

1. On page 62 of the RFP it states, "Proposals shall include two (2) hard copies (one original and one duplicate—mark the original as such) and six (6) electronic copies of the proposal on five (5) USB drives". Can you please confirm if you want 6 USB flash drives with 1 copy of the proposal on each, or 5 USB flash drives with 1 copy of the proposal on each?

Responded to as an addendum 3.

2. On page 88 of the RFP, there is a form for Transit System References however, there are sections labeled "dealer" and "manufacturer". Can you confirm the intention of this form? Also, can you please clarify how proposers should utilize the two separate lists, what is intended by "dealer" and "manufacturer" references?

Responded to as an addendum 4.

3. There are multiple forms including both "dealer" and "manufacturer" signatures. Can FDOT/APTS please provide a definition of Dealer and Manufacturer in this context, and verify the assumption that a proposer will sign in one category and the other would be blank, or if not please provide further clarification?

The dealer would be the company selling the product and the manufacturer would be the one manufacturing it. There are cases where they are the same company.

4. Regarding the Yes, No, and Available response requirements that are to be used for the compliance matrix, can FDOT please provide direction on those requirements where a vendor meets most of the requirement except for a single aspect?

For the single aspect that is not met please provide details of what is not met.

- a.) How would FDOT like the CAD/AVL firm to respond to these particular requirements as comply with modifications/exceptions is not available?

Provide an explanation in the comment section.

5. Regarding the Tier versus Compliance Matrix mapping, is there a direct correlation?

Not directly.

- a.) How do the section numbers and requirements in the compliance matrix align with the Tier Breakdown, listed in Section 5, Scope of Service?

They do not align completely. The section numbers and compliance matrix are the technical spec. The TIER Breakdown describes what can and should be included within.

- i.) Specifically, is there a way for the CAD/AVL firm to know which items in the compliance matrix are required vs optional elements?

You would need to compare what you can offer to the matrix list.

6. For section 3.2.12, bullet 1, the specific phrase is stated, and directions both by visual mapping and audible turn-by-turn based on vehicle tracking (AVL). Can FDOT please specify if this is an aspect that will be required to be brought into the fixed route CAD/AVL system and implemented for the operator?

This is an aspect that we would like to see brought to all aspects of transit for safety concerns.

7. For the Automatic Bicycle Counter integration requirement, can FDOT please specify if there is a specific system(s) that the CAD/AVL vendor will be expected to integrate with OR can the vendor provide their solution for an automatic bicycle counter?

The vendor may provide either as a solution.

8. For requirement 5.3.9, Vehicle Telematics Connectivity, can FDOT please clarify what is desired for the following requirement:

The proposed technology solution MUST provide for vehicle direct link to maintenance system. All vehicle chassis connections shall be plug and play. Cutting or splicing into OEM chassis harness is prohibited.

All connections must be plug and play.

- i.) What standard/outcome is expected for the direct link to the maintenance system?

Communication through cell tech or WLAND when on property. With the ability to read diagnostic codes.

9. For the requirement section, 5.3.1. On-Board Systems, Vehicle Logic Unit, the second requirement states the following:

Vehicle Intelligent Transportation Systems, those installed as proposed and existing systems.

- a. Can you please expand on this requirement to provide clarification, it appears to be incomplete?

Responded to as an addendum 5.

10. For the following technical requirement under 5.3.1., The modems shall have the ability to utilize most modern and legacy wireless data connections, higher capacity, Agency data connections when available, and automatically switchover to lower bandwidth networks (3G, 2.5G, 2G, etc.) when higher bandwidths are not available.

- a. Can FDOT please clarify the direction of this requirement as the exemplified lower bandwidth networks may no longer be available or are in the process of being "sunsetting" by the cellular provider?

Some of our rural agencies may not have access to 4 and 5 g in their area. We do realize they are being sunsetted but would like the equipment to be able to us the best available even if it is a lower band width.

- b. Is the reasoning behind this requirement to support lower bandwidths for emergency purposes?

This would be helpful during hurricanes when some of the newer technology is overwhelmed.

11. Under the Single Point Login requirements, the following is stated: The operator's interface device shall provide the vehicle operator assigned route turn-by-turn directions on multiple platform-style maps and an easily recognizable means for the operator to monitor if they are running early, late or on time based on their run schedule.

- a. Can FDOT please clarify what is meant by "multiple platform-style maps"?

These could be Google or County GIS maps.

