

1. Page 10 of the RFP states that “all proposals...must be received at NEORide’s office.” However, NEORide is also allowing for electronic submissions on page 11.

a. Can NEORide please clarify where proposers are to submit electronic proposals?

NEORide will accept all proposals via email to katherinec@neoride.org by July 29th at 3 p.m. EST. If the proposer cannot submit electronically they must be delivered directly to our office at One Park Centre Drive, Suite 300, Wadsworth, OH 44281

2. Can NEORide please provide the price form in Excel format?

Yes, an attachment will be added to the website.

3. Can proposers add rows to the price sheet in order to provide necessary details for pricing?

Yes

4. Page 8 “Definitions” states “NEORide: Stark Area Regional Transit Authority.” Stark Area Regional Transit Authority is also referenced in Attachment L, Paragraph 5.

a. Can NEORide please clarify Stark Area Transit Authority’s involvement in this procurement?

This was a typo, they are not involved in the procurement.

5. When does NEORide expect a notice of award?

No specific timeline has been set.

6. When does NEORide expect completion of the project(s)?

- a. In order to provide accurate information for implementation timeline and pricing, can NEORide clarify if deployment at each agency is to happen concurrently or consecutively?**

SORTA would like to complete installation by Q3 2023. No specific timeline has been set for other agencies. Agency implementation can be done either concurrently or consequently.

7. Can NEORide please confirm that the agencies intend to award one vendor for this project?

Yes

8. Will NEORide be issuing one contract for this project or will each agency contract with the awarded vendor separately?

Yes, one contract will be awarded through NEORide.

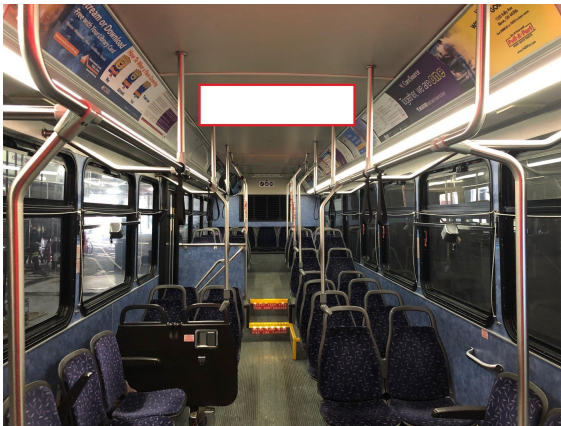
9. How will this project be funded? (i.e. is NEORide the primary funder? Is each agency responsible individually for their own deployment?)

Agencies have applied for funding through ODOT. If funding is not awarded, agencies may pursue other funding or pay with their own local funding.

10. Can NEORide please provide a detailed vehicle inventory for each agency and all vehicles to be involved in project? Please include information regarding make, model, year, external/internal speakers, existing equipment to be removed, and existing equipment with which to be integrated (i.e. routers).

a. Can NEORide please provide internal pictures of each bus type to assist in determining the optimal placement and sizing of the signs?

METRO RTA - 40 Ft. GILLIG LOW FLOOR



b. Do all buses have existing signage? If so, can a breakdown be provided?

METRO RTA - No Interior video signs. Fleet to be added has 29 buses equipped with Hanover Destination displays and 62 with Luminator displays, 19 with ODK 4.

SORTA has provided a PDF of all on-board technologies. Please see attachment at the end of this document.

11. Can NEORide please clarify the DBE participation requirements? Pages 15 and 21 indicate that there is not a specific goal for this contract. However, Page 62 indicates both a 5% goal and a 3% goal.

There is no DBE goal.

12. The RFP states on page 17 that “The proposer should provide an onboard electronic display system that is mounted on the front and rear of each bus to display the route number and name that bus is running. This is critical for passengers so they would know what bus to catch.”

a. Can NEORide clarify if the signs are to be interior or exterior facing?

Interior Mounted Sign

b. For a double-sided sign, would this be mounted in the middle of the vehicle?

Yes - See picture from 10.a for METRO RTA Answer

Signs will be interior. For double sided, yes, they would be mounted in the middle of the bus.

13. In the General section on page 17, it is specified that the “electronic signs should be both visual and include an annunciator.”

a. Is this requirement intended to play audio from the content on the sign or to announce next stop information?

No Audio Required for METRO RTA
SORTA is requiring both.

b. In the pricing, 50 speakers are requested for SORTA. Is the intent that 50 existing speakers will be replaced? Will multiple speakers be replaced on a single vehicle?

This is no longer being required by SORTA.

c. What type of audio is required for remaining vehicles?

No Audio Required for METRO RTA

CBC: We do not need or desire an annunciator or audio unless necessary. We are not replacing our existing digital signage, these are in addition to.

SORTA: See 13b

14. What is intended by the requirement on Page 17 that states, “all communication between Digital Display signage system equipment must be through the main AVL

server.”? Digital signage is typically connected directly to content distribution either through a cellular or wi-fi connection.

a. Do vehicles have an onboard router that can be used to connect signs?

METRO RTA: Yes, Cradlepoint IBR1700

CBC: We do not have an existing internet/router capability in our vehicles.

SORTA: All vehicles are equipped with both cellular and Wi-Fi capabilities. If the proposed system can function independently from CAD/AVL and still provide location based announcements, there is no need to integrate with CAD/AVL.

15. How many employees are expected to be trained?

CBC: 3 maintenance employees should be trained and would be necessary for installation.

