

ADDENDUM #1
June 2, 2026

Solicitation #2026-Para-MicroTransit-001
Proposal Due Date – June 9, 2026 at 10:00 am (CST)

The Capital Area Transit System (CATS), Baton Rouge, Louisiana hereby amends the above referenced Request for Proposals (RFP) as follows:

CATS Official Responses to RFP Questions
Questions / Answers / Clarifications

The following questions were submitted in writing to CATS by prospective proposers. This document represents CATS official responses to written questions. :

#	WRITTEN QUESTIONS RECEIVED	CATS OFFICIAL RESPONSES TO WRITTEN QUESTIONS
1	Could CATS provide detailed performance data for both paratransit and microtransit services over the past 12 months, specifically including on-time performance (OTP), productivity metrics, and the rate of missed rides?	<p>CATS on Demand (ADA Paratransit): does not charge for Missed trips. Here are the performance data for Jan – April 2026</p> <p>Jan. 2026 OTP - 72 Productivity 1.9 Feb – 75 1.9 March – 71 2.0 April – 76 2.0</p> <p>Baker Microtransit by CATS: See attached Microtransit Key Performance Indicators</p>
2	Could CATS elaborate on its definition of 'comingling' in the context of this service? Specifically, what are the operational expectations and boundaries when comingling different rider types or funding sources?	<p>CATS on Demand & Baker Microtransit by CATS:</p> <p>Commingled service is defined as the shared operation of CATS on Demand Paratransit trips and CATS microtransit trips within the same demand-response operating environment, in this case specifically within the CATS zone, and includes operational specifics such as shared dispatching, shared vehicles, shared operators, or shared ride grouping, provided that ADA Paratransit riders continue to receive all required ADA protections and that trips are properly tracked, billed, and reported by service type.</p>
3	What pain points or challenges does CATS currently experience with its paratransit and microtransit services,	<p><u>Baker Microtransit by CATS</u> There are no major pain points currently experienced with by CATS Baker Microtransit services. There are no specific</p>

	and what specific improvements or changes are you hoping to achieve with this new contract?	improvements or changes we are hoping to achieve with this new contract. CATS on Demand Maintaining on time performance and providing a great service.
4	Could you kindly provide the following information? <ul style="list-style-type: none"> • Travel dates • Number of passengers / required vehicles • Service hours • Pick-up and drop-off locations 	CATS on Demand & Baker Microtransit by CATS: This information is provided in the scope of work.
5	One initial question for this procurement: will CATS require that Via's software be utilized by the operator? Or should the operator bring their own software option?	CATS on Demand & Baker Microtransit by CATS Contractor will be required to provide their own software system.
6	Can CATS please confirm that an electronic bid submission via email (without an accompanying physical submission) will be sufficient to be considered responsive?	Yes
7	Can CATS please allow the use of verified e-signatures for this submission?	All proposals must be signed when received.
8	In light of the U.S. Department of Transportation's Interim Final Rule (IFR) effective October 3, 2025, we understand there is currently a temporary pause on setting and counting DBE contract goals while Unified Certification Programs conduct mandatory reevaluations. The updated federal IFR guidance indicates that recipients should issue an amendment to remove the DBE contract goals for advertised projects where bids have not yet opened. To ensure our proposal is fully compliant with the agency's current expectations and federal guidelines, could you please confirm if an addendum will be issued to remove or zero out the DBE goal for this solicitation or clarify the obligations for contractors?	This Addendum #1 is indicating the removal of the DBE goal that is listed in our Solicitation due to the changes made by the US Department of Transportation on October 3, 2025.

