



QUESTIONS AND ANSWERS RFP 21-05 INTELLIGENT TRANSPORTATION SOLUTION SYSTEM

November 5, 2020

MATA's RESPONSES FOLLOW IN BOLD

QUESTION 1

Is there a separate initiative for video system integration and video sharing with other State and Local agencies such as first responders and emergency management?

Not at this time.

QUESTION 2

Is it possible to obtain the current list of firms looking at the RFP?

See the attached list.

QUESTION 3

Would MATA like all of their Panasonic Toughbooks be replaced in their Supervisor Vehicles?

Yes

QUESTION 4

What generation of ToughBooks?

Panasonic Toughbook, Model CF-54 (Purchased in 2018)

QUESTION 5

What is the acceptable RTO and RPO for the disaster recovery environment?

RPO - Recovery Point objective - 10 to 12 hrs.

RTO - Recovery Time Objective - 2 hrs.

QUESTION 6

What is the service level agreement percentage required?

See Section 12 “Maintenance, Support, Warranty and Service Level”

QUESTION 7

How many users will be interacting with the ITS system?

Administrative Users: 50

QUESTION 8

What is the number of expected concurrent users?

35

QUESTION 9

What is the size of the database for MATA's current CAD/AVL system?

Details will be provided as addendum 2, next week.

QUESTION 10

What is MATA's data retention policy for archived data?

7 years

QUESTION 11

What is MATA's data retention policy for backups?

Hosted system should have a warm standby in case the primary system goes down. MATA expects daily backups going back 31 days and past 6 months of monthly backups.

QUESTION 12

Could you please describe the requirement for Single point logon?

See section 6.7 “Single Point Log-on”

QUESTION 13

Understanding that the ITS system is required to be hosted. Are the other optional items where possible expected to be hosted as well?

Yes

QUESTION 14

In Section 4.4 Its written that “Proposers shall submit one electronic file.”

In Section 21, Detailed Submittal Requirements, it's written that "Proposers must assemble their proposals in strict adherence to the outline and layout requirements identified in this section and in the order shown."

Are we expected to submit One Electronic copy which will include all the 07 (Seven) requirements mentioned in section 21 & one 'Price Proposal for ITS System' in Excel format?

Or,

Are we expected to submit 07 (Seven) separate pdfs (as mentioned in section 21) & one 'Price Proposal for ITS System' in Excel format in a single email?

One Electronic file which will include all the 07 (Seven) requirements mentioned in section 21 & one 'Price Proposal for ITS System' in Excel format file as well as PDF file with all pages of price proposal signed.

QUESTION 15

Will the existing Opticom GPS equipment installed on the vehicles and at the intersections remain in operation? If not, will some components of the Opticom GPS system be repurposed for use in the planned "centralized" TSP system?

Yes, the current Opticom system will remain operational until (or if) it is replaced as part of the new centralized system.

QUESTION 16

Is the TSP API expected to supervise the Opticom GPS equipment?

The API is to provide data to the centralized TSP system yet to be implemented.

QUESTION 17

Is the TSP API to interface with a Traffic Control Center Server or be standalone? We request a better description of the scope of the TSP API and the overall centralized TSP system.

The requirement for the data/information and time frequency described in the scope should be provided to the TSP system.

QUESTION 18

The RFP states "City of Memphis and MATA plan to install a centralized TSP system in the future for MATA fixed route vehicles, Trolleys and BRT Line. Please refer to section 6.8 for requirements." Is there further information on how you expect the system to operate?

The centralized TSP is intended to reduce dwell time at traffic signals for transit vehicles by holding green lights longer or shortening red lights throughout the traffic system based on vehicle locations, vehicle passenger counts, vehicle on-time performance status and

system-wide status of the traffic system. The vendor provided ITS system is intended to interface with the onboard TSP equipment to provide vehicle location information and # of passengers at the specified frequency.

QUESTION 19

Is there existing communications to each of the local intersections (Fiber, Twisted Pairs or Cell)?

Do you mean at each bus stop? Fiber will available, but for any reason fiber cannot be provided, cellular communications will utilized.

QUESTION 20

Is it necessary for vehicles to be accurately tracked at all times, even when operating without satellite visibility (in tunnels, under structures, behind buildings)?

Yes, all vehicles need to be accurately tracked at all times.

QUESTION 21

How many dispatch workstations do you have?

7

QUESTION 22

It is referenced that MATA will be deploying a TSP system in 2021/2022, could you share the vendor you are planning to deploy and the required interface?

The vendor has not yet been selected.

QUESTION 23

Is there a requirement for paratransit vehicles to be managed on the fixed route dispatch displays?

Not required, but the flexibility is desired.

QUESTION 24

Could you describe the bulk data transfer process.

The proposer should describe the process based on See section 6.1 “Vehicle Logic Unit (VLU)” requirements.

QUESTION 25

For Preteckt, is there hardware on the vehicle to collect the data?

Yes (J1939 Data Logger)

QUESTION 26

How would MATA like the CAD/AVL system to integrate with the Preteckt system? What information from Preteckt needs to flow through to the CAD/AVL system?

