AC TRANSIT DISTRICT REQUEST FOR PROPOSAL PURCHASING DEPARTMENT NO. 2013-1241

RFP FOR THE AUTOMATIC FARE COLLECTION SYSTEM

ADDENDUM Number 3 dated MARCH 5, 2013

The Alameda-Contra Costa Transit District herewith issues this Addendum No. 3 to the above referenced Documents. Except as modified below, all other terms and conditions shall remain in effect. Strike-through texts are words deleted from original RFP text and bold/italicized/underlined text are changes to original RFP text.

Amendments to the Special Conditions

Question #1: The RFP requires technical discussions with multiple vendors (including some of our competitors) and receiving quotations from several quotations from them as well. This process would require additional time. Would you consider extending the proposal deadline by 4 weeks?

Answer #1: This RFP was extended by Addendum No. 2 dated February 27, 2013. The new submittal date is as follows:

The due date for proposal submittals is changed to read, “on or before February 28, 2013 22 March 2013 at 2:00 p.m. All other data remains unchanged at this time.

Question #2: Page 3: The Header reads:

“AUTOMATIC FARE COLLECTION SYSTEM” FOR THE PERIOD MARCH 14, 2013 THROUGH DECEMBER 14, 2013

SPECIAL CONDITIONS

Answer #2: The underline separates the Header from the specific sections of the RFP. (ie., General Conditions, Special Conditions, Federal Requirements etc.)

Amendments to the Price Sheet

Question #1: Page 38, Price Sheet: Do the quantities here include those for the 4th bus garage under construction?

Answer #1: No. The 4th garage is not under construction, but was formally an operating garage and is now closed. The 569 quantities are included for the 569 vehicles that currently operate from 3 bus garages.

Question #2: Page 38, Price Sheet: There is a line item “Spare Parts Farebox” with a quantity of 75. Does this mean spare parts for 75 fareboxes? Do you require vendors to provide the price for spare parts for vault equipment in the price proposal?
Answer #2: This refers to 1 set of spare parts, enough to service 75 vehicles. No requirement for vault spare parts equipment are requested in the price proposal.

Question #3: Page 39, Price Sheet: There is a line item "GFI Next Generation Farebox".

A. Could you provide us the contact information of the person we can talk to related to this procurement from GFI Genfare?
B. When you say Next Generation Farebox, can you let us know the functionality and the requirements of the "GFI Next Generation Farebox"?
C. Is it proprietary?
D. Can you provide us the public information available, if any?

Answer #3:
A. GFI Contact: Marc Mahon, Sales Representative, mark.mahon@spx.com (847) 871-1415
B. To date, GFI has not released any public information on their “Next Generation Farebox”.
C. AC Transit anticipated that if the “Next Generation Farebox” was introduced by the time proposals were submitted it would be included as an option.

Question #4: Would you be able to provide bidders the opportunity to visit your site for a facility tour?

Answer #4: Yes

Amendments to the Technical Appendix

Question #1: Page 2, Section 2: You specified “GFI Genfare Odyssey”, “GFI Genfare Next Generation” as an acceptable model.
A. If our product meets or exceeds the technical specification requirements of the GFI product, would you consider our product?
B. Would you give us the full details of the design specifications of both the models in order for us to compare it with our farebox to determine if our product is considered an equivalent?
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Answer #1
From page 2 of the Technical Specification:

A. Acceptable models: GFI GENFARE Odyssey, GFI ‘Next Generation’ (optional), or an AC Transit approved equivalent version.

B. For the Odyssey:

   For the Next Generation Farebox:
   Contact Marc Mahon, GFI Sales Representative:
   Mark.mahon@spx.com (847) 871-1415

Question #2:  Page 7, Section 4:
Can you provide the contact information for the person we can contact from Cubic relating to this procurement?

Answer #3
To contact CUBIC representatives, you should contact MTC (The Bay Area Metropolitan Transportation Commission). Kelley Jackson is the MTC contact for AC Transit:
kjackson@mtc.ca.gov

Question #3:  Pages 12 and 23:
There are some descriptions about optional smart cards. We assume that smart cards will be handled by the Cubic device, and not by the farebox. This ensures that the price does not increase since the farebox has to adapt to Clipper card. Farebox will interface with Cubic device where required in the RFP for single point logon. The reader that could be built in the farebox, will be used for employee badge logon (as an option). Is our understanding correct?

Answer #3
AC Transit is currently reviewing its fare policy, and is interested in examining all possible fare options.

   Single Point Logon: The optional reader for the employee badge logon will be built onto the farebox for logging onto the farebox. The farebox would in turn send the login information to the Cubic device console.

