

City of Albuquerque

Addendum # 3

Solicitation Number: RFP2007-009-VC

RFP Title: “Comprehensive Transit Database and AVL”



Revised Due Date: Thursday, March 22, 2007 NLT 4:00 p.m. (MST)
(The time and date of closing shall be strictly observed)

Pre-proposal Conference
February 12, 2007
8:00 a.m.

**City of Albuquerque
Department of Finance and Administrative Services
Purchasing Division
March 2, 2007**

The purpose of this third addendum is to notify all potential respondents of the following changes and additions including notes from the pre-proposal conference, roster and submitted questions and responses.

1. Replace pages 61 and 62 of the with the revised cost proposal form

Proposal Due Date: Thursday, March 22, 2007 – NLT 4:00 p.m. (Local Time) The time and date proposals are due shall be strictly observed.

PLEASE REMEMBER THE TIME AND DATE OF CLOSING SHALL BE STRICTLY OBSERVED.

Please incorporate the change in this Addendum in the original RFP document. Sign and return this Addendum with your RFP response.

Acknowledged & Returned:

Signature	Printed Name	Title	Company
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XC: Greg Payne, Director
John J. Vigil, Purchasing Manager
City Clerk

**APPENDIX A
COST PROPOSAL FORM**

Page 61 replacement for RFP2007-001-VC, "Comprehensive Transit Database and AVL"

Note any assumptions, conditions or prerequisites required.

Description	Cost Proposal
Phase 1	
Fixed Route Scheduling For Bids Application	
Schedule Publishing Tools	
Driver Management Application	
Fixed Route Daily Operator Scheduling	
Implementation services including project management.	
Interface: Import of street centerline from City of Albuquerque	
GIS/ESRI	
Interface: Export of route data to City of Albuquerque GIS/ESRI	
Interface: Import of Personnel Data	
Software License	
Software Maintenance	
Data Conversion	
Training	
Interfaces	
Phase 2	
AVL in-vehicle equipment fixed route vehicles, per each	
Engineering and installation services for fixed route vehicles, per each	
AVL in-vehicle equipment Paratransit vehicles, per each	
Engineering and installation services for Paratransit vehicles, per each	
Fixed end equipment (not including servers and PCs)	
CAD/AVL Application for Dispatch Center for Paratransit	
Implementation services including project management	
Software License	
Software Maintenance	
Training	
Phase 3	
Integrated Accident/Incident Tracking	
Bus Stop Tracking Application	
Implementation services including project management	
Software License	
Software Maintenance	
Training	

Phase 4	
Trip Planning for Customer Service Center	
Implementation services including project management	
Software License	
Software Maintenance	
Training	
Phase 5	
Web Based Trip Planning	
Interface: Export and upload payroll data to Citywide payroll system	
Interface: Export schedule data to GFI fare collection system	
Interfaces identified in Phase 1	
Implementation services including project management	
Software License	
Software Maintenance	
Training	

This is the replacement page for page 62 of the original RFP.

Pre-proposal Conference
February 12, 2007, Monday
8:00 a.m.

Attendees signed in and the City Purchasing Office representative, Viola E. Cunningham, Assistant Purchasing Officer opened the meeting with the overview of the agenda for the day's events and introduction of the technical expert, Joe Saraphon, City of Albuquerque, Transit Department.

The RFP sections were discussed by the Ms. Cunningham, as well as the evaluation process and the key points for offerors to give special attention. The role of Purchasing Office is the manager of this Procurement and the submission details were discussed. Attached to the agenda was the revised cost proposal format Question that had been submitted prior to the meeting were read and answered and will be part of a future addenda or clarification with these notes of the meeting.

After all pre submitted questions that were able to be answered and discussed, Mr. Saraphon presented the historical picture of how these needs were defined. The City GIS was a ready resource. If possible, City map is to be used in standard format. It is desirable to download street network and upload route GIS map so that data does not have to be entered in two different places.

Mr. Saraphon covered the perspectives, current business practices and the five phases of the project. In Phase I – Public Interface the discussion focused on schedule publishing tools to replace the current method of generating schedules. It is desired to have a common database to share information without exporting and importing data. The City has limited Transit IT staff and finds that the current interface methods drain resources. City Information Services Division is upgrading to Peoplesoft ERP. The Human Resources component is currently used by the city is EMPATH. Eliminating duplicate data entry is a major concern of this project. An example is once a driver's scheduling data and various applicable rules are applied, this data should serve as payroll data.

Phase II is the AVL component, MDT or MDC is useful communicating manifest capturing mileage. It is the City's desire to have AVL on all fixed route units with a common login on. Currently Operator Control Unit devices are used for log on. Operator input identification is through the OCU which operates the enunciator system as well as the twin vision head-signs.