Information pertaining to the vehicle health and predictive maintenance information into the proposed ITS System for reporting and dashboards.

QUESTION 27

As other optional items in the RFP, does on-site support pricing need to be provided?

Yes

QUESTION 28

Are paratransit vehicles being used for flex routes?

No

QUESTION 29

What is the next generation fare system that MATA will be deploying?

The system is being provided by Americaneagle.com.

QUESTION 30

Is there an API Interface defined for the onboard validators?

Contact Americaneagle.com for validator interface.

QUESTION 31

Does MATA require a Hosted Service Solution for all the optional items too?

Yes

QUESTION 32

For clarification, optional items listed by MATA must be responded to by the vendor with Pricing? This includes Vehicle Health, Pedestrian Warning, Yard Management and Emergency Phone Tower.

Yes

QUESTION 33

How many vehicles will be made available for installation and out of revenue service? What time of day will these be available?

Will be determined during design review and project meetings.

QUESTION 34

Can MATA clarify the submittal requirements regarding electronic submission, if permitted do you still require receiving a sealed paper or USB version, if yes will you accept it after the electronic date?

All electronic/email and mail submittals must be by November 24, 2020 by 2:00 pm CST. Vendor can also provide link to a secure dropbox or another file sharing location that MATA can download the file from. It is the responsibility of the vendor to ensure that MATA has received the files via electronic means regardless of the file sizes involved. As a second option, the vendor can submit the proposal via mail or delivery courier on a USB drive to be received by MATA before the due date and time.

QUESTION 35

In reference to the integration of the real-time passenger app into your existing GO901 Mobile Payments App: Will a deep-link into the app; basically “flipping over” into the passenger information App when the corresponding menu button in the payment app is pressed, would be acceptable to MATA?

Yes

QUESTION 36

In reference to your GFI farebox: Can you precise the model of farebox and the type of connection available (J1708?) ?

No integration to the GFI farebox is required

QUESTION 37

In reference to the integration with Trapeze applications:

- What is the intended integration between the CAD/AVL and Trapeze PASS?
- What is the intended integration between the CAD/AVL and Trapeze PASS OPS?
- What is the intended integration between the CAD/AVL and Trapeze INFO COM?

Whatever information is required from Trapeze systems to the proposed CAD/AVL system to function per RFP requirements.

QUESTION 38

In reference to the integration with multiple Trapeze, in order to allow fair competition, could you please ensure that Trapeze has standard interface available for third party vendors.

We encourage that you work with Trapeze, if there are issues then MATA will work with proposer.

QUESTION 39

How many total concurrent users of the ITS (planners, dispatchers, etc) ?

35

QUESTION 40

How many dispatch workstation is expected to be equipped?

7

QUESTION 41

Is-it expected to have independent analog radio mobiles on vehicles? or is-it expected to fully integrate analog radio in vehicles with the onboard unit?

Fully integrate analog radio in vehicles with the onboard unit per RFP requirements.

QUESTION 42

Is-it expected to have a voice only degraded mode?

The question is unclear about providing voice only degraded mode for which purpose. Proposer can list what the proposed system is capable of and provide best available option for MATA.

QUESTION 43

Could you confirm that 'open mic' capability means group call? if not please explain the meaning of "open mic"

Yes, group call.

QUESTION 44

Could you confirm that 'closed mic' capability means Individual call? if not please explain the meaning of "closed mic"

Closed mic function should be capable of performing group calls or one-to-one call between dispatch and bus operator.

QUESTION 45

Do you have available a radio architecture diagram?

No

QUESTION 46

What are the radio equipment available in the bus?

See section “Overview - MATA Current Systems and On-Board and Infrastructure Equipment” Tables list the Radio equipment.

QUESTION 47

Is there a desktop radio controller at dispatch (Motorola CentroPlus)?

Yes, Motorola MIP500

QUESTION 48

Can you provide the contact of the radio integrator?

Ken Hunt, kenhunt@comservinc.com

QUESTION 49

Can we have the programming profil of the CDM1250 at dispatch? And in the bus?

Yes, contact Ken Hunt. kenhunt@comservinc.com

QUESTION 50

In reference to the MDT ability to show fare on MDT via an integration with the AMCO validator – can you provide us with the interface or protocol available on the validator for us to integrate, and the validator model?

AMCO SV-360 Contactless Validator, LAN Ethernet 10/100MBT, RS485/RS232 IBIS. Please contact Matt Krawiec at Americaneagle.com for additional information. mattk@americaneagle.com.

QUESTION 51

Introduction 1.0 Proposers will be required to demonstrate their offered solution as part of the evaluation process. Proposers shall be aware that finalist(s) will be required to participate in a scripted demonstration of technical and functional capabilities to allow MATA to fully understand the proposed solution. The scripted demonstration is not intended to be a generic demonstration, but rather a live demonstration of specific technical and functional capabilities deemed most

critical to MATA. Proposers must be prepared to invest the time and resources in the scripted demonstration to be successful on this procurement.

MATA has identified that there are “specific technical and functional capabilities deemed most critical to MATA” which proposers must be prepared to demonstrate as opposed to a more general product offering demonstration. Since MATA must already have these critical technical and functional capabilities defined, would you please release the specific subset of capabilities you expect to see at this demonstration?

