



**Financial Management
 Procurement Division
 1112 Manatee Ave W., Suite 803
 Bradenton, FL 34205
 Phone: (941) 749-3014
 www.mymanatee.org**

August 21, 2017

TO: All Interested Proposers

SUBJECT:

Request for Proposal (RFP) #17-1654MS
 Integrated Vehicle Location Technology System

ADDENDUM No. 1

The following items are issued to add to, modify and clarify the Request for Proposal document. Proposals are to be submitted on the extended date of **Friday September 8, 2017 at 2:00 P.M.**, in conformance with the additions and revision listed herein.

The deadline to submit all inquiries concerning interpretation, clarification or additional information pertaining to this RFP will be August 29, 2017 at 12:00PM.

NO.	QUESTIONS	RESPONSES
1	Please indicate whether any AVL tracking or other functionality is required for the Supervisor/Relief vehicles	AVL tracking of supervisor/relief vehicles is not required, but we would like to be able to have that option for future use.
2	Would MCAT accept proposals that do not include the on-board advertising video capability?	No.
3	Please elaborate on the automated management of arranging the vehicles in the yard requirement?	A yard management system is not required and was not indicated as a major outcome for this RFP.
4	Objectives of AVL Technology, requirement #3. (page 4). Please elaborate on how MCAT envisions the AVL system will be "... sensitive to the needs of seniors and persons with disabilities."?	All Automated Stop Annunciation (ASA) system messages shall comply with requirements of the ADA and design criteria mutually agreed to by MCAT and Contractor with the following capabilities: <ul style="list-style-type: none"> ○ Generating audible and/or visible location-based announcements (next stop, transfers, etc.) ○ Generating time-based (e.g. reoccurring scheduled message at a time interval) audible and/or visible announcements ○ Internal Operator initiated audible and/or visible announcements