Cellular communication has a recurring cost that is not advantageous to the City. There is currently a two-way radio system network that was thought to be unable to support traffic loads. AVL can be put on radio system was discussed as to how the 9600 baud rate of the radio system was the extent of how fast it would go and that radio AVL is working at the City of Lubbock. Current City radio software might require constant updates to keep it adequate for this type of use. There is a total of 235 vehicle fleet radios throughout and ABQ RIDE has tailored the RFP to use of cellular for data for this reason.

EDACS MA/COM 9600 was thought to be the voice system that will not be replaced with this conversion. Discussion about the current radio environment continued.

Smart devices on each vehicle with a wireless updating capability were discussed as a time saving measure. It was queried to an attending vendor how the wireless LAN would effect power consumption on vehicles while updates run. The response said it is such a rapid process that it could be done while the bus is at the fueling bay.

Phase III – Trip Planning. City doesn't have a system to track where bus stops are located which is a key element. The City GIS does feed street data for bus stops. Draw dispatch more into incident tracking, driver sick with data coming together the top of pyramid for that data. Incident tracking system in real time information should be available. Dispatch to customer service (Bring department and the system work together). Record data and entry of dispatcher and available @ hearing for operator. 911 Center records transit dispatcher now. Result of hearing is all done hard copy (paper). Incident information is to get out to the Public via web or wireless device for future IVR requirements. Dispatch will initiate that kind of response to notify riders (mostly human with some artificially intelligent computing algorithms) of route updates. One BRT route is currently using Digital Recorders Inc. Another way of notifying the Public that is being considered is transfer signage for future design and implementation, but not part of this project.

After the return from the break, Phase IV and V, to support trip planning and work out procedural or systematic to publish trip planning to web is Phase 5. The City has a 311 call center customer service that with the proper tools assist citizens with trip planning. The 311 call center is in a separate facility with a fiber optic connection. The Mayor has a one stop shop call center goal and Transit's customer service section may dissolve and be taken over in a couple of years.

Tours of the Dispatch and call center at the Alvarado Transportation Center (ATC). Customer Service takes customer complaints, schedules para-transit pick-ups and fixed routes. No phone tree is installed. Instead, a simple hunt group distributes the phone calls to the first available. At 8:00 p.m. there is only one dispatcher of the three dispatchers on duty. This area starts each day at 4:30 a.m., with looking at the PASS MON, DRI AVL, Mentor MDT interface and the Rapid Ride is by DRI on the red and green display. The first screen displays security camera system of ATC. The fourth screen on the wall displays the communications status between Server and vehicle.

Followed by a bus ride to Yale, the smaller of two garage facilities where the City houses the Compressed Natural Gas fueled vehicles. While traveling to passing a few of the Rapid Ride stops that have displays of which there are 23. Other stops had different reasons why it might not have been feasible to have a display such as no available power. Touring the drivers bidding area and driver check in center set up. Currently Check in is with a sign-in sheet on a clipboard. Connectivity is fiber optics from Yale to the ATC.

Closing the tour at Daytona facility, demonstrating that ABQ Ride has plenty of space since the opening of Daytona in 2003 and the move to Alvarado in 2000. All articulated vehicles

are equipped with AVL, and are housed, fueled and serviced at Daytona. Installations can be done to the fleet at both of the facilities. Connectivity is T1 from the ATC to Daytona. Fiber funding does exist and a project is underway to upgrade to fiber. Comcast is the available provider for this area has proposed overhead poles for this project. The meeting was concluded early and without the need for a second day with all matters having been discussed and demonstrated.

This next section is the answers specific questions. There may be redundant questions and responses. However, the intent was to reason to each offeror based on the document that was submitted by potential offerors in the format provided to the Purchasing Office:

WRITTEN QUESTIONS AND ANSWERS

1 – Page 19: Scope of Services

Q: Since all revenue vehicles are equipped with GE Ericsson 800 MHz radios does the city want to use this existing M/A-COM EDACS radio system for CAD/AVL voice and data communication?

Answer: The City prefers a solution that does not include a recurring cost (i.e. Cellular GPRS modems). If the current GE Ericsson 800 MHz can be utilized and all of the functionalities defined in the RFP can still be retained, then this solution would be preferable. Although not in the scope of this RFP, it is the goal of the City to publish all vehicle locations over the Internet. If the proposed solution can accommodate this functionality by using the current radio system, then please explain the algorithm involved.

The concern the City has with the GE Ericsson 800 MHz radio is that the load placed on it may become a potential bottleneck. A summary of the radio system is as follows:

EDACS protocol analog trunked system

14 Working dynamic channels that serves voice or data.

15 total channels

9600 Baud rate

Single site radio tower

Paratransit vehicles are equipped with the MDX model radios

The MDX radios are data ready

Fixed route vehicles are equipped with the 500M model radios

The 500M radios require the addition of the data feature license

If the proposed solution is to integrate with current radios, then please include the price of the 500M data feature license in the proposal.

2 – Page 19: Scope of Services

Q: If the city uses the above mentioned radio system will communications be on a dedicated or partitioned channel.