Specific capabilities and functions will be provided to the proposers selected for the demonstration phase. In general, we are looking for capabilities and functionalities required in section “21.1.4 Sections 4: Responses to Functional Requirements”.

QUESTION 52

MATA Supervisor/Service Onboard Vehicle Systems and Equipment 3.5.1 3.6.1 Driver Radio to Dispatch – 2 Motorola

What are the 2 radios on the Supervisor and Service vehicles?

Motorola, CDM 1250, 450-500 MHz Band

QUESTION 53

MATA Transit Stations 3.9 LG monitors

Can MATA clarify what, if any responsibilities the contractor has regarding these existing displays as it pertains to the new Intelligent Transportation Solution System.

Vendor is required to remove the equipment and replace with proposed displays. Refer to section “14.3 Disposition of old system and equipment”.

QUESTION 54

Future Bus Rapid Transit Line and Reopening of MATA Trolley Line 4 General – Schedule related

The Schedule for opening or re-opening these facilities is stated as short as 18 and as long as 48 months. What scheduling and warranty assumptions should the vendor make about procuring and installing equipment e.g. PIDS and EPTBS at these facilities?

More details on scheduling will be provided during the project when it is known. All warranty is to be provided starting MATA’s beneficial use of the product at these locations.

QUESTION 55

Project Scope 2.1 Integration with Radio System

MATA Fixed Route Onboard Vehicle Systems and Equipment
Onboard Vehicle Systems and Equipment – Motorola CDM1250

3.1.1 MATA Fixed Route

The Existing UHF Radio infrastructure and Mobile Radios on-board are old/EOL. Should vendors propose updated solutions for this equipment?

No

QUESTION 56

Project Scope 2.1 Proposer shall design, furnish, install, test, and make operational the ITS System for MATA. Proposer shall also provide supporting documentation drawings, training, warranty and technical support as specified herein. Proposer shall be responsible for all activities, tasks, equipment, system components, and services required to provide MATA with a turnkey ITS System that is fully functional in accordance with the RFP requirements.

A significant amount of the proposed solution is based on company investment and not being priced into this proposal. Please clarify that MATA is not asking for design and development documentation for existing IP.

MATA is not requesting design and development documentation for existing intellectual property. MATA is requesting design and development documentation necessary to understand, use, maintain, and as future needs require, supplement the solution the proposer ultimately implements at MATA.

QUESTION 57

ITS System Requirements 5 The ITS system shall be configurable to provide polling frequency and refresh data to a minimum of every three (3) seconds reliably

Should the bidder use 3 seconds as the sustained location reporting rate for all vehicles? **YES**

Shall all this location data be retained in required archives? **YES**

Is this an industry standard? **This is a MATA requirement**

What is the retention period requirement for all data? **7 Years**

QUESTION 58

Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) System 5.1 integrate fully and seamlessly with MATA's existing Trapeze system...

The Proposer shall be required to support integration with the current version and any new versions in the future.

Can MATA confirm that there are no Trapeze-levied costs implied by this requirement?

Further to the above, can MATA confirm that any changes that require update to an interface by Trapeze will be negotiated outside this procurement as a result of design review?

What will MATA do to ensure this bid will not favor a provider based on the integrations with systems from existing vendors?

Any costs for integration and on-going costs shall be listed in the pricing form and worked out with Trapeze. MATA will be normalizing the pricing costs as applicable to ensure that price comparisons are uniformly applied and considered for ALL requirements including integrations.

QUESTION 59

Graphical User Interface 5.1.1 The ITS system must allow the user the ability to create unlimited customized dispatch triggers and/or alerts.

Can MATA provide some example Use Cases to illustrate the intent of this requirement?

MATA expects a configurable solution with the ability to set gates or triggers on system conditions to notify appropriate users of the system so they can take necessary action to correct. For instance, a customizable notice that a vehicle is running ahead of schedule or behind schedule by a specified # of minutes; or a vehicle is off-route; or a vehicle has excessive dwell time etc.

QUESTION 60

Operations Display/Functionality 5.1.1.2 Display the conditions, location, direction of travel and route/schedule adherence of vehicle

Can MATA clarify the meaning of the term “conditions”? What are the conditions to be displayed?

“Condition” would be any reportable status of the vehicle i.e. – break (not moving for a specified period of time), passengers on board, emergency signal activated, etc.

QUESTION 61

Operations Display/Functionality 5.1.1.2 Display selected lists of data, including vehicle schedules, Operator identification, assignments and schedules, pull- in/layover status, back in-service time/place, ...

Can MATA clarify the usage of “back in-service time/place”? What are the cases for “out of service” and “back in-service” that must be tracked? Are these occurrences simply reported by the operator?

Status for operator “Breaks” or “layovers” or vehicle maintenance related issues while on a run are some of the examples. The occurrences may be reported by the operator and/or by the system on a case by case basis.

