



**RFB# 2025-16**  
**Bus Driver Simulator**

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**ADDENDUM # 1**  
**Date of Addendum: October 20, 2025**

**NOTICE TO ALL PROPOSERS**

The Request for Proposal (RFP) is modified as set forth in this Addendum. The original RFP and any previously issued addenda remain in full force and effect, except as modified by this Addendum. Proposers shall consider this Addendum when preparing and submitting a proposal and shall acknowledge receipt of this Addendum in their proposal.

**PROPOSALS SUBMITTAL DEADLINE**

The proposal submittal deadline remains unchanged by this Addendum.  
**Proposals are due Wednesday November 12th, 2025 by 3:00 PM (EDT).**

**ADDENDUM**

The RFP is modified as set forth below:

**REQUEST FOR CLARIFICATION/INFORMATION:**

- 1. What make/model was the prior bus simulator? Is MTA looking to improve upon this model?**

**Answer:** The last MTA Bus Simulator Solicitation was Published in 2005.

- 2. Will MTA want geo-specific mapping of routes included in the simulation programs?**

**Answer:** Yes.

- 3. Is MTA only intending on installing one simulator?**

**Answer:** MTA would like one simulator installed with interchangeable modules for large buses and paratransit. MTA will also accept proposals with multiple simulator options.

**4. What other simulator capabilities is MTA after?**

Answer: MTA is phasing out its 'cutaway' El Dorado fleet in favor of Ford Transits. MTA is also investing in Hydrogen powered buses and would like simulation capabilities for our model of Hydrogen buses as well.

**5. Can MTA clarify its objectives and goals for the simulator?**

Answer: MTA would like to safely simulate any situation that can't be replicated in the real world. The situations MTA is concerned with, but not limited to, are inclement weather, emergency vehicle traffic, left turn awareness, right turn awareness, construction zone transportation, ingress/egress, parking, mechanical failure(tires), accident response and navigation of roundabouts.

**6. How many routes does MTA have (Fixed Route, Buses)?**

Answer: Thirteen.

**7. How much training space is available?**

Answer: The current plan is to house the bus simulator in Building #5 on MTA's Rides to Wellness campus located at 1717 S. Dort Highway, Flint, MI 48503. The garage in which the simulators is housed is 48ft x 73ft 11" and features a ground-level cargo door that is 14ft high by 12ft across.

**8. Would it be advantageous for more than one person to be training at time?**

Answer: MTA's intention is to have the simulator train one person at a time. MTA trains groups of drivers one vehicle at a time.

**9. Does MTA desire the purchase of a static software/simulation device or will MTA want an adaptable simulator with software that will also update?**

Answer: MTA would like both the simulator and software to be adaptable/updateable.

**10. What is the training bus currently being used?**

Answer: Gillig Low Profile 45' Bus.

**11. How many drivers need training each month?**

Answer: An average of Twenty to twenty-five drivers will require training each month.

**12. How many trainers does MTA have on staff?**

Answer: Four.

**13. Does MTA have any recurring problems within its routes that can be customized into the software/simulation?**

Answer: Yes. The addition of roundabouts within the service district will need to be accounted for. As MTA works more with the awardee of the RFP, expect for this question to feature more answers.

**14. Is this RFP part of a larger initiative to expand training for new drivers? OR is this simulator more for continuous learning?**

Answer: MTA will be using the Bus Driver Simulator for both new drivers and seasoned drivers.

**15. How will MTA rank the selection criteria in Section 5?**

Answer: The selection criterion in section 5 is ranked below in order of weighted importance to the RFP:

Project Understanding – 25%

Work Schedule – 25%

Technical Capabilities – 15%

Price Proposal – 15%

Key Personnel/Company Exp. - 10%

Quality of Organization/Management - 10%

**16. Does MTA Flint prefer a Ford Transit Van or Ford E-Series Van for the Paratransit cab?**

Answer: The MTA Flint preference for Paratransit Cab is for the Ford E-Series Van.

**17. Will MTA Flint provide a donor cab for this part of the project and provide pictures of the cabs for review?**

Answer: Yes, MTA Flint has the ability to provide a donor cab from one of the vehicles slated for disposal. Yes, upon request MTA Flint can provide pictures of the cabs for this project. Please see Ford E-Series Cab pictures below.















**\*\*\*PROPOSAL SUBMITTORS MUST INDICATE ON THE EXTERIOR OF THEIR  
PROPOSAL PACKAGE "ADDENDUM #1 RECEIVED"\*\*\***

**END OF ADDENDUM #1**