Answer: 14 Working dynamic channels that serves voice or data.

3 – Page 34 Section 3.6 – Phase 2 and 39 Section 3.6.3.1 In Vehicle Hardware

Q: Confirming requirement for touch screen display for fixed route vehicles and comprehensive real-time communications such as route schedule adherence status, text messaging, accurate time, emergency reporting, etc. are required?

Answer: Yes, the requirement is to provide touch screens, or approved equivalent, for fixed route vehicles.

4 – Page 41 Section 3.6.3.3 MDC Requirements (L.)

Q: Confirming that upgrades to MDC software can be done via vehicle WLAN instead public data connection to internet

Answer: If MDC's can be configured or upgraded using the WLAN then this requirement is met.

5 – Page 49 Section 3.8.1.3 Outside Agencies

Q: With other outside agencies providing transportation services within the greater Albuquerque area the City should consider utilization of this new CAD/AVL system by other agencies to provide a standardized regional system that can all use the same fixed end equipment but maintain separate and private control over individual operations.

Answer: This will be considered for future projects. It will not be considered as part of this RFP. To clarify, section 3.8.1.3 refers to the ability to import or include schedule data from other agencies.

6 – Question from discussion at pre-proposal conference:

Q: Regarding a single common database: It is critical that a single transit database be open and non-proprietary. Typically, Transit databases are independent of any one vendor, allowing data from all the enterprise systems to be collected and used from one central data base; however, each subsystem maintains its own data in the most efficient structure. This also eliminates single points of data failure. Using an internal "Transit" database with information replicated from the CAD/AVL system with tables to bring in information from other systems should be considered. This will insure a separate database resides internal to each of those applications.

Answer: This is considered. The City prefers to have as few interfaces as possible. However, the City recognizes that this may not be an option. If multiple databases are being offered as a solution, then the City requests clarification of each interface and the effort required to maintain them.

7-- Please confirm the total number of Fixed Route vehicles that will require in-vehicle installations for this project. Paratransit vehicles? Support vehicles?

Answer: Currently, the City will require 83 paratransit vehicle installations, 158 fixed route vehicle installations and no support vehicle installations. This is higher than what's stated in section 3.1.1 because the City received 6 additional fixed route vehicles since the publication of this RFP. Offerors are instructed to set the price per vehicle rather than the entire fleet.

8-- Reference: Installations. Please provide contact information for the company that currently supports and/or provides maintenance for the existing in-vehicle radios.

Answer: The City of Albuquerque depends on our own Radio Division of the Department of Administration and Finance for our support. The primary contact is:

Julian Zamora
505-768-5335

9-- Reference: In-vehicle equipment, Is there currently a power kill switch installed on the vehicles that is used to kill all power to all the in-vehicle equipment at the end of the day, when the vehicle has finished its shift?

Answer: There is a power kill switch installed on the vehicles but it is not used to turn all power off at the end of the shift. This master switch is used for maintenance purposes only.

10-- For both the GFI and the DR600, please provide details on the serial communication interface options that are present on this equipment (i.e. J1708, RS232, etc).

Answer: The General Farebox Inc. Cents-a-bill does not have a J1708 communication port. The DR500 and DR600 units have a J1708 connection.

11-- With respect to the Support Vehicles, can you please describe the function of the Trapeze OBS equipment that is in the process of being implemented? Does ABQ wish proposals to include AVL tracking, mobile data terminals or remote workstations for these vehicles?

Answer: The current project being implemented is to provide the vehicle's location at 30-second intervals. No onboard interface equipment is within the scope of this project. The City of Albuquerque does not wish proposals to include AVL tracking, mobile data terminals or remote workstations for these vehicles.

12-- In section 3.6.3.3, Item C, the requirement indicates that fixed route vehicle reporting intervals should be configurable from 15 seconds to 5 minutes. However in 3.6.3.5, Item G.a. the requirement indicates that this interval shall not be greater than once every 60 seconds. Please confirm the desired parameters.

Answer: Section 3.6.3.3.C is correct. The last sentence in Section 3.6.3.5.G.a is incorrect.

13-- Please confirm as per Section 3.6.3 Fixed Route Vehicle requirements that mobile data terminals are required for driver login, schedule adherence and 2-way text messaging with dispatch.

Answer: Section 3.6.3 is correct. Fixed Route Vehicles require a mobile data terminal required for driver login, schedule adherence and 2-way text messaging with dispatch.

14-- Reference: Communications , would ABQ consider continuing to use their current wireless system for the Paratransit vehicles?

Answer: The City would consider continuing to use the current wireless system for the Paratransit vehicles.

15-- Please confirm that the radio system currently being used for voice communications in the fixed route vehicles is the same as for the Paratransit vehicles.

Answer: The radio system currently being used for the voice communications in the fixed route vehicles are the same as the Paratransit vehicles.

