifications that the selected vendor will need to support.
- a. No information to provide
35. Please clarify whether any specific mobility platforms or providers are mandatory.
- a. No information to provide



36. Please confirm whether APC equipment is required on all 19 fixed-route vehicles and 4 MCI coaches, or only on specified vehicles.
- a. Yes
37. Please provide the required APC hardware specifications and confirm whether IRIS IRMA is a mandatory product or a performance reference.
- a. Our equipment is too old to be useful information
38. Please identify the current APC and AVA vendors and equipment models.
- a. Our equipment is too old to be useful information
39. Is the selected contractor responsible for APC installation, calibration, testing, and NTD certification?
- a. Yes, the vendor will be responsible for that service.
40. Please provide the required AVA and LED sign specifications and existing vehicle equipment configurations.
- a. The vendor will evaluate existing equipment during the initial phases of implementation.
41. Will BRTA provide vehicle wiring diagrams, equipment layouts, and existing hardware/interface documentation for integration?
- a. The vendor will evaluate existing equipment during the initial phases of implementation.
42. Please confirm the complete list of forms and certifications that must be submitted with the proposal and identify which require notarization, original signatures, or wet signatures.
- a. All the forms required are contained in the RFP. No other items are required.
43. Please confirm whether all items in the proposal checklist are mandatory responsiveness requirements.
- a. Yes
44. Please confirm whether electronic signatures are acceptable or whether original signatures are required.
- a. E-signatures are acceptable but must secure and dated. Similar to DocuSign app
45. Please confirm the required number of original copies, hard copies, and electronic copies/USB drives.
- a. The submission requirements are on page 14 of the RFP.
46. Please confirm whether an Addendum Acknowledgement form must be included with the proposal.
- a. Yes
47. Please confirm that a 5% bid bond based on the proposed grand total contract price is required at the time of proposal submission.
- a. Because the value of the project is larger than the small purchase threshold, procurement best practices require a bid bond.
48. Please confirm whether the bid bond must be submitted as an original bond, certified check, or another acceptable form.
- a. Yes
49. Please confirm any surety licensing, rating, or other requirements applicable to the bid bond.
- a. Yes
50. Please clarify whether the 5% calculation should include all five potential contract years/options, hardware, installation, training, and optional services, or only the base contract value.
- a. 3-years contract value, the other years are options.



51. Please confirm whether the bid bond must be included with the hard-copy proposal and/or electronic submission.
- a. All documents must be part of the submission, original, copy and e-copy.
52. Appendix E – Additional Information: can you confirm that the performance requirements and liquidated damages does NOT apply for this ITS project, but to the Keolis contract?
- a. Liquidated damages are not included in either contract.
53. Can you confirm that fixed route vehicles all have existing interior and exterior speakers?
- a. Interior and exterior speakers are installed.
54. How many vehicles could tentatively be installed per day? Is weekend or overnight installation allowed?
- a. Fixed route about (4), paratransit fleet is expanding, so pending. Overtime installation will be planned where needed.
55. Can you confirm that fixed route vehicles have an existing cellular router installed? If not, shall vendors.
- a. All our vehicles have existing newer routers.
56. Provide a cellular router?
- a. Verizon is our provider. All existing systems are very old.
57. Will BRTA provide the cellular data plan ?
- a. Verizon is our provider
58. Can you please provide the brand (Gillig, New Flyer...) of each vehicle in the roster?
- a. Fleet roster provided
59. Regarding section D of the scope of work “Station and Information Services” – how many displays is BRTA.
- a. We two displays in our lobby.
60. Looking for? How many super stops?
- a. (3) they do not exist but are being planned
61. Destination signs: can you please provide the brand of the destination signs in use on the fixed route fleet.
- a. Mixed, must be evaluated.
62. Interior Scrolling LED signs: Can you please provide the brand/model of the existing interior LED signs to ensure integration.
- a. Mixed, must be evaluated.
63. What are the existing APC sensors model on the fixed route fleet? Can they be reused?
- a. No, replaced
64. Page 21 of the RFP mentioned to provide “8. Provide a copy of the most recent annual report.” can you precise which type of report? Do you mean fiscal year report?
- a. The intent of the report is to help evaluate the health of the company. Present materials of that type.
65. As part of our ongoing commitment to environmental sustainability, would you consider accepting our proposal in a digital format via email, rather than a traditional printed copy?
- a. Submission must be as requested.
66. How will addenda be distributed (email, website, portal)?
- a. The addenda will be posted on our website and in COMMBUYS
67. This RFP is primarily for cloud-based software services and software licensing — not a construction or large-scale capital project. The FTA’s best practice guidance for bid bonds is primarily directed at construction and major capital procurements where the risk of non-



performance during the bidding phase is higher. The services contemplated here are delivered on a recurring monthly/annual basis, with the majority of the contract value tied to ongoing software hosting and support rather than a one-time capital outlay. Also, the RFP already requires extensive qualifications, certifications, financial statements, insurance coverage (including a \$5M general liability policy and \$1M cyber liability), and references. These requirements, combined with the 90-day proposal validity period, provide substantial assurance of proposer seriousness and financial capacity without the additional burden of a bid bond. In light of such, would BRTA consider removing the bid bond requirement?

a. See answer above.

68. Is there language or a set of requirements that the agency wants a bidder to respond to/affirm in the transmittal letter?

a. No there is no set language for transmittals.

69. Is there a set of questions to which bidders should respond outside of those listed in Evaluation Criteria and Selection Process, Section A? Is there a response structure or other required elements, other than the listed forms, that the agency wants bidders to use?

a. No

70. Is the agency looking for a narrative response for every element listed in Project Scope, II. Technical Needs? Is this section considered a requirements matrix, and if so, will the agency issue a separate form to fill in?

a. The only requirement is to respond in a way that explains what you are proposing. Yes, the characteristics described in the requirements will be used to evaluate.



FY2026 YEAR IN REVIEW

Berkshire Regional Transit Authority

A year of record ridership, reliable service, and new regional connections.