METRO: 3

SORTA: Approximately 15 maintenance, 5 Operations/Train-the-trainer, 3 IT, and 8-10 admin staff.

16. Page 20 refers to sign sizes of “2x390, 2x90, 20x24”

a. It is our understanding that these are per-vehicle quantities, based on the pricing sheet. Please clarify the screen sizes desired. Should vendors propose screen sizes based on our experience and expertise?

CBC: Specific 20x24 is not necessary, vendor can propose screen size based on experience.

METRO RTA: Same as CBC

SORTA: Height 10-12”, width 18-24”. In addition to these, vendor may propose alternate sizes.

b. Please clarify the quantity of signs desired.

CBC: Quantity for CBC is 10 (based on 5 vehicles, 2 per vehicle), may also include spares if needed

METRO RTA: Quantities confirmed on page 21 of RFP

SORTA: 309 vehicles, 309 double sided signs, or 618 single sided signs (excluding spares).

17. Will content templates and branding be shared across agencies, or will each agency have unique branding?

CBC, METRO and SORTA:: We desire unique branding

18. Please confirm that each agency will provide a GTFS-RT interface.

a. If not, please specify the standard that will be provided.

CBC: Defer to SORTA (utilize the same AVL - Transitmaster/Trapeze)

METRO RTA - Confirmed

SORTA: GTFS-RT feed is available.

19. During what days and hours can vehicle installations occur?

CBC: Mon-Fri 8am-4pm generally

METRO RTA: Anytime

SORTA: We are a 24-hour operation. We will work with the vendor on schedules.

20. How many buses will each agency make available per day for installation?

CBC: 2 trains will generally be available

METRO RTA: Up to 8

SORTA: Approximately 6-8 per day.

21. Once we finish installation on a bus, will another bus be made available during the same shift, assuming we have enough time to complete before pull-out?

CBC: We can rotate through the fleet daily to allow for all trains to be completed within 2-3 days

METRO RTA: Yes

SORTA: Yes

22. Will each agency be able to provide secure storage for bus kits, which are required for installation and would be shipped prior to the start of installation?

CBC: Yes, we can provide storage

METRO RTA and SORTA: Yes

23. Does the installation require the removal of any existing equipment?

a. If so, please specify what equipment needs to be removed from the vehicles.

CBC: No, based on our desire for additional digital displays (not replacements), nothing will need to be removed

METRO RTA: N/A

SORTA: No equipment should require removal for this project.

b. If so, who is responsible for equipment disposal?

24. Please clarify the intent of how an interior-mounted display would convey to riders which bus to catch. Presumably they would already be on-board before seeing the display, but is the intent that the displays would be mounted so they are visible to potential riders on the exterior?

CBC: May not apply to us, as we are mainly concerned with showing our alignment/route, stops, destinations, etc. to our riders on the interior

METRO RTA: Signage should be able to display a current route ladder with transfer options

SORTA: The only aspect of this that applies to SORTA would be as it relates to transfers.

25. Is the intent that the software API would allow NEORide to arbitrarily attach new displays or devices to the system without additional licensing or costs to NEORide?

No

26. What is the available data bandwidth on these systems? (i.e. how much bandwidth is the display system limited to before negatively impacting the CAD/AVL system)

CBC and SORTA: For cellular, 5G Speeds will range from ~50 Mbit/s to over 1,000 Mbit/s (1Gbit/s). For Wi-Fi, speeds will be between 150-300 Mbit/s.

METRO RTA: Cradlepoint system provides unlimited data and we have no bandwidth issues with current equipment.

27. Please provide system diagrams for the existing on-board electronics. In particular please provide information regarding types of connectivity to be used (i.e. CAT-5, RS-232, etc.) between the existing system and the signage. (This is to allow us to evaluate the manner in which the new system is to be integrated into the existing system.)

SORTA diagram has been provided (CBC will model same)

METRO RTA: CAT5/6 Preferred. Other equipment that utilizes the Cradlepoint router includes:
1. Avail (AVL), Masabi Fare Validator, Angeltrax CCTV, Public Wi-Fi.

28. If the intent is that the signs should retrieve data directly from the CAD/AVL system, please provide information on the API to be used.

SORTA: Vendor would need to work directly with CAD/AVL provider (Trapeze TransitMaster).
CBC will model same.

METRO RTA: Avail Technologies or GTFS Feed.

29. Will the CAD/AVL provider be providing schedule and real-time data in GTFS and/or GTFS-RT formats or via API requests directly to their servers?

SORTA and CBC: GTFS-RT

METRO RTA: Yes

30. Is the intent that the on-board displays list the arrival times for upcoming stops?

CBC: Yes

METRO RTA: Yes

SORTA: No

31. Is the intent that the on-board displays list the arrival times for other routes at upcoming stops?

CBC: No

METRO RTA: No, however route ladder should display transfer options

SORTA: No

32. Is the intent that no software systems updates on the part of the vendor should exceed the capabilities of the hardware specified by the vendor? If not, please clarify.

This question is not clear

33. Is there a priority list for the order in which agencies should be upgraded?

This will be decided among the NEORide partners.

34. pg18: "The vendor shall grant all NEORide members the right to use all software and firmware provided under the contract and will not impose any licensing restrictions on interfacing data to or from the digital display system software."

Q: Please clarify how this right would be used in practical terms. Is the intent that there be no licenses associated with the number or type of devices attached to the signage system?

