



ADDENDUM #3

ITB/RFP NUMBER: 2017011-PT-P

Intelligent Transportation System (ITS) Upgrade RFP

DATE: August 1, 2016

TO: All Potential Bidders/Offerors

City of Harrisonburg's Intelligent Transportation System (ITS) Upgrade RFP, is modified as follows:

1. Question: Will the city provide a tax-exemption certificate?

Answer: Yes, the City will provide a tax exemption certificate to the successful Offeror after the contract is awarded.

2. Question: This RFP contains a high level of detail and compliance. Will you please allow three week extension to allow for a thoughtful, customized response to the requirements of the RFP, responses to the Q&A period, and opportunity for a site inspection?

Answer: Please see Addendum #2, response to Question #1 regarding due date extension.

3. Question: As there is no pre-bid meeting and some vendors have previously worked with the City of Harrisonburg, may we schedule a site visit to inspect vehicles, examine bus station locations, and determine eligibility for solar power (among other issues)?

Answer: There will be no site visits, however images of our agency's footprint can be found on the City's website.

4. Question: Will the system require the input of any third-party data? Since the City has existing vendors - Is there any need to have any existing data from old systems integrated in to a new system (from the city's standpoint). I.e- Old reporting data, routes, stops, announcement files, etc. ?

Answer: The system should be able to import previous ridership data for passenger miles and hours.

5. Question: Do your fixed routes operate on set schedules, headways, deviated pickups, or a combination thereof?

Answer: Set schedules

6. Question: How many individual stops are present in your fixed-route service?

Answer: 295 stops

7. Question: How often does the Harrisonburg Department of Public Transportation (HDPT) make changes to its routes, announcements, and geo-fences?

Answer: Major changes are made twice a year, and minor tweaks are made on an as-needed basis

8. Question: Do all routes run in loop patterns, linear patterns, or a combination thereof?

Answer: All but three routes run in a loop pattern. Three routes run in a linear pattern.

9. Question: How many vehicles are available for installation at any given time?

Answer: Please see Addendum #1, the response to Question #25

10. Question: Where will vehicle installation occur (outside open lot, outside covered lot, garage, etc.)?

Answer: On-site in an outside open lot. Inside bays may be available depending on scheduling.

11. Question: Is it acceptable for a vendor to provide its own pricing sheet?

Answer: Attachment I must be completed, but an additional sheet can be provided.

12. Question: What are the number of doors and door sizes per fixed route vehicle?

Answer: See Addendum #1, the response to Question #18

13. Question: The RFP requests that vendors provide Automatic Passenger Counters (APC) that are approved by NTD. APC validation—as confirmed by the NTD—is independent by property, and not by brand, make, or hardware model. Is it the intent of the City’s request to have vendors include pricing for the maintenance and verification for recommended APCs?

Answer: No.

14. Question: Does HDPT believe that both the Red Pine and InfoDev APVs to be in good working condition? Is there a preference of one model over another, and have there been any recent tests for accuracy?

Answer: HDPT has not been able to certify any APCs that have been installed in the past. There is no preference of model, and there have been tests for accuracy.

15. Question: Will the winning vendor be required to remove and dispose of old equipment prior to the installation of the new system?

Answer: HDPT will determine during negotiations which party will be removing old equipment.

16. Question: Will the City of Harrisonburg be pursuing/utilizing any grants as a means to fund this system? If so, are there any grant deadlines that need to be considered in the deployment timeline?

Answer: HDPT does not have any grant deadlines that need to be considered.

17. Question: Is there a desired “Go Live” date for this new system?

Answer: Please see Addendum #1, the response to Question #6.

18. Question: Are each of the Luminator signs on the fixed route vehicles J1708 compatible?

Answer: Please see Addendum #2, the response to Question #8. HDPT is unsure of compatibility.

19. Question: Can a list of all sign types per vehicle be provided that differ from the Luminator displays referenced in question #18?

Answer: All transit buses have Luminator headsigns.

20. Question: For single sign-on purposes, can you verify that only one exterior headsign exists per vehicle? If more signage is desired for integration (side signage, small route signs, etc.) please provide a list detailing equipment.

Answer: Each bus has one front headsign, one side sign, and one rear sign.

21. Question: How many HDPT staff members will require administration / dispatch / operator / reporting training?

Answer: Please see Addendum #1, the response to Question #26.

22. Question: How many drivers / driver trainers will require instruction on the use of mobile data terminals (MDT)?

Answer: Please see Addendum #1, the response to Question #26.

23. Question: For on-board announcement integration, is it safe to assume that vendors may utilize existing dual zone OEM PA systems?

Answer: Vendors may utilize existing PA systems, however any vendor installed equipment cannot cause the OEM PA systems to fail if the vendor equipment fails.

24. Question: In an effort to offset costs and leverage prior annunciation investments, can you provide details on any existing PA equipment (make, model, manufacture date, connectivity, etc.)?

Answer: Please see Addendum #2, the response to Question #6.

25. Question: Is ambient noise-sensing required for audio announcements?

Answer: Not required but preferred.