		<ul style="list-style-type: none"> o External audible bus arrival announcements <p>Contractor shall provide visual announcement readerboards, also known as passenger information displays (PIDs).</p>																				
5	Other End Product Requirements, requirement J. (page 16). Please provide more detail or examples the level of vehicle maintenance you desire	This is no longer required. Item J. will be removed.																				
6	Please verify whether it is mandatory for Proposer's solutions to utilize the Wireless Router GPS data or whether they can provide their own receiver?	The InMotion Onboard Mobile Gateways (oMG) installed on our buses have an onboard GPS that supports outputting accurate NMEA or TAIP data, it is MANDATORY for any external devices connecting via IP or Serial to utilize the gateway GPS data.																				
7	Would the MCAT please indicate what their anticipated budget is for this project?	Not available.																				
8	Would MCAT please release a copy of the RFP in Microsoft Word or other suitable format to facilitate the completion of the forms and technical review?	Yes. MS-Word version of the RFP is attached.																				
9	Please confirm that there are working speakers onboard the vehicle (e.g. for an existing PA system?) that the annunciator equipment would be able to interface to. Do all vehicles have an external speaker(s) for curbside announcements as well?	Contractor can use the existing PA system and speakers to play audio messages or may propose to replace the existing PA system. In any event, Contractor is responsible for the overall audio quality for the Automated Stop Annunciation (ASA) system. Currently, vehicles do not have external speakers.																				
10	Does the Apollo surveillance system already integrate with the mobile gateway/wireless router for GPS information? What are the integration requirements for the camera system?	Yes. Integration requirements with the camera system are optional.																				
11	Are Proposers responsible for obtaining the support costs, licensing fees and/or equipment upgrades that may be needed by the existing onboard systems (i.e. headsigns, fare boxes) in order to integrate with them, or will MCAT be responsible for that?	<p>Yes. Table-2, pg. 18, outlines all the integration components and requirements.</p> <table border="1"> <thead> <tr> <th>YEAR</th> <th>MAKE</th> <th>MODEL</th> <th>SIZE</th> <th>QUANTITY</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>GILLIG</td> <td>TROLLEY</td> <td>35'</td> <td>5</td> </tr> <tr> <td>2007</td> <td>GILLIG</td> <td>FIXED</td> <td>30'</td> <td>9</td> </tr> <tr> <td>2010</td> <td>GILLIG</td> <td>FIXED</td> <td>40'</td> <td>3</td> </tr> </tbody> </table>	YEAR	MAKE	MODEL	SIZE	QUANTITY	2011	GILLIG	TROLLEY	35'	5	2007	GILLIG	FIXED	30'	9	2010	GILLIG	FIXED	40'	3
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12	<p>With respect to equipment installations on the vehicles:</p> <p>a. What is the minimum and maximum number of vehicles available for installations per day?</p>	<p>Peak pull out is 24 out of a fleet of 37, six days a week, and most of the revenue fleet is in the yard after 7 PM with the last three pulling in after 11 PM. Approximately three to five vehicles can be made available per weekday and Saturday for installations, with a bulk of the fleet, up to 30 available on Sundays.</p>																				
13	<p>Is there a specific DBE participation goal for this project? Attachment F did not indicate a specific goal.</p>	<p>No.</p>																				
14	<p>Can you please specify if there are any bonds required for this project? If so, can you please clarify what bond amounts / types apply?</p>	<p>No.</p>																				
15	<p>In section B.03, Technical Requirements, section 2, the RFP states "Automated visual and audio stop annunciations on-board and at stations will ensure compliance with ADA implementing regulations for transit agencies". Figure 1 indicates DMS connected via cellular data communications. Is Manatee County requesting wayside Dynamic Message Signs be provided for bus stops and transit centers as part of this procurement?</p>	<p>Yes, proposals shall provide DMS signs both on-board buses and at stations.</p>																				
16	<p>If Wayside DMS are being requested, will the County provide some detail on the signage specification and quantity? Conversely, is the County simply looking for what Wayside DMS capabilities a proposer has to offer for future consideration?</p>	<p>Our preference is for wayside DMS signs be color, flat panel high resolution monitors capable of displaying complex information with multiple windows. All DMS signs should be certified to function in an outdoor environment. The enclosure should be weather and dust resistant and suitable for high humidity operating environment. For quantity, please refer to Table-1 Fleet Size and Capital Facilities in the Scope of Work.</p>																				

17	<p>Are there any existing bus stop or transit center Dynamix Message Signs MCAT wished to integration with the new system? If so, can you provide make/model of sign(s), and provide photo(s)?</p>	<p>Currently, there are no DMS signs at bus stops or at transit centers.</p>
18	<p>In section B.03, Technical Requirements, section 3, the RFP states that "Operator and dispatcher hardware and software tools will allow for display of paratransit daily trip manifests...". Can you clarify if this is a reference only to the existing systems, or if there are any Paratransit system deliverables requested for this procurement? If so, can you please clarify these deliverables?</p>	<p>Our desire is that the MDT equipment to be installed on the fixed-route buses also be capable of supporting paratransit services. This is an option that the County Transit Division would like to have available in the future. Proposers should demonstrate how their equipment and software can integrate with the existing paratransit scheduling software (Trapeze PASS).</p>
19	<p>Can you please clarify what is intended by "Joint Mapping Capability" in Table 2 on page 18?</p>	<p>MCAT currently uses Trapeze as its scheduling software (PASS, FX and PLAN). The integrated vehicle location technology system shall have the capability to incorporate multiple mappings and provide continual real-time information on the fixed-route and paratransit vehicles through a common database server. Location information for the paratransit fleet can be provided by the InMotion Onboard Mobile Gateways (oMG). The entire paratransit fleet is equipped with the Mobile Gateways.</p>
20	<p>What model(s) of SPX/Genfare Fareboxes are installed in the Fixed Route fleet vehicles?</p>	<p>Genfare Odyssey Electronic Validating Farebox.</p>
21	<p>What model(s) of the Apollo video surveillance systems are installed in the Fixed Route fleet vehicles?</p>	<p>Apollo RoadRunner HD.</p>
22	<p>In the section on Supporting IT Infrastructure and Integration on page 17, the RFP seems to indicate that Manatee County will be providing the IT hardware resources (Servers, Workstations, WLAN, etc.) for the system, based on minimum requirements that the Proposer / Contractor for this system would describe. Is this the correct assumption, or does the County wish to see pricing for recommended</p>	<p>Yes, please provide pricing for recommended servers and workstations.</p>