July 1, 2025 – June 30, 2026

www.berkshirerta.com



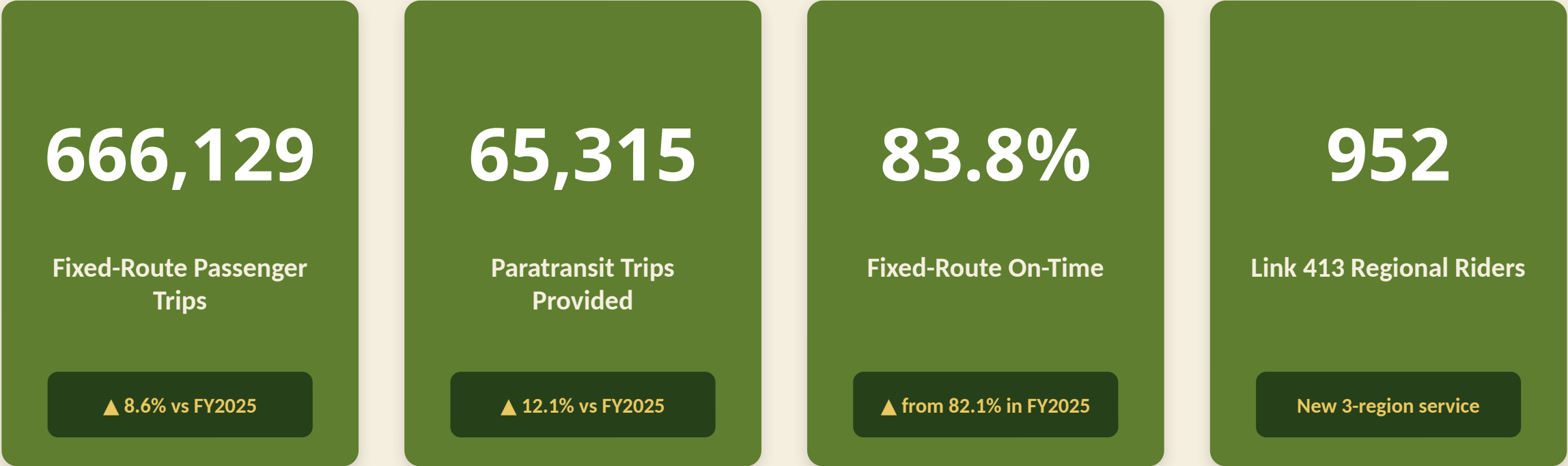
SINCE 1974

Getting You Where You Need to Go

YEAR AT A GLANCE

A Strong Year for Public Transit in the Berkshires

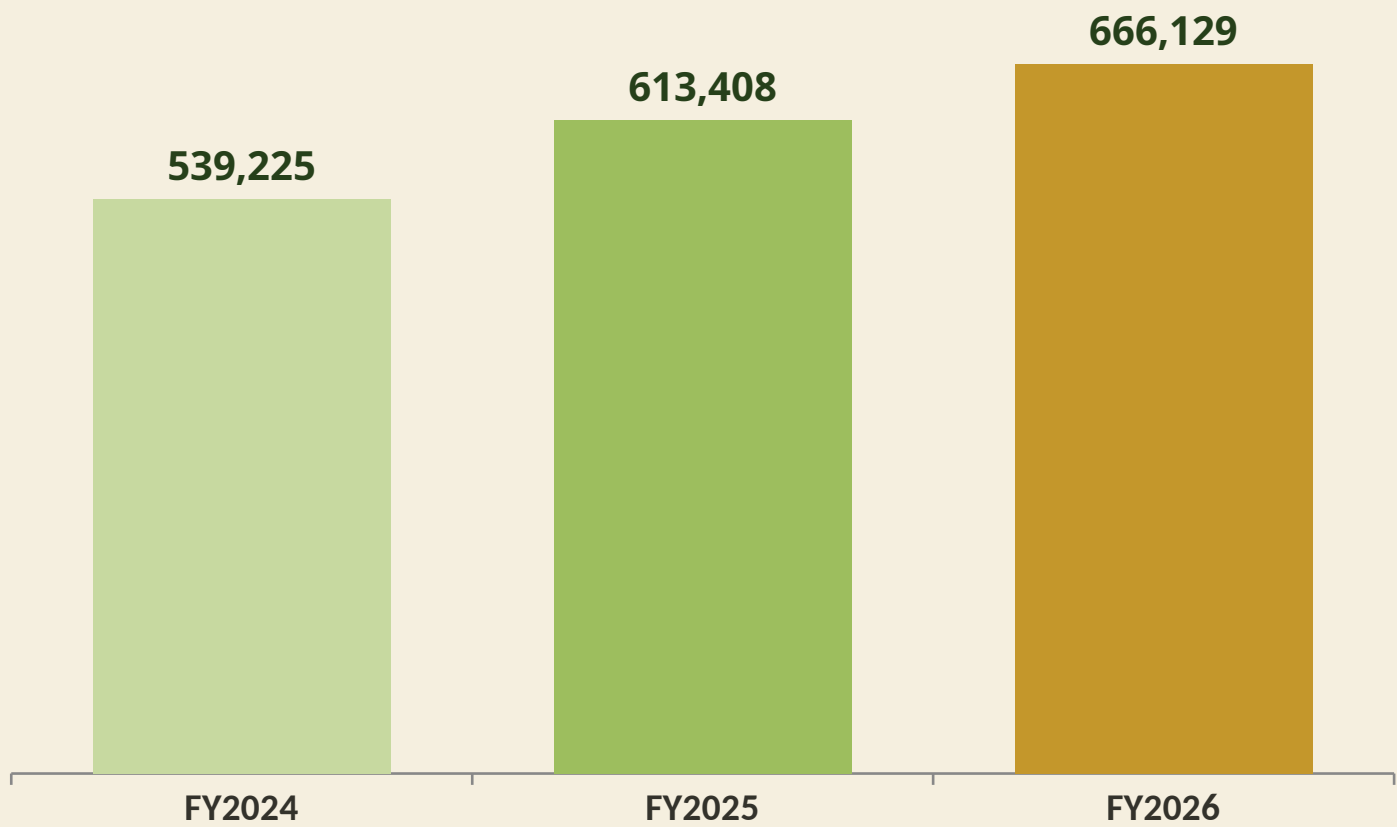
Ridership grew across every service in FY2026 while on-time performance improved and safety reached its best level in years.