26. Question: Provided the signage is in good working order and conforms to OEM specifications, it may be reused in the new implementation. Will you please confirm/provide the following:

1. Internal signage exists on all 39 fixed-route buses
2. Manufacturer information for interior signage
3. J1708 compatibility on existing signage

Answer: Yes. Buses 2001-2014 use Sunrise LED signs, model NXTP7X962M/J1587-1. All other buses use Adaptive Micro Systems signs, model TDR100x7-.3RG. J1708 compatibility is unknown.

27. Question: Please provide more information regarding station signage requirements, specifically:

1. What infrastructure exists from prior installations?
2. Do stations have existing power sources?
3. Do stations have existing communication sources?

4. Should the solar option be included for all 10 stations?

Answer: 1. None, 2. No, 3. No, 4. Yes

28. Question: Regarding the driver lockout requirement for MDTs, is it the City's expectation that schedule adherence and route information be visible on screen at all times, or only upon arrival at a fixed-route stop?

Answer: It is the City's expectation that the MDT cannot be manipulated while the bus is in motion, however items may be visible such as schedule adherence or route information for example.

29. Question: In Section 3.3, Driver Technology states: *"The MDT/tablet should have the capability to see other routes. The MDT/tablet should have the capability to see other routes, either individual routes or a group of routes."* Please clarify this statement, particularly in regards to the following:

1. What do you envision to be on the screen?
2. What benefits must this provide the driver?

Answer: Please see Addendum #2, the response to Question #7.

30. Question: Is it the desire of HDPT to set up geo-fences in real time for notification purposes, or may these changes be performed through vendor interaction?

Answer: It is the desire of HDPT to be able to set up ad-hoc geofences as needed without vendor interaction.

31. Question: Assuming there is a choice, does HDPT have a preference between tablet-based MDTs (i.e. Android OS), or less commercially-available vendor-supplied mobile data terminals?

Answer: HDPT does not have a preference, but will review both based on functionality.

32. Question: The RFP states that *"the proposed solution should have the capability to integrate with HDPT's Diamond Fare Boxes."* Please elaborate on the type of integration desired.

Answer: HDPT does not wish to purchase electronic fare boxes as it is not economically feasible for the system. HDPT would like to hear possible solutions for electronically counting passengers by fare type without the need to purchase an electronic fare box.

33. Question: On the subject of Diamond Fare Box integration, in addition to an MDT-style counter for driver use, are there any other mechanical or electrical interfaces that HDPT would like to incorporate?

Answer: No.

34. Question: In Section 3.5, Management Technology states: *"The solution must allow HDPT to add, subtract, or otherwise edit passenger counts in reports and be able to save edits."* Please explain why this is necessary, as it is often better to keep the system record in a state that cannot be tampered.

Would the agency agree to use XL to manipulate passenger count data? This requirement appears to conflict with the following requirement that *"data for all reports should never change once it has been finalized."* Any clarification as to intent or functionality will be helpful.

Answer: When reports have to be prepared for submittal, sometimes errors can be made or there is additional information that needs to be entered, which requires management to edit reports. There

should be data integrity; meaning once data has been finalized by management the data should never change except in the case of management intervention. A report for a dataset and time period should reflect the same data if it is ran today or a year from today.

35. Question: By what date does the new system need to be live?

Answer: Please see Addendum #1, the response to Question #6.

36. Question: If a vendor is unable to respond to several requirements listed as “Musts” does HDTP still wish to see a response from that vendor?

Answer: No, where the RFP indicates that the Offeror or system ‘must’ meet a requirement means that the item is required to be satisfied for proposal evaluation.

37. Question: If several of the requirements listed in the scope of work are roadmap items that are expected to be released over the next year does HDTP still wish to receive a response from that vendor?

Answer: See the response to question #36 above.

38. Question: Given the quick turnaround time (questions are due on July 27th and proposal responses are due August 3rd) would HDPT be willing to grant an extension on the proposal due date?

Answer: Please see Addendum #2, response to Question #1 regarding due date extension.

39. Question: Regarding Section 3.1 – What type of information needs to be played through the announcement system on the outside of the bus through the exterior speaker system? Does this announcement need to coincide with doors opening or closing?

Answer: Currently when the bus doors open the system announces the route name/number. HDPT is open to other options proposed by the vendor.

40. Question: Regarding Section 3.3 – Does the MDT/tablet need to automatically tally passengers based on the type of passenger? Can this be done manually through driver interaction with the MDT/tablet?

Answer: No, the MDT/tablet does not need to automatically tally passengers based on the type of passenger. Yes, this can be done manually through driver interaction with the MDT/tablet.

41. Question: Regarding Section 3.3 – Can you please provide examples of the type of information that would be collected by the driver on the “inspection forms”?

Answer: Please see Addendum #2, the response to Question #3.

42. Question: Regarding Section 3.3 – Can the MDT/tablet display other routes in map/static form? Do the other routes need to be displayed in real-time to the driver?

Answer: The intent of this feature is for drivers to have the ability to see other routes in real-time. Please see Addendum #2, the response to Question #7 for additional information.

