

CHATHAM AREA TRANSIT AUTHORITY RFP 2019-05, ADDENDUM NO. 3

DATE: May 23, 2019
ORIGINAL RFP NUMBER: 2019-05
PROJECT: INTELLIGENT TRANSPORTATION SYSTEM

This Addendum forms a part of the Request for Proposals RFP 2019-05, dated April 16, 2019.

The submission deadline has been extended from Thursday, June 6, 2019 at 2:00 pm EST to Monday, June 10, 2019 at 2:00 pm EST.

Questions posed during initial Q&A Period and CAT's Responses:

Question 1: Whether companies from Outside USA can apply for this? (like, from India or Canada)

Response: CAT does not place geographic restrictions on its RFPs. However, an entity must be licensed to conduct business in the United States of America. Additionally, CAT considers professional references and related transit experience while evaluating potential vendors.

Question 2: Whether we need to come over there for meetings?

Response: It is likely that meetings at CAT's offices in Savannah, Georgia will be required.

Question 3: Can we perform the tasks (related to RFP) outside USA? (like, from India or Canada)

Response: See Responses to Questions 1 and 2.

Question 4: Can we submit the proposals via email?

Response: No.

Question 5: Question at the pre bid conference, the 10 possible points for DBE participation were explained. Can CAT please confirm how the points can be allocated?

Response: 10 points will be allocated to a DBE proposer and a graduated scale of up to 5 points will be allocated to a proposer that utilizes DBE subcontractors.

Question 6: The RFP requires: "Portables Units: Equipment shall consist of full CAD/AVL functionality (Mobile Data Terminal, Vehicle Logic Unit, communications equipment, on-board and back-office), Video Surveillance System, Wireless Access Point, Vehicle Health Monitoring, Pedestrian Warning Systems, Passenger Information Display Systems, Covert Emergency Alarm Functionality

and integration among the various on-board systems as listed below in the Scope of this RFP. Units shall be easily exchangeable between vehicles.” This seems to imply “bus-in-a-box” type units.

However, Addendum 2 states:

“CAT Supervisors will utilize the portable units to check buses and routes while in the field. Full administrative access to the ITS system is needed from the mobile units.”

This appears to be referring to a mobile application run on a tablet for supervisors.

Further, the price sheet requires two Mobile ITS units: “To be used by training and maintenance departments. Units must be able to be operated in any vehicle and must be easy to transport.”

- a. Can CAT please confirm whether tablets running a supervisor application are required or “bus-in-a-box” type units are required, or both?
- b. Please revise the price sheet if needed.

Response to 6a: Tablets running a supervisor application is sufficient.

Response to 6b: A revised price sheet is attached.

Question 7: Section 6 of the RFP requires the onboard Vehicle Control Unit to provide “- Wireless Access Point for riders”, yet there are no requirements or items in the pricing table for this.

- a. Does CAT desire the ability for the riding public to access the internet through Wi-Fi?
- b. If yes, please confirm that CAT is responsible for cellular costs, as well as the services to prevent access to inappropriate/forbidden websites.
- c. If Wi-Fi is required, where should it be included in the pricing table, or should we add a new line item?

Response to 7a: Yes.

Response to 7b: CAT is responsible for cellular costs and utilizes an AT&T SIM card.

Response to 7c.: Proposers are not required to pay for Wi-Fi, however, any technical capabilities to provide Wi-Fi should be included within the Onboard ITS equipment cost.

Question 8: Please provide the original sign manufacturer, model, and contact information for the existing internal displays that are to be integrated with the new annunciation system:

- a. On the buses
- b. On the ferries

Response to 8a: Twinvision and Illuminator

Response to 8b: There are currently no signs on the ferries.

Question 9: Section 4.1 of the RFP lists the same required functionality for ferries as it does for the buses. However, it would seem not all of these would apply. Can CAT please confirm which of each of these features is required for ferries?