Source: BRTA FY2026 Year-to-Date Performance Reports

FIXED-ROUTE SERVICE

Ridership Keeps Climbing



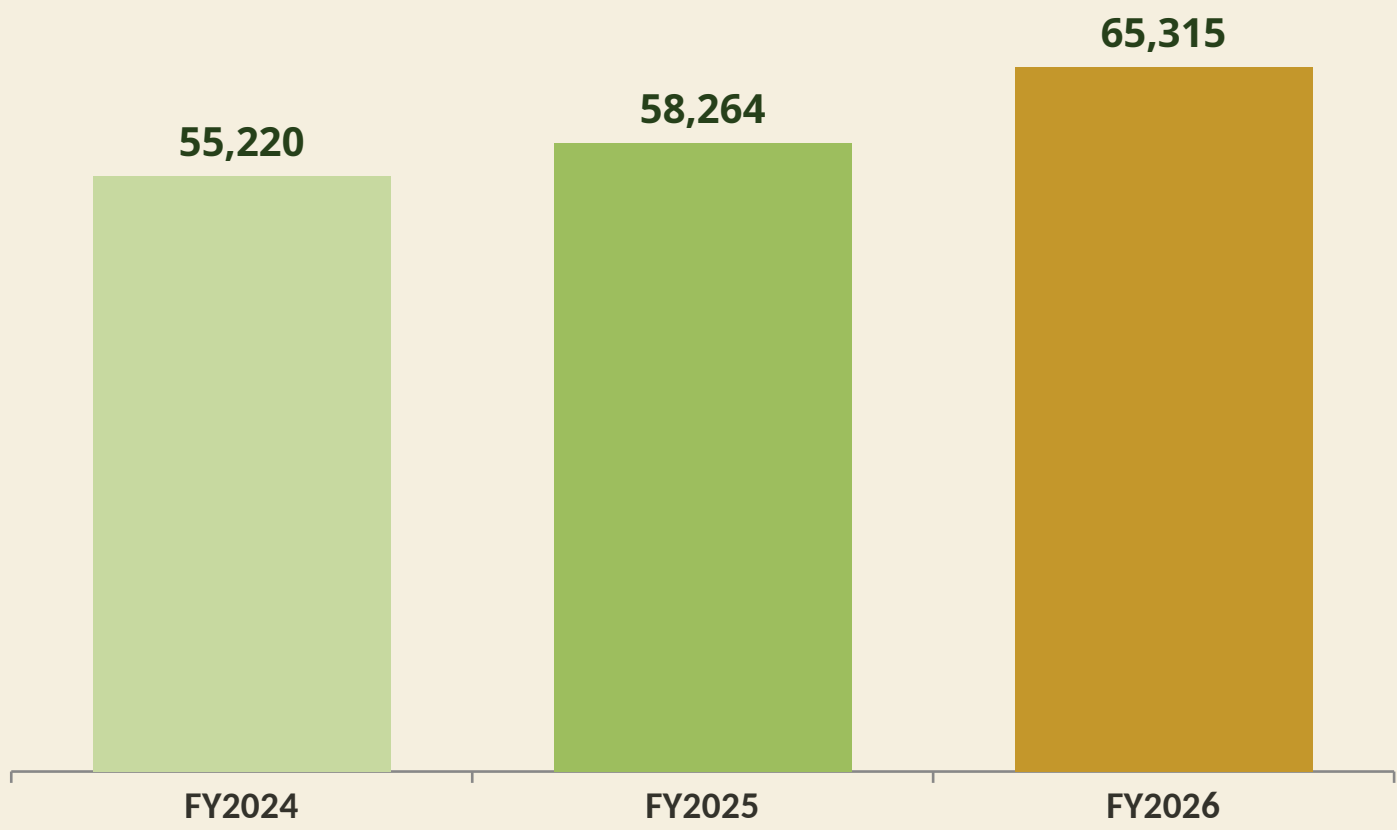
+24%
growth over two years

2,156
Avg. riders per day up from 1,745 in FY2024

666,129
Total passenger trips up from 539,225 in FY2024

Source: BRTA FY2026 Fixed Route Performance Report

Paratransit Ridership by Year



+18%
growth over two years

211
Avg. riders per day up from 179 in FY2024

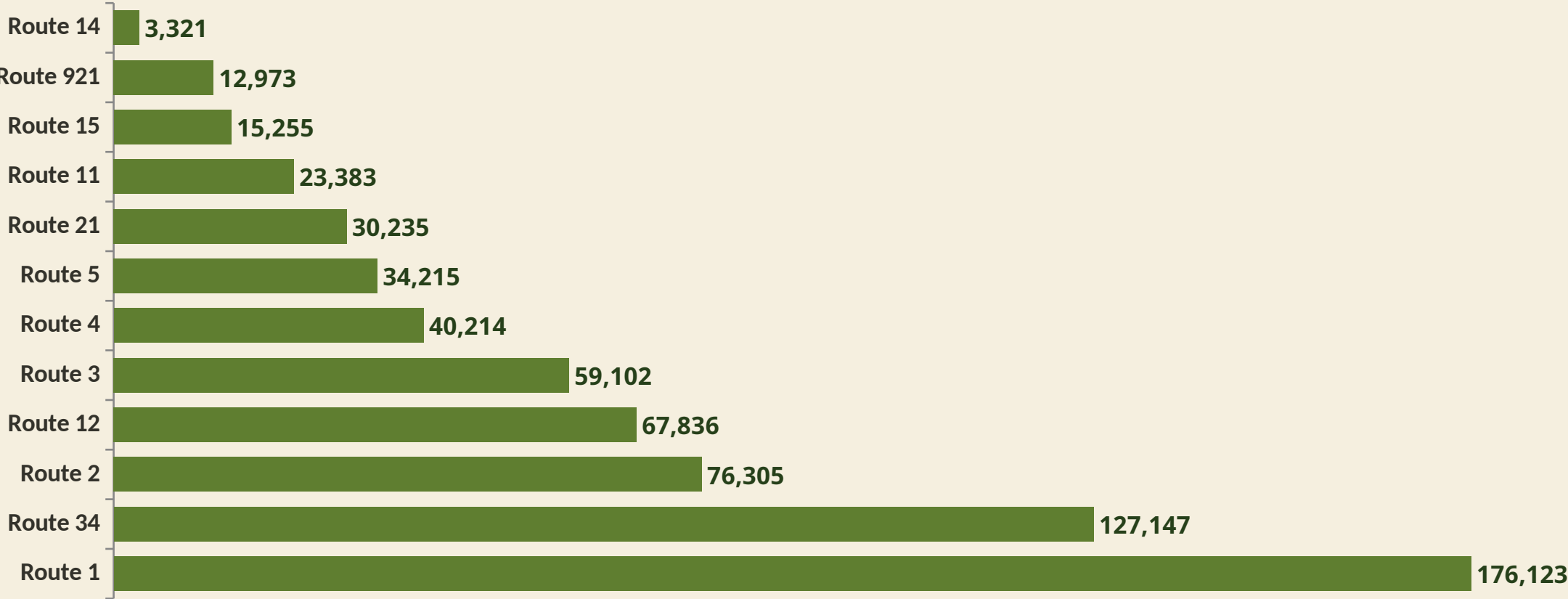
65,315
Total passenger trips up from 55,220 in FY2024

Source: BRTA FY2026 Paratransit Ridership Report

WHERE RIDERS GO

The Region's Busiest Routes

All twelve fixed routes across Berkshire County, ranked by annual ridership. Routes 1 and 34 alone carry nearly half of all trips.