12. Under Tier 1, Paratransit and Small Rural Fixed Route, AVA is an option. However, in the compliance matrix, section 5.3.4., Automatic Voice Annunciation (AVA), the following is stated:

- a. An automatic voice annunciation (AVA) system shall be proposed that meets or exceeds all American with Disabilities Act (ADA) requirements found at 49 CFR 37.167 and 38.35.
 - i. Is the expectation of this requirement to have AVA for both Paratransit and Fixed Route, or is this for fixed route only?
[This would be for Fixed Route only.](#)
13. For 5.3.4, Automatic Voice Annunciation, Compliance Matrix, Requirement 2, the following is stated:
- a) a) The AVA system shall automatically provide audible and visual announcements to the vehicle interior. The proposed system shall include new vehicle mounted speakers to replace those with the old system. Seven (7) speakers in buses, five (5) in cutaways.
 - i. Are these speaker replacements to for both internal and external, or internal only?
[The Fixed Route buses may need external speaker replacement but, in most cases, not the paratransit buses.](#)
14. For 5.3.4, Automatic Voice Annunciation, the following requirement is listed:
- a) Intervals along a route sufficient to permit individuals with visual impairments or other disabilities to be oriented to their location
 - Super-stop arrival
 - Stop request upon activation...
 - Etc...
 - i. Can FDOT please clarify what is meant by a "Super-Stop Arrival"?
[A super stop is a stop that is serviced by multiple bus routes and has parking for them so that passengers can transfer. Essentially it is a small terminal.](#)
15. For the compliance matrix, section 5.3.12 Passenger WIFI, the following is stated:
- a) The proposed solution shall include passenger Wi-Fi for all fixed route, demand response, and human services fleets.
 - i. Can FDOT please clarify what is meant by "human services fleets"?
[Human services provide transportation to the residents and clients of their organization.](#)
16. For the compliance matrix, section 5.3.12 Passenger Wi-Fi, the following is stated:
- a. Proposals shall also offer Internet use agreement splash page and web site filtering to prevent access to inappropriate content through a public Wi-Fi system.
 - 1. Will agencies be required to make the splash page customizable?
[YES](#)
 - 2. If yes, can FDOT please list the specifications/parameters that will be required?
[The specs and parameters will be the individual agency's decision.](#)
17. For the following requirement listed in 5.3.32 Garage WLAN and Agency Network Infrastructure:

- a) Proposals shall include details as to garage WLAN upgrade requirements, what the Proposer is offering and what Agency Information Systems is expected to provide.
- i. Can FDOT please describe the desired outcome/process of this requirement as per the RFP, FDOT/APTS is facilitating this procurement process, however, final agreements will be between the vendor and each purchasing agency?

The outcome is to be able to have the vehicle download any engine codes, video, farebox information, etc.

18. In the compliance matrix, section 5.3.32 Garage WLAN and Agency Network Infrastructure, the following requirement is written:

- a) Proposers shall discuss how the solution integrates existing systems described in paragraph 3.4 above.
- i. Section 3.4 cannot be found in the RFP. Can FDOT please provide clarification on the specific integration requirements that are being sought, for this aspect?

Responded to as an addendum 6.

19. In the compliance matrix, section 5.3.24 Incident and Driver Safety/Training Profile Reporting, the following requirement is written:

- a) The solution should include an annually renewable service that reviews event, triggers, and identifies related time period video footage and provides management notifications and alerts (email, text, etc.) based upon management established criteria.
- i. If instead of a service model, can FDOT please confirm if it would be acceptable for a CAD/AVL firm to use built-in analytics and video tagging to achieve this same objective?

This would be acceptable as long as it meets the criteria.

20. For the following requirement:

Should the displays temporarily lose connectivity with the central system, transit vehicle predictions should continue in the same manner as bus bay signage.

- a. Can FDOT please confirm if the intent of this requirement is for the CAD/AVL firm to have the sign receive continuous static feed for the schedules or is this requirement seeking real time, manual, feed via the sign's controller?

We are seeking real time feeds.

21. As 3.2.6 discusses the integration expectations for the Fuel Management System and 5.3.33 specifies the Fuel Management System requirements, can FDOT please confirm if the CAD/AVL firm is to integrate with a preferred fuel management system OR if the agency is to propose a Fuel Management System in their proposal?

The expectation is for the proposer to propose a system. It would be advantageous if the proposers could integrate with a number of systems used across the state.

22. In the provided examples for calculating the price escalation on pages 50 and 51, the index change calculation appears to be incorrect. Can you please confirm that the index change should be the point change (3.1) divided by the Prior year index (107.3), resulting in an index change of 0.02889 or 2.9% rounded up?

Yes, it should be 107.3 which equals 0.0288909 and would round up to 2.9%. 110.4 equals 0.0280797 and would be 2.8%.

1. If a vendor submits a bid for Tier 1 only which is defined as paratransit in the first round of Q&A, and is subsequently awarded a contract by FDOT, will that vendor be able to provide “paratransit” solutions to any agency in the state of Florida regardless of size?

YES

2. If not, this would preclude us from delivering proven paratransit technology to larger systems because we simply do not have a fixed route ITS offering.

Answer above.

3. Our company specializes in providing paratransit and micro transit software (including payments, ridership, vehicle tracking, reporting, etc.) for agencies of all sizes. Based on this, how should we structure and submit our bid so that it is compliant with FDOT’s requirements and we are able to ensure agencies of all sizes could purchase our solution?

If you are awarded any agency in Florida regardless of size may select your products. Our tier process is designed to ensure products for all size agencies.

4. Section 5.3.18 Micro-transit Solution - can FDOT please clarify that the micro-transit solution falls into Tier 1 where it is more closely aligned. And if not, what tier does it fall into?

Yes, it would fall into tier 1.