16-- Are the make and models of the in-vehicle radios for fixed route vehicles the same as that for the Paratransit vehicles, and if not, please provide make/model details on what they are.

Answer: The fixed route fleet uses the GE Ericsson 500M model radios. The Paratransit vehicles use the GE Ericsson MDX model radios. The MDX radios are already data enabled. The 500M radios would require a feature license to activate the ability to transmit data. The Offeror is responsible for the acquisition of the data feature license. Please include this in the proposal.

17-- Could some of the channels freed up from the voice radio system be made available for data communications?

Answer: The 14 channels dynamically move between voice and data. Dedicated data channels are not required.

18-- Reference: Operations. For licensing purposes, how many dispatch workstations will be used for Paratransit operations? For Fixed Route operations?

Answer: A total of three dispatch workstations are used. Each dispatch workstation is configured to handle both fixed route and Paratransit operation.

19--How many routes are there in ABQ's Fixed Route system?

Answer: 36 Weekday routes, 19 Saturday routes and 13 Sunday routes.

20-- How many stops are there?

Answer: Close approximate is 2800 bus stop.

21-- Will the customer provide geo-coding (GPS locations) of each stop? If yes, how will information be presented, e.g. Excel spreadsheet?

Answer: The City will provide geo-coded bus stop locations. The City is currently in the process of getting this information into Arc-Info. It is expected that the bus stop data and their attributes can be presented in a variety of formats including fixed length text or Microsoft Excel

22--Please confirm that ABQ's ESRI map files are in shape format (*.shp) and that the accompanying .dbf file contains all address information in it in a single file (including city and state).

Answer: The ESRI map is not in shape format but the City's street data can be exported to a shape file if needed. The accompanying address information is located in one file. The address information is separated into individual fields for street number, street address, quadrant and zip code. No fields are available for the city and state. Because this dataset is only for the City of Albuquerque, by default, all address are in Albuquerque NM.

23--In this section 3.1.2 On-Board equipment and systems it states that you are using Cingular GPRS service for the DR600. Are you satisfied with this service? Is the coverage adequate for your future needs? Do you pay a per vehicle rate or a per bit type of rate? Can you provide the contact at Cingular that is familiar with your project?

Answer: The City is somewhat satisfied with this service. The coverage is with the Cingular GPRS is adequate for our future needs. The City pays per vehicle rate. The City has had three contacts at Cingular since the projects initiation. The most recent contact is Todd Sandy at 602-418-7884.

24— For the vehicles equipped with DR600, is it correct that we are only required to interface to this unit to provide log-on or to read this unit to get log-on information. The DR600 will still be used to operate the announcement systems, Twin Vision signs and communicate log on data to the APC's?

Answer: The desire is to eliminate a need for an additional logon device or the need for an additional GPS antenna. In short, the City wishes to leverage the equipment already invested. However, the City does not limit Offerors by limiting them to use existing equipment. The City expects a tradeoff in cost vs. time when trying to utilize existing equipment. Thus, if the installation of redundant equipment is proposed, then please clearly state which equipment and the rationale behind the proposed solution. If a master login device, that will replace current logon devices, can control the DR600 logic unit, TwinVision signs, fare boxes and APC devices, then this solution will also be considered.

25-- For the demand response vehicles equipped with Mentor MDCs, will these units be replaced or is it correct that we are only required to interface to this unit to provide log-on or to read this unit to get log-on and GPS information. If this is the case what is the Mentor MDC model number? If it is desirable to replace these units will the new MDC interface to the Trapeze PASS system. Will ABQ consider alternative software to replace the Trapeze PASS system?

Answer: With the exception of the radio, the City wishes to replace all currently installed hardware in the paratransit fleet. This includes the Mentor MDT's, GPS antennas and associated cabling. The City will not consider replacement of the Trapeze PASS system.

26— Section 3.1.2 On-Board Equipment and systems. The requirement references Infodev APC equipment. Currently APCs are installed in only a limited number of vehicles, is it desirable to provide APC equipment in a larger portion of the fleet , if so

what percentage should be equipped?

Answer: The City does not wish to increase the number of vehicles equipped with Automated Passenger Counters. Responses should not include any APC equipment, software or interfaces.

27—Part 3.2 Project Management the requirement reads ...the Contractor will be required to also follow project management standards as identified by the City. Is there a published Project Management Standard that we can obtain?

Answer: There is not a published Project Management Standard that you can obtain.

28—Part 3.9 Phase 5: Publish Web-Based Trip Planning & Implement Interfaces to City Systems. Requirement in phase 5 will also implement interfaces to City's payroll system and ABQ-Ride's fare collection system. Do the existing GFI Cents-a-bill fare boxes have the necessary J-1708 interface hardware and software to allow third party devices to be connected?

Answer: The existing GFI Cents-a-bill fare boxes do not have the necessary J-1708 interface hardware and software to allow third party devices to be connected.

29--If not, who is responsible for purchasing these?