This is not the intent.

35. If the intent is that NEORide wishes the flexibility to utilize a system API to attach an arbitrary number/type of signage devices to the system, it becomes difficult to provide an estimate for effective hosting. Are there some practical limits that NEORide can provide (assuming some level of expansion in the future) that should be factored into the hosting costs, or should we assume that hosting costs should only need to account for the stated quantities in the RFP and any impact on hosting resulting from additional API/system utilization would be negotiated at a later date?

Assume that hosting costs should only need to account for the stated quantities in the RFP and any impact on hosting resulting from additional API/system utilization would be negotiated at a later date.

36. Please provide any specific, documented technical/functional requirements that the system must meet.

METRO RTA: Digital documentation in regards to as-built wiring and troubleshooting

SORTA: All specs are included in the RFP.

37. Is it intended that the signage system act as a GTFS provider for other systems?

No

38. Given that the intent is to provide displays for infotainment, please confirm that these are to be some form of full-color display (such as those based on LCD/OLED/QLED technology) and not some form of LED dot or RGB matrix displays.

full color displays

39. Please clarify the intent of these measurements. Do these represent physical measurements, screen pixel resolution, on-screen characters, or some other measurement?

Please refer to Q16

40. pg20: "Remote display software"

Please provide additional detail as to the intent of this requirement.

All signage should be able to be updated from a standard web interface. I.e. advertising or special messages

41. "AVL system feed"

If the intent is that the system must consume the specified AVL system feed, please provide additional technical details regarding the AVL system feed.

METRO RTA: Avail Technologies/GTFS Feed

SORTA and CBC: See Number 14

42. We assume that the CAD/AVL system will be providing GPS location data that the signage software onboard can use. 1) Please confirm this assumption. 2) Please provide any additional details on how a 3rd party system attached to the CAD/AVL provider on-board network will be able to access this data (both physically and API specifications). 3) Will the GPS data be provided raw or smoothed/averaged?

METRO RTA: Raw - Avail Technologies

SORTA and CBC: See Number 14

43. Were there any notes from pre-RFP meetings, OR initial meetings with prospective respondents that you can share?

No pre-RFP meeting was held.

44. You mention “single” and “dual sided” screens – is there a preference of screen size? Or can suggestions be made in the RFP response?

CBC: CBC desires single sided based on mounting location, though open to options for dual sided based on vendor expertise/experience

See number 16a

45. Is there an exact location on these buses which are required? Or can suggestions be made in the RFP response?

METRO RTA - See 10.a

CBC is open to suggestions

SORTA: Vendors can suggest, but final location(s) will be agreed upon by agency staff.

46. How many vehicles?

a. It was mentioned in volume – but is there any way to get inventory lists/make and models?

CBC: 5 vehicles, CAF Urbos III streetcars

METRO RTA - All buses are 40ft. Gillig Low Floor, quantities listed on page 21 of RFP

SORTA: list of vehicles is provided (see end of document)

47. What are the sizes of the buses?

METRO RTA: 40ft. Gillig Low Floor

SORTA: See #10 and #46

49. Can you give locations of sites where buses will be available for installation?

CBC: 1927 Race Street Cincinnati OH 45202 at our Maintenance and Operations Facility

METRO RTA: 416 Kenmore Blvd, Akron Ohio 44301

SORTA: Buses are stored at two (2) facilities:

Queensgate Garage: 1401 Bank Street, Cincinnati OH, 45214

Bond Hill Garage: 4700 Paddock Road, Cincinnati OH, 45229

50. Do you have a preferred installation timeframe schedule – e.g. Beginning what month, and expectation of total installation time?

CBC: Ideally would not have a single revenue vehicle out of service for more than a single day

METRO RTA: Anytime

SORTA: No specific restrictions

53. What are the environments of the various installation location(s), i.e. power, inside/outside, flat, gravel/blacktop, bathroom facilities, water stations?

CBC: Installation can take place inside the streetcar maintenance bays. Power, bathrooms, and water is available.

METRO RTA: Inside shop, climate controlled

SORTA: Both garages are covered (indoors) with flat concrete floors. Power, restrooms and water facilities are available.

54. At the installation location(s) are there dock high shipping doors available for unloading of product or will a truck with a lift gate be required? Are pallet jacks or forklifts available for equipment delivery?