QUESTION 62

ITS System Procurement and Project Phase Delivery Schedule 2.2 Phase 3- Bus Rapid Transit Line and Reopening of Trolley Lines (Madison Avenue and Riverfront) TBD

Can you provide clarification for the timeframe for Phase 3?

See section 4.1 “4.1 Bus Rapid Transit Line – Future Stations” and “4.2MATA Trolley Line and Stations - Future Reopening” anticipated timeframes are listed.

QUESTION 63

Reporting 5.5 shall allow MATA to access the data for any purpose utilizing Open Data Base Connectivity (ODBC) and API's supplied by the Proposer at no additional cost to MATA.

Can MATA clarify what data they expect to exchange via an API?

The intent of this requirement is for MATA to be able to extract any required data resident in the ITS system for any reporting or integration requirement that may arise in the future.

QUESTION 64

Reporting 5.5 Vehicle availability, including reasons for unavailability

Yard Management System (YMS) 6.12 The Yard Management System shall maintain a MATA yard plan showing the current vehicle locations, IDs, availability status, and ...

How does the CAD/AVL system for Reporting and the YMS obtain vehicle Availability status? Is there an API for the existing Asset Management System? Can MATA provide technical details?

The proposer is to provide the solution on how best the YMS will be cohesive with the ITS System and display vehicle availability status.

QUESTION 65

MDT 6.2 When the vehicle receives a data message, the Operator shall be notified by a mutable audio tone signal and the message shall be available for display on the MDT within one second after it is received.

Can MATA clarify this requirement? Who can mute the audio tones? Are the muted tones automatically unmuted at some later point? Does it apply to all messages or only specific messages?

The muting capability would seem to eliminate an important notification feature that ensures that operators read messages.

MATA expects a configurable solution with the ability to mute and unmute messages tones at operator level and from the dispatch system

QUESTION 66

Covert Emergency Alarm 6.3 A CEA event indication shall not be noticeable to passengers on any vehicle.

This conflicts with the preceding requirement. Any person riding in another vehicle of any kind, would be able to see the CEA indication on the headsign of oncoming bus that has declared an emergency. Can you clarify?

MATA expects a configurable solution with the ability to display or not to display “Emergency” on headsign.

QUESTION 67

Automatic Passenger Counters 6.4 General

Can MATA confirm that the existing APC equipment on its vehicles shall not be reused to meet this requirement?

APC equipment will be replaced

QUESTION 68

Automatic Passenger Counters 6.4 General

Can MATA update the fleet information for Fixed Route, Rubber and Steel Wheeled Trolley vehicles as to the number of doors and widths of the doors to be equipped with APC?

Vehicle types, make, and model have been provided in the RFP

QUESTION 69

Automatic Voice Announciators 6.5 The AVA system shall include interior and exterior speakers and all relevant equipment for audible announcements.

Can MATA confirm that the existing speakers on its vehicles can be reused to meet this requirement if they are in good working order? In essence, only failed speakers shall be replaced.

No, all speakers will be replaced

QUESTION 70

Destination Announcements 6.5.1 *Make line and destination location announcements prior to and upon arriving at bus stops.*

Can MATA clarify that this requirement is to make next stop announcements internally prior to arrival and destination announcements externally at stop?

Yes.

QUESTION 71

On-board Variable Message Signs 6.5.3 *The Proposer shall provide and install inside each vehicle: ...*

Can MATA confirm that the existing onboard variable message signs can be reused if in good working order?

No, variable message signs will be replaced.

QUESTION 72

Alternative Vehicle Health Monitoring Integration 6.10.3 *Proposer shall integrate/interface to Preteckt vehicle predictive maintenance system as part of the ITS System.*

Can MATA provide a point of contact at Preteckt for the Vendors to coordinate with on the details of the interface?

Krish Inbarajan, krish@preteckt.com

QUESTION 73

Passenger Information Display Systems (PIDS) 7 *Wi-Fi and data capability*
Cellular, Wi-Fi and data capability

Can MATA confirm the usage of Wi-Fi and or cellular is only for application data necessary to support Bus Bay PIDS and Trolley Station PIDS and not passenger Wi-Fi?

Yes

QUESTION 74

Passenger Information Display Systems (PIDS) 7 *Trolley Station- PIDS Outdoor visual display*

Can MATA clarify display size or minimum size as it has for Transit Centers?

Approximately 42 inches for Trolley Stations. Transit Centers minimum size is in RFP

QUESTION 75

Emergency Phone Tower with Built-in Surveillance 8 The EPTBS will have a built-in power reserve and or solar panel for back-up in the event main power fails.

Can MATA clarify the power outage time period that must be supported in the event of power loss?

Minimum 5 Hrs.

QUESTION 76

Training—General Outline 11.1 “The training courses described in this section shall include the following, but not limited to:”

After this RFP statement, there is no list of training courses. Did MATA mean to specify courses here?

Yes, sub-sections 11.1.1, 11.1.2 and 11.1.3 apply

QUESTION 77

Training—Instructor Qualification 11.1.2 “MATA personnel to receive training are: ...”

Does MATA require certain courses to train trainers exclusively (who would in turn train line employees/end-users), and/or require certain other courses to train all end-users, or is this left at the discretion of the Proposers?