Rider Experience

Start Date 2025-05-01

End Date 2026-05-26

Group by Months

Rider Acceptance

91.6%

Average Ride Duration

8.1

Average Ride Distance

2.8

Average Pickup Walking

92.6

Average Dropoff Walking

76.6

On-Demand: Average Pickup ETA

18.3

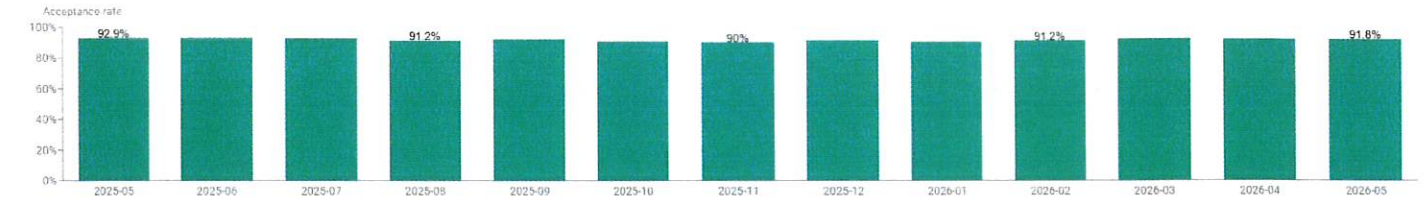
On-Demand: Deviation ETA vs. Actual

2.2

Per Day

Rider Acceptance Rate

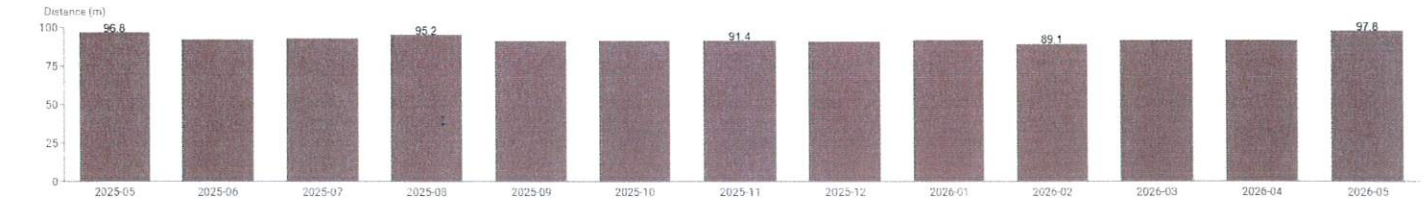
Proposals accepted by riders / proposals displayed to riders.



Rider Acceptance Rate

Average Pickup Walking Distance

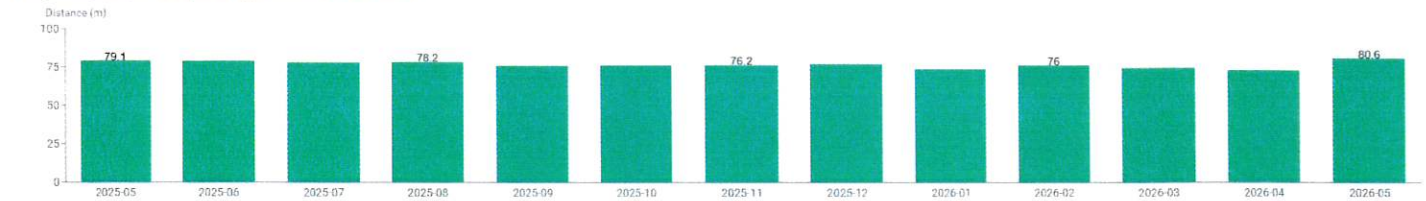
Walking distance (meters) from origin location to latest planned pickup location.



Average Pickup Walking Distance

Average Dropoff Walking Distance

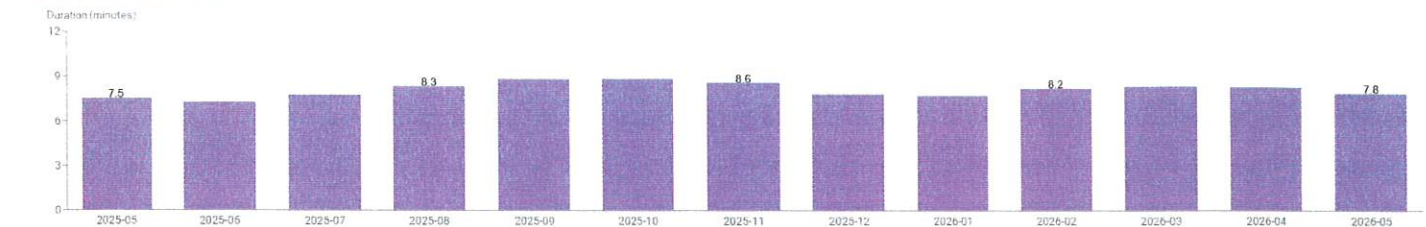
Walking distance (meters) from latest planned drop off location to destination location.