Answer: The objective is to eliminate the need for an additional logon device. Currently, there are two logon devices. It would be more beneficial to fulfill this objective by interfacing to the DR500 or the DR600 units, which do have the J-1708 interface. The City recently began an initiative to phase out the Cents-a-bill, thus deems any investment in them to be undesirable.

30—Part 3.5.4.3 Integration. Requirement for data produced by this module must integrate with all of the following as seamlessly as possible. If a seamless solution cannot be provided, the Contractor shall detail the process or steps required to maintain functionality. The Contractor shall also provide detailed information on any data entry duplication.

Answer: Trapeze PASS and PASS MON, implemented February 2005.

31--Please confirm that the newly installed PASS-MON uses the standard Trapeze MDT export and its current version number.

Answer: The City of Albuquerque currently uses Trapeze MDT server version 4.461.228.1700 in conjunction with Mentor's X-Gate server version 04, revision 08. The City of Albuquerque currently does not use a Trapeze MDT export.

32-- Does your agency's bidding process involve rostering? We define rostering as a process in which driver's select a weekly package of work defined by management. Operators are then responsible to perform this work assignment for the entire sign-up. In our experience, agencies either employ this process or 'cafeteria bidding', in which operators have the ability to select preferred work for each day of the week in order to build their weekly work assignment.

Answer: Our agency uses the rostering method for driver's bidding. Drivers remain on their selected work schedule/package until the next bidding cycle.

33-- Can you provide sample templates for any Project management deliverables that you want to be followed? (On page 25, there is a list of items, such as a Fit Gap Analysis, etc.)

Answer: There are no sample templates for Project Management Deliverables.

34-- Do you require Driver Operation software for both fixed route and paratransit operators?

Answer: Yes. The vision is to utilize one software package that incorporates both paratransit and fixed route functionality for Computer Aided Dispatch.

35-- Please provide the number of fixed route and paratransit vehicles that need to be installed with CAD/ACL hardware and software.

Answer: Refer to section 3.1.1 of the RFP.

36-- Can you define the total number of driver/operators on paratransit and fixed route?

Answer: There are 243 fixed route operator positions. There are 72 paratransit operator positions. At any given time, there is approximately 5% to 10% vacancy rate.

37-- Page 3, Introduction: Fleet size

Q: Can you provide the number of fixed-route vehicles in-service at peak hour?

Answer: The number of fixed-route vehicles in-service at peak hour is 115.

38-- Page 25, section 3.2.1 System Deliverables

Q: Is there a requirement, under System Design Document or under any other deliverable item, to provide full database documentation, including the relational model, dictionary and complete description of each table?

Answer: Although not explicitly defined, full database documentation, including the relational model, data dictionary and complete description of each table should be standard documentation provided by the Offeror.

39-- Page 27, section 3.5 - Phase 1: Replace unsupported systems

Q: Can you confirm that both current fixed-route scheduling system and operator scheduling systems are unsupported by their respective vendors?

Answer: From the perspective of the software manufacturers, the fixed-route scheduling system is currently supported. The operator scheduling system is not currently supported. From the perspective of network operating systems, database version and server hardware, these systems are not supported.

40-- Page 29, section 3.5.3 Automated Bidding Application.

Q: Can you explain the bidding process to be supported by the software?

For example, do ABQ operators bid on pre-built rostered positions (workdays and days off defined), or do operators conduct a "cafeteria-style" bid where each can pick and

choose work for each day of the week for the period?

Answer: ABQ-Ride's bidding process utilizes pre-built rostered workdays and days off. Route schedulers are responsible for creating the operator's complete work schedule. Operator's bid on the desired work based on their seniority order.

41-- Page 30, section 3.5.4 Driver Management Application.

Q: Text indicates that a bidding functionality is required under this header. Does bidding requirements in 3.5.4 refer to the same bidding requirements outlined on page 29, section 3.5.3 Automated Bidding Application?

If not, can you please clarify?

Answer: The bidding requirements in section 3.5.4 refer to the same bidding requirements outlined in section 3.5.3.

42-- Page 33, section 3.5.6 Identify Potential Interfaces

Q: Are bidders required to clearly show all costs pertaining to interfacing license fees and cost of services to develop or install potential interfaces?

Answer: Bidders are required to clearly show all costs pertaining to interfacing license fees and cost of services to develop and/or install potential interfaces. A revised Cost Proposal Form will be provided with the category: interfaces. Any interface that the Offeror deems viable should be added as subcategories under this category.

43- Page 49, section 3.8.1.2 Integration (trip planning)

First paragraph:

"The Trip Planning Application shall have the capability to provide "fixed route alternatives" to Paratransit trips without duplicating the information entry process for the caller."

Q: Confirm that the intent outlined in the first sentence is to allow the Trapeze PASS paratransit application to query the Trip Planning Application to check if a fixed-route alternative is available, and receive a response?