- a. CAD/AVL functionality (Mobile Data Terminal, Vehicle Logic Unit, communications equipment, on-board and back-office)?
- b. Video Surveillance System?
- c. Wireless Access Point?
- d. Vehicle Health Monitoring?
- e. Pedestrian Warning Systems
- f. Passenger Information Display Systems
- g. Covert Emergency Alarm Functionality
- h. Integration among the various on-board systems as listed below in the Scope of this RFP (if so, which systems)?

Response to 9a: Yes

Response to 9b: Yes

Response to 9c: Yes

Response to 9d: No.

Response to 9e: No.

Response to 9f: No.

Response to 9g: Yes.

Response to 9h: No.

Question 10: Can CAT please clarify if video surveillance is needed on the 4 ferry boats? If so:

- a. How many inside cameras are needed?
- b. How many outside cameras are needed?

Response to 10a: Video surveillance is needed on the 4 ferry boats. There are four (4) cameras inside.

Response to 10b: There are two (2) cameras outside.

Question 11: Page 22 of the RFP states, The AVL component of the total solution shall display the vehicle information in real-time on a digital map at workstations for dispatch, customer service and other CAT stakeholders along with other pertinent information regarding the route and the vehicle. This shall include, but not be limited to: ... Route/Work information (Route, Block, Shift, Pattern).

- a. Please confirm that Shift equates to Run.
- b. If not, please clarify.

Response to 11a: Yes, "Shift" equates to run.

Response to 11b: See above.

Question 12: Addendum 2 states that CAT desires onsite hosting on their servers, however, the pricing sheet and the RFP reference turnkey hosting and support, including the 5 years after system acceptance (which seems to imply an off-site hosted solution).

Does CAT desire an onsite solution or does CAT desire an offsite hosted solution? If onsite:

- a. Is CAT planning on utilizing their existing onsite server environment?
- b. Please confirm that proposers should not include pricing for IT hardware and COTS software such as OS, virtualization software, database, client access licenses, etc.

Response to 12a: CAT wants an onsite solution and will utilize its existing onsite server.

Response to 12b: CAT has servers onsite and uses a Microsoft operating system and Trapez for scheduling software. However, any software that is needed to run the ITS system should be provided by the proposed vendor.

Question 13: Page 13 of the RFP states a requirement for comprehensive financial statements from the past 3 years, but the evaluation criteria states that these are only required for the last year. Can CAT please confirm that financial statements are needed for three years?

Response: CAT requires the most recent three (3) years comprehensive financial statements, audited version if your business structure requires such. These documents may be marked as "Trade Secret – Confidential Financial Data", but must be accompanied by an attached affidavit affirmatively declaring that the specific information in the records constitute trade secrets pursuant to Article 2 of Chapter 1 of Title 10, Official Code of Georgia.

Question 14: During what days and hours may vehicle installations occur?

Response: CAT Maintenance Department works twenty-four hour shifts and can be accommodating with regard to an installation schedule.

Question 15: How many buses will CAT make available per day?

Response: CAT can make a minimum of two (2) buses available per day.

Question 16: Will CAT supervision be present during the installation?

Response: Yes.

Question 17: Will CAT be able to provide secure storage onsite for bus kits, which are required for installation and would be shipped prior to the start of installation?

Response: Yes.

Question 18: Can CAT please provide the pricing sheet in an unlocked excel file to allow proposers to complete it?

Response: The pricing sheet is in a Word table format, which can be requested from the Procurement Manager via email at david.stearns@catchacat.org.

Question 19: RFP (p21) States: On Board VLU Shall provide wireless access point for riders. Can CAT confirm a desire to offer passenger Wi-Fi as a required part of the Scope of Work for this project?

Response: See Response to Question 7.

Question 20: The proposal page limit will be hard to comply with while also providing the required “electrical schematics, data dictionaries, technical, and user documentation”. Will CAT consider allowing 100 pgs? Or exempting the required items from the page limit?

Response: CAT will extend the page limit to 100 pages.