A combination of train the trainers and specific end user training. i.e. train the trainer for operators and specific training for administrators, dispatch etc.

QUESTION 78

Training—Instructor Qualification 11.1.2 “MATA personnel to receive training are: ...”

To allow Proposers to scope the number of training classes required, can MATA please provide numbers of personnel per user category required to receive training?

Administrative Staff 50. Operators will be provided training via train the trainer approach from the proposer.

QUESTION 79

ITS System On-Site Technical Support - OPTIONAL 12.2 The Proposer shall provide a trained on-site ITS System Technician.

Is the on-site ITS system Technician for on-vehicle troubleshooting and repairs? Or is this technician supposed to be able to handle the IT back-end as well as the radio infrastructure?

1. Will MATA provide a place for the technician to work? **Yes**
2. Will office materials be provided? **No**
3. What type of support will be given this employee? **The ITS technician will be providing support to MATA, not the other way around.**
4. Will the technician be allowed PTO for holiday work? **That will be per your company policy**
5. Would MATA entertain more than one technician as there are three separate systems at work here: **There needs to be one full time equivalent (FTE). If two people will be doing that job on a split/part time basis, that is up to the proposer. The technician will not be supporting the Radio/Cellular infrastructure that is not being provided by the proposer.**
 - a. Backend infrastructure
 - b. On vehicle hardware and software
 - c. Radio (RF)/Wi-Fi/Cellular infrastructure

QUESTION 80

Proposer Requirements 14.1 *The Proposer shall provide an Installation Plan for MATA approval.*

When MATA states the plan shall include provisions for parallel process to support the existing system until the installation is complete, are you indicating that the contractor must support the current provider of CAD ITS system until the new system is complete?

MATA's intent is to have a running system until the full transition to a new system is complete. We expect the proposer to have an installation plan/process that facilitates the parallel operation of systems (if needed) in the most practical manner possible.

QUESTION 81

MATA Support 14.2 *MATA shall facilitate the installation process by supplying the Proposer identified support...*

What is the maximum number of vehicles per day by type that MATA can support for installations?

Proposer to provide recommendation as part of installation plan.

QUESTION 82

Disposition of old system and equipment 14.3 *Equipment removed by the Proposer from MATA vehicles and operating locations shall be stored in a safe/clean/accessible/ manner at a MATA provided location throughout the term of the project. The equipment released by MATA shall be removed from the property within 30 days of release. When released for disposal, the Proposer shall be responsible for promptly removing all Page 58 of 160 Scope Specification Intelligent Transportation System Confidential/Proprietary to MATA and nMomentum equipment from the property and shall be responsible for its proper disposal. Disposition must comply with*

MATA policies. The Proposer shall ensure no part or component of the system that may compromise installed equipment, system, or operational security is made or becomes available to unauthorized personnel or organizations.

Alternatively, MATA may dispose of the existing equipment in a manner most beneficial to MATA. In this regard, the Proposer shall offer MATA a credit for removed equipment or a credit for release of obligation to dispose the old equipment.

Disposition of old equipment

1. Will MATA space provided be secure? **Yes**
2. In reference to the release. When does the thirty days start? Is that upon completion of the project or removal from the bus? **Completion of project, phase 1**
3. Can MATA share the policies for removal so we can comply and estimate the cost of that service. **There is no current policy for removal, MATA needs the cost to remove the equipment.**

QUESTION 83

Passenger Information Display Systems Installation 14.5 Proposer shall work with MATA to determine the location of the PIDS (LCD or LED screens, Kiosks, overhead signs etc.) and shall perform all tasks necessary for their implementation including obtaining necessary local permits, licenses, and approvals; provision of power to the displays from the existing transit stations, trolley stations and shelters electrical system; and the necessary data communications link between ITS System and the electronic display signs.

Is MATA inferring that the contractor should price the:

1. Necessary Permits: **If any needed to install the equipment**
2. Licenses: **If any needed to install the equipment**
3. Provision of power at existing transit stations, trolley stations and shelters electrical system: **No, will be provided by MATA**
4. Necessary data communication's link (Will the contractor be providing the Cellular framework, and service (is that to be priced as well)between the ITS and the electronic display signs (**DATA lines will be provided by MATA (Hardwire, Wifi or Cellular as needed)**)

Can MATA provide the specific locations, distances, from power sources, and availability of such things at each new location?

This will be determined during design review sessions, the new location have not been constructed, however there will be power and data terminating within the 2 feet of the new locations, i.e sign locations in the bus shelters etc.

QUESTION 84

MATA Fixed Route Onboard Vehicle Systems and Equipment 3.1.1 *Vehicle* *Health Monitoring – Preteckt*

Can you please provide more information on the system you would like to replace and what parameters you are currently monitoring? What addition parameters would like to have monitored?

See answer to Question 26

QUESTION 85

MATA Fixed Route Onboard Vehicle Systems and Equipment 3.1.1 *Transit* *Signal Prioritization – Opticom*

Can MATA provide Opticom Model, Specifics of Integration and point of contact for further information?