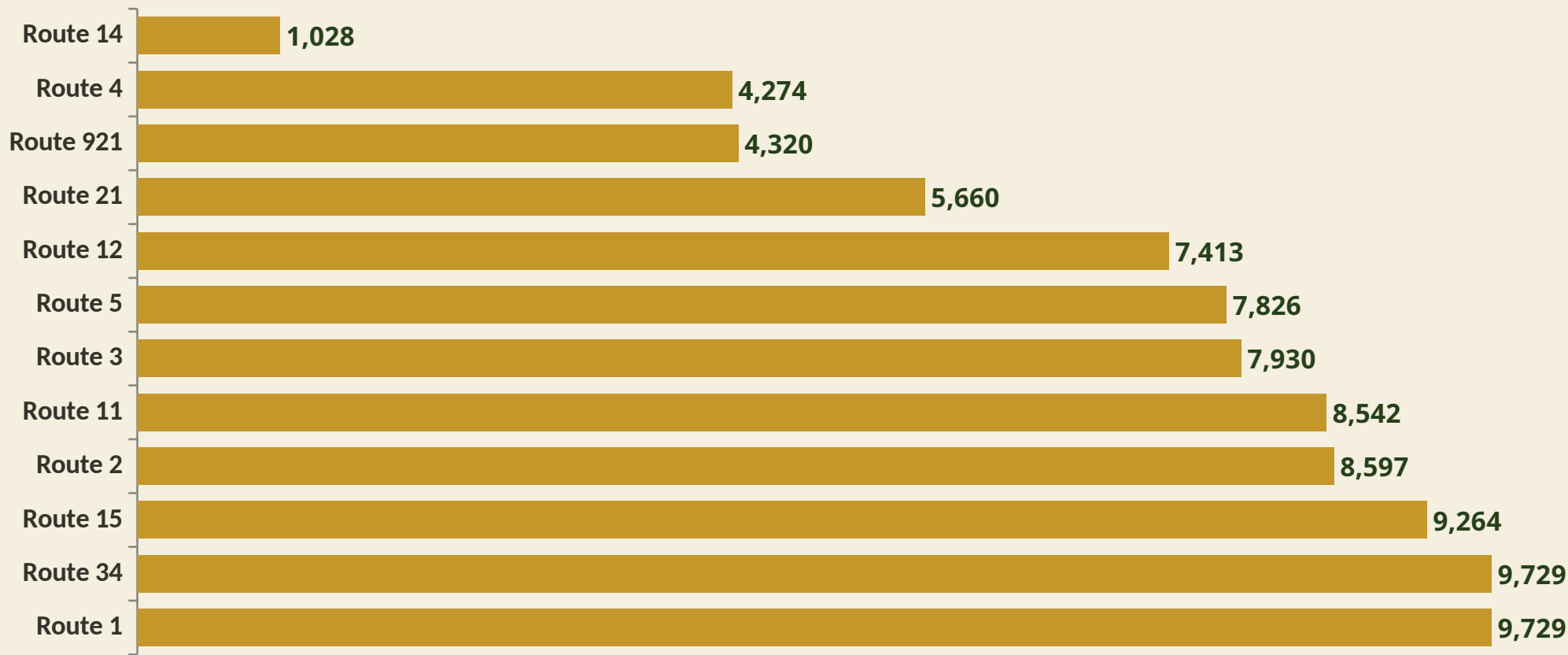


Source: BRTA FY2026 Ridership & Cancellation Report

SERVICE DELIVERED

Scheduled Trips by Route

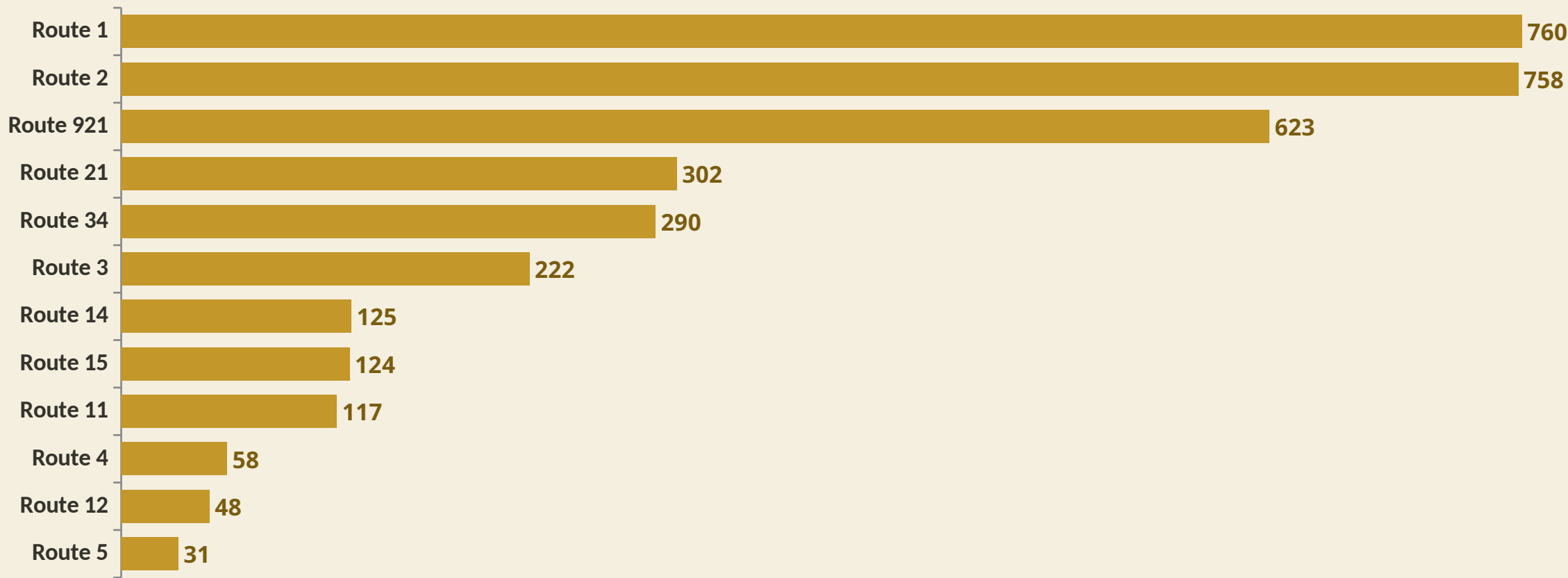
BRTA scheduled 84,312 trips across twelve routes in FY2026 and operated about 80,856 after 3,456.5 cancellations.



Source: BRTA FY2026 Ridership & Cancellation Report

Cancellations by Route

BRTA cancelled 3,457 trips in FY2026, a 4.1% system-wide rate. Routes 1, 2, and 921 accounted for well over half of all cancelled trips.



Source: BRTA FY2026 Ridership & Cancellation Report

Route Performance Summary

FY2026 ridership, scheduled trips, and cancellations for all twelve fixed routes, with system totals.

Route	Ridership	Trips	Cancellations	Rate
Route 1	176,123	9,729	760	7.81%
Route 34	127,147	9,729	290	2.98%
Route 2	76,305	8,597	758	8.82%
Route 12	67,836	7,413	48	0.65%
Route 3	59,102	7,930	221.5	2.79%
Route 4	40,214	4,274	57.5	1.35%
Route 5	34,215	7,826	31	0.40%
Route 21	30,235	5,660	301.5	5.33%
Route 11	23,383	8,542	117	1.37%
Route 15	15,255	9,264	124	1.34%
Route 921	12,973	4,320	623	14.42%
Route 14	3,321	1,028	125	12.16%
Unassigned/Other	20	—	—	—
Total	666,129	84,312	3,456.5	4.10%

Source: BRTA FY2026 Ridership & Cancellation Report

QUALITY & SAFETY

Reliable, Safe, and Well-Maintained

83.8%

On-time performance
within 5 min of schedule

95.9%

Scheduled trips operated
4.1% cancellation rate

3,444

Mobility devices carried
on fixed-route buses

100%

Preventive maintenance
completed on time

0.74

Customers per revenue mile
up from 0.69 in FY2025

84,312

One-way trips scheduled
across 309 service days

PARATRANSIT SERVICE

Door-to-Door Rides for Eligible Riders

BRTA's accessible paratransit service grew again this year, delivering dependable, on-time rides for riders across the county.

