



**ADDENDUM #04
RFP NUMBER – R22-025 DS
03/31/2022**

NAME OF PROJECT: Automatic Passenger Counter Purchase and Installation

PROPOSAL DUE DATE 04/14/2022 AT 1:00 PM

This document shall become as fully a part of the above named RFP and Contract Documents as if included and shall take full and complete precedence over anything stated or shown to the contrary in them.

Acknowledgment: Each Offeror shall indicate in the place provided acknowledgment of receipt of this Addendum.

Each and every Offeror, subcontractor, and material supplier shall be responsible for reading each and every item in this Addendum to ascertain the extent and manner it affects the work in which he is interested.

*****CHANGES TO THE PUBLICATION NOTICE*****

The following item and information are corrections and additions to the above referenced project.

1. Vendor Questions: Included below
2. Attachment B: List of MMT fixed route fleet
3. Attachment C: Picture of current APC installation

Offeror shall acknowledge receipt of this addendum by signing below, and this addendum must be returned as part of the proposal.

Signature

Date

Firm

Vendor Questions:

1. Is Trapeze system currently used for AVL/vehicle tracking as well?
Yes, it is.
2. Is Mountain Metropolitan Open to vendors offering an alternative solution with its own reporting suite, which could meet all APC requirements in the RFP, instead of an integration?
Not at this time.
3. When is the awarded vendor expected to launch / implement the APC solution?
Please see Period of Performance on page 57 of the RFP.
4. Are you looking for a specific APC brand or model?
MMT does not have a brand preference or requirement and we will consider all brands of APC's that meet the requirements and specifications outlined in the scope of work.
5. Once the deadline for questions passes when do you expect to have the answers posted to Bidnet?
The deadline for questions is Wednesday March 16, 2022, at 1:00 PM the deadline for proposals has been extended to Thursday April 14, 2022.
6. Do the additional attachments required to submit with the proposal count towards the 25 page limit?
No, any additional attachments required in addition to the technical proposal does not count towards the 25 page limit.
7. As it was mentioned during the pre-bid meeting, the performance period of 90 days is probably not reasonable due to the world electronics parts shortage. Is the City of Colorado able to extend the performance period?
Please state your proposed performance period in your proposal.
8. The Offeror's written proposal should include the information in the format outlined below and must be limited to no more than twenty-five (25) pages. As this was also mentioned during the pre-bid meeting, please reconfirm that this applies to the technical proposal only and not to any attached annexes such as the requested exhibits, datasheets, drawings, diagrams, etc.
The 25-page limit only applies to the technical proposal. Any additional exhibits and price sheets requested do not count towards the 25-page limit.
9. Can the City of Colorado Springs share the amount of funds available and planned budget for this project?
The Estimated Project Range is \$100,000 - \$200,000

10. While the RFP is asking for the purchase of 90 Automatic Passenger Counters, several requirements are asking for an Automatic Passenger Counting System. This includes requirements in APC SPECIFICATIONS E, F, J. Please explain your understanding and differentiation between the passenger counter and the APC system.

The passenger counters are considered to be the sensors which are part of the Automatic Passenger Counter system.

11. What is the reasoning behind requesting an infrared type of sensor when there are other more beneficial stereoscopic or optical sensors capable of higher counting accuracy as well as object detection? Will the City of Colorado consider other type of sensors if they fulfil the requirements?

This is currently installed on the fleet. We will look at options if they are presented accordingly.

12. Please confirm that the APC (Automatic Passenger Counter) is responsible for the recording of route and geolocation information, including real time clock / clock synchronization features.

It is not responsible for that information.

13. Can you please provide the Trapeze Transit Master interface specifications?

This is built into the TransitMaster software and setup in the config files of the various IVLU's.

14. Please provide additional information with regards to the “*software applications, data processing, report generation, and system administration*” as there is no mention in the requirements about the installation of a backend software. Does the City of Colorado already use a software to analyze data coming from the vehicles or is a backend software also required as part of this project?

The back-end software already exists and is currently being used.

15. Can the City of Colorado provide the following information on the fleet? Bus Type, Door widths of each door (between handrails if any), door height, bus ceiling height?

APC will be installed on our Fixed Route fleet. Dimensions are 33” wide between the handrail, 36” wide when door is open, and the door frame is 79” tall.

16. Is the 45 vehicle fleet for paratransit, fixed route, or a mix of both? Within the MMT public site, we see NextBus is used for real time route information while the RFP requires the APC system to connect with Trapeze to show reports. Any clarification on whether the vehicles will be in a static route or demand-response model will help.

The installation will be happening on the fixed route buses as noted in the Scope of Work description.