CBC: No dock, but there is a forklift and operator available

METRO RTA: Forklift available

SORTA: No docks, forklift available

55. Are we permitted to dispose of the installed systems' packing materials in your supplied dumpster?

CBC: Yes

METRO RTA: Yes

SORTA: Vendor is responsible for disposal of packing materials

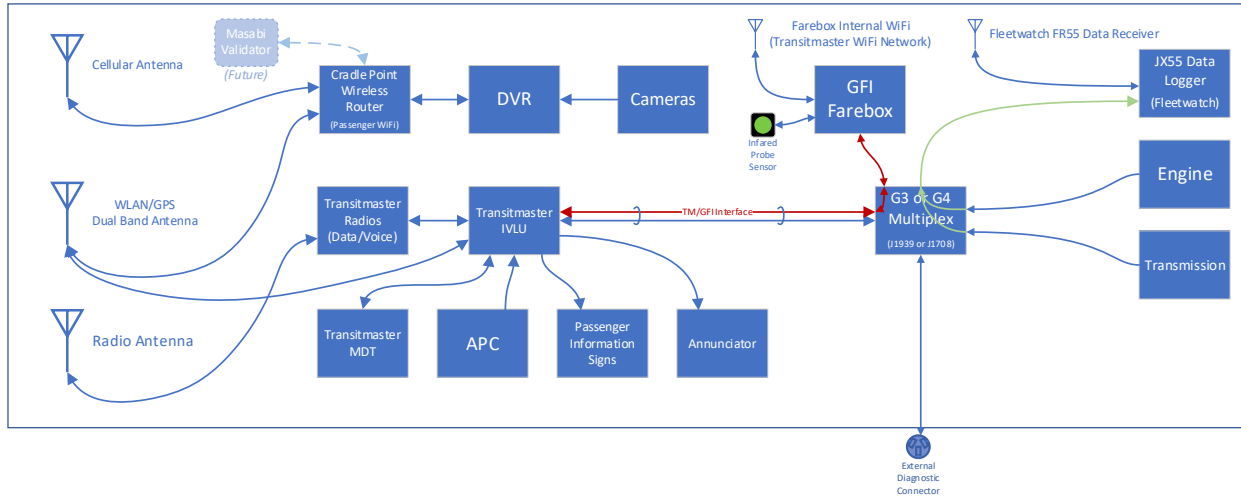
56. Will all questions and responses be emailed or posted on a website? If a website, what is the address?

All RFP question responses will be listed at <https://www.neoride.org/rfp-digitalsigns>

SORTA On-Board Technologies

This document outlines all technology (as it relates to IT) installed on fixed route and paratransit vehicles in the SORTA fleet.

Fig. 1 – Fixed Route Vehicle Equipment Virtual Layout



CAD/AVL - Intelligent Transportation System (ITS) – Trapeze (TransitMaster)

- Integrated Vehicle Logic Unit - IVLU
- Mobile Data Terminal - MDT
- Destination Signs
- Voice Annunciator
- GFI Farebox Interface
- Voice Radio
- Data Radio
- Radio Antenna
- WLAN/GPS Dual Band Antenna

Automatic Passenger Counter (APC) – Supplied by Trapeze

- Integrated with ITS

Farebox – GFI

- Odyssey Farebox
- TransitMaster Interface

Integrated Mileage Capture and Fluid Monitoring System – Fleetwatch

- JX55 Data Logger
- FR55 Data Receiver
- RIH3000R Remote Island Head
- Master Server with Fleetwatch System Controller Software

Wireless Router – Cradlepoint

- Passenger WiFi
- Cellular Antenna

On-Board Video Security – Apollo (Luminator Technology Group)

- Cameras
- DVR

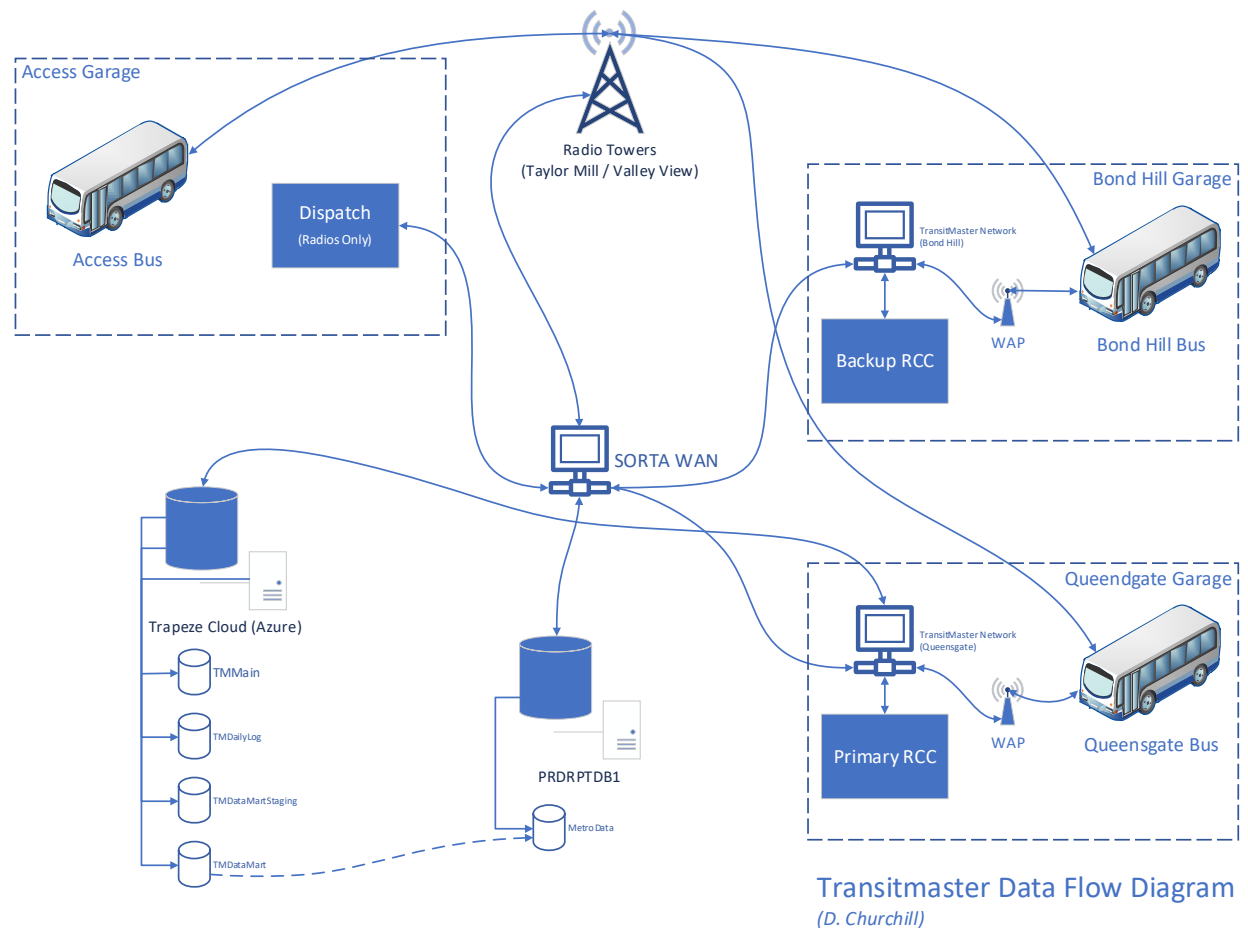
Computer Aided Dispatch / Automatic Vehicle Location (CAD/AVL)