Answer: The intent is to minimize the demand on our Paratransit service by moving eligible customers to our fixed route service. After reviewing this section, this requirement can only be served under the current Trapeze PASS application. Thus, the requirement stated in the first and second paragraph of section 3.8.1.2 shall be stricken.

44-- Page 49, section 3.8.1.2 Integration (trip planning)

Second paragraph:

"The Trip Planning Application shall be able to generate multi-modal itineraries that incorporate both ADA compliant fixed route service and Paratransit service using data already available in Trapeze PASS."

Q: Can you provide additional information regarding this requirement. For example, are the origin and destination entered in the Trapeze PASS application? Or are the origin

and destination entered in the Trip Planning Application?

Which data from Trapeze PASS is available to the Trip Planning Application?
Are there interfacing license fees to access Trapeze PASS data? If each bidder is expected to include in their bid the interfacing fees to access Trapeze PASS data (license or other), request those costs be provided.

Answer: See answer to question 43 above.

45-- Section 3.5.1.1 Interfaces (GIS Mapping)

Will ABQ's centralized maps be made available for both the CSR and public trip planning application?

Answer: The centralized maps will be made available to the awarded Offeror. Ideally, the centralized maps will be used for both Customer Service Representatives and the Public Trip Planning Application. How the centralized map is integrated into a solution where CSR's and the Trip Planning Application accesses it is up to the Offeror. If the proposed solution requires ESRI licenses per PC to access the ARC-Info maps, include the per-PC cost in your proposal.

46—Section 2.2.2 & 2.2.3 Cost proposal contents, ABQ is requesting that the cost or pricing details should be shown by task and provides a number of examples of the items to be detailed. Appendix A Cost Proposal Form however does not contain the level of detail required to do so. How does ABQ want the pricing to be presented?

Answer: Offerors may add the level of detail into subcategories under the categories defined in Appendix A. However, the categories in Appendix A shall not be altered, reordered or deleted. All cost that is detailed in added subcategories shall be subtotaled into that category.

47-- What length of warranty term does ABQ wish for the proposed system? Does ABQ want post warrant support and maintenance costs to be included as part of the proposal? If so, what length of time after system acceptance should be proposed?

Answer: The warranty term shall be one year. The warranty term shall commence on the date of system acceptance. System acceptance shall commence after a minimum of a 30-day go-live period. The 30-day go-live period clock is restarted for each problem encountered. ABQ-Ride does not want the cost of post warrant support or maintenance cost to be included as part of the proposal.

48--Will ABQ's centralized maps be made available for both the CSR and public trip planning application?

Answer: ABQ's centralized map will be made available for both the CSR and public trip planning application.

49--Is it ABQ's plan to procure an IVR application as part of this procurement? If not, should pricing for the required IVR interface be included in the pricing proposal.

Answer: It is not the plan to procure an Interactive Voice Response as part of this procurement. IVR application will be considered as a future project. Pricing for an IVR interface should not be included in the pricing proposal.

50--What is the total number of daily weekday departures for the route system(s)? Daily departures are defined as the number of times that a specific route is scheduled to leave its starting point over the course of the entire service day. For example if Route 12 leaves every hour on the hour, with the first bus at 6:00 AM and the last bus at 6:00 PM it would have 13 daily departures.

Answer: The peak-pull out from both garages for the fixed route system is at 115 vehicles. The total number of daily weekday departures for the fixed route system can also be determined from our web site at www.cabq.gov/transit/tran.html.

51--Please provide details of the applicable fare structure(s) and transfer policies.

Answer: The current fare structure is available at www.cabq.gov/transit/prices.html. The transfer policy is: A customer is allowed one transfer per fare. The transfer is good for any route for the duration of one hour from the time of boarding onto the first bus.

52--Will Trapeze Software Group (TSF) allow third party trip planning applications to access the information contained in the PASS database? Will there be a "cost: to accessing this information and if so who will be responsible for purchasing it?

If TG does not allow access to the PASS database how can other trip planning applications meet the requirement of this decision.

If TSG does change licensing to the PASS database and also bids a trip planning application would that not place them in a conflict of interest position and provide them with a potentially unfair competitive advantage? How will ABQ work to eliminate any potential advantage that this scenario may provide to Trapeze.

Answer: (Also stated in question 43) The intent is to minimize the demand on our Paratransit service by moving eligible customers to our fixed route service. After reviewing this section, this requirement can only be served under the current Trapeze PASS application. Thus, the requirement stated in the first and second paragraph of section 3.8.1.2 shall be stricken.

In summary, the interface from the trip planning application to the current Trapeze PASS is no longer a requirement.

53-- Reference is made to section 4.5 of the RFP however it appears that the RFP only extends up to 4.2.3. What section is actually being referenced?

Answer: Section 3.9.1 states: "All of the details described in section 4.5 and all of its subsections apply unless explicitly noted in this section." This is an error and the correction is: "All of the details described in section 3.8.1.1 and all of its subsections apply unless explicitly noted in this section."

