



ADDENDUM NO. 1

Issued December 14, 2017

TO
REQUEST FOR PROPOSALS (RFP)
FOR
CAD/AVL System and Scheduling Software

(RFP Issued November 16, 2017)

PURPOSE OF THIS ADDENDUM

To respond to questions asked of Mason Transit Authority to clarify the RFP.

1. RESPONSES TO QUESTIONS

	Question	MTA Response
1	The RFP says that you prefer our response to be less than 50 pages. Can you clarify if this is just a preference or if there is an actual page limit and thus information will not be accepted after page 50 or a certain page number?	This is just a preference. We will accept responses that exceed 50 pages.
2	Does MTA currently have a CAD/AVL provider or any additional intelligent transportation system hardware onboard the vehicles, such as cameras, Wi-Fi, engine diagnostics, etc.?	No, we currently do not have a CAD/AVL provider. We do currently have cameras on our buses through Angeltrax.
3	Does MTA currently use any type of work order software? If so, is MTA able to provide the contact information for the vendor?	We are currently using FASTER work order software.
4	Is MTA requiring that the Supervisor vehicles be outfitted with dispatching equipment? If so, does MTA prefer laptops or tablets/MDTs for the supervisor vehicles?	No, supervisor vehicles will not need to be outfitted.
5	Does MTA have a particular annual reoccurring budget set aside for the project?	Yes, Approximately \$60,000.
6	Is MTA requiring that the Dial-A-Ride application and software be integrated directly with the fixed-route real-time information/application so that riders have a single portal and application for both modes of transportation?	No. From a riders point of view these systems are not required to be integrated. However, from a service Scheduler/Dispatching point of view, they need visibility of both systems so from that standpoint we would require these systems to be integrated.
7	Does MTA have a budget set aside for the project that is able to be shared with vendors?	Yes \$400,000 Initial Investment.
8	Does MTA prefer to capitalize almost all of the project costs to reduce annual recurring costs?	Yes, that would be Ideal. However, we have budgeted for annual reoccurring costs that may be affiliated with the project.
9	Are the cutaway buses for the Dial-A-Ride system only?	No, we do utilize cutaways on both Dial-A-Ride trips as well as on some of our lower occupancy routes.

10	Does MTA prefer to have off-the-shelf Mobile Data Terminals (MDTs) or Military-Grade Mobile Data Terminals (MDTs) specifically designed for transit environments?	We would prefer an off-the-shelf MDT solution.
11	Does MTA have a preferred APC hardware provider that vendors should propose?	No, we are open to any providers.
12	Is MTA interested in mobile fare payment as an option?	No, not at this time.
13	Under “Project Objectives”, can MTA please elaborate on the “other systems MTA may use currently or in the future”?	Looking at possibly a rider app to allow riders to see bus locations and eventually even schedule a ride form the application.
14	In section 3.31, is MTA interested in a GTFS management module to be included in the project?	Yes, we would be interested in GTFS management.
15	Can MTA please provide the specifications for the Luminator signs required for integration and the number of signs as well? (Section 3.33)	Both coach and cutaway vehicles will have front head sign and side Luminator signs. The sign dimensions will vary by vehicle type.
16	What is the desired contract length?	3 years, with a 2-year option.
17	How many vehicles will be used for fixed-route? How many vehicles will be used for Dial-A-Ride?	Approximately 14-18 coaches and 22 cutaways.
18	Will both fixed-route and Dial-A-Ride vehicles be required to use the same types of MDTs?	That would be ideal. We have some Dial-A-Ride vehicles that will also run fixed route service.
19	Will MTA be procuring the cellular data plan (i.e. Verizon, AT&T, etc.) for data transmission between vehicles and the cloud-hosted servers? If MTA is not procuring the data plan internally (in order to save on costs), does MTA have a preferred cellular provider?	If the solution requires a cellular data plan, one will be procured. In that case, it would have to be Verizon or AT&T based on the coverage needs in the rural parts of the county.
20	Does MTA currently have any head sign/destination signs onboard? If no destination signs are onboard, is this something MTA is interested in pursuing?	Yes, We do currently have head sign/destination signs onboard.
21	Is MTA interested in seeing pricing for a White Label application, designed specifically for MTA and allowing for customizations at MTA’s request?	Yes.
22	Is MTA interested in seeing optional pricing for additional items, such as Driver Pre/Post Trip Digital Inspection modules, Digital Covert Alarms on the MDTs, etc.?	Yes.