SORTA's CAD/AVL solution is provided by Trapeze's TransitMaster Intelligent Transportation System (ITS).

Computer-aided dispatch (CAD) is a method of dispatching taxicabs, couriers, field service technicians, mass transit vehicles or emergency services assisted by computer. It can either be used to send messages to the dispatched vehicle via a mobile data terminal (MDT) and/or used to store and retrieve data (i.e. radio logs, field interviews, client information, schedules, etc.). A dispatcher may announce the call details to field units over a two-way radio. Some systems communicate using a two-way radio system's selective calling features. CAD systems may send text messages with call-for-service details to alphanumeric pagers or wireless telephony text services like SMS. The central idea is that persons in a dispatch center are able to easily view and understand the status of all units being dispatched. CAD provides displays and tools so that the dispatcher has an opportunity to handle calls-for-service as efficiently as possible.

Automatic Vehicle Location (AVL) is a means for automatically determining and transmitting the geographic location of a vehicle. This vehicle location data, from one or more vehicles, may then be collected by a vehicle tracking system to manage an overview of vehicle travel.

Fig 2 – CAD/AVL Data Flow



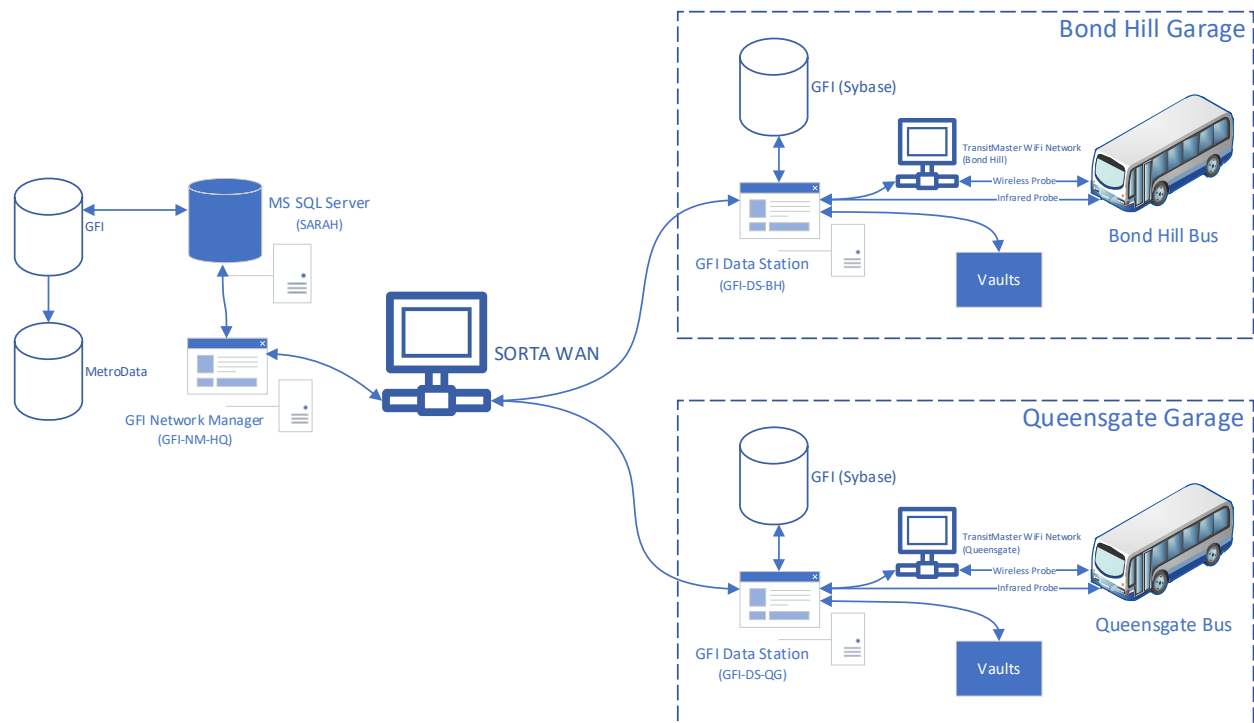
Fare Collection

SORTA's fare boxes are provided by Genfare Systems (GFI). The GFI system consists of odyssey fare boxes which are installed on fixed route vehicles, a data station (DS) at each division, and a network manager (NM) that aggregates the data from the division data stations. Data is uploaded from the fare box, either through a wireless connection or through an infrared probe which is hard-wired to the data station. Data from the DS is then uploaded to the NM every night for aggregation and reporting.