Question #4:  Page 15, Section 2, # 2, Tokens:
Can you provide us dimensions and metallic content of your two tokens?

Answer #4
Clarification: AC Transit does not handle tokens. This sentence should read:

   The coin validator shall accept, validate, and count the value of pennies (1¢), nickels (5¢), dimes (10¢), quarters (25¢), and Susan B. Anthony and Sacagawea dollar coins ($1.00) and two(2) sizes of tokens.
Question #5: Page 23 Section 3, Credit Card Processing:
There is no line item in the price sheet. Can you clarify whether this must be priced?

Answer #5: AC Transit is looking at all possible fare collection options that are available on a single unit. If your single unit contains a smart card reader, credit card reader, and/or a bar code reader, the proposer should describe and submit the entire unit for the option. If adding features such as a credit card reader or a bar code reader will add additional costs to the unit, then describe and price each feature independently, adding it to the end of the list as an additional, distinct, option.

Question #6: Page 23 Section 5, Mobile App Ticket Reader:
Can you provide more description of what you are looking for (standalone, built-in the farebox, NFC, 2D Barcode, etc)?

Answer #6: Built into the farebox supporting linear, 2D, QR and cell phone display

Question #7: Page 25, whole section:
Can you give us the contact information of the person from ACS we can contact to request a quote for this procurement.

Answer #7: ACS is now Xerox Transportation Management Solutions
AC Transit’s West Coast Business Representative:

Karla Cummings
ACS, Xerox
Business Representative

(408) 594-5185 Work
karla.cummings@acs-inc.com
San Francisco, CA

Question #8: Page 25, Section 2:
We understand you are interested in the farebox that is ready to communicate with your future CAD/AVL system. This depends on what interface will be used in the existing and future CAD/AVL system. Would you let us know, in addition to 1708, what interface is/will be available on the existing Xerox/ACS and future system?

Answer #8: With the current CAD/AVL system J1708 will be the communications protocol.

For the future CAD/AVL procurement, AC Transit is interested in investigating all possible communication options between the farebox and the CAD/AVL system, including J1708, and Ethernet if that option exists.
Question #9: Page 27, whole section: Would you address questions below for clarifications?

A. Does your garage Wireless LAN fully cover your garage, including the parking lot?
B. Is the Wireless LAN available for the new fare collection system to use via standard 801.11 technologies?
C. Is this the same for all three existing garages and one future garage?
D. Is your 4th garage in the scope of this procurement?
E. Will there be a wireless router on board that the farebox can connect to that is wirelessly connected to the garage Wire LAN and that the farebox can connect to via Ethernet?

Answer #9: The current wireless LAN is limited at all 3 garages, and will not suffice for the upload of farebox data. If the District opts to use the wireless LAN option to upload farebox data, it would expect the contractor to supply the wireless LAN design and specifications necessary.

The 4th garage is not in the scope of this procurement. It was formally an operating garage and has been closed.

Question #10: Page 32, Section 4, Optional Bus Stop Database:
We assume database files will be provided by AC Transit.

Answer #10: AC Transit can provide data interface files in many formats, the most common formats: XML and CSV.

Through the interface between the farebox and the CAD/AVL system, the bus stop ID would be supplied. For reports, AC Transit would expect the farebox back-end computer system to convert the bus stop ID, or the GPS coordinates to location names supplied by the bus stop database.

Question #11: Page 33, # 8 to 12:
These functions (SQL database, reporting, etc) are typically available from the Central System to always maintain data warehouse at a single location. Could you clarify if you are looking for these functions in the garage computers?

Answer #11: Yes. The garage computer should contain full database and reporting functionality as specified.
Question #12: Page 50, Maintenance scope:
Can you clarify if "On-call maintenance" means a local person stationed at the Bay Area?

Can you clarify what is required from the "Communications Protocol" document?

Answer #12: During the maintenance period, post-warranty, local ‘on-call maintenance’ may not be required; however, this is subject to contract negotiation. At a minimum, the proposer should present a post-warranty service level agreement.

Communications Protocols is included in the Documentation section. Communication protocol documentation would consist of documentation of all non-proprietary steps (or commands) necessary to establish communication between the farebox, and/or the associated systems. An example would be commands used to establish communication between the garage computers and the Central computers or all of the steps necessary to manually transfer data files between the garage and Central computers in the event that the automated system fails.

Amendments to the Request for Proposal

NONE

Amendment to the General Conditions, Instructions, and Information for Proposers

NONE

Amendments to the Scope of Services

NONE

Amendments to the Attachments

NONE

Amendments to the Sample Contract

NONE

END OF ADDENDUM NO. 3