Average Dropoff Walking Distance

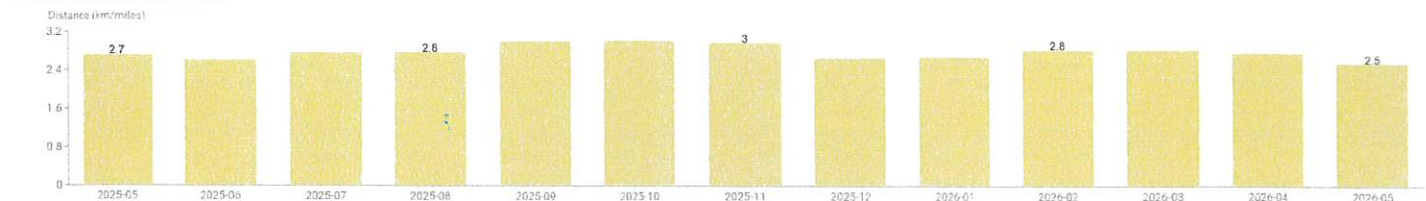
Average Ride Duration

Average ride duration from pickup to dropoff.



Average Ride Distance

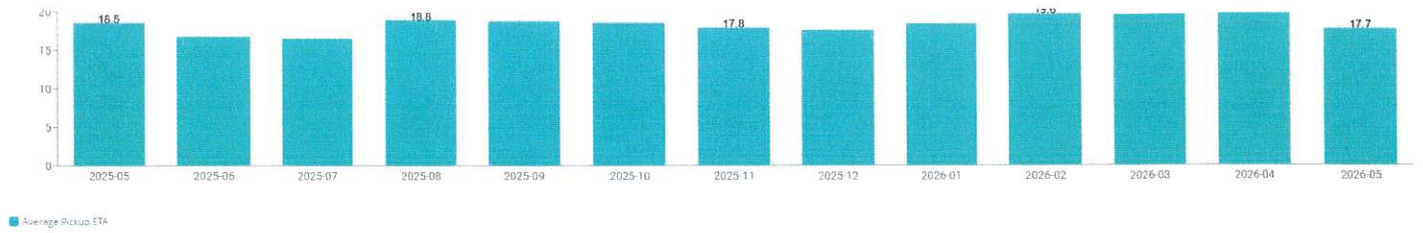
Average ride distance from pickup to dropoff.



Average Ride Distance

Average Pickup ETA (On Demand Rides Only)

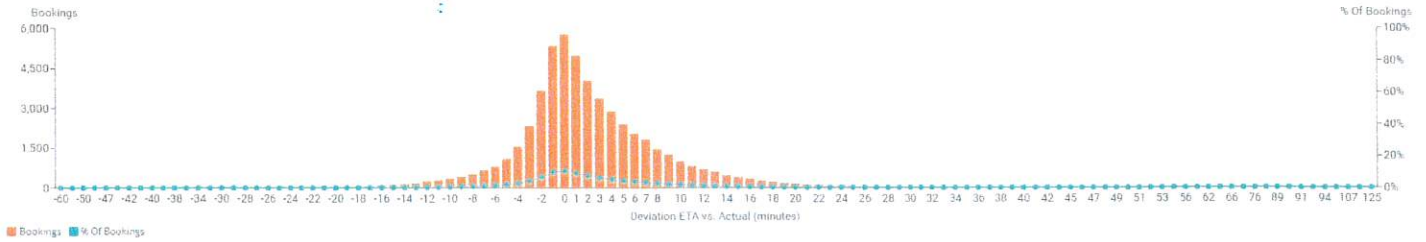
Average pickup ETA among all requests where a ride proposal was displayed.



Deviation ETA vs. Actual (On Demand Rides Only)

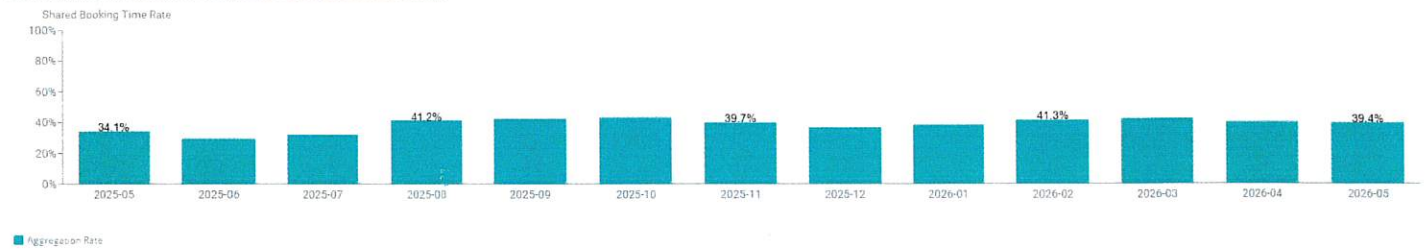
Breakdown of rides by deviation in minutes between proposed estimated arrival time (ETA) and the vehicle arrival to the pickup location

