

**Des Moines Area Regional Transportation Authority (DART) – Des Moines, IA
RFP - Automatic Vehicle Location System and Real-Time Information System
ADDENDUM #2 – May 19, 2010**

EXTENSION ON DUE DATE:

DART hereby grants a 1.5 week extension. Proposals are due June 16th 2010 before 3 PM.

PRE-PROPOSAL MEETING:

The Pre-proposal meeting was held at DART on Tuesday May 11th.

An introduction was made by DART staff on the proposal process detailing that all questions regarding the RFP need to be made in writing to Elizabeth Presutti, Chief Development Officer at DART. Questions can be in email or Microsoft Word format and sent to Elizabeth at epresutti@ridedart.com on or before 5/21/10.

DART provided an overview of the technology they are looking for with a basic CAD/AVL system tied to robust passenger information as their primary goals. Optional subsystems as noted in the RFP will be procured based on available funding.

A tour of the DART facility was made showing where equipment is to be installed in the Server room and dispatch centers. A tour of the garage, parking, and maintenance facilities were also made. A tour of the radio site was unavailable but documentation within the RFP should be sufficient for bid purposes. Should a vendor like to see the radio site, DART can arrange in concurrence with Oral Interviews.

QUESTIONS/ANSWERS:

DART provides the following responses to questions received to date:

1. Please provide a clarification for the duration of the warranty period. The pricing forms indicate 3 years, but specification mentions 2 years in section 9.6.

Section 9.6 is in error and should reflect the three year warranty period.

2. Please Clarify number of LED signs, number of LCD Arrival Departure displays, and location for each. The pricing forms and section 3.4.1 in Appendix A call for different quantities.

We anticipate bay signs will be LED, summary board and downtown indoor/outdoor signs will be LCD. Check #'s.

3. The pricing forms indicate the following in reference to Category D – Pricing shall be good for 3 years from NTP. Category D is not indicated on the pricing forms. Please clarify.

Category D equipment is noted on page 69 of the document. Also note pricing for all items shall be good throughout the warranty period with exception to maintenance costs which shall be “good” through the years stated. No dependencies for warranty or maintenance shall require DART to purchase both hardware and software maintenance to receive one or the other.

4. The specification indicates that DART's current server and IT infrastructure operates in a VM environment. Does DART own and/or share the infrastructure with any other users?

DART owns all VMware equipment. It is not shared with any other agencies.

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5. Is DART interested in a CAD AVL and Traveler Information design which would reside on the existing VM environment or have the existing VM environment expanded if the current cannot accommodate the new system?

Ideally, the system would reside on the existing VM environment. It is up to the vendor to determine if the environment requires expansion to accommodate their applications.

6. What organization is the provider of the camera system installed on DART vehicles?

DART currently has both Verint and REI camera systems. New fixed route vehicles are being deployed with Verint and Paratransit vehicles with the REI system.

7. In an effort to meet the DBE goal, will DBEs from outside the state of Iowa be considered if an Iowa certified DBE is not available?

No. they must be on the Iowa DOT DBE Directory http://www.iowadot.gov/contracts/contracts_eoaa.htm

8. Section 3.1.1 references software licensing and lists two dispatch workstations and a Maintenance Foreman workstation. Section 4.9.2 refers to hardware and lists two dispatch workstations.

- a. How many physical workstations (equipment) would DART like to be included in the design? How many Citrix workstations (no equipment)?

The two dispatch workstations shall be physical. All others will be Terminal services.

- b. Section 3.3.1 mentions that the system shall be able to accommodate 5 Mobile CAD Licenses, while 3.3.12 asks for 10. Please specify the desired quantity for Mobile CAD licenses.

3.3.1 is incorrect. It should be 10.

- c. Similar question for the Paratransit option as above for fixed route. Software section (3.1.2.1) requires one dispatch and two reservations/management workstations, while section 4.9.2 has just the paratransit dispatch. How many physical workstations for the option? How many Citrix workstations (no equipment)?

One physical station shall be placed for Paratransit dispatch in the option, all others will be Terminal Services.

9. Section 5.5 references both indoor and outdoor parking. Can DART please provide more specific information about the area(s) to be covered with WLAN?

DART intends to have wireless coverage to the parking area and garages located within the perimeter fences.

10. Section 5.9 makes reference to DGPS (last paragraph, page 64). Since it's been mandated that selective availability is off, DGPS does not add value to the system. Should DGPS still be proposed?

Delete reference to DGPS

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11. Section 3.35 item J. Page 23. This section references an Appendix "I" which appears to not be included in the RFP.
Can DART please provide the Appendix or reference a source from which we may obtain the necessary information?

Sample ARRA status form attached for your reference.

12. Section 5.12.2. If possible, can DART please elaborate on the interface specifications for this requirement?

The intent is for the CAD/AVL system to use the last known location of the vehicle to populate the location information on the Trapeze Yard Map. DART currently has the application but does not use it because it is cumbersome for the dispatcher to manually populate the vehicles parked location to effectively use the application to assign vehicles to blocks.

13. What ECM's are used on their vehicles? Detroit Diesel, yes, but what model/version? i.e., DDEC III, IV, etc?

DDEC III and IV based on vehicle type.

14. Can DART confirm or the content of the RFP which the vender needs to respond to in the form of a compliance matrix, specifically the Technical Specifications?

Technical Specifications- Appendix A - shall be responded to in compliance matrix form.