54--Base on the information exchanged in the pre-bid on Monday February 12, I feel that the city needs to further define the direction they want to proceed and with that I am asking that the city extend the due date 90 additional days from the March 2nd date.

Answer: The City will not consider extending the due date 90 additional days from the March 2nd date. The City's direction and desires are to acquire all vehicle locations at all times in real to near real-time. The scope of this RFP does not include future functionality such as IVR or a web presence mainly due to funding constraints. However, long term vision of the City includes such functionalities. If Offerors can accomplish these functionalities with the current 800MHz radio network, then the City shall highly consider such offers.

55-- Secondly because we would like to see the option to bid only the components (phases) that are in our area of expertise. This would also reflect a large cost savings to Albuquerque for the entire project.

Answer: The City will consider a prime contractor, with sub-contractors that have the ability to fulfill the requirements of the RFP. If an Offeror can only fulfill one of the many aspects of this RFP, then the City highly recommends that they partner with other Offerors to provide the required functionalities.

Additional questions and responses from the Pre-proposal conference were as follows:

1. Is ABQ –Ride happy with Hastus?

Answer: ABQ-Ride has been happy with Hastus. It works well but the time has come to upgrade or replace Hastus. The rationale is:

- The new route scheduling system is required to integrate with other aspects of this project.
- ABQ-Ride does not wish to interface the current version of Hastus due to its age.

2. Is there a GIS component in Hastus?

Answer: No. There are no time points in any kind of order as the application is without geospatial order, graphics or street network.

3. How does the driver know if he or she is on schedule?

Answer: The dispatcher knows. The intent is to have dispatcher see that is on time. Discussion following thought it would be favorable to allow the feed back to be shared directly with the operators. Might be something to consider.

After reviewing the RFP and the requirement to have a touch screen device onboard the fixed route vehicles, it is desirable to also have on-time information available to the

operator.

4. More research was requested about the MA/COM radio system?

Answer:

EDACS protocol analog trunked system

14 Working dynamic channels that serve voice or data.

15 total channels

9600 Baud rate

Single site radio tower

Paratransit vehicles are equipped with the MDX model radios

The MDX radios are data ready

Fixed route vehicles are equipped with the 500M model radios

The 500M radios require the addition of the data feature license

If the proposed solution is to integrate with current radios, then please include the price of the 500M data feature license in the proposal.

5. Is there detailed information on the entire MA/COM system?

Answer: See previous question's answer.

6. Are there mobiles in which vehicles doing voice and data communications?

Answer: The Paratransit vehicles have mostly older MDX units with a data modem, while the fixed route has the 500M units which will require a data license code.

Additional discussion about potential of bandwidth use and partitioning to reduce voice and use a segment for data followed this answer.

7. Is transit system a closed microphone system?

Answer: Handsets send a request to dispatch to open frequency.

8. Are you interested in pursuing the type of CAD that integrates with the dispatcher's radio consoles?

Answer: ABQ-Ride is not interested in interfacing the CAD software described within the RFP with the dispatcher's radio consoles.

9. In respect to Phases I & II, can they run concurrently or over lap?

Answer: Offerors should recommend overlaps where possible to save time. This should be done with the consideration of limited IT staff as well as limited departmental resources. The time estimates within the RFP were rough at best. The Offerors would be a better judge of the timeframes involved with a project of this scale.

10. How many transfer facilities are there?

Answer: Four major and two under construction consideration.

11. Will the Call center have the same information on locating vehicle status as the dispatchers?

Answer: Yes

12. Any thoughts to equipping mobile laptops, MDC and AVL on supervisor & service vehicles?

Answer: Plain AVL but without data. The current hardware is provided by Trapeze and is the OBS product.

13. How many supervisor vehicles are there?

Answer: There are twelve.

14. Could mobile data equipment be proposed?

Answer: Yes, but not a proposal requirement. In Phase 1 offerors are to identify Interfaces that will be considered but not implements until Phase V.

15. If the proposed solution requires the City to replace Trapeze OBS, would this be considered?

Answer: Although the proposal does not have any requirements for supervisor vehicles, the City would consider this option to maintain a fully integrated solution. The Offeror should also provide justification and rationale for such a recommendation.

16. Interfaces to existing technology; is the City open to considering another hardware solution for InfoDev's automated passenger counters?

Answer: Although not a requirement of the RFP and interfacing to InfoDev's APC is not required, a replacement to InfoDev's automated passenger counters would be considered if there was strong justification for the additional cost.

17. Are there multiple funding sources?

Answer: Yes, there are two separate FTA grants which were appropriated at different times.

18. Is funding appropriate for paratransit or same umbrella?

Answer: Same umbrella

19. Is this system going to proceed with cellular or is the City going to perform a bandwidth analysis of the radio system?

Answer: The City's understanding is that cellular data communication is available now. In the interest of expediency, the city will not perform a bandwidth analysis.