An interface with TransitMaster supplies the fare box with driver, route, fareset and geolocation. It also sets the correct fareset based on a table within TransitMaster. All routes are set as either fixed or geolocation related within this table. The interface transmits changes to the fare box either at the end of a trip, or a change of fare zone.

Monthly ridership data is compiled and stored in tables in the MetroData database.

Fig. 3 – Fare Collection Data Flow



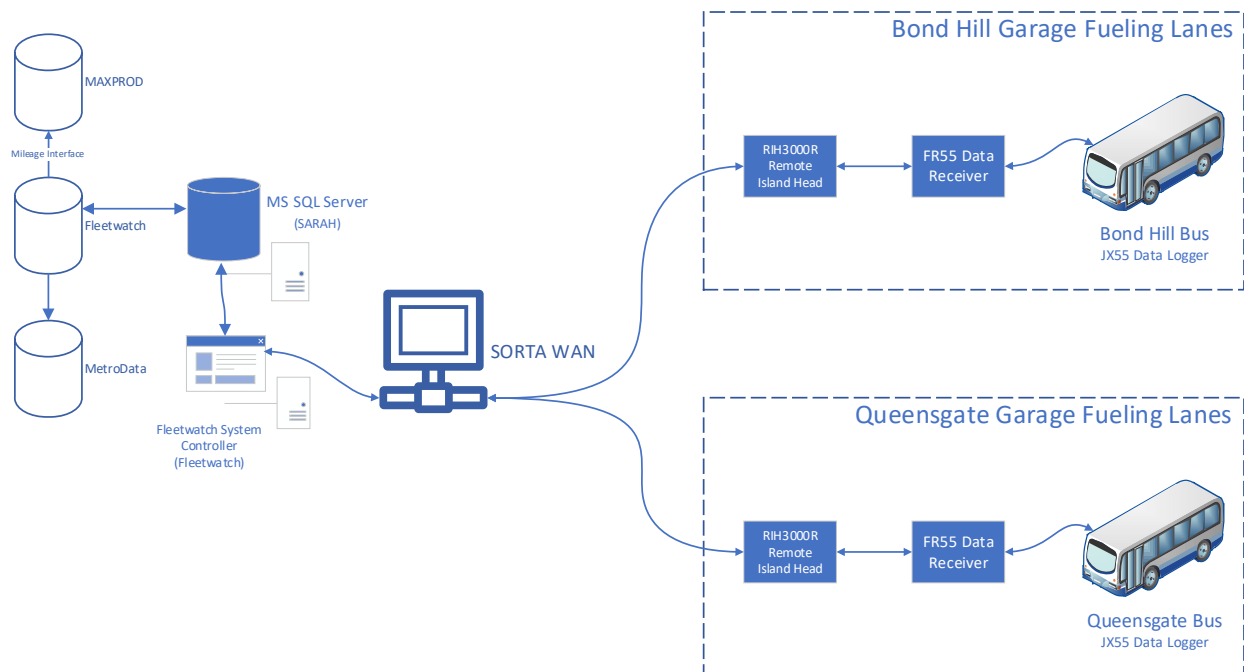
Integrated Mileage Capture and Fluid Monitoring System

Fleet fluids dispensing and mileage tracking is provided by Fleetwatch. Each vehicle is equipped with a JX55 Data Logger which records vehicle mileage and technical data for later transmission and is connected through the vehicle multiplex. When the vehicle enters the fueling lane, the FR55 Data Receiver (mounted within the fuel lane) receives data from the JX55 Data Logger. The receiver is connected to the RIH3000R Remote Island Head, which also controls fluid dispensing. The mileage and fluid data is combined and transmitted to the Fleetwatch System Controller.

A daily interface between Fleetwatch and Maximo updates the master mileage meters on each vehicle. These meters drive the generation of preventive maintenance workorders.

There are views within the MetroData database that present data from Fleetwatch in a usable format for use in SSRS and ad hoc reporting.

