

ADDENDUM NO.3

VVTA RFP 2016-28 INTELLIGENT TRANSPORTATION SYSTEM

March 23, 2017

The following are the questions posed during the Pre-Proposal Meeting/Job Walk which occurred on 2/24/17 – these questions arose during the walk through of VVTA bus 621:

Q1: “Are the hand-held radio microphones standard in your fleet, are they will liked and do you know of any problems with them?”

A1: They are a standard part of the current closed mic system. VVTA has few if any complaints from bus operators.

Q2: “Is the ITS setup in this bus about the standard for the newer buses in your fleet?”

A2: All newer buses will be ordered with a cellular modem separate from the ITS system so that it will accommodate surveillance cameras, mobile ticketing, ITS system and future needs equal to Cradle point devices. Current radio system will need to be changed over to cellular.

Q3: “Was the I/O Controls dash module on this bus an add-on option?”

A3: Yes, this did not come standard with the bus.

The following questions were posed in writing to the Procurement Manager prior to the end of the question deadline on Friday, March 3, 2017, at 5:00 PM Pacific Time.

Q4: “Due to the complexity of this RFP, and time needed to address VVTA’s responses to questions, can the due date please be extended two weeks?”

A4: Please see addendum #2.

Q5: “Can VVTA explain the rationale for requiring a time-and-materials based contract? Typical turnkey ITS systems are delivered on a fixed price contract with beginning-to-end project scope definition.”

A5: VVTA would prefer a Fixed Price Contract, rather than a time and materials based contract. All respondents are asked to provide a Fixed Price Proposal for this project.

Q6: “Assuming a time-and materials contract:
a. “How would VVTA address possible VVTA-driven delays and scope changes?
b. “How would a maintenance contract be managed (e.g., on demand and charged at a fixed rate or a fixed set of support hours charged at a fixed rate)?”

A6: Please see the answer to above Question 5

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Q7: "What is the current scheduling system?"

A7: No scheduling software is used for the Fixed Routes buses. Currently this is being done with manual entries into the current ITS system.

Q8: (along with Q7) "If the currently scheduling system has been provided by Avail, please confirm that the successful vendor would need to replace/provide this functionality."

A8: Please see answer to above question 7

Q9: "(also with Q7) "If so, would VVTA provide an exported schedule in FTFS or other suitable format for a replacement scheduling system to use as a starting point?"

A9: Please see answer to above question 7

Q10: "It is understood that many of the vehicle fleet (62 out of 73 vehicles) already have onboard ITS systems and these may need to be replaced. For all vehicles, please provide the following information:

- a. "Specifically, what equipment is to remain, and what is to be replaced?"
- b. "What is the make and model number of the external modem? It is implied that Cradle point routers are either currently used or possibly desired.
- c. "What is the type (cellular, WAN, GPS), make and model number of the externally mounted antenna(s)?"
- d. "What is the make and model number of the existing interior LED signs?"
- e. "What is the make and model number of the existing GFI Odyssey Fare box?"

A10:

- a. This is up to the proposer.
- b. Sierra Wireless Raven XT V2229T-VD.
- c. Cellular Antennae: Laird Technologies TRA 806/17103
- d. Sunrise NXXTPS-7x962F
- e. Odyssey 7

Q11: "Is the proposer responsible for removing replaced equipment?"

A11: Yes, if needed.

Q12: "Regarding the requirements for APC (section C.2):"

- a. "Does VVTA desire to replace the existing Infodev APC's?"
- b. "If not, please confirm the replacement ITS system would interface with and use the

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existing APC with its existing functionality and performance requirements would not be applicable.

- c. "If the APC's are to be replaced, it is understood that the replacement APC's would need to satisfy the RFP requirements. In this case, please provide the number of doors per bus and door dimensions."

A12: a. No

b. It is up to the successful proposer to interface with and use the existing APCs with the existing functionality, if they choose to use existing APC's, and performance requirements

c. NA

Q13: "Also in regard to the Infodev APC's, is NTD reporting functionality provided already, or should the replacement ITS system provide this?"

A14: The replacement ITS system must meet the APC performance requirements for NTD. VVTA is confirmed for the use of APCs in providing passenger mile data.

Q15: "For passenger information signs at bus stops:

a. "Are the existing Fleet watch signs to be reused and controlled by the ITS system or to be replaced by another sign?"

b. "While the RFP requests information on the ITS supplier's sign capabilities, can VVTA instead provide specific requirements that can be addressed? For example, how many, what type (e.g., LED, LCD), what size, what power source (e.g., solar, line), what connectivity (e.g., cellular, Ethernet), and what display functionality (e.g., arrival predictions, maps, service alerts and announcements, advertisement, etc.) is required?"

A15: a. The existing fleet watch signs will be reused.

b. LED, solar power, cellular, arrival predictions, service alerts and announcements. Proposer should provide what types of signs that they can interface with.

Q16: "Will VVTA be responsible for the garage/depot IT infrastructure with WLAN access?"

A16: No.

Q17: "Will VVTA be responsible for a cellular service plan?"

A17: Yes

Q18: "For the desire to display other routes, both individual routes and a group of routes on the MDT/tablet, what purpose does this serve the driver? For example, is the intent to display this information to the vehicle operator on a map display? This information would be provided to the passenger via other sources and not distract the driver from driving."

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A18: This would be used to let connecting buses if they need to wait for any transfers from an arriving bus. The operator would initiate the request to the route(s) that need to wait for any transferring passengers.