23	Are vendors able to submit an additional pricing sheet as well, in order to provide more granularity?	Yes.
24	Would Mason Transit Authority entertain a bid for the demand response transportation (dial-a-ride) scheduling and dispatching software only?	Yes. While we do prefer an all-in-one solution for compatibility reasons, we will entertain bids for the scheduling and dispatching software only.
25	Do your agency's fixed routes operate on a set schedule, headways, deviated pickups, or a combination thereof?	A combination. Scheduled time points with deviations and flag stops.
26	Has Mason Transit Authority (MTA) piloted any ITS systems in the past 12 months? a. If so, which vendors?	No.
27	Section 3.2 Requirements-Project Objectives states: "Provide amenities for riders such as bus technology and ability to schedule rides via an app or through MTA website." Please confirm that this requirement shall: a. Be implemented as a web-based application b. Can be embedded in the MTA website or accessed via native app c. Provides the ability to schedule paratransit rides d. View, cancel, or update rides e. View real-time location GPS of vehicles Any additional requirements?	This can be a web-based application, embedded in the MTA website or via native app. We would like the passengers to have the ability to schedule, view, update, and cancel their rides from this application or web portal. Aside from being able to view real-time location, GPS of vehicles there would be no additional requirements.
28	Section 3.2 Requirements-Project Objectives states: "Ability to coordinate with other systems MTA may use currently or in the future." Please specify a. Which systems are currently in use? b. If known, which systems and/or capabilities are in the agency's long-range plans that may require integration	We currently use Remix for route building and FASTER for our work orders. We would like the availability to import from Remix as well as import/export our GTFS feeds. We will not require any coordination with our FASTER work order software at this time.
29	Have you established a preliminary budget or budget range for this project?	Yes \$400,000 Initial Investment.
30	Is Mason Transit Authority a tax-exempt organization, and will a tax exemption certificate be provided?	No, we are not tax exempt.
31	Should the same web-based software used to perform Automatic Vehicle Location (AVL) and reporting be used to configure announcements?	That would be ideal; however, it is not a requirement.
32	Section 3.34-Automatic Voice Annunciators states: "Independent volume settings must be permitted for the interior and exterior announcements." Will MTA consider an ambient, noise sensing solution as an alternative to the independent volume settings?	We would consider the alternative provided it can serve the same purpose.

33	Section 3.35-Automatic Passenger Counters states, “Accurately count bike rack usage and wheelchair lift/ramp deployment by stop, routes, and runs.” Is MTA open to an alternative solution that provides a user-friendly manual solution via the Mobile Data Terminal (MDT)?	An automatic counter would be preferred to eliminate the possibility of human error. However we are open and will accept an alternative solution if needed.
34	Section 3.36-Reporting notes that a “Trip Summary” report is required. Can you please elaborate on the information this report should supply?	Mainly we would need passenger counts and mileage. Preferably, to be able to pull this information as a whole as well as by address for dial-a-ride and by bus stop location for fixed route service.
35	Section 3.32-Computer Aided Dispatch states: “Auto refresh rates of every 1-6 seconds for vehicle GPS locations.” Will MTA consider a polling rate of 10 seconds that will yield almost identical results at a lower cellular data usage/cost?	Yes, 10 seconds will be acceptable.
36	. How many staff members require software training for a. Dispatch? b. Reporting? c. Operations? d. Administration? e. Maintenance?	There will be 7-9 people that will require the training.
37	How many drivers require training?	We would require training for 2 Driver Trainers.
38	Where will training take place?	We would prefer to have training at our main facility: 790 E Johns Prairie Shelton, WA 98584
39	At training location, will there be a. High-definition displays or projectors? b. Wi-Fi or Ethernet access?	We have High definition display screens and Wi-Fi available.
40	How many vehicles are available for installation at any given time? a. During normal business hours b. Outside of normal business hours	Installations will need to take place outside of normal business hours.
41	Does the agency have a “radio shop” or vendor normally used for installations?	Our maintenance department typically handles bus installations onsite.
42	Where will vehicle installation occur (outside parking lot, covered lot, garage, etc.)?	Outside parking lot. Unless cover is needed, we have covered garages available.
43	Can you please extend the proposal submission due date by 4 weeks?	Unfortunately, at this time we are unable to extend the submission deadline.