	servers and workstations included in the proposal?	
23	Would Manatee County / MCAT consider a Hosted or Cloud server/network solution for the new Fixed Route Integrated Vehicle Location Technology System implementation?	Please provide pricings for both solutions including annual maintenance costs.
24	Would Manatee County be able to provide color versions of the Figure 1 and Figure 2 diagrams on pages 19 and 20 of the RFP? The shading in the block diagrams are hard to distinguish in some instances.	Yes (attached below).
25	<p>Regarding Figure 1 on page 19, can you provide the following clarifications?</p> <ul style="list-style-type: none"> a. What is being referenced in the OVA(DVA?) Server and Management Software blocks? b. Are you requesting a Fixed Route IVR system be included for passengers to receive next stop arrival/departure information via voice messages, in addition to the Web, Smartphone, and SMS text messages described in the RFP text? If so, can you provide additional details on what you are looking for, as these systems can range in complexity (and cost)? c. If you are requesting an IVR system, can you please provide details of the existing phone system being shown for integration to the IVR? 	<ul style="list-style-type: none"> a. OVA – Onboard Video Advertising b. Our desire is that passengers be able to receive real-time arrival/departure information via voice messages, Web, mobile application, and SMS text messages. Please describe your method for achieving that outcome and price separately. c. Cisco VOIP CUCM v.12.5
26	<p>What model, options were included in the current Harris mobile radios? Pictures of the radio's model, serial #, and option "tag/plate" on the radio itself should would suffice.</p>	EDACS, conventional.
27	Are the control heads remote mounted separately from the radio's base, or are they together?	Remote/separate.
28	Could you please provide the name and a contact at the current radio	This will be provided to the Successful Proposer at time of award.

	shop that maintains the Harris radios?													
29	Are the current Harris radios operating in conventional, trunking, or on a P25 system?	Trunked (Harris radios will be replaced with Tait TM9400 P25 trunked radios during 2018).												
30	Is the voice radio system a privately owned system by Manatee? Or is the system a city, county, state radio system? Or is the system a privately owned system where Manatee leases usage of the radio system from a private owner or radio shop?	Owned and operated by Manatee County.												
31	Could you provide a contact for the radio system infrastructure?	Please see response to Question #28.												
32	How many talk groups does Manatee operate on the radio system? Could you also provide a brief description of how Manatee uses these talk groups, i.e., how many talk groups for fixed route dispatch, supervisor private usage, Paratransit, Maintenance, etc.?	<p>Transit will operate 6 individual talk groups on the P25 system:</p> <table border="1"> <tr> <td>MCAT-1</td> <td>HB</td> </tr> <tr> <td>MCAT-2</td> <td>TRANSIT</td> </tr> <tr> <td>MCAT-3</td> <td>TROLLEY</td> </tr> <tr> <td>MCAT-4</td> <td>SPECIAL EVENTS</td> </tr> <tr> <td>MCAT-5</td> <td>SPARE</td> </tr> <tr> <td>MCAT-6</td> <td>SUPERVISORS</td> </tr> </table>	MCAT-1	HB	MCAT-2	TRANSIT	MCAT-3	TROLLEY	MCAT-4	SPECIAL EVENTS	MCAT-5	SPARE	MCAT-6	SUPERVISORS
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33	<p>Is the radio system utilized as an "open mic" system?</p> <p>a. Meaning, can any of the vehicle operators just pick up the handset and talk to dispatch directly? And conversely for dispatch. And do all vehicles hear all voice conversations?</p>	<p>The talkgroups contained on the previous item are designed for all vehicle broadcast. Meaning that the conversations will be heard on the speakers. Transit buses will have a handset that will disconnect the (local) speaker allowing the driver to talk with others without going through the local speaker.</p> <p>Another feature (individual call) will be available for private radio to radio conversations.</p>												
34	<p>Or, is the radio system a closed mic system?</p> <p>a. Where the vehicle operator would press a RTT/PRTT button on the existing radio control head to request a voice conversation with dispatch, and dispatch would set up a "private" call with that vehicle through a voice dispatch screen?</p> <p>b. Does Manatee utilize a voice dispatch console to setup private calls to vehicles, or groups of vehicles, or the whole fleet?</p>	<p>a. No</p> <p>b. Transit does not have a console system. They utilize control stations. They will have to manually set up private calls through a call list contained in authorized radios.</p> <p>c. None. Control station radios will be Tait TM9400.</p> <p>d. Existing Harris consoles will be decommissioned once the P25 migration is completed. There will be NO ties between legacy and P25. The migration plan calls for an instant switchover.</p> <p>e. Individual call list or keypad.</p>												