90.3%

On-time pick-ups

97.5%

of ADA/Non-ADA demand-response trips were ADA trips; excludes COA

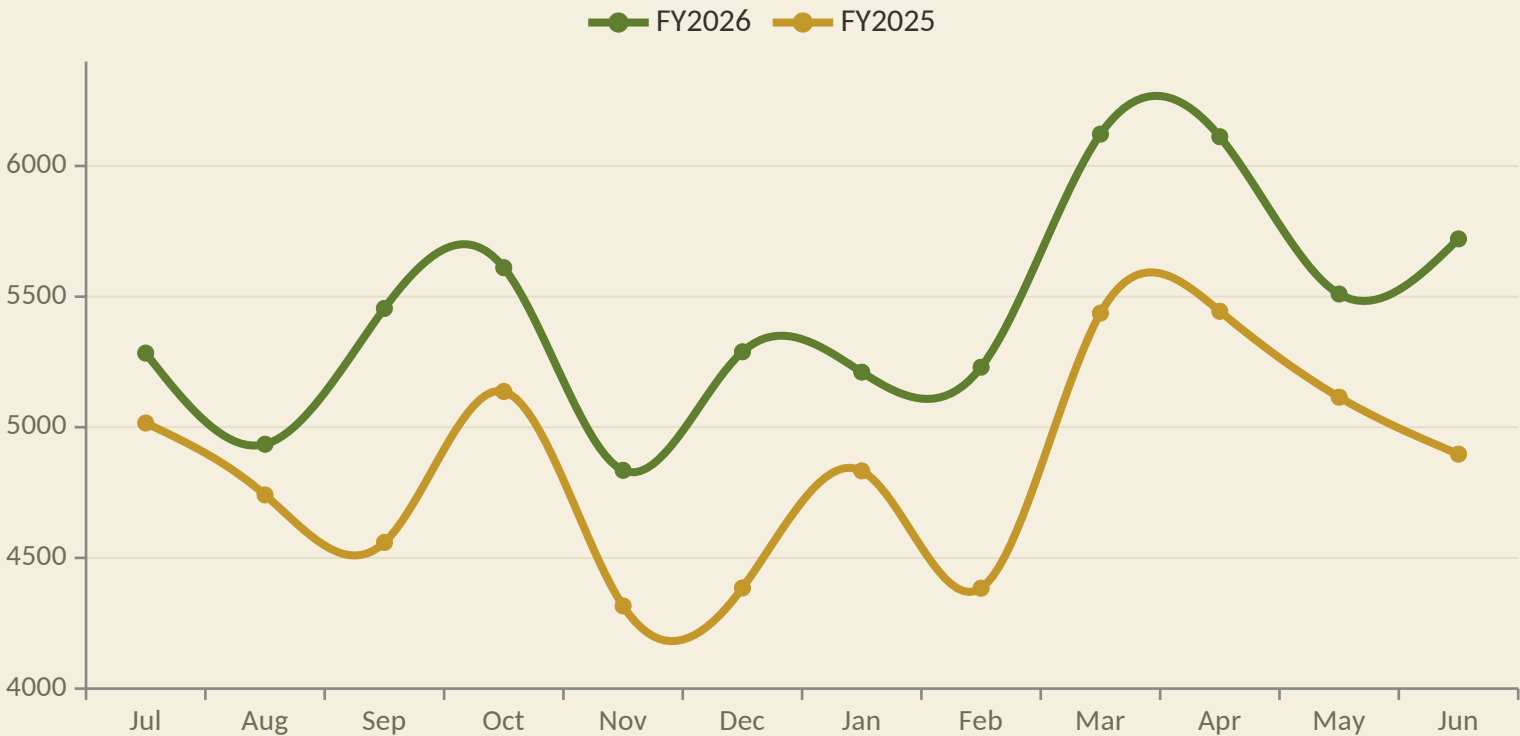
8,228

Mobility devices (paratransit)

5,443

Avg. trips per month

Monthly ridership: FY2026 vs FY2025



Total: 65,315 trips in FY2026, up from 58,264 in FY2025.

NEW THIS YEAR

Link 413: Connecting the Region

Launched January 28, 2026

Link 413 is a new connective service linking three regional transit authorities — BRTA, FRTA, and PVRTA — across Pittsfield, North Adams, Greenfield, and Northampton.

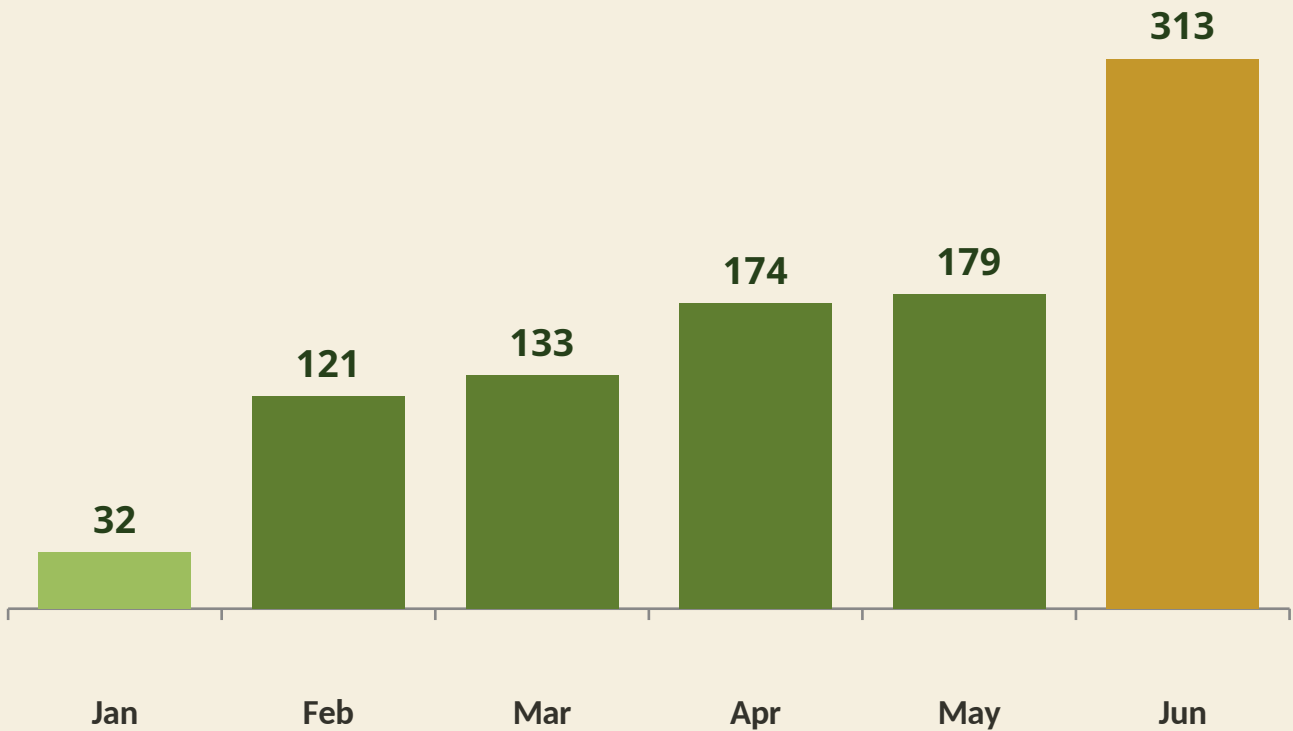
Most popular routes (share of riders)