Not all filters apply



Shared ride duration ratio

Total booking time with more than one booking onboard / total ride duration of all bookings.



Service Operation (Periodic)

Start Date 2025-05-01

End Date 2026-05-28

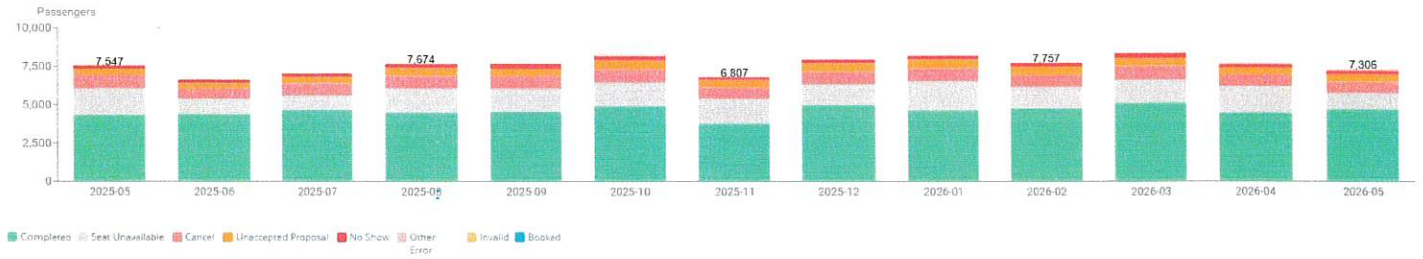
Periods by Months

Total ride	Completed	Completed Rides	Active	Net driver
99,061	59,633	60.2%	1,556	12,143.4
Utilization	Vehicle Revenue	Productivity	Met	Met Demand
4.9	10,696.9	5.6	80,035	80.8%