	<p>c. What is make/model and software name/version for the voice dispatch consoles?</p> <p>d. How do the voice dispatch consoles tie into the current voice system and will tie in with the new voice system? <input checked="" type="checkbox"/> i.e. Are their individual radios, antennas, control units for each dispatch position? Or are they located in a separate room/area of the facility?</p> <p>e. How do road supervisors initiate calls to individual vehicle from their portables?</p>	
35	In Table 2 on page 18 of the RFP, it mentions a future upgrade to Tait mobile radios (P25). What is the anticipated timing of this upgrade (i.e., with respect to the Integrated Vehicle Location Technology system implementation)?	The migration should take place during Summer 2018.
36	What would be the model and options for the new Tate radios you plan on purchasing?	TAIT TM9400 trunk mount.
37	Will future Tate radios be operating on a P25 system?	Yes.
38	What is the reason to go from the existing Harris radios to the Tate radios?	Consolidation.
39	Could you please provide the name and a contact of the radio shop who will be installing/configuring the Tate radios? Are they the same as for the Harris Radios?	Please see response to Question #28.
40	How many portables does Manatee utilize today, and will be using with the new Tate radios?	3400 radios mobile and portable. Used by all government agencies.
41	Can you please clarify the desired radio integration enhanced security features (i.e., is Covert Voice Monitoring of the bus operator desired in emergency operating mode)?	MCAT will operate in open P25 with no encryption. TAIT radios will have the option of activating a covert emergency button that will open mic for 10 seconds and transmit audio to Transit Dispatch and real-time vehicle tracking, ensuring quick notification of emergency conditions.
42	Does MCAT require the installation of new LCD screens for infotainment?	Yes.

43	What are specific features and outputs MCAT seeks from a yard management system and what specific goals would MCAT like to achieve?	A yard management system is not required at this time. Proposers can provide a description of the yard management capabilities their systems can support.
44	Whether companies from Outside USA can apply for this (India or Canada)?	Please review A.14 of the Request for Proposal.
45	Whether we need to come over there for meetings?	Please refer to B.02 of the Request for Proposal.
46	Can we perform the tasks (related to RFP) outside the USA?	Please review A.14 of the Request for Proposal.
47	Can we submit the proposals via email?	Please refer to A.02 of the Request for Proposal.

Figure 1 (Reference Question #24)