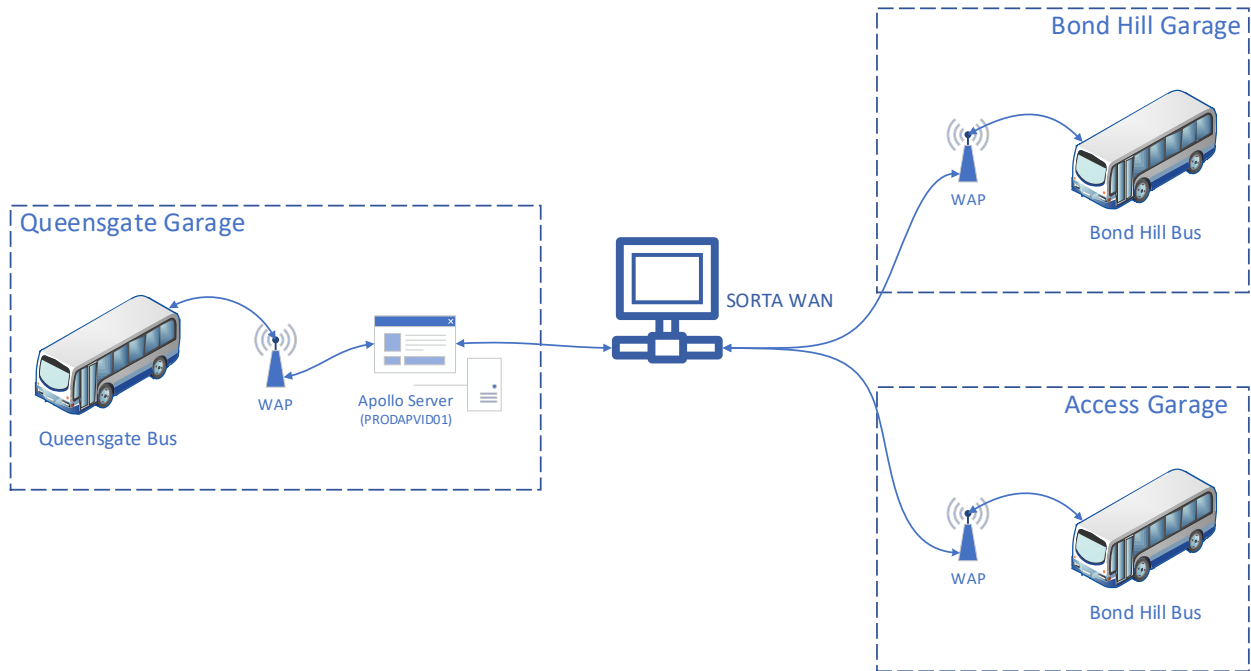
Fig. 4 - Integrated Mileage Capture and Fluid Monitoring System data flow



On-Board Video Security System

SORTA's video security system is provided by Apollo (Luminator Technology Group). Upon request, video data from SORTA vehicles is uploaded from the vehicle through the Cradlepoint wireless router, through a wireless access point and the SORTA WAN to the Apollo server.

Fig. 5 – On-Board Video Security System



SORTA Vehicles

The following is a list of all fixed route vehicles - total 309 buses.

Bus #	Make	Model	VIN #	Year	ODK Version	Wheelchair
8006	New Flyer	D40LF	5FYD4FS198C034690	2008	ODK3	Low Floor Ramp
8018	New Flyer	D40LF	5FYD4FS118C034702	2008	ODK3	Low Floor Ramp
8019	New Flyer	D40LF	5FYD4FS138C034703	2008	ODK3	Low Floor Ramp
9000	New Flyer	D40LF	5FYD4FS169B035254	2009	ODK3	Low Floor Ramp
9045	New Flyer	D40LF	5FYD4FS179B036512	2009	ODK3	Low Floor Ramp
9046	New Flyer	D40LF	5FYD4FS199B036513	2009	ODK3	Low Floor Ramp
9047	New Flyer	D40LF	5FYD4FS109B036514	2009	ODK3	Low Floor Ramp
9048	New Flyer	D40LF	5FYD4FS129B036515	2009	ODK3	Low Floor Ramp
9049	New Flyer	D40LF	5FYD4FS149B036516	2009	ODK3	Low Floor Ramp
9050	New Flyer	D40LF	5FYD4FS169B036517	2009	ODK3	Low Floor Ramp
9051	New Flyer	D40LF	5FYD4FS189B036518	2009	ODK3	Low Floor Ramp
9052	New Flyer	D40LF	5FYD4FS1X9B036519	2009	ODK3	Low Floor Ramp
9053	New Flyer	D40LF	5FYD4FS169B036520	2009	ODK3	Low Floor Ramp
9054	New Flyer	D40LF	5FYD4FS189B036521	2009	ODK3	Low Floor Ramp
9055	New Flyer	D40LF	5FYD4FS1X9B036522	2009	ODK3	Low Floor Ramp
9056	New Flyer	D40LF	5FYD4FS119B036523	2009	ODK3	Low Floor Ramp
9057	New Flyer	D40LF	5FYD4FS139B036524	2009	ODK3	Low Floor Ramp
9058	New Flyer	D40LF	5FYD4FS159B036525	2009	ODK3	Low Floor Ramp
9059	New Flyer	D40LF	5FYD4FS179B036526	2009	ODK3	Low Floor Ramp
9060	New Flyer	D40LF	5FYD4FS199B036527	2009	ODK3	Low Floor Ramp
9061	New Flyer	D40LF	5FYD4FS109B036528	2009	ODK3	Low Floor Ramp
9062	New Flyer	D40LF	5FYD4FS129B036529	2009	ODK3	Low Floor Ramp
9063	New Flyer	D40LF	5FYD4FS199B036530	2009	ODK3	Low Floor Ramp
9064	New Flyer	D40LF	5FYD4FS109B036531	2009	ODK3	Low Floor Ramp
9065	New Flyer	D40LF	5FYD4FS129B036532	2009	ODK3	Low Floor Ramp
9066	New Flyer	D40LF	5FYD4FS149B036533	2009	ODK3	Low Floor Ramp
9067	New Flyer	D40LF	5FYD4FS169B036534	2009	ODK3	Low Floor Ramp
9068	New Flyer	D40LF-HYB	5FYH4FU12AB037585	2010	ODK3	Low Floor Ramp
9069	New Flyer	D40LF-HYB	5FYH4FU14AB037586	2010	ODK3	Low Floor Ramp
9070	New Flyer	D40LF-HYB	5FYH4FU16AB037587	2010	ODK3	Low Floor Ramp
1001	New Flyer	DE30LFR	5FYH5VU17AB038111	2010	ODK3	Low Floor Ramp
1002	New Flyer	DE30LFR	5FYH5VU19AB038112	2010	ODK3	Low Floor Ramp
1003	New Flyer	DE30LFR	5FYH5VU10AB038113	2010	ODK3	Low Floor Ramp
1004	New Flyer	DE30LFR	5FYH5VU12AB038114	2010	ODK3	Low Floor Ramp
1101	New Flyer	DE40LFR	5FYH5FU14BB039921	2011	ODK4	Low Floor Ramp
1102	New Flyer	DE40LFR	5FYH5FU16BB039922	2011	ODK4	Low Floor Ramp