■ Filtered period

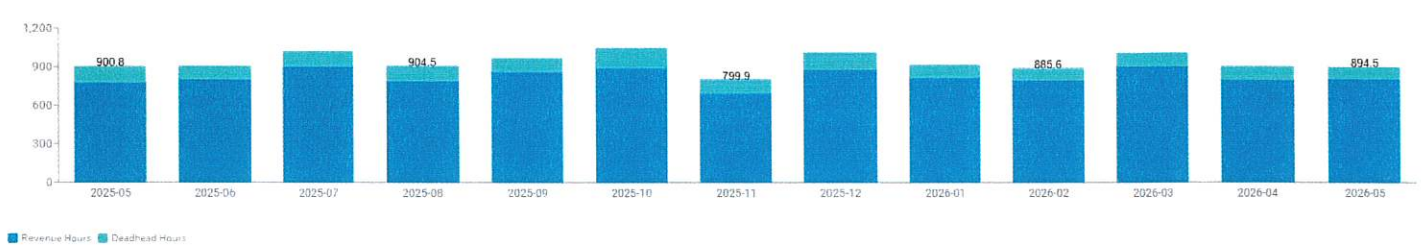
Detailed Ride Requests Status

Breakdown of all ride requests (passengers) by status



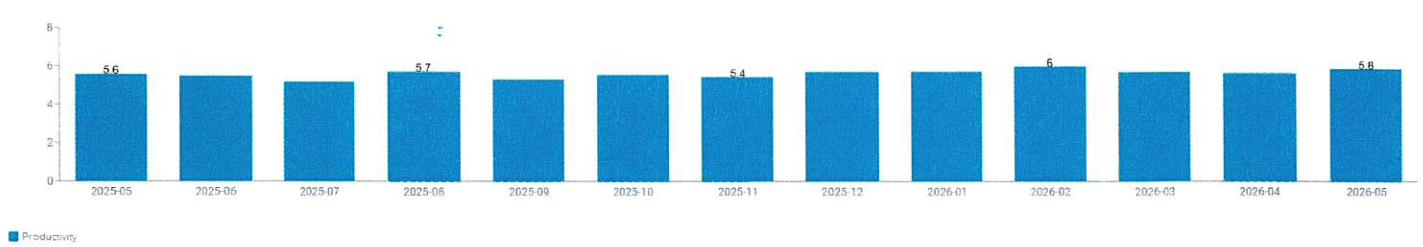
Vehicle Hours by Shift Segment

Total hours of all drivers combined by shift segment



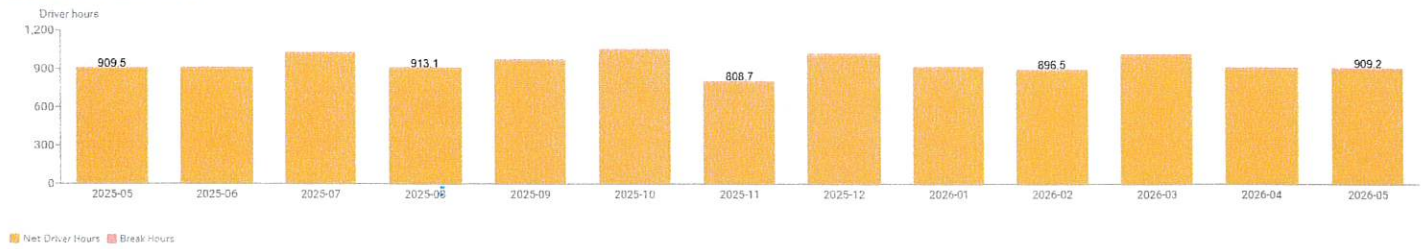
Productivity

Completed rides / vehicle revenue hours



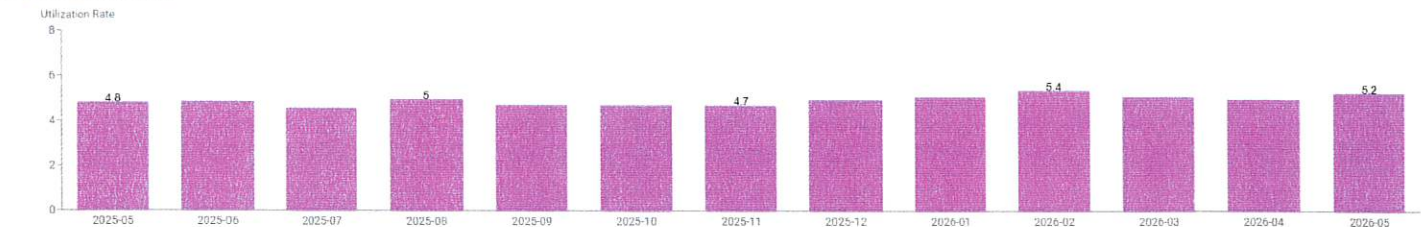
Driver Hours

Daily total hours of all drivers combined.



Utilization

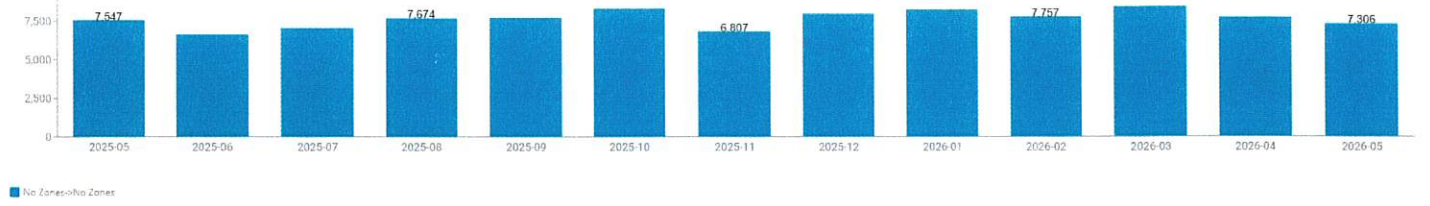
Completed rides / net driver hours.



Geographical Demand

Passengers

10,000



Met Demand

Breakdown of passengers who received a Via Demand-Response proposal vs. those who didn't. Indicates how well supply matches rider demand. Pair with the Demand vs. Supply dashboard for optimization insights.