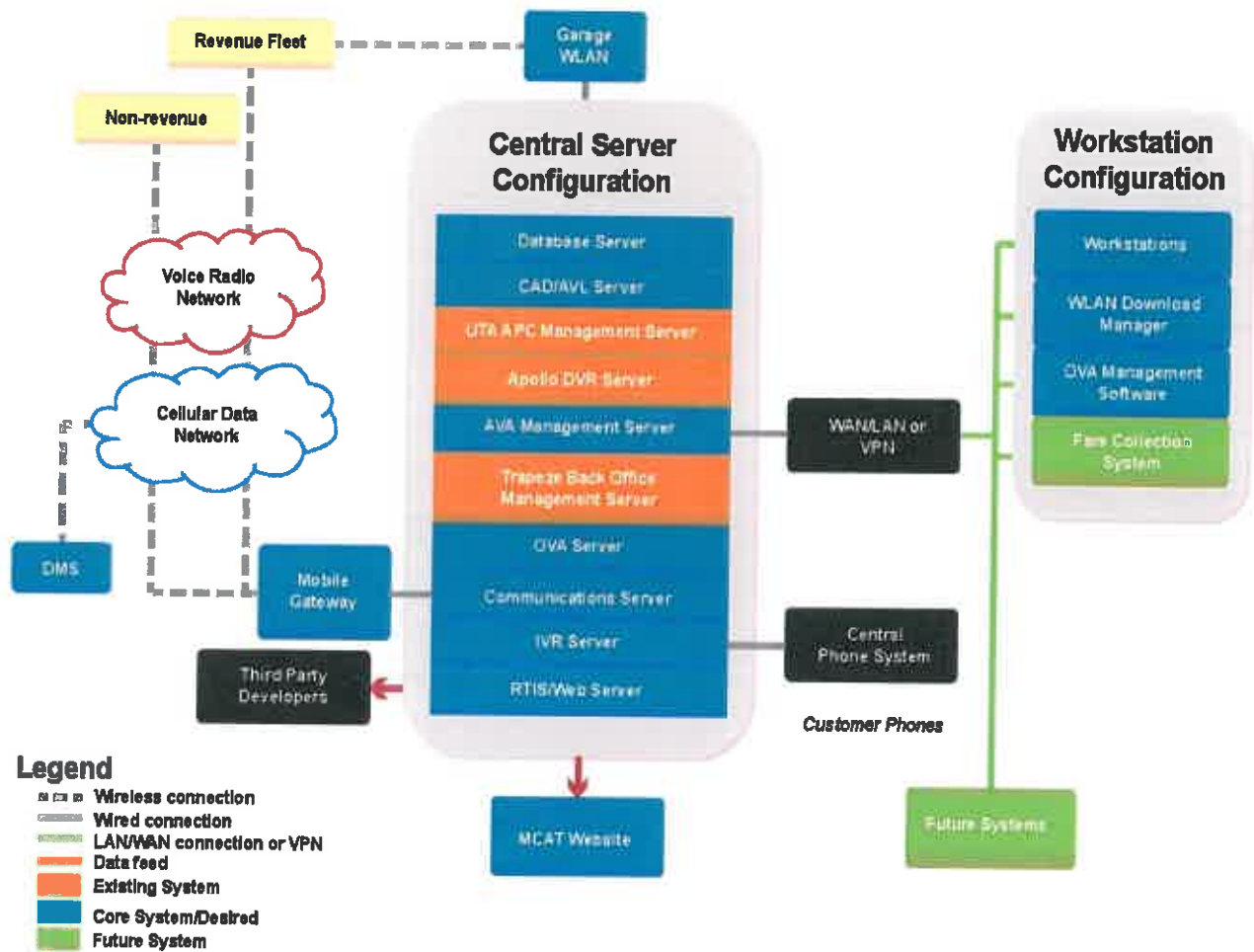


Figure 1. Conceptual System Overview¹

¹ Note: The Trapeze Back Office Management Server manages all MCAT Trapeze Modules including FX, PASS, PLAN, OPS, BlockBuster, and Reporting.