5. Can a vendor submit multiple responses to this RFP – as the prime contractor on one, and as a subcontractor on others?

Yes

6. Can FDOT provide the list of attendees from the pre-proposal conference that took place on May 17?

YES, it has been posted at <http://www.tripsflorida.org/rfps.html>.

7. Using Tier 1 can FDOT please clarify how we would calculate properly whether or not we meet the base + 50% of this tier. Specifically, for Tier 1 we understand there to be 3 base items: Fare Revenue Reporting, Fare Collection/payment Solution, and Ridership Reporting. Then there are some bulleted items under a couple of the afore mentioned headings.

50% would be the 3 base items and any 2 of the bulleted items for a total of 5 of the 9 items in tier one.

8. Question 1 - To be compliant we would have to have a solution for all the bold headings and in addition have at least 50% of the bulleted items? Specifically, the 3 bold items and 3 of the 6 bulleted items.

Yes, responded to above.

9. Question 2 - Assuming our assumption is correct in Question 1, please clarify what a Pedestrian recognition / warning system and Automated pre/post-trip system have to do with the heading Fare Collection / Payment Solution.

The 9 items listed in tier 1 are not necessarily related, they were items identified by the smaller and paratransit agencies as desirable.

1. Can FDOT label or indicate which System Requirements in Section 5.3 fall into which tiers from section 5.2? (For example, 5.3.18 falls into which tier?)

19. Regarding the Tier versus Compliance Matrix mapping, is there a direct correlation?

They do not align completely. You would need to compare what you can offer to the matrix list.

2. Can FDOT expand on definition of the base item "fare revenue reporting" in Tier 1?

This would be reports on the number of passengers in each of the defined categories, the number of passes used and what type, cash excepted, payment cards, etc.

3. Can a vendor submit 2 proposals as the prime contractor using different subcontractors?

If this is how you would prefer, or you could submit one with the pricing broken out for each of your subcontractors' items.

4. Can a vendor be a subcontractor on more than one proposal?

Yes

1. May an extension be granted from the current due date of July 2nd?

No, we are not prepared to offer another extension at this time.

2. Do 3-ring binders fulfill the binding requirement?

Yes, binders would fulfill the requirement of the 2 hard copies.

3. Would FDOT APTS please post the video of the pre-proposal conference with the solicitation files?

YES, they transcript will be posted at <http://www.tripsflorida.org/rfps.html> once it is complete.

4. The forms listed in 8.3 Submission Forms lists as item a "Form S-1." Would FDOT APTS please provide or label an existing form in the RFP with S-1?

Form S-1 would be on page 69, with the proposal submission deadline. **(Proposals to be received by 5:00:00 p.m., Eastern Time; July 2, 2021.)**

5. Not all forms included in the RFP are listed under 8.3 Submission Forms; what order shall all the forms in the RFP be included?

In the order they appear in the RFP would be appropriate.

6. The following are additional items not included on pages 9 – 10 for Tiers 1 – 3; are these items optional in addition to the items listed on pages 9 – 10? Are they required integration items? Or are these examples of how we may complete and add onto this pricing form?

- Closed loop FM communications
- Pedestrian warning system [This is listed in tier one.](#)
- Ridership reporting system
- Maintenance work order/inventory management system
- Human resources/payroll system

[These are additional items we have identified as desirable. And can be used as an example as to how you can add items to the pricing list.](#)

7. In using the 2.8% index change in the following equation, is 1% of the index change at 2.8% the appropriate calculation? This leaves .00028 as the numerical value to apply in the below equation.

1.0% index change x current Unit Price = Price Increase + Current Unit Price = New Unit Price

[It should be 107.3 which equals 0.0288909 and would be 2.9%. 110.4 equals 0.0280797 and would be 2.8%.](#)

8. Will the property require that current equipment be removed?

[In some circumstances yes.](#)

10. Can we quote systems by # of cameras on a bus – e.g. 2 CAM systems/4 CAM Systems/6 CAM Systems/8 CAM Systems/10 CAM Systems/12 CAM Systems?

[YES](#)

11. If Property chooses Camera System (but not ITS), is the surveillance system required to integrate with a legacy or outdated ITS system?

[YES](#)

12. If the property chooses a Premise Based Server setup – is the installer of WAPs and Server(s) required to be based in Florida?

[No but you must meet the service requirements of the RFP.](#)

13. If the property chooses Infotainment without an ITS provider, can they purchase Media Players directly?

[YES, if this is the agency's choice.](#)

14. Can the property choose only one video monitor for Infotainment? Can they choose three or more?

[YES](#)

15. Does the property have a choice in their PA System requirements? E.g. One or Two Channel PA systems? Hand Held or Hands Free Microphones?

[Yes, they may choose from any that you offer.](#)

16. Does the bidder have provision for “professional services” or “installation or processing” fees for extraordinary circumstances at the property during installation?

This would be decided between the proposer and the agency.

17. Since shipping costs will vary, does standard freight need to be line itemed in the RFP response, or can it be included as “usual and customary” when a property purchases?

If shipping is not included in the product price it should be listed in the (other price) column.