15. Can DART confirm that venders are not to provide a response to the commercial specifications at this point in the procurement?

Commercial response shall be a section in the proposal noted any requested exceptions or alternative language.

16. Is there a requirement for Software escrow?

The Contractor shall be required to provide source code and sufficient documentation including source code documentation in Escrow to permit modification of the delivered software without the necessity of contacting the Contractor in the event the Contractor is unwilling or unable to undertake such modifications. Source code and source code documentation for software shall not be required.

17. Maintenance clarification (8.4.2)

Following the last paragraph in section 8.4.2 add the following paragraph:

Hardware maintenance and Software Maintenance agreements shall be mutually exclusive. There shall be no requirement when purchasing one or the other that both be required to be purchased.

18. Camera System clarification

DART currently has two camera systems installed in the vehicles. Paratransit vehicles have REI DVR's and fixed route buses have Verint DVR's. DART plans to continue to procure new vehicles with Verint systems and the REI systems will be replaced by attrition.

19. Who will provide the Trapeze licenses?

It is up to the vendor to provide the interface modules and associated licenses as part of their turnkey solution.

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20. Can DART provide contact information for their Lightedge VOIP phone system?

Lightedge Contact information: Jeramy Ratcliff, Territory Account Manager, 515-471-1210. jratcliff@lightedge.com.

21. What is the format of the existing stop numbering system?

Numeric.

22. In order to properly size the call center IVR application, please provide the number of calls per month to the call center.

The call center currently answers about 10,000 calls per month.

23. Would the IVR application need to be able to provide information based on stop names, or locations if the caller did not know the stop ID?

Yes, DART is currently procuring a trip planning system in parallel with this procurement. Stop names and locations could be pulled from this application which will be installed prior to this procurement's installation.

ARRA CONTRACTOR STATUS REPORT FORM

This form must be submitted with each invoice by each "Prime" Contractor awarded a project by the Des Moines Area Regional Transit Authority (DART) with ARRA funding for work completed by the last day of the prior month. EXCEPTION: Manufactured products/commodities vendors are not required to report .Payment(s) to Contractors may be withheld by DART for Forms not submitted in a timely manner.

DEFINITIONS:

1. **JOBS/HOURS:** Direct jobs include, "a worker employed to construct a facility or to maintain equipment on-site" and "employees actively engaged in projects who work on the jobsite, in the project office, in the home or telework from a home or other alternative office location. This also include any engineering personnel, inspectors, sampling and testing technicians and lab technicians performing work directly in support of the [Recovery Act] funded project. Direct jobs do not include "an employee at a company that makes the capital items you procure" or "an employee at the company that supplies the manufacturer with parts for the capital equipment you buy, or the fast food worker who sells lunch to your workers." "On- project and other direct job hours include jobs provided by grant recipients, prime contractors, sub-contractors, and second-tier contractors, and are defined as all jobs billed directly to the projects. Jobs not billed directly to the projects, such as those associated with the off-site production of equipment, vehicles, or construction materials (such as steel or concrete) should not be counted."

2. **JOBS CREATED/RETAINED:** "Jobs created" is defined as "those new positions created or fulfilled, or previously existing unfilled positions that are filled as a result of Recovery Act funding." "Jobs retained" is defined as "those previously existing filled positions that are retained as a result of Recovery Act funding". Reports need not distinguish between jobs created and jobs sustained.

TO: _____
DART Project Manager

DISTRIBUTION: (1) DART Purchasing Division

REPORTING PERIOD: _____ TO: _____
Day/Month/Year Day/Month/Year

PROJECT #/TITLE _____

CONTRACT #: _____

CONTRACTOR NAME: _____

CONTRACTOR ADDRESS: _____ CITY: _____ ST: _____ ZIP+4 _____

DUNS #: _____ CCR VALID UNTIL (DATE): _____ DART PO# _____ PO AMOUNT: _____

(www.dnb.com) (www.eer.com)

DESCRIPTION OF PROJECT ACTIVITIES PERFORMED THIS INVOICE:

START DATE: _____ Estimated/Actual (Circle One) COMPLETION DATE: _____ Estimated/Actual (Circle One)

PROJECT STATUS: _____ DELAYS: _____

ORIGINAL CONTRACT AMOUNT: \$ _____

EXECUTED CHANGE ORDERS (List "N/A" or Amount)

No. 1 \$ _____

No. 2 \$ _____

No. 3 \$ _____

CURRENT CONTRACT AMOUNT: \$ _____

ARRA COMPLIANCE:

1. Number of Direct Jobs Created/Retained (Cumulative All Periods for Vendors & Subcontractors in FTE Hours): _____

2. Description of Jobs Retained: _____

3. Direct Work Hours Completed to Date (Cumulative All Periods for Vendors & Subcontractors): _____

4. Payroll for the reporting period (per Davis-Bacon Wage Rates; total payroll jobs created/retained): \$ _____

5. Has "Whistleblowers Act Poster" been posted at Jobsite? ___ Yes ___ No; Location(s) _____

REQUESTED AMOUNT THIS INVOICE \$ _____

DISBURSEMENTS TO DATE (cumulative amount paid to date): \$ _____

The Contractor verifies the above information is true and correct and is in compliance with the False Claims Act (31 UAC/3729):

SIGNED BY: _____ DATE: _____

Contractor Signature (Project Executive)

TITLE: _____