44	Can you please provide door size details and number of doors for vehicles needing APC's?	We have some variations in our fleet. Cutaways have 2 doors; front doors are 32x83 inches or 31x86 inches and rear lift doors are 45x71 inches or 47x71 inches. Coaches also have 2 doors; front doors are 37.5x88 inches or 36x76 inches. Back doors are 32x88 inches or 30/76 inches.
45	Can you confirm please that the four supervisory vehicles do not need tracking?	No supervisory vehicles will require tracking. Approximately 14-18 coaches and 22 cutaways.
46	Does Mason transit require a web based software for ALL services? Would they be willing to accept a solution where the necessary elements are web based but the dispatch application is hosted and accessed through VPN?	Yes, we want a web-based software for ALL services.
47	Is there a requirement for a public web page?	No, we can use our existing website.
48	Is there a requirement that the APC system proposed has had a history of acceptance for NTD data?	Preferred, but not required.
49	How many passenger types need to be counted on the MDT?	3 different passenger types will need to be counted.
50	Are any electronic farebox solutions currently used?	No.
51	Given the busy holiday and proposal time - Would Mason be willing to grant a short extension that allows proposers to formulate a competitive and custom response.	Unfortunately, at this time we are unable to extend the submission deadline.
52	Can Mason accept a solution, which does not require a 6 second refresh if the accuracy of said system can be proven?	Yes.
53	Does Mason transit operate any inline routes? Is there an expectation to be able to manage the block scheduling concept most transit operations use?	No, we currently utilize a different software for this function and will not need this as a part of the proposed solution.
54	What type of third party data might need to be integrated with the proposed solution?	GTFS files import/export. Excel or similar format import for current client information.
55	Is there a desired date for this project to launch?	No set date at this time. We would like to launch and soon as possible.
56	When you mention a 'single interface' for all modes - Do you mean from the rider, operator, or dispatch point of view? Please clarify the definition of 'single interface' as it applies here.	Concerning the scheduling and dispatching software we would like the user to be able to log into a single interface and schedule a ride or be able to dispatch from that terminal.

57	<p>Can MTA provide any detail or intent on the rider portal for making ride reservations? Will Mason transit manage any of the web page integration or is the contractor expected to provide a full solution including domain, hosting, and management of ride reservations</p>	<p>We can integrate using our existing website. Otherwise, we will also accept an outside application or even a web based portal. Any solutions that do not utilize our website will require the contractor to provide a full solution.</p>
58	<p>Has a bus stop survey been completed in the last 5 years?</p>	<p>We have conducted a bus inventory in the past 5 years. We also are flag stop system. If further clarification is needed please follow up.</p>
59	<ol style="list-style-type: none"> 1. Whether companies from Outside USA can apply for this? (like, from India or Canada) 2. Whether we need to come over there for meetings? 3. Can we perform the tasks (related to RFP) outside USA? (like, from India or Canada) 4. Can we submit the proposals via email? 	<p>Yes, companies from Outside the USA can apply. Yes, you would be required to come here for meetings. Yes, you can perform tasks (related to the RFP) outside the USA. However, the initial set-up must be accomplished on-site. No, the Proposal many not be submitted via email.</p>

END OF ADDENDUM NO. 1