Opticom Model 2101. Craig Carroll, Craig.carroll@gtt.com

QUESTION 86

MATA Fixed Route Onboard Vehicle Systems and Equipment 3.1.1 *Mobile Validator – AMCO*

MDT 6.2 NGFS-Mobile Validator (Ability to show fare on MDT, accept and cancel transaction from MDT etc.)

Can MATA provide AMCO details, Specifics of Integration (ICD/API) for the interface and point of contact for further information?

AMCO SV-360 Contactless Validator. Matt Krawiec, mattk@americaneagle.com

QUESTION 87

Detailed Submittal Requirements 21 *Price Proposal for ITS System No page limit PDF and Excel Format*

Should Part 5 be included in the PDF file with the other proposal parts, or as a separate document?

Part 5, the price proposal (excel price file and signed PDF version of the excel price file) should be submitted as one separate document. All other parts 1,2,3,4,6,7 should be submitted as another separate document.

QUESTION 88

*Proposal Forms and Attachments 3.1 A12) Explanation of "No Response" 14)
Exception(s) Form*

There is no document 13. Can you please confirm if this is missing or a typo?

This is just a typo, there are no forms missing.

QUESTION 89

Proposal Procedures 4.4 Proposers shall submit one electronic file, if file(s) are too big to be submitted via email/zip file etc., then one flash drive can be submitted via mail service.

What is the email size limit that can be received by MATA?

35 MB is the supposed email attachment limit but vendor can also provide link to a secure dropbox or another file sharing location that MATA can download the file from. It is the responsibility of the vendor to ensure that MATA has received the files via electronic means regardless of the file sizes involved. As a second option, the vendor can submit the proposal via mail or delivery courier on a USB drive to be received by MATA before the due date and time.

QUESTION 90

Disadvantaged Business Enterprise 7.0

Does MATA have any preferred DBE/SBE's; additionally is there a compiled list of DBE's that MATA is comfortable working with that they can share?

No, we do not have a preferred list of DBSs/SBEs for this project. Since this is the first time we have engaged in this type of project, we do not have any particular firm we are comfortable working with on this project. However, here are the potential NAICS code areas for the project (ranked in order of closest match to the scope of work):

1. 238210
2. 238990
3. 237130
4. 811213
5. 561990

Also, keep in mind that the DBE (Disadvantaged Business Enterprise) you chose to work with is certified in Tennessee with TDOT and is active at the proposal submission time. It cannot be a firm certified as a DBE (Diversity Business Enterprise) by the Tennessee Governor's Office.

QUESTION 91

Pre Proposal Conference During the pre-proposal meeting what is meant by this statement? “Proposers will be required to demonstrate their offered solution as part of the evaluation process.”

Is the intention of MATA to fully demonstrate on MATA vehicles or will an office or remote demonstration be sufficient?

MATA is looking for demonstration of the proposed live system as opposed to just a power point presentation. The on-site demonstration does not need to be on MATA vehicles. This can be a working system implemented elsewhere.

QUESTION 92

Pricing Schedule

This proposal appears to be uncompetitive based on the number of requirements for bidders which include costs from third-parties who are also potential competitors in this procurement. What is MATA doing to ensure there is a fair and level playing field in this competition to avoid any potential protests?

Repeated question. See answer to your previously asked question 58.

QUESTION 93

1. Section 6.4 APC: The requirements state “provide, configure and install an Automatic Passenger Counter (APC) system.” Can MATA please confirm that MATA desires new APC sensors that will replace the existing Info Dev APC sensors?

Yes

QUESTION 94

Would MATA consider purchasing the interfaces to Trapeze directly to ensure a fair competitive bid? It has been our experience that incumbents prefer the transit agency to purchase interfaces directly.

MATA prefers the proposer to purchase directly from Trapeze. If you experience any issues, please let MATA know.

QUESTION 95

Can you identify if the Transit Center PIDS are to be inside a building with environmental controls (heat and A/C) or if these are mounted in an area exposed to the outdoor environment?

They will be inside the building.

QUESTION 96

For the bus Bay PIDs, MATA requires a Kiosk. Will MATA accept a sign solution that is mounted on existing infrastructure such as pole, overhang, etc. instead, in order to provide a more reliable and vandal proof solution?

MATA does not require kiosks. Please see update to Bus Bay PIDS section as part of this amendment.

QUESTION 97

For the transit center PIDS, MATA states that “data will be provided.” Please confirm that data is via Ethernet and will be provided by MATA to within two (2) feet of the sign. If not, please clarify how data is provided.

Ethernet data line will be provided to the PIDs

QUESTION 98

For the BRT Transit Center/Shelters/Platforms- PIDS MATA states that “hardwire data and power will be provided.” Please confirm that data is via Ethernet and will be within two (2) feet of the sign. If not, please clarify how data is provided.

Ethernet data line will be provided to the Sign location

QUESTION 99

The pictures of the trolley stations show existing signs in place. Can MATA provide the manufacturer and provider of the existing signs including weight, character size, number of characters, pixel spacing, etc.?

Data Display Co, Ltd. (Daktronics as of 2014), 2D72 Electronic Message Centres, Model PD1281605 DS UBA, 240 W

QUESTION 100

Can MATA provide structural drawings for all locations where signs will be installed?