62% Route 904 Pittsfield ↔ Northampton

33% Route 903 North Adams ↔ Greenfield

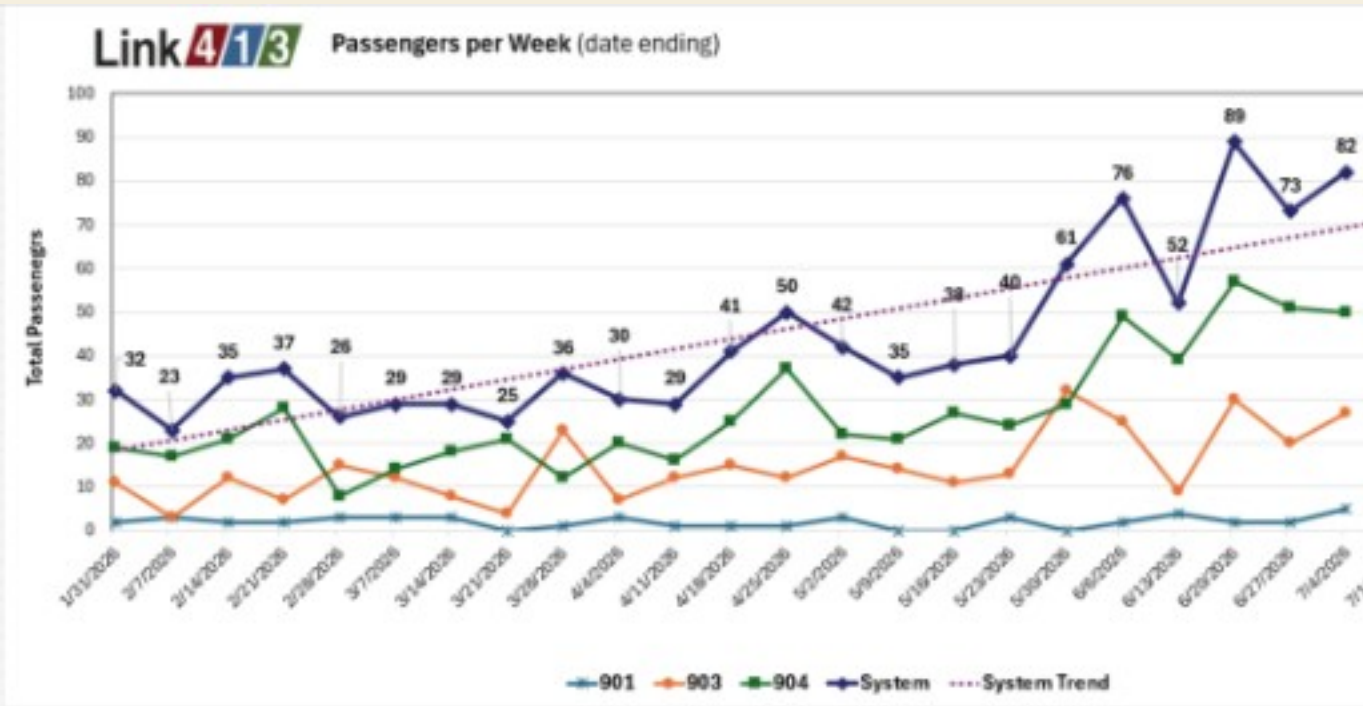
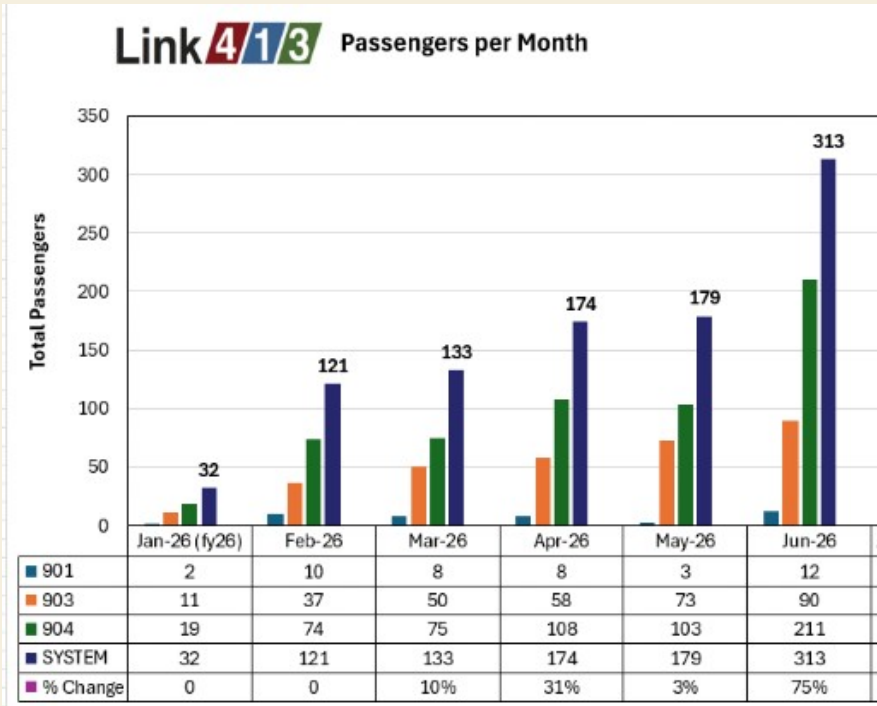
5% Route 901 Pittsfield ↔ North Adams

Riders per month — growing steadily



Passengers by Month and Week

Ridership has climbed steadily since the January 2026 launch, reaching 313 riders in June.





LOOKING AHEAD TO FY2027

Getting You Where You Need to Go

With record ridership, strong reliability, and new regional links, BRTA is building a transit network the whole community can count on.