Question 21: Is there a DBE requirement for this project? Is there an overall DBE goal for CAT?

Response: There is no specific DBE goal for this project. CAT’s overall DBE goal is 2.3%.

Question 22: In order to provide a response to each requirement, we respectfully ask for the page limit to be increased. Generally, RFPs of this size result in a proposal which is 100-150 pages long.

Response: See Response to Question 20.

Question 23: Can CAT please confirm that the following buses have Luminator signs that are J1708 compatible? If not, can CAT please provide the OCU part numbers for these vehicles?

- o 2003-2009 buses
- o 2018-2019 Gilligs

Response: All of CAT's buses have Luminator/Twinvision signs. CAT's 2003-2006 buses have the Twinvision signs and all other buses have the Luminator signs.

Question 24: Is the vehicle monitoring system an absolute requirement?

Response: Yes.

Question 25: Can the vehicle monitoring system be stand-alone (outside of our proposed software)?

Response: No.

Question 26: Is the pedestrian warning system an absolute requirement?

Response: Yes.

Question 27: Can the covert alarms be digital buttons on the MDT?

Response: No.

Question 28: What APC hardware is currently on board?

Response: UTA.

Question 29: Can you expand upon what is required for the Bulk Data Transfer?

Response: All applications, such video surveillance, vehicle monitoring, GPS location, etc., must be able to download to CAT's server via the W-LAN (802.11) antenna that CAT currently utilizes.

Question 30: Our experience with ITS deployments such as yours has been to include a project planning and design approval phase prior to installation of Pilot equipment and systems. This provides opportunity for both the agency and the contractor to review the requirements together, coordinate schedules, and ensure that the system being installed meets the agency expectations before equipment starts to go on the buses. In RFP section 13 you discuss inserting design reviews into the project plan at appropriate times, which also aligns with industry best practices. What is the reason that CAT desires to go straight to removal and installation of equipment on Pilot vehicles as soon as the contract is awarded?

Response: Yes, CAT is undergoing a system route redesign and the current system is not supported by Trapez.

Question 31: Can you please clarify the onboard equipment / features required for each of the vehicle types? The section 4.1 on page 19 descriptions seem to be duplications and not all items seem appropriate for the intended use.

Response: See Responses to Questions 8 – 10.

Question 32: What is intended by the item “onboard and back office” as listed in the Fixed Route Vehicles, Portable Units, and Ferry Boats equipment listed in section 4.1 of the RFP?

Response: The term “onboard” refers to the vehicles and the term “back office” refers to CAT control center and maintenance offices.

Question 33: Can you please clarify the equipment needed for the Portable Units described in section 4.1 of the RFP? At the pre-bid meeting, and in your subsequent addendum response to question 3, responses to questions asked on this item seemed to indicate the requirement is actually for a remote CAD capability as opposed to onboard vehicle systems. There is also a comment “Ask Steve if all details apply” that alludes to a clarification is needed here.

Response: See Response to Question 6.

Question 34: Would a remote dispatch workstation capability on a portable laptop that would provide all of the same features as the in-office Dispatch software satisfy the functionality requested for the Portable Units intended purpose?

Response: See Response to Question 6.

Question 35: In section 7.3 on page 24 of the RFP you request integration with Trapeze OPS to support Vehicle assignment changes dynamically to handle in-service changes. Do you also handle Driver changes in Trapeze OPS, and would you also want to handle those Driver changes in the same manner through the Trapeze OPS interface?

Response: Yes.

Question 36: RFP section 9 describes a vendor hosted solution, whereas Addendum 2 response to question 9 indicates that CAT prefer the system be hosted on servers at CAT. Can you please clarify if CAT desires for both options to be proposed?

Response: See Response to Question 12.

Question 37: If CAT desires the system be hosted locally at CAT, can proposers assume that CAT will provide the servers in the same manner as described in section 6 regarding Workstations?

Response: See Response to Question 12.