They will be provided to the selected proposer.

QUESTION 101

Does MATA have existing electronic (LED or LCD)signs or kiosks at any of the transit centers, trolley stations, or bus bays?

- a. If signs or kiosks exist, can you identify which stations have them?
- b. If signs or kiosks exist, is the vendor to remove these signs?

Yes, LG Mountors at Transit Centers and LED signs at Trolley Stations. Refer to section 3.9 and 4.2.2

QUESTION 102

Section 3.2 indicates 77 MATAPlus vehicles and 7 to removed. Please confirm that the vendor is to install only 70 MATAPlus vehicles?

Yes, 70 MATAPlus vehicles

QUESTION 103

Section 6.8 indicates that MATA intends to deploy a TSP solution in 2021/2022 time frame and TSP integration is listed in the price sheet. Integration to the new TSP solution is dependent on the final solution which is unknown at the time. Integration could be from the fleet or the fixed-end and the level of effort is dependent on the MATA selected TSP vendor. Will MATA consider removing the TSP integration from the price sheet but leave in the requirement for the vendor to commit to support making the data available with the TSP contract?

The needed information for the TSP integration is provided in the RFP. Proposer is responsible for providing this data through API or other acceptable means for the TSP system.

QUESTION 104

Do the Steel wheel trolleys have both 12V and 24V power available? If not, please specify.

12 volt

QUESTION 105

Do the Rubber wheel trolleys have both 12V and 24V power available? If not, please specify.

12 volt

QUESTION 106

Can MATA please define the quantity of fixed-route bus dispatch workstations and the manufacturer, make, and model of the associated voice console or control station for each?

Qty 4. OrbCAD System from Conduent (Dispatch Workstations).

Qty 1 Voice console Motorola MIP5000 (Radio Room)

Dispatch Motorola CDM 1250 Radio with Microphone

QUESTION 107

Can MATA please define the quantity of fixed-route trolley dispatch workstations and the manufacturer, make and model of the associated voice console or control station for each?

Qty 1. OrbCAD System from Conduent (Dispatch Workstation).

Motorola CDM 1250 Radio with Microphone

QUESTION 108

Can MATA please define the quantity of paratransit dispatch workstations and the manufacturer, make and model of the associated voice console or control station for each?

Qty 2. OrbCAD System from Conduent (Dispatch Workstation).

CDM 1250 Radio with Microphone

QUESTION 109

Can MATA provide a contact for supporting the existing Motorola infrastructure, Motorola mobiles, and Kenwood mobiles?

Ken Hunt, kenhunt@comservinc.com

QUESTION 110

Can MATA please identify the location of each of the depots for the yard management solution?

a. Please provide detailed facility and yard drawings for each depot.

There is only one location 1370 Levee Rd Memphis, TN 38108. Overview is attached for reference; detailed site plan will be provided as addendum 2 next week.

QUESTION 111

To support fallback, will MATA make AC power and Ethernet data available within two (2) feet of the EPTBS tower?

Yes

QUESTION 112

Can MATA please provide the address of the 95 PIDS located at transit centers, trolley stations, future BRTs and future trolley stations?

Refer to System Maps provided

QUESTION 113

Can MATA please clarify what is meant by the “Operator Management” report?

Information on the Operator i.e running ahead of schedule or behind schedule by a specified # of minutes, how many incidents etc.

QUESTION 114

Whether companies from Outside USA can apply for this?

(like,from India or Canada)

As long as all requirements of the RFP are met

QUESTION 115

Whether we need to come over there for meetings?

Yes

QUESTION 116

Can we perform the tasks (related to RFP) outside USA?

(like, from India or Canada)

For some tasks yes, for some tasks no.

QUESTION 117

Can we submit the proposals via email?

YES

RFP 21-05 - ITS Mailing List

Sreenivas Nataraj

sreenivas.n@datamatics.com

arunkumar.pv@datamatics.com

Business Development Manager - Engineering Services

(M):+1 734 328 2091

DATAMATICS

Datamatics Global Services, Inc. 31572 Industrial Road Livonia,
MI 48150 USA

www.datamatics.com

Taylor Riddick

taylor@ridewithvia.com

Strategy Associate | Via

M: +1 301-233-3987

ridewithvia.com

Brian Garrett | U.S. Sales Director

CNX Phone 1 (719)239-3348

Direct 1 (213)807-9366

Mobile 1 (309)706-0174

Email Brian.Garrett@Connexionz.com

Stuart Crust

Director Business Development

714.609.6017

stuart.crust@transtrack.net

Chris Campbell

Senior Account Executive

O: 404.253.7885 | C: 404.493.6276

chris.campbell@routematch.com

Spencer Hawes

Policy Advisor - The Routing Company

Phone: 408-203-5649

Email: hawes@theroutingcompany.com

Dianna K Shoemaker

Engineering Technical Proposal Lead

The GBS Group

p: (757) 965-4274 ext. 1004

e: DiannaShoemaker@TheGBSGroup.us

w: www.TheGBSGroup.us

Katherine Fitzpatrick Frye | Marketing

Katherine.Frye@kimley-horn.com

Kimley-Horn | 214 Oceanside Drive, Nashville, TN 37204

Direct: 615 806 6105 | Main: 615 564 2701

Sylvain Besner

sylvain@dilax.ca

DILAX Systems Inc.

