

SPOKANE TRANSIT AUTHORITY
AMENDMENT TO
RFP 2026-11182 – MOBILITY OF DEMAND PILOT SERVICES OPERATIONS

AMENDMENT NO. 1

Amendment 1 consists of this cover page and one (1) attachment:

- Responses to Questions and Requests for Approved Equals, Clarifications, or Changes

This Amendment is hereby made a part of the RFP document to the same extent as though it were originally included therein. All Proposers shall acknowledge receipt and understanding of this addendum by completing the information required on Attachment A, Proposal Response Form, and returning the signed page with their proposal on or before the proposal due date.

Jennifer Anderson
Procurement Coordinator

Question #	Document Section	Page Number	Question	STA Response
1	NA	NA	Would STA consider providing bidders with a 2-week extension to extend the proposal due date from 5/15/2026 to 5/29/2026? This greatly improves the ability to respond to the RFP and offers sufficient time for bidders to provide a responsive and responsible proposal.	Due to STA's goal of launching Mobility on Demand in September and the timing of STA's Committee and Board cycles and the necessary time required for the Contractor to be operational from award to September, we are unable to extend the RFP deadline.
2	NA	NA	Will there only be one contract awarded to one provider?	It is our intent is that a single provider would provide the service under the contract.
3	NA	NA	Could you comment on who your current software provider is?	This service is a pilot program. We don't currently offer this service, so we don't have a current software for this need.
4	SOW	NA	With the first two zones contemplated, would you like there to be wheelchair accessible vehicles in the fleet used for those first two zones?	It's not a requirement of the RFP.
5	SOW	NA	You mentioned the sixth zone was for elderly rides. Will some of the elderly need door to door service or door to fixed route service?	The 6th pilot, intended to begin in Quarter Three of 2027, is focused on MOD service to elderly and disabled riders and is not meant to replicate or compete with Paratransit service. At that time, STA will provide the wheelchair accessible vehicles specifically for that pilot.
6	Exhibit	NA	Regarding insurance requirements in the sample agreement, can you confirm these limits are specific to this contract and not boilerplate carry-over from a prior procurement? Given that the scope of this contract involves smaller passenger vehicles rather than large transit vehicles, we want to ensure we are pricing the correct insurance requirements before finalizing our proposal.	The insurance requirements in the Sample Agreement are specific to this solicitation and are not a boilerplate carry-over from a prior procurement.