Question 38: Can proposers assume the Ferry boats do not have any existing equipment that we are required to integrate with since nothing was specified in the RFP (section 5 lists existing equipment on Fixed Route buses and at the maintenance facility only)?

Response: Yes, CAT's ferries currently do not have any existing equipment that requires integration by proposers.

Question 39: Can you please confirm that the existing "Annunciator" you are referring to in section 5 for the Fixed Route Bus existing equipment is the bus PA system, and that you desire to replace any existing, obsolete automated announcement components with the requested new AVA system?

Response: Yes.

Question 40: Can you please confirm that the "Wireless Access Point for Riders" refers to providing onboard passenger WiFi service on all fixed route buses? Does this also apply to the Ferry boats?

Response: See Response to Question 7.

Question 41: Can the proposer assume that CAT will be responsible for the Cellular Data plan costs for passenger onboard WiFi service, the same as was indicated in section 7.2 of the RFP?

Response: See Response to Question 7.

Question 42: Does CAT have a preferred cellular data provider you are currently using for wireless services?

Response: Yes, AT&T.

Question 43: Section 8.1 states that all removal and installation of PIDS will be the responsibility of the proposer. For the existing PIDS signage (LCD and other existing monitors) currently installed, are you requesting that those be removed & replaced with new LED PIDS as described in the RFP? If so, can you also please confirm the quantity of these existing signs. Addendum 2 response to question 4 seems to indicate 22 signs (13 + 6 + 2 + 1).

Response: CAT has 22 LED PIDS. The updated pricing sheet is enclosed.

Question 44: Would CAT please consider an extension of at least 2 weeks to the proposal submission deadline in light of the upcoming APTA and CTAA conferences that are occurring in parallel with your RFP response schedule, as well as to allow sufficient time to evaluate addendum responses to provide the best solution for CAT?

Response: CAT will extend the RFP Submission Deadline to June 10, 2019 at 2 p.m. EST.

Question 45: Are proposers permitted to include value-added options on a separate pricing sheet?

Response: Yes.

END OF ADDENDUM NO. 3

17. Pricing Sheet

The following price schedule for ITS implementation is to be completed. If different quantities are required by reason of different design capacities, these should be identified in the proposal.

Qty	Unit	Product	Comments	Unit Cost	Total Cost
64	Each	Onboard ITS equipment	Fixed-Route Service		
4	Each	Onboard ITS equipment	Ferry Boats		
2	Each	Mobile ITS units	Tablets running a supervisor application is sufficient.		
1	All	Scheduling System Integration	Import of Trapeze OPS GTFS file to CAD/AVL system		
1	All	APC Data Import	SQL Job to update CAD/AVL tables with APC Data		
1	All	Operations Management Integration	Dynamically update vehicles vehicle on-board Logic Unit ,in real time, with operator and schedule information using Trapeze OPS data		
22	Each	LED Displays	PIDS LED to display all Routes and their next departure / arrival time		
1	All	CAT ITS Computer Hardware	All computer equipment necessary for CAT operations (e.g. storage, communications equipment etc.)		

1	All	CAT ITS Software	All back-office software and licenses necessary for CAT operations		
1	All	Mobile Video Surveillance	Mobile Video Surveillance Solution compatible with current Apollo system		
1	All	Installation and Testing	Full ITS Installation and Testing for CAT.		
1	All	Onboard Integration	Integration of onboard components described in the scope		
1	ALL	Training	Administrator and End User Training		
	All	Spare Parts	Recommended on-site spare parts		
		Expenses and Other Costs	<p>Please provide description and cost break-down in the following format:</p> <p>1).</p> <p>2).</p> <p>3).</p> <p>Total:</p>		

1	All	Support and Hosting Expenses and Other Costs	Turnkey technical, operational, maintenance support and hosting for 5 years Please provide description and cost break-down in the following format: 1). 2). 3).		
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Grand Total (including Hosing & Support): \$ _____