6 Desaulniers, Suite 406

Saint-Lambert, QC, Canada, J4P 1L3

Tel: 450-358-3898

Cell: 514-586-4046

Johnna McQuinn

Mike Kuzmich

Regional Director, Business Development

Direct Phone: 516-749-7864

mkuzmich@cleverdevices.com

jmcquinn@cleverdevices.com

jmatheis@CleverDevices.com

Kareena Nagawa

Bid Manager

ENGIE

kareena.nagawa@engie.com

Cell : +1 514 993 6390

Satinder Bhalla

President, TransSight

Connecting things. Innovating.

satinder.bhalla@TransSight.com

510 415 6301

Max Palmer

Regional Sales Manager

max.palmer@icomera.com

Icomera

401-524-8734

icomera.com

Brandon Curtis

Mass Transit SME

bcurtis@etatransit.com

(320) 761-5971

David Mugica

Avail Technologies

Director of Business Development

dmugica@availtec.com

1960 Old Gatesburg Rd., Suite 200

State College, PA 16803

814-234-3394

info@availtec.com

John Fischer
Conduent Transportation
John.Fischer@Conduent.com

TripSpark Technologies
Alexander mills
alexander.mills@tripsark.com
6480 Rockside Woods Blvd S
Suite 215
Independence, Ohio 44131
USA
TripSpark Sales
1.877.448.7273 x. 2
(Please call sales for email address)

Gerardo Castellanos, Operations Manager
Capitol GCS, Inc.
4199 Campus Dr. Suite 550
Irvine, CA 92612
Office: (949) 725-2208, Ext 4051
E-mail: capgcs01@capitolgcs.com
Web: www.CapitolGCS.com

Paul Duncan
pduncan@tripshot.com

Sarah McCurrach
Growth Representative @ Spare
sarah@sparelabs.com
(778) 800-4927 x 804

Alex Fay | Chief Commercial Officer SEP
213.973.1209 | alex@gmvsync.com
GMV Syncromatics | Main: 310.728.6997
523 West 6th Street, Suite 444, Los Angeles, CA 90014 www.syncromatics.com

Steve Fershtman
sfershtman@etatransit.com
National Account Manager
ETA Transit Systems
d: (561) 221-0183
m: (754) 264-3707

Christina Miller
christina@sevenoutsource.com
Business Development Manager
Seven Outsource
Phone: 315-308-7852
Fax: 315-702-0205

RFP 21-05 ITS Pre-Proposal Conference Attendance
Monday, October 26, 2020
10:30 a.m. – 12:00 p.m.

Attending Companies

Alex Fay
GMV SYNCROMATICS
alex@gmvsync.com

Steve Fershtman
National Account Manager
ETA Transit Systems
d: [\(561\) 221-0183](tel:(561)221-0183)
m: [\(754\) 264-3707](tel:(754)264-3707)
sfershtman@etatransit.com

Scott McLaren
Passio Tech
Senior Business Development Manager
Direct: 404-218-4254
Email: scottmclaren@passiotech.com
sales@passiotech.com

Kareena Nagawa
Engie Solutions
Bid Manager
kareena.nagawa@engie.com
Cell : +1 514 993 6390

Taylor Riddick
Ride with Via
Strategy Associate Principal | Via
M: +1 301-233-3987
taylor@ridewithvia.com

Johnna McQuinn
Strategic Account Manager
Clever Devices
Transit Matters Here.
516-736-0620 cell
jmcquinn@cleverdevices.com

Tom Fusting
Skyline
443-336-7417
TFusting@skylinenet.net

Jon Meusch, PE (supplier only)
Technical Sales Associate
Transit/Rail/Bike Signalization Specialist
ACT Traffic Solutions
an EMTRAC system distributor

(503) 317-8469
jon.meusch@acttrafficsolutions.com

Sabah Lone
Industry Solution Manager
(832) 493-7098
sabah.lone@trapezegroup.com

Liam Spandan
Proposal Coordinator
liam.spandan@trapezegroup.com

Andrew McKechnie
Director, Business Development
+1 (778) 558-6991
andrew.mckechnie@trapezegroup.com

John Cain
Industry Solutions Manager
(319) 573-9212
john.cain@trapezegroup.com

Jamie Rossigonli
Product Manager
+1 (647) 286-6615
jamie.rossignoli@trapezegroup.com

Brian Keeler
Field Service Technician Manager
(319) 743-4507
brian.keeler@trapezegroup.com

Bill Boston
Sales Engineer
(208) 901-5909
bill.boston@trapezegroup.com

Andy Jennings
Cloud Architect
andy.jennings@trapezegroup.com

Scott Berry
Senior Product Manager
(319) 743-1066
scott.berry@trapezegroup.com

Joanne Rooney
Enterprise Account Executive
312.465.6950
joanne.rooney@trapezegroup.com