![valleyregionaltransit logo]

February 5, 2019

RE: RFP 2019-01-22
ITEM: Automatic Passenger Counters (APC)
RFB: Closes: February 22, 2019 4:00 PM MDT

ADDENDUM #3

Questions

Addendum #3 for Valley Ride/Valley Regional Transit Request for Proposal (RFP 2019-01-22 Automatic Passenger Counters) is hereby made part of the project requirements and contract documents for the referenced project.   Please note, failure to acknowledge this Addendum does not relieve you from fulfilling the Addendum requirements.

Questions:

1. Page 3 - Reference is made to VRT currently developing a more effective data management approach and system. Is VRT staff developing the system, or is an outside firm developing the system? When will the system be developed? Should the APC supplier include analytic reporting in the technical and cost proposal? What database systems are present at VRT?

    Over the past several years, VRT has been working with McFarland Management LLC in Boise Idaho to consult VRT in various IT related matters including management of our data and system integration. We do not have a schedule or budget identified for revamping our data management approach, but it has been identified as a future investment priority. APC suppliers should include analytic reporting or a mechanism to access reporting through integration with existing systems, e.g. RouteMatch/FleetNet, in the technical and cost proposal. The database systems at VRT are outlined on page 4 of the RFP. FleetNet and GFI data are hosted on local servers while RouteMatch is hosted on the cloud.

2. Page 4 Scope of Work - The provision of analytical software appears to be in conflict with the Page 3 reference to VRT developing a data management system. Please provide an explanation and/or example of how the APC analytic software would operate relative to the soon to-be-developed data management system.

    We do not view these provisions to be in conflict because the data management system referred to on page 3 does not yet exist and is still being defined. As such we will need the APC system to provide analytical reports.

    Because the future data management system is not yet fully defined, we are primarily looking for openness and flexibility to integrate with other systems, which is what the background on page 3, is intended to highlight.

3. Page 4 - Please provide definition of the variables, and the spatial/time resolution of the APC data to be integrated with FleetNet.

Currently VRT does not have APC data to integrate with FleetNet, however, FleetNet is VRT's primary source for National Transit Database reporting and we currently dump our GFI farebox data into FleetNet to do our National Transit Database reporting. Currently, that resolution is limited to route level ridership by date and proposers will be required to integrate at least that level of resolution with FleetNet.

We have worked with FleetNet to build custom interfaces to integrate data from various systems, which is why we are requiring APC providers to provide data is ASCII and comma separated formats. As mentioned in the RFP proposers should make recommendations for the spatial/time resolution of APC data for both short term and long term storage. These recommendations may ultimately inform what level of resolution of APC data should be integrated with FleetNet.

4. Page 5 A. - What existing systems would VRT prefer to utilize? Does VRT have existing Wi-Fi infrastructure at VRT's garage(s)?

For data storage, VRT would prefer to utilize any system that makes data available to RouteMatch and FleetNet systems, for sensing devices vendor should provide recommendation of best fit based on below criteria.

We have WIFI at the Garages but not in reach of the yards where the vehicles park.

5. Page 6 GPS/ONBOARD DATA LOGGING SYSTEM - Reference is made to redundancy improving system reliability. What is the reliability of the of VRT's existing GPS system? Does the existing VRT AVL system require Operator Login as a prerequisite for exporting Lat/Long data?

The GPS system has an overall reasonably high level of reliability with Main Street Station being the exception. Yes existing AVL requires Operator Login.

6. Page 6 E. H. - Does this requirement indicate VRT's preference for the APC supplier to host the APC software? Optional

7. Page 6 A. - Will the APC system be responsible for APC data transfer or will Route Match be responsible for APC data transfer? APC System

8. Are there any restrictions with transferring APC data from the bus via the on-board Cradlepoint Wireless Modems instead of WLAN at the garage or other cellular service on board the bus?

There are no more available ports on the Craddle Point Unit only on Route Match's hardware.

9. Are all VRT buses equipped with the Cradlepoint modems? Yes

10. Can you provide make and model #? IBR1100LPE

11. Can the Cradlepoint router be used to transfer APC data to the VRT server? Yes if there were more ports available or you have your own solution.

12. Does VRT have a preference of either the vendor hosting both the data and analytics or if all data is stored and analytics are generated locally on the VRT network? Optional

13. Are there ports available on the router? NO

14. What is meant by initial verification in regards to NTD Section 2 part L.? Vendor shall make themselves available during Valley Regional Transit's first year benchmark plan to address any issues resulting in variances over 5% as compared to manual samples.

15. Does the five year agreement structure suggest that VRT prefers to lease the APC hardware on the bus? Or does VRT prefer to purchase the APC hardware on board the bus and have a five year agreement for software and support?

    The five year agreement is in reference to software and support only. We would prefer to purchase the hardware with reasonable hardware warranties.

16. Does VRT desire to have annual on-site APC Maintenance Training for their VRT Bus Maintenance staff throughout the five year agreement to accommodate new hires? Or would APC maintenance manual documents be sufficient?

    Assuming there is training for maintenance staff during the initial installation, a maintenance manual documentation would be sufficient so long as remote support is available as needed.

17. Does the Five year agreement commence on 4/8/19 or after system acceptance?

    The agreement would commence with the Notice to Proceed.

18. How many staff member does VRT envision being active APC analytic report generators? Will all these people be located in the same physical office location?

    There will be five to ten staff members accessing APC analytical reports spread across three facilities, one in Boise, one in Meridian and one in Caldwell. Approximately 2 to 5 staff members would be validating data etc. operating out two facilities, one in Boise and one in Caldwell. None of these staff members will be dedicated solely to maintaining APC data.

There are no other changes at this time.

Sincerely,

Coreen Smith
Procurement Specialist