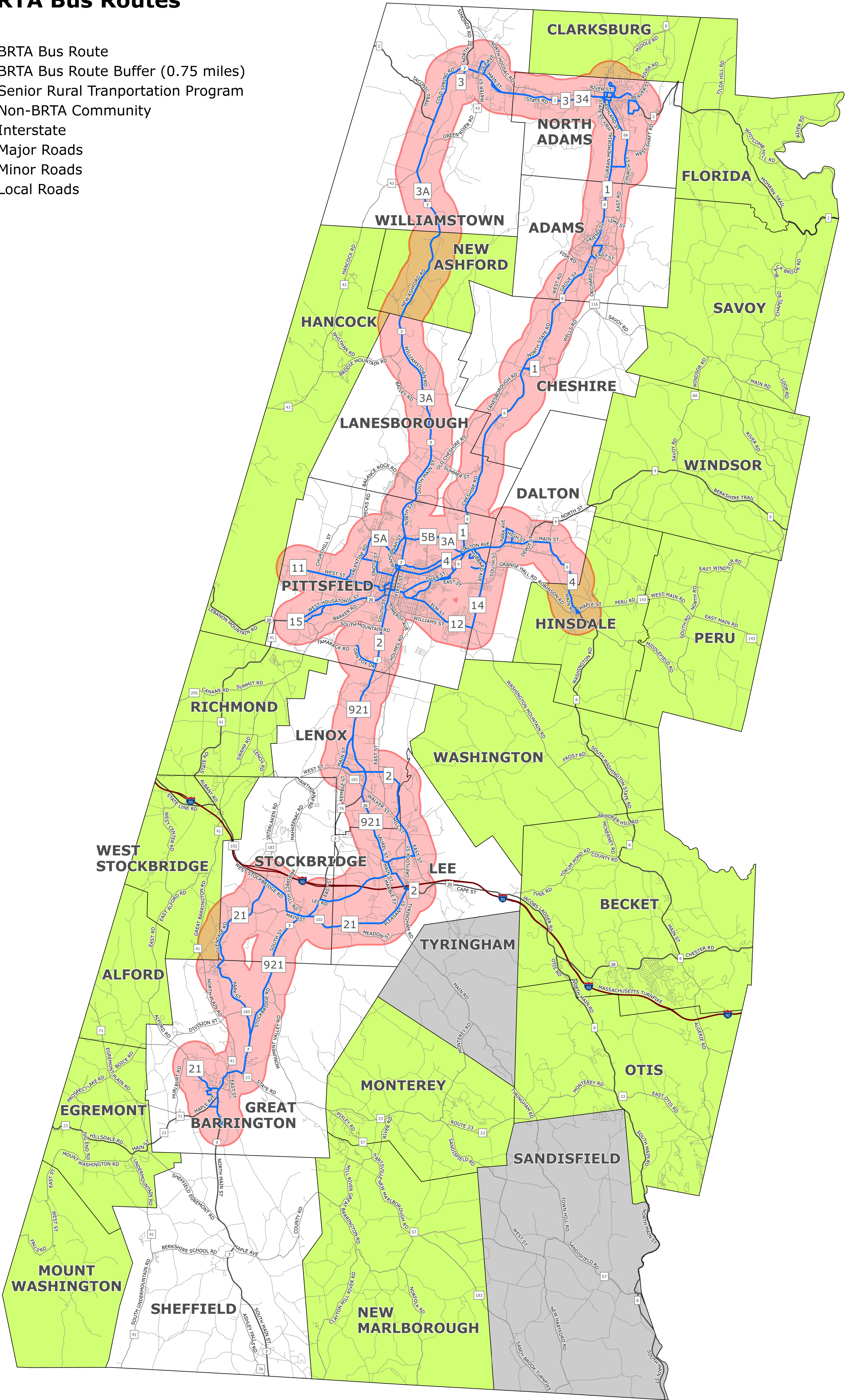
TOTAL FY2026 RIDERSHIP

731,444

Fixed route + paratransit trips

BRTA Bus Routes

- BRTA Bus Route
- BRTA Bus Route Buffer (0.75 miles)
- Senior Rural Transportation Program
- Non-BRTA Community
- Interstate
- Major Roads
- Minor Roads
- Local Roads



Keolis Berkshire Transit Services LLC

Monthly Vehicle Inventory and Condition Roster

Directions: Insert date into first "As of" line. Update each fleet monthly. Copy tabs across bottom of excel file to keep all months on the same document. This form is included in the monthly reports to BRTA. Submit copy to General Manager no later than 2nd week of new month. **RED TEXT IS CALCULATED VALUES. DO NOT ENTER TEXT**

Report As of:	7/31/2026				
Statistics:	BRTA Fleet	Support	Fixed Route	Paratransit	COA/Loaned
Vehicle Count	74	16	21	16	21
Average Age (years)	7.32	12.42	5.62	6.05	5.21
Average condition rating	3.58	2.47	3.95	3.63	4.27
Average Odometer per Vehicle	CHECK FORMULA	CHECK FORMULA	157,597.7	92,456.4	39,922.1
Miles Since Last Report	119,238.0	CHECK FORMULA	71,833.0	29,311.0	18,294.0

Support Fleet	Support Fleet
As of : 7/31/2026	As of : 7/31/2026

Vehicle Information			Vehicle Characteristics										Usage Information															
Vehicle ID	VIN	Location	Purchase Date (TAM)	Model Year	Make	Model	Length (feet)	Type or Code	Capacity Seated	Capacity Standing	ADA Accessible? (Yes / No / NA)	ADA Positions	Fuel Type (U / J / G)	Report	Vehicle ID	Vehicle Age to Current Date	TAM Plan Condition Code	Service Status (Inservice, Out of service, or Retired)	Service Code (In service = 1, retired = 0)	Out of Service Date	Use Code (Full Time or Spare or Retired)	Mileage Last Report	Mileage Current Report	Mileage Since last Report	APC System Status (OP or INCP)	HVAC Status (OP or INCP)	Comments	
B-3	3FAP0L0P1616744	Keolis, Downing Garage	6/19/2015	2015	Ford	Fusion -silver	N/a	sedan	5	0	No	N/a	U	7/31/2026	8-3	11.13	3	In-service	1		full time	89603	90862	18561	INSEFI	N/a	OP	
B-4	3FAP0L0U4R1616745	Keolis, Downing Garage	6/19/2015	2015	Ford	Fusion -white	N/a	sedan	5	0	No	N/a	U	7/31/2026	8-4	11.13	3	In-service	1		full time	773715	74895	74895	INSEFI	N/a	OP	
B-8	JTEBCB3H1C2007768	Keolis, Downing Garage	4/3/2012	2012	Toyota	Highlander Hybrid	N/a	SUV	5	0	No	N/a	U	7/31/2026	8-8	14.33	3	In-service	1		full time				INSEFI	N/a	OP	
B-10	STDCP04H0011521	Keolis, Downing Garage	6/30/2015	2015	Toyota	Highlander Hybrid	N/a	SUV	5	0	No	N/a	U	7/31/2026	8-9	11.08	4	In-service	1		full time				INSEFI	N/a	OP	
B-13	1FACU0S0X0G0J06863	Keolis, Downing Garage	3/7/2014	2014	Ford	Escape	N/a	SUV	5	0	No	N/a	U	7/31/2026	8-13	10.40	4	In-service	1		full time	100846	102923	100846	INSEFI	N/a	OP	
B-48	1FTBF3B4F0ED02262	Keolis, Downing Garage	3/30/2015	2015	Ford	F350 Utility Body	N/a	pick up truck	3	0	No	N/a	D	7/31/2026	8-48	11.33	3	In-service	1		full time	26422	26473	26422	INSEFI	N/a	OP	
B-49	1FTRF3B6EDD59379	Keolis, Downing Garage	6/30/2017	2017	Ford	F350 pick up	N/a	pick up truck	3	0	No	N/a	U	7/31/2026	8-49	9.08	3	In-service	1		full time	24906	24978	24906	INSEFI	N/a	OP	
B-1391	1FDEE3FL7D0426791	Keolis, Downing Garage	11/1/2013	2013	Ford	E 350	20	E	5	0	No	N/a	U	7/31/2026	8-1391	13.58	1	retired	0		full time				INSEFI	N/a	OP	
B-1403	1FDEE3FL6D043433	Keolis, Downing Garage	5/29/2014	2014	Ford	E 350	20	E	8	0	Yes	N/a	U	7/31/2026	8-1403	12.17	1	In-service	1		full time	156129	156672	156129	INSEFI	N/a	OP	
B-1405	1FDEE3FL4E04A4335	Keolis, Downing Garage	5/29/2014	2014	Ford	E 350	20	E	8	0	Yes	N/a	U	7/31/2026	8-1405	12.17	1	In-service	1		full time	144506	145165	144506	INSEFI	N/a	Op	
B-1411	1FDEE3FL7ED0A4331	Keolis, Downing Garage	5/29/2014	2014	Ford	E 350	20	E	8	0	Yes	2	U	7/31/2026	8-1411	12.17	1	In-service	1		full time	71810	71810	71810	INSEFI	N/a	Op	Transferring departments
B-1412	1FDEE3FL6ED0A4332	Keolis, Downing Garage	5/29/2014	2014	Ford	E 350	20	E	8	0	Yes	2	U	7/31/2026	8-1412	12.17	2	In-service	1		SPARE	56155	56155	56155	INSEFI	N/a	Op	
B-1584	1FDEE3FL6D043433	Keolis, Downing Garage	7/23/2015	2015	Ford	E 350	20	E	8	0	Yes	2	U	7/31/2026	8-1584	11.02	1	In-service	1		full time	144708	144912	144708	INSEFI	N/a	Op	
PW	4L3UJ2H7F714687	Keolis, Downing Garage	11/1/2007	2007	BB	utility trailer	8	utility trailer	N/a	0	No	N/a	N/a	7/31/2026	PW	19.58	1	In-service	1		full time				INSEFI	N/a	N/a	
B-46	1YB321530M1B11621	Keolis, Downing Garage	1/1/1991	1991	B-46	utility trailer	20	utility trailer	N/a	0	No	N/a	N/a	7/31/2026	B-46	35.58	1	In-service	1		full time				-	N/a	N/a	no odometer or hours counter. Non vehicle
B-50	1FDRF3HNR0C17528	Keolis, Downing Garage	6/25/2024	2024	Ford	300 DUMP		pick up truck	3	0	NO	N/A	U	7/31/2026	B-50	2.10	5	In-service	1		full time	1595	1631	1595	INSEFI		N/a	no odometer or hours counter. Non vehicle
B-51	1FTMF3LP1R0D06076	Keolis, Downing Garage	6/28/2024	2024	Ford	F150		pick up truck	3	0	NO	N/A	U	7/31/2026	B-51	2.09	5	In-service	1		full time	11519			INSEFI		N/a	