Figure 2 (Reference Question #24)

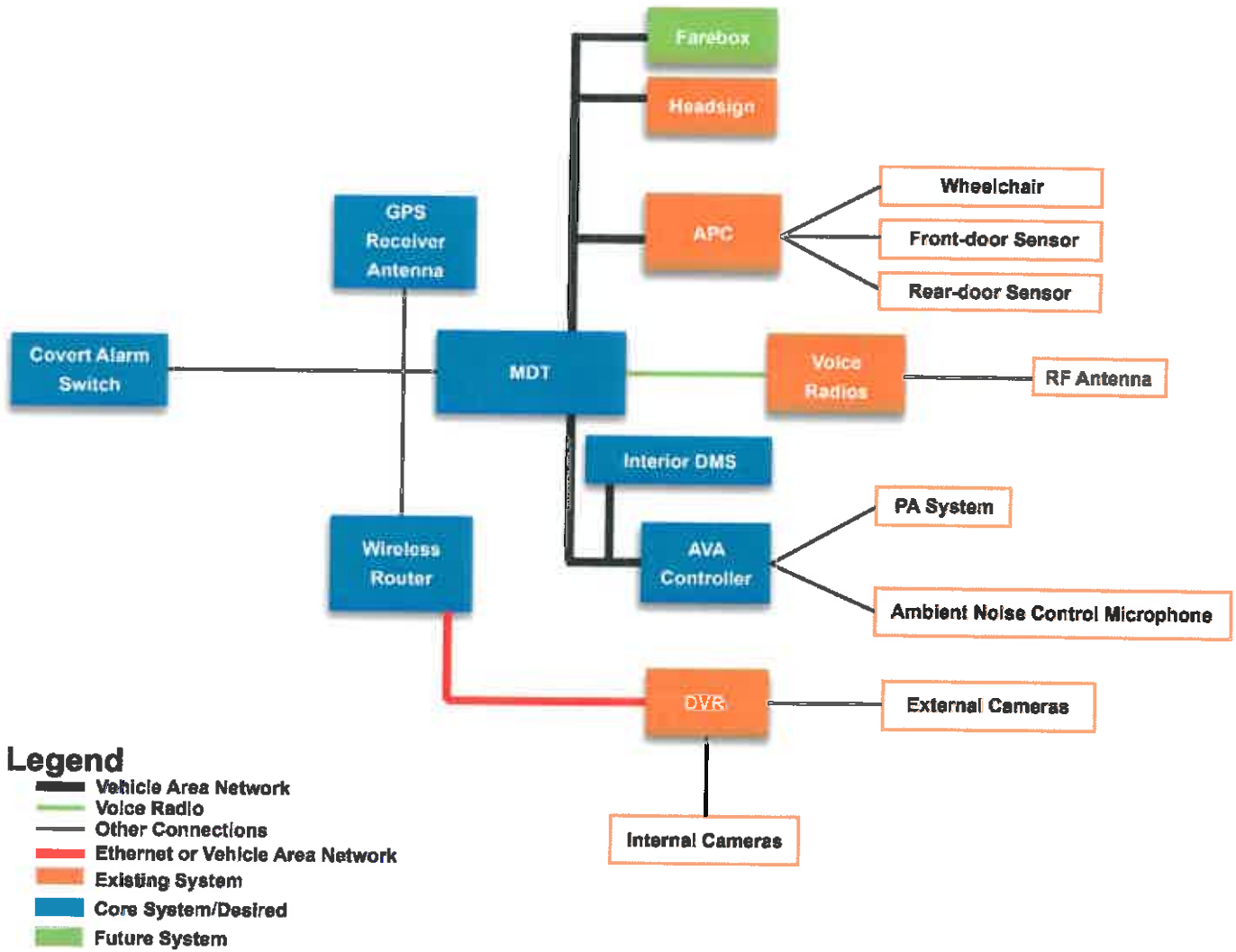
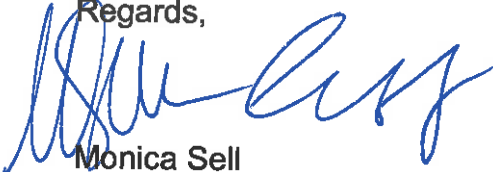


Figure 2. On-board System Overview for Fixed-Route Vehicles

Proposals are to be prepared as instructed in this Request for Proposal and shall be received at Manatee County Purchasing Division, Suite 803, 1112 Manatee Avenue West, Bradenton, FL 34205 on or before **2:00 P.M. on September 8, 2017.**

Regards,



Monica Sell
Contracts Negotiator