Q19: "Would you like passengers to provide feedback via a web interface on the VVTA website?"

A19: Yes

Q20: "Would you like passengers to provide feedback via a mobile app available on the Apple store or the Google Play store?"

A20: Yes.

Q21: "Would you like passengers to attach photos/videos with their feedback?"

A21: Yes.

Q22: "Would you like passengers to provide location information with their feedback?"

A22: Yes

Q23: "Would you like to store customer information (name, email) with the feedback?"

A23: Yes

Q24: "Does a customer have to register to provide feedback?"

A24: Yes.

Q25: "Once VVTA receives passenger feedback

- a. "Would you like this feedback to be automatically routed based on the type of feedback provided?"
- b. "Would you like to provide automatic reminders to VVTA staff to respond to the passenger in a timely manner (24 hrs. after feedback is received etc.)?"

A25: a. Yes
b. Yes

Q26: "Would VVTA like reports on customer feedback:

- a. "How many complaints, commendations etc. Monthly/YTD
- b. "Agency response times
- c. "Charts and graphs representing types of complaints"

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A26: a. Yes
b. Yes
c. Yes

Q27: "Would you like to have email/letter templates to respond back to the passenger when they provide feedback?"

A27 Yes

Q28: "Would you like to have the ability to track ADA complaints and report on these?"

A28: NA

Q29: RE: B.6.i video announcements: "Are video announcements intended to be on screen mounted in the bus or delivered to passengers' smartphones?"

A29 *This could be included as an option for both.*

Q30: RE: C.1.iii. Tally passengers by type: "Is it acceptable for the ITS vendor's MDT to tally the various passenger types directly, rather than getting this data from the GFI Interface?"

A:30: No, it must be interfaced with the GFI.

Q31: RE: C.1x MDT ability to view other routes: "Can you describe the operational/functional need for this feature? Is this related to protecting passenger transfers between routes?"

A31: This is primarily used by Drivers but is also a feature for passengers. Yes, this is used to help protect passenger transfers between routes. Refer to A18.

Q32: RE: C.1.xiii.c MDT Edit passenger counts: "Does VVTA desire the ability for the MDT to modify counts tabulated by the APC system? Or only for the MDT to count manually?"

A32: To edit/correct passenger counts.

Q33: RE: E.1.i historical APC data: "How will the historical APC data be shared with the new ITS vendor? In what file format does it currently exist? Can VVTA provide a same for vendors to review?"

A33: It is currently in a SQL database. It would be made available to the awarded vendor.

Q34: "In Attachment B of the RFP, there are three types of Bonds defined – 10% Bid Bond, 100% Performance Bond, 100% Payment Bond. In Attachment F for requirement

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submissions with a contract, only the Performance and Payment bonds are referenced, but they are not checked and thus appear to not be required. Can you please clarify what bonds are required, if any, to be submitted with the proposal for this contract?"

A34: No bonds are required for this project.

Q35: "If a bond is required, can you please clarify if the bond is to be based on the Year 1 Development and Implementation price, or the Total 3 Year project including the 2 years of Maintenance?"

A35: Please see the answer to question number 34.

Q36: "In the Attachment C – Sample Contract, Section 5.A state contractor shall invoice upon completion of the project. The same section also states that a separate invoice shall be used for each shipment. Can you please confirm that VVTA will accept invoices according to a project milestone payment plan?"

A36: Milestone payments can be made possible. The final contract will be negotiated with the awarded proposer.

Q37: "In the RFP section 1.D, you are requesting the initial 2 years of maintenance, with the option of two 1-year extensions. In the Attachment A, Scope of Work, section F.19.v, you are requesting annual maintenance costs for 3, 5, 7 years beyond the initial 2 years requested in the Price Proposals Form. Can you please clarify if you are looking for pricing for an initial 2 years, optional 3rd and 4th years, as well as pricing for a 3-year contract, a 5-year contract, and a 7-year contract for maintenance beyond the initial 2 years?"

A37: For the purpose of evaluating possible future extensions of the contract, please provide the total price for the initial 2 years, optional 3rd and 4th years (4th year and 3-year maintenance likely the same thing), along with the 5-year through 7- year maintenance for comparison purposes.

Q38: "In regard to the Scope of Work section B, number 6.1, can you please clarify the intent of the statement 'and should include a video component', or confirm this statement does not apply and will be removed."

A38: Please see the answer to question 29.

Q39: "In regards to the Scope of Work section F, number 8, ca you please provide the Camera System make/model numbers of the equipment installed in all of the required buses? If all buses have the same equipment, please confirm."

A39: Camera system interface should be removed from the scope of work.

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Q40: “In regards to the Scope of Work section F, number 9 (Traffic Signal Prioritization), there are several solution providers and TSP capabilities available. Can you elaborate on what your desired features and capabilities may be so that we can adequately estimate the integration requested? Do you have a specific TSP technology provider you are working with, or will you be releasing a separate RFP to procure TSP technologies that the AVL system would eventually need to Integrate with?”

A40: This function should be removed from the scope of work.

This addendum is provided to all known proposers for clarification of the subject RFP.

As stated in the RFP, all addenda must be acknowledged. Please use Attachment I of the RFP to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this RFP may be cause to deem Bidder “Non-Responsive.”

All other terms and conditions of the RFP remain and in full force.

END OF ADDENDUM NO. 3