1103	New Flyer	DE40LFR	5FYH5FU18BB039923	2011	ODK4	Low Floor Ramp
1104	New Flyer	DE40LFR	5FYH5FU1XBB039924	2011	ODK4	Low Floor Ramp
1105	New Flyer	DE40LFR	5FYH5FU11BB039925	2011	ODK4	Low Floor Ramp
1106	New Flyer	DE40LFR	5FYH5FU13BB039926	2011	ODK4	Low Floor Ramp
1107	New Flyer	DE40LFR	5FYH5FU15BB039927	2011	ODK4	Low Floor Ramp
1108	New Flyer	DE40LFR	5FYH5FU17BB039928	2011	ODK4	Low Floor Ramp
1109	New Flyer	DE40LFR	5FYH5FU19BB039929	2011	ODK4	Low Floor Ramp
1110	New Flyer	DE40LFR	5FYH5FU15BB039930	2011	ODK4	Low Floor Ramp
1111	New Flyer	DE40LFR	5FYH5FU17BB039931	2011	ODK4	Low Floor Ramp
1112	New Flyer	DE40LFR	5FYH5FU19BB039932	2011	ODK4	Low Floor Ramp
1113	New Flyer	DE40LFR	5FYH5FU10BB039933	2011	ODK4	Low Floor Ramp
1114	New Flyer	DE40LFR	5FYH5FU12BB039934	2011	ODK4	Low Floor Ramp
1201	Gillig	G27-40	15GGD2715B1181101	2011	ODK4	Low Floor Ramp
1202	Gillig	G27-40	15GGD2715C1181102	2012	ODK4	Low Floor Ramp
1203	Gillig	G27-40	15GGD2717C1181103	2012	ODK4	Low Floor Ramp
1204	Gillig	G27-40	15GGD2719C1181104	2012	ODK4	Low Floor Ramp
1205	Gillig	G27-40	15GGD2710C1181105	2012	ODK4	Low Floor Ramp
1206	Gillig	G27-40	15GGD2712C1181106	2012	ODK4	Low Floor Ramp
1207	Gillig	G27-40	15GGD2714C1181107	2012	ODK4	Low Floor Ramp
1208	Gillig	G27-40	15GGD2716C1181108	2012	ODK4	Low Floor Ramp
1209	Gillig	G27-40	15GGD2718C1181109	2012	ODK4	Low Floor Ramp
1210	Gillig	G27-40	15GGD2714C1181110	2012	ODK4	Low Floor Ramp
1211	Gillig	G27-40	15GGD2716C1181111	2012	ODK4	Low Floor Ramp
1212	Gillig	G27-40	15GGD2718C1181112	2012	ODK4	Low Floor Ramp
1213	Gillig	G27-40	15GGD271XC1181113	2012	ODK4	Low Floor Ramp
1214	Gillig	G27-40	15GGD2711C1181114	2012	ODK4	Low Floor Ramp
1215	Gillig	G27-40	15GGD2713C1181115	2012	ODK4	Low Floor Ramp
1216	Gillig	G27-40	15GGD2715C1181116	2012	ODK4	Low Floor Ramp
1217	Gillig	G27-40	15GGD2717C1181117	2012	ODK4	Low Floor Ramp
1218	Gillig	G27-40	15GGD2719C1181118	2012	ODK4	Low Floor Ramp
1219	Gillig	G27-40	15GGD2710C1181119	2012	ODK4	Low Floor Ramp
1220	Gillig	G27-40	15GGD2717C1181120	2012	ODK4	Low Floor Ramp
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1227	Gillig	G27-40	15GGD271XC1181127	2012	ODK4	Low Floor Ramp
1228	Gillig	G27-40	15GGD2711C1181128	2012	ODK4	Low Floor Ramp
1229	Gillig	G27-40	15GGD2713C1181129	2012	ODK4	Low Floor Ramp
1230	Gillig	G27-40	15GGD271XC1181130	2012	ODK4	Low Floor Ramp
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1232	Gillig	G27-40	15GGD2713C1181132	2012	ODK4	Low Floor Ramp
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1302	Gillig	G27-BRT-40	15GGD2711D1181938	2013	ODK4	Low Floor Ramp
1303	Gillig	G27-BRT-40	15GGD2713D1181939	2013	ODK4	Low Floor Ramp
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2166	Gillig	G27-40	15GGD2713M3196445	2021	ODK4	Low Floor Ramp
2167	Gillig	G27-40	15GGD2715M3196446	2021	ODK4	Low Floor Ramp
2168	Gillig	G27-40	15GGD2717M3196447	2021	ODK4	Low Floor Ramp
2169	Gillig	G27-40	15GGD2719M3196448	2021	ODK4	Low Floor Ramp
2170	Gillig	G27-40	15GGD2710M3196449	2021	ODK4	Low Floor Ramp