

IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)

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Date: January 9, 2019
To: Prospective Respondents
From: David Aguirre, Project Manager *DA.*
REF: Request for Proposal (RFP) for the 2018 Automatic Vehicle Location Systems
ADDENDUM #4

The following is provided as answers to questions from or corrections to this RFP.

- 1. Does ICTC have any current legacy Mobile Data Terminals or Tablets on-board, if so can ICTC provide the specifications?**

ICTC does not have any legacy Mobile Data Terminals on board of its vehicles.

- 2. Are additional Mobile Data Terminals able to be included in this Phase I of the project since the Mobile Data Terminals are directly tied to CAD/AVL and responsible for various pieces of functionality required in the initial scope of work?**

If the Mobile Data Terminals are directly associated with the AVL's functionality and are required, the proposer can propose additional Mobile Data Terminals if beneficial to ICTC. It is requested that the proposer note the quantity of the additional Mobile Data Terminals.

Also as it pertains to Mobile Data Terminals, it is important to consider the high summer temperatures in our area and potential impacts to the Mobile Data Terminals. Summer Temperatures can reach up to 120 degrees.

- 3. Is Mobile Fare collection a desired option?**

Mobile Fare Collection is an item that ICTC is interested in as part of a future project. Existing funding is for AVL units and applicable software needed to accurately locate vehicles. It is ICTC's goal that all technology related upgrades to the vehicles be compatible and capable of being added at a later time due to funding constraints. The proposer should note compatibility capabilities, if any, in their response. The proposer is welcome to suggest any recommendations but ICTC is under no obligation to accept any.

4. Is a Business Intelligence (BI) platform specifically designed for Transit agencies desired as an optional module if within budget?

ICTC requires that any technology be suitable and/or tailored to transit agencies. The proposer is welcome to suggest any recommendations but ICTC is under no obligation to accept any deviations other than the infrastructure tied to the AVL units. ICTC will evaluate all recommendations and options and elect to adjust should it be advantageous for ICTC.

5. Who is the current Dial-A-Ride software provider?

ICTC currently utilizes trapaeze/novus for all reservation management. A manifest is provided to the driver prior to route commencement. Adjustments for additional pickups during the route are communicated via radio.

6. Is ICTC interested in a mobile application for Dial-A-Ride?

The AVL units for this RFP will be tied to the Fixed Route system. ICTC hopes to implement a mobile/website application providing real time passenger information for the fixed route system as a priority. ICTC will review the option of implementing a mobile/website application for the Dial-A-Ride system in the future.

7. Is ICTC interested in replacing the current Dial-A-Ride software if within budget?

ICTC has conducted some initial demand response software reviews. ICTC would like to implement a new, more innovative demand response scheduling software with mobile/website application interface in the future. Funding for this project is directly associated with AVL units and required software. The proposer is welcome to suggest any recommendations but ICTC is under no obligation to accept any deviations other than the infrastructure tied to the AVL units. ICTC will evaluate all recommendations and options and elect to adjust should it be advantageous for ICTC.

8. Is ICTC able to provide a breakdown for the number of doors on the vehicles for APC purposes? (# of single door vs. # of double door vehicles)?

APC's are infrastructure items that may be implemented at a later time depending on funding availability.

All Gillig (40 Foot Bus) have two entrances on the left side, one in the front of the bus opposite of the driver and another near the middle of the bus. The farebox for the bus is located near the driver.

All Cutaway buses for the fixed route system have an entrance near the front of the bus opposite of the driver and a secondary entrance which is the wheel chair lift door.

ICTC's Dial-A-Ride vehicles only have a front entrance near the front of the vehicle opposite of the driver.

- 9. Please utilize update cost sheet which now includes the requirement to note any outlying costs for licensing and other reoccurring cost not specifically noted.**

Thank you for your interest in the bid process. Should there be any further questions, please email davidaguirre@imperialctc.org.

Cost Proposal Form – Attachment A

	<u>Quantity</u>	<u>Price per Unit</u>	<u>Overall Cost</u>
Proposed Cost for Requirement System Architecture/Data Management			
Proposed Cost for Requirement CAD/AVL and Software			
Proposed Cost for Requirement Reporting			
Proposed Cost for Requirement Mobile App (Optional)			
Proposed Cost for Requirement Training, Customer Service, Support and Warranties			
*Proposed Cost for Travel for the Entire Project			
Any applicable Tax			
Final Total			

Proposed Cost for Requirement Training, Customer Service, Support, Licensing, Warranties and other reoccurring costs – Outlying Years

<u>Item</u>	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>
<u>Total</u>					

Proposer must include a more complete cost breakdown with a description of what is included in each cost estimation listed above.

IN COMPLIANCE WITH THIS SOLICITATION, THE UNDERSIGNED OFFEROR HAVING EXAMINED THE REQUEST FOR PROPOSAL AND BEING FAMILIAR WITH THE CONDITIONS TO BE MET, SUBMITS THE ATTACHED. AN INDIVIDUAL AUTHORIZED TO BIND THE COMPANY MUST SIGN BELOW. FAILURE TO EXECUTE THIS PORTION MAY RESULT IN PROPOSAL REJECTION.

Signature of Authorized Official: _____ Date: _____

Title: _____ Print Name: _____