Fixed Route Fleet	Fixed Route Fleet
As of : 7/31/2026	As of : 7/31/2026

Vehicle Information			Vehicle Characteristics										Usage Information																
Vehicle ID	VIN	Location	Purchase Date (TAM)	Model Year	Make	Model	Length (feet)	Type or Code	Capacity Seated	Capacity Standing	ADA Accessible? (Yes/No/NA)	ADA Positions	Fuel Type (U / J / G)	Report	Vehicle ID	Vehicle Age to Date	TAM Plan Condition Code	Service Status (In service = 1, retired = 0)	Service Code (In service = 1, retired = 0)	Out of Service Date	Use Code (Full Time or Spare or retired)	Mileage Last Report	Mileage Current Report	Mileage Since last Report	APC System Status (OP or INCP)	HVAC Status (OP or INCP)	Comments		
0506	15GGE29115109069	Keolis, Downing Garage	6/30/2005	2005	GILLIG	Low floor	29	heavy duty transit	28	23	Yes	2	D	7/31/2026	0506	21.08		In-service	1		Training	364365	365457	1092	OP	OP			
1819	1FDEE4F5TJ0C04019	Keolis, Downing Garage	2/12/2018	2018	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	1819	8.47	2	retired	0		Service				OP	OP			
1820	1FDEE4F5LJ0C04020	Keolis, Downing Garage	2/12/2018	2018	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	1820	8.47	1	retired	0		Service				OP	OP			
1826	1FDEE4F5M0C037628	Keolis, Downing Garage	6/20/2018	2018	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	1826	8.11	1	retired	0		Service				OP	OP			
1828	1FDEE4F5K0C037628	Keolis, Downing Garage	6/20/2018	2018	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	1828	8.11	1	retired	0	12/18/2024	Service				OP	OP			
1850	15GGB2717J3187250	Keolis, Downing Garage	1/9/2014	2014	GILLIG	Low floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	1850	8.56	4	In-service	1		full time	380757	385067	4310	OP	OP			
1959	15GGB2718K3194059	Keolis, Downing Garage	11/1/2019	2019	GILLIG	Low floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	1959	6.75	4	In-service	1		full time	325261	329867	4606	OP	OP			
1960	15GGB2719K3194060	Keolis, Downing Garage	11/1/2019	2019	GILLIG	Low floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	1960	6.75	4	In-service	1		full time	338833	342886	4053	OP	OP			
2149	1FDFE4F7NMD0C17548	Keolis, Downing Garage	3/23/2022	2021	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2149	4.36	5	In-service	1		full time	185056	186213	7707	OP	OP			
2151	1FDFE4F7NMD0C17551	Keolis, Downing Garage	3/23/2022	2021	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2151	4.36	5	In-service	1		full time	167199	170806	3607	OP	OP			
2176	1FDFE4F7NMD0C14276	Keolis, Downing Garage	3/23/2022	2021	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2176	4.36	5	In-service	1		full time	187558	191638	4080	OP	OP			
2203	1FDFE4F7NMD0C03846	Keolis, Downing Garage	3/1/2023	2022	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2203	3.42	5	In-service	1		full time	157768	162151	4383	OP	OP			Yes
2204	1FDFE4F7NMD0C03847	Keolis, Downing Garage	3/1/2023	2022	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2204	3.42	5	In-service	1		full time	152244	156956	4361	OP	OP			Yes
2269	15GGB2718M3195669	Keolis, Downing Garage	6/30/2021	2021	GILLIG	G308 Low Floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	2269	5.16	5	In-service	1		full time	246183	250003	3820	OP	OP			
2401	15GGB301P3300020	Keolis, Downing Garage	1/1/2024	2023	GILLIG	G308 Low Floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	2401	2.56	5	In-service	1		full time	128846	133247	4391	OP	OP			
2402	15GGB301P3300021	Keolis, Downing Garage	1/1/2024	2023	GILLIG	G308 Low Floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	2402	2.56	5	In-service	1		full time	122608	126775	4167	OP	OP			
2403	15GGB301P3300022	Keolis, Downing Garage	1/1/2024	2023	GILLIG	G308 Low Floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	2403	2.56	5	In-service	1		full time	118411	121766	3355	OP	OP			
2404	15GGB301P3318892	Keolis, Downing Garage	7/1/2024	2024	GILLIG	G308 Low Floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	2404	2.08	5	In-service	1		full time	95511	95723	5212	OP	OP			
2405	15GGB301P3318893	Keolis, Downing Garage	7/1/2024	2024	GILLIG	G308 Low Floor	35	heavy duty transit	32	23	Yes	2	D	7/31/2026	2405	2.08	5	In-service	1		full time	87311	91606	4295	OP	OP			
2406	1FDFE4F7NMD0C03287	Keolis, Downing Garage	3/10/2024	2024	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2406	2.38	5	In-service	1		full time	99171	103327	4156	OP	OP			
2407	1FDFE4F7NMD0C03684	Keolis, Downing Garage	3/10/2024	2024	Ford	E 450	25	D	18	5	Yes	2	U	7/31/2026	2407	2.38	5	In-service	1		full time	96286	94422	4136	OP	OP			
8402	1MPP0MBA1EP013201	Keolis, Downing Garage	11/5/2025	2014	MC1	D 4500	45	heavy duty transit	57	14	Yes	2	D	12/31/2024	8402	0.85	1	In-service	1		full time	460558	460165	5607	OP	OP			
8403	1MPP0MBA1EP013201	Keolis, Downing Garage	11/5/2025	2014	MC1	D 4500	45	heavy duty transit	57	14	Yes	2	D	12/31/2024	8403	0.85	1	In-service	1		full time	452763	453247	484	OP	OP			
8406	1MPP0MBA1CP012719	Keolis, Downing Garage	9/23/2025	2012	MC1	D4500	45	heavy duty transit	57	14	Yes	2	D	5/1/2026	8406	0.61	1	pre service	1		full time	415847	415847	0	OP	OP			
8407	1MPP0MBA1EP013272	Keolis, Downing Garage	7/25/2026	2014	MC1	D4500	45	heavy duty transit	57	14	Yes	2	D		8407	126.57	1	pre service	1		full time	412453	412453	0	OP	OP			