17. Does MMT currently have APC systems on MMT buses? If so, what firm provided the APC systems? When were the existing APC systems provided?
Yes, we currently have APCs on a number of buses and all installs were performed by the manufacture.
18. How long has MMT had the TransitMaster AVL system present on MMT buses?
For approximately 3 years.
19. Has MMT had experience with Trapeze Gateway? If so, please describe applications that utilized Gateway and the source of data imported into Gateway.
Yes, Trapeze Gateway is a browser-based application that requires you log in to and use in a Web browser.
20. Please provide MMT's Fleet List with the age and manufacturer of each MMT bus
A list of MMT's fixed route fleet is included with Amendment 4 as Attachment B
21. Reference is made to APC's must interface with MMT's existing Trapeze Gateway and TransitMaster systems. Please describe what MMT's expects relative to interface. If file format specifications are available, please provide.
Accurate counts, reliable data. File formats supports preview extension directly: PDF, HTML, HTM and XHTML. Excel encoding Output is ANSI
22. Does MMT expect to utilize APC data for National Transit Database (NTD) reporting?
Yes.
23. Please describe MMT's APC Acceptance Testing procedure?
Acceptance testing will include discrete verification, verification of reporting thru to back end TransitMaster software and any other necessary tests for the completion of the project.
24. The APC Accuracy requirement is set at 97%. However, there is not a requirement for APC system reliability. What is MMT's requirement for APC reliability?
We have not defined any requirements
25. What version of the TransitMaster IVLU is present on MMT buses? Is there a TransitMaster IVLU upgrade scheduled within the next two (2) years?
VI IVLU is being replaced with the new V8 IVLU as necessary on existing fleet
26. Please provide the Trapeze/Vontas contact information to learn more about the TransitMaster AVL application at MMT.
MMT cannot provide this information.
27. For the real-time bus information, what are the accuracy requirements for Real-Time Passenger Load.
Should be 5% +/- of actual count

28. Do MMT's busses have Bicycle Racks? If so, would MMT want to monitor Bicycle Rack usage for off-line analytics and in real-time.
Yes, we have bike racks. Real time bike monitoring is not required at this time. If you offer this as an option, please include it in your proposal as a separate line item.
29. Does MMT want to monitor Wheelchair Lift activity?
Not at this point in time. If you offer this as an option, please include it in your proposal as a separate line item.
30. Would MMT want to exclude Driver Boardings/Alighting's from APC generated ridership?
Not at this point in time.
31. Is official MMT Ridership generated from Farebox data? If so, what is the manufacturer and model of the fare collection system on MMT buses?
Yes, Genfare is the manufacturer.
32. What scheduling system is present at MMT? How often does MMT change schedules?
Trapeze/Vontas is the system. Changes are done 2 times per year.
33. It is quite unusual for APC system proposals to be limited to 25 pages. Please consider increasing the maximum APC proposal page limit to fifty (50) pages.
We ask that proposal do not exceed 25 pages. Any exhibits, and price sheets do not count towards the 25 page limit.
34. What is City of Colorado Springs Sales and Use Tax rate? To what items would the Sales and Use Tax apply?
The City of Colorado Springs sales and use tax rate is 3.07%. For information on what items sales and use tax would apply please see section 38 of the sample contract included in the RFP on pages 48 and 49.
35. What department at MMT will be the primary user of the APC system?
Fixed Route buses
36. In the Pre-Bid Conference, Qty=49 buses was referenced. The RFP references Qty=45 buses to be equipped with APC systems. Please reconcile.
MMT is going to install APCs on 45 buses, but the quantity is subject to change as mentioned in the Statement of Work.
37. In the Pre-Bid Conference, reference was made to MMT buses equipped with InfoDev APC sensors. Please provide a brief history of APC systems at MMT.
Current systems installed are InfoDev (7) and IRMA Matrix (16).

38. In the Pre-Bid Conference, MMT expressed a preference for IRMA-Matrix APC sensors. Please provide rationale for MMT's preference for IRMA-Matrix when there are numerous other APC sensors in the marketplace with equal or better levels of accuracy and reliability. Why was MMT's APC sensor preference not included in the RFP?

MMT does not have a brand preference or requirement and we will consider all brands of APC's that meet the requirements and specifications outlined in the scope of work.

39. Please provide MMT's preferred interface to the TransitMaster AVL CPU – J1708, J1939, Ethernet, RS232, etc.)

Ethernet is the preferred connection interface

40. In APC Specifications, Section A, recording of 'route and geolocation information, including real-time clock/clock synchronization features for accurate time/date stamp mark of data' is typically a function of the AVL system, not the APC sensors. Does MMT want the APC system to generate an independent time and location?

No that should sync with the TransitMaster system that will tie back into the real time data load.

41. Please confirm how many vehicles currently have APCs installed and how many currently have no APCs?

45 vehicles do not have APC's and 23 vehicles do have APC's.

42. Is there a quantity of spare parts desired?

No.

43. What timeframes for hardware installations would minimize impact to revenue service?

Weekends and overnight would provide the least amount of impact.

44. What is the likely daily quantity of vehicles that could be made available for install?

Depends on the day.

Two vehicles are available Monday-Friday. More vehicles could be available on weekends.

45. What facilities/sites will be utilized for installs?

Please see Place of Performance on page 57 of the RFP

46. May we get more information around the requirement for protective filtering device?

Please refer to section I in the APC Specifications in the scope of work.

47. Please clarify the reequipments of Section 2.7: Proposal Presentation' since this is one of the evaluation factors? Is MMT expecting a solution overview under this section or is it just an instruction to the vendors to submit a presentable proposal?

Section 2.7 of the RFP is an instruction to the vendors to submit a presentable proposal

48. Will you provide a copy of local safety policies/requirements to allow installers to prepare and comply?

Please refer to Exhibit 4 Minimum Insurance Requirements.

49. Would it be possible to issue an amendment to include a photo of the bus door opening that shows the existing APC installation?

Yes, a picture will be included in Addendum 4

50. Are there any licensing fees or other integration costs for MMT's existing vendor (Trapeze) that bidders will need to account for, or will those costs be handled directly by MMT?

If there are any, they will be handled by MMT.