20. Are there other frequencies available to be purchased?

Answer: Not at this time.

21. Do you really want a smart unit on buses?

Answer: After reviewing the alternatives available, ABQ-Ride prefers smart units on buses. However, this is not a requirement of the RFP and ABQ-Ride wants Offerors to provide the best solution with the information provided.

22. How is use of maintenance facilities determined?

Answer: Fixed route are out of both facilities. Paratransit vehicles are also out of both facilities. CNG is only available at the Yale facility.

23. Are there any busses on order and pending delivery?

Answer: ABQ Ride has six 60' articulated buses on order. There is a RFP for 30 additional 40' buses and an undetermined number of Paratransit vehicles.

24. Are busses ordered?

Answer: No.

25. Where are the servers located?

Answer: This project will locate the servers at City Hall's 2nd floor server room.

26. Do you have fiber optic connective at all sites?

Answer: All but Daytona which uses a T1 line. The project to install fiber is underway.

27. Is there no fixed route service after 11 P.M.?

Answer: Fixed route ends about 9:30. Paratransit operates upon demand of a Job Access Program that might require operating later than 11 P.M. The rapid ride after dark will run until 3 a.m.

28. What is the radio frequency?

Answer: 800MHZ

29. Do you want automated bidding?

Answer: ABQ-Ride wants automated bidding for the motor coach operators.

Pre-proposal Conference
RFP2007-009-VC-"Comprehensive Transit Database and AVL "
Conference held 2/12/07 8:00 am

Company: DAILEY-WELLS Company: _____

Attn: _____ Attn: _____

Address: 801 PIEDRA VISTA NE Address: _____

City/State/Zip: ALBUQUERQUE NM City/State/Zip: _____

Telephone: 505-453-2029 Telephone: _____

Fax: 212-1953 E-Mail _____ Fax: _____ E-Mail _____
RKIRIAN@DUCOMM.COM

Company: INIT INC. Company: _____

Attn: JIM HICKS Attn: _____

Address: 6540 EAST HASTINGS Address: _____

City/State/Zip: BURNABY BC City/State/Zip: _____

Telephone: 877-462-4648 x 314 Telephone: _____

Fax: 757 413 5019 E-Mail jhicks@initusa.com Fax: _____ E-Mail _____

Company: Orbital Sciences Company: _____

Attn: GREG CHORNAK Attn: _____

Address: P.O. Box 131642 Address: _____

City/State/Zip: Carlsbad, CA 92013 City/State/Zip: _____

Telephone: 760 586-3466 Telephone: _____

Fax: 760 602-4357 E-Mail CHORNAK.GREGORY@ORBITAL.COM Fax: _____ E-Mail _____

Pre-proposal Conference
RFP2007-009-VC-“Comprehensive Transit Database and AVL ”
Conference held 2/12/07 8:00 am

Company: Avail Technologies Company: _____
Attn: Troy Whitesel Attn: _____
Address: 2026 Sandy Drive Address: _____
City/State/Zip: State College, PA 16803 City/State/Zip: _____
Telephone: 814-234-3394 Ext. 18 Telephone: _____
Fax: 814-234-3393 E-Mail tpw@availtec.com Fax: _____ E-Mail _____

Company: Digital Recorders, Inc Company: _____
Attn: Bob Albert Attn: _____
Address: 4469 E. Cloudburst ct Address: _____
City/State/Zip: Gilbert, AZ City/State/Zip: _____
Telephone: 602-320-5798 Telephone: _____
Fax: 480-988-3583 E-Mail bob@digrec.com Fax: _____ E-Mail _____

Company: _____ Company: _____
Attn: _____ Attn: _____
Address: _____ Address: _____
City/State/Zip: _____ City/State/Zip: _____
Telephone: _____ Telephone: _____
Fax: _____ E-Mail _____ Fax: _____ E-Mail _____

Pre-proposal Conference
RFP2007-009-VC-“Comprehensive Transit Database and AVL ”
Conference held 2/12/07 8:00 am

Company: Mentor Engineering Company: _____
Attn: Chns Colpitts Attn: _____
Address: 10, 275 29th St NE Address: _____
City/State/Zip: Calgary, Alberta, Canada City/State/Zip: _____
Telephone: (403) 777-5760 ext. 356 Telephone: _____
Fax: (403) 777-3769 E-Mail: ccolpitts@mentoreng.com Fax: _____ E-Mail _____

Company: _____ Company: _____
Attn: _____ Attn: _____
Address: _____ Address: _____
City/State/Zip: _____ City/State/Zip: _____
Telephone: _____ Telephone: _____
Fax: _____ E-Mail _____ Fax: _____ E-Mail _____

Company: _____ Company: _____
Attn: _____ Attn: _____
Address: _____ Address: _____
City/State/Zip: _____ City/State/Zip: _____
Telephone: _____ Telephone: _____
Fax: _____ E-Mail _____ Fax: _____ E-Mail _____