43. Question: Regarding Section 3.3 – Can you please clarify that “headsign” refers to the LED sign that faces passengers waiting outside for the bus?

Answer: That is correct, headsign refers to all exterior signs that passengers outside see whether it is from the front, side, or rear of the bus.

44. Question: Regarding Section 3.3 – What type integration is expected with the Diamond fare boxes?

Answer: See the response to question #32 above.

45. Question: Regarding Section 3.5 – When a bus enters a custom created geo-fence what does HDTP require from the system?

Answer: HDPT is open to options, but at a minimum would like some sort of notification system to management.

46. Question: I'd also like to see if we could request a 1 week extension on the deadline for submission. The reason I am requesting this is if the questions are due today, depending on when they are answered, we may not have enough time to work through the updates to our response.

Answer: Please see Addendum #2, response to Question #1 regarding due date extension.

47. Question: Do all buses have external speakers installed? If not, please indicate how many need to be procured and on which vehicles?

Answer: Yes.

48. Question: Can additional information be provided regarding the Diamond mechanical fareboxes and the type of information that can be obtained from them? Is any information tracked on the farebox such as time of a transaction or amount of a transaction, and is that information recorded in a way that can be transferred to another device?

Answer: Diamond fare boxes do not transmit any information, and no information is tracked.

49. Question: Do all buses have audio aux input (either 3.55 MM jacks or RCA plugs) in either the PA system or the AM/FM Radio head unit?

Answer: Transit buses 2002-2030 have 3.55mm auxiliary input ports on their AM/FM radio head units. All other buses do not have an auxiliary input nor a RCA plug.

50. Question: On page 7 of 50 it states, "Geofences can make any geofence active during certain times". Please provide additional information as to what is needed to meet this requirement. Is it stating that geofence related alerts should have the capability to be turned on or off at specific times, or is this related to a different requirement?

Answer: HDPT should be able to make geofences active or inactive at certain times defined by the agency.

51. Question: Is 39 the correct number of buses that should be used for price quoting purposes?

Answer: Yes.

52. Question: Please provide the number of doors on each bus.

Answer: 2.

53. Question: How many vehicles will require onsite installation, and how many buses will have the equipment installed at Gillig factory?

Answer: All current vehicles will require onsite installation.

54. Question: Is the successful respondent required to remove (de-install) existing equipment from fleet? Please indicate which equipment needs to be removed and if de-installation includes repairing any holes or other cosmetic items.

Answer: See response to question #15 above.

55. Question: Regarding the response to question 6 in Addendum 1, is your anticipated Go Live date of March 1, 2017 an estimate, or are there deadlines tied to funding source deadlines or other factors?

Answer: An estimate.

56. Question: Is the offeror allowed to add lines to the Cost Sheet in order to clarify the system costs, or provide costs for other services and options?

Answer: Yes.

57. Question: You are requesting pricing in your Cost Sheet for “passenger information signs at bus stops that can incorporate alerts and advertising”. In the Feature Checklist, you have annotated “10 shelters”. Are you requesting the pricing for 10 signs for shelter locations in the Cost Sheet?

Answer: Yes.

58. Question: You have also noted in response to question 13 in Addendum 1 that you are open to all options. If the offeror is including additional priced options, should we modify the Cost Sheet to add lines for the additional options, or include the cost information with the technical details of the option in Tab 7 – Other Services?

Answer: Modify the Cost Sheet to add lines for the additional options.

59. Question: Can you please provide the model numbers for the REI and Safety Vision cameras?

Answer: SafetyVision buses use the RoadRecorder6000 model, and REI buses use either the R8001 or HD800 models.

60. Question: Can you elaborate on existing capability of the installed camera systems to indicate system health?

Answer: For buses with REI camera systems installed, the driver panic button has a green backlight if the camera system is ok. For buses with Safety Vision camera systems installed the driver LCD screen reads ‘System OK’ if the camera system is working properly.

61. Question: Can you please elaborate on the intended use of the user definable Geofences requested in the Scope of Services?

Answer: Possible uses for geofencing include determining when buses return to a certain location or ensuring that buses stay out of a certain location.

62. Question: In the Scope of Services, there is a sub-bullet under the item regarding “ability to work with providers for traffic signal prioritization”, as follows”:

“Offeror should explain how the solution may be able to capture data from mobile applications...”

This item seems out of place, can you please clarify if this is related in any way to traffic signal priority or if this is only regarding the iPhone and Android native application users?

Answer: This item is relating more to the phone application than TSP. This item should not be a sub-bullet, but rather a stand-alone bullet under 3.0 Scope of Services, 3.6 Other Features.

63. Question: Is the funding for this project all from grants?

Answer: No.

64. Question: If the funding is from grants, is it from a single grant or from multiple grants?

Answer: Multiple, however the City feels this is not relevant to the RFP response.

All other requirements, terms and conditions of the ITB/RFP remain unchanged.

Addendum page must be signed and returned with your bid/proposal to acknowledge receipt of this addendum.

Authorized Signature

By: Pat Hilliard, CPPB
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