

ADDENDUM #5

KITSAP TRANSIT
Request for Proposals
CAD/AVL System Replacement Project
RFP #KT 22-790
November 30, 2022

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Note: All Proposers shall acknowledge the receipt of this Addendum on their Bid Form. This Addendum contains the following:

- I. Clarification of Bid Documents
- II. Questions and Answers Given Round 1 and 2

I. Clarification of Bid Documents

Section 3 Number 5 Table 3: Procurement Schedule is updated as follows. All references to proposals being due December 14, 2022 are revised to read December 30, 2022 @ 2:00 PM via email.

Activity	Date and Time
Request for Proposals Released	October 19, 2022
Pre-Proposal Meeting	Week of November 3, 2022 via Zoom @ 11:30AM (PST)
Request for Clarifications Due Round 1	November 9, 2022 by 5:00PM (PST)
Request for Clarifications Due Round 2	November 21, 2022 by 5:00PM (PST)
Proposal Due Date	December 30, 2022 via email @ 2:00PM
Initial Evaluation Complete*	January 13, 2023
Proposer Interviews and System Demonstrations*	Week of January 23, 2023
Best and Final Offer Submittals and Contract Negotiations*	February 3, 2023

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Kitsap Transit Board Approval	March 7, 2023
Notice to Proceed*	Week of March 20, 2023

II. Questions Asked and Answers Given Round 1 and 2

Attached you will find the answers to the questions received

All other terms and conditions remain the same.

END ADDENDUM 5

Please remember to acknowledge this addendum.

CAD/AVL Questions

	Question	Answer
1	During what days and hours can vehicle installations occur?	KT can support vehicle installations 7 days per week. Typical work hours are weekdays, 5a-11p and weekends, 6a-6p. Vendors should include measures to avoid significant disruption to service in their implementation plan and project schedule. Vendors should specify if they have any concerns or limitations with installations at any time of the day.
2	How many buses will Kitsap Transit make available per day for installation?	Number of vehicles available for installation will depend on the proposer and their team. Vendors should include assumptions on number of buses they can install per day in their implementation plan and project schedule.
3	Will the agency be able to provide secure storage for bus kits, which are required for installation and would be shipped prior to the start of installation?	Depending on the storage requirements, KT will work with the vendor to accommodate such requests.
4	We are aware that there is existing equipment that will need to be removed from the vehicles.	
5	a. Can Kitsap Transit please confirm who will be responsible for equipment disposal?	The vendor will be responsible for removing and disposing of the equipment. The vendor must dispose of the equipment in accordance with Exhibit D Environmental Activities Manual Briefing Package. Vendors are also advised that certificates of disposal and recycle must be submitted to Kitsap Transit before final payment is made.
6	b. Do vendors need to provide their own receptacles?	Vendors will need to manage all aspects of the disposal from containers to transportation to final disposal.
7	Can Kitsap Transit please clarify the desired IT solution? The RFP mentions "hosting and support" as an option however the pricing sheet has a line item for a Hosted/SaaS server environment.	The price sheet line item is to accommodate any costs for initial hosting setup through two years following Final System Acceptance.
8	Please confirm whether the 84 Fixed Route vehicles are the only vehicles that have Harris-Tait voice radios.	All KT vehicles are equipped with Harris-Tait radios.
9	a. Please clarify how voice communication (if any) is expected to be provided to other vehicle types (i.e., VoIP).	The existing LMR system will be used for voice communications if the VoIP option is not exercised.
10	There are discrepancies between the list of required core functionality on RFP page 16 and the provided pricing sheet. As an example, the list in the RFP states that CAD/AVL and AVA functionality should be provided for “routed buses”, however the pricing sheet indicates that this functionality is to be provided for Fixed-Route and Worker Driver vehicles.	This is difference in terminology. Routed and Fixed Route refer to the same buses. However, an updated price sheet will be provided.
11	A. Can Kitsap Transit please clarify and provide an updated list for the required functionality for each mode of transportation (Fixed-Route, Worker Driver, On-Demand, Ferries, Non-Revenue)?	Please refer the RFP and price sheet. An updated price sheet will be provided.
12	B. Can Kitsap Transit please update the pricing sheet to reflect the changes?	Updated price sheet will be provided.

CAD/AVL Questions

13	The Core Functionality Required list of the RFP on page 16 states: Interface for providing GTFS-RT for fixed route, ferry, and on-demand vehicles	For on-demand vehicles, KT would like the location information to be available only to dispatch for operations. On-demand vehicle feed is not intended to be released to the public. On-demand vehicles will need to be tracked for internal agency use.
14	a. Please clarify what is to be provided in GTFS-RT for On-Demand/Access vehicles.	Ideally on-demand would be on GTFS-Flex but we only need real-time location for dispatch as of now.
15	Can Kitsap Transit please provide a detailed vehicle inventory for all vehicles to be involved in project? Please include information regarding make, model, year, number of doors, door widths/heights, external/internal speakers, existing equipment to be removed, and existing equipment with which to be integrated (i.e. routers, head signs and firmware).	See vehicle inventory list. Vendor to assume new hardware for APC and AVA systems.
16	As proposers continue to review the requirements of the RFP, can Kitsap please confirm that there will be a second round of questions due on November 18?	Yes, all requests for additional information must be submitted by 5:00 PM on November 18, 2022.
17	Will proposers need to submit Business licenses and Financial Reports, or any D&B information with our proposals?	Proposers may submit licenses, financial reports, D&B reports if they choose but it is not necessary. If proposers choose to submit this information, it should be submitted as a clearly marked appendix.
18	Is there a DBE goal for this particular solicitation?	No
19	Are proposers required to complete “Exhibit D – Environmental Activities Manual Briefing Package” and return with their response?	Yes
20	Does Kitsap want us to submit Business licenses and Financial reports or any D&B information with the proposal?	Proposers may submit licenses, financial reports, D&B reports if they choose but it is not necessary. If proposers choose to submit this information, it should be submitted as a clearly marked appendix.
21	Are Worker Driver Vehicles or ACCESS Vehicles included in this scope of work?	Worker Driver vehicles are part of the project scope. ACCESS vehicles used for on demand service (e.g. BI Ride) are part of the scope.
22	For the AVA System, is this to include internal passenger facing signs?	Yes, please review the AVA requirements.
23	For Automatic Passenger Counting (APC), the pricing sheet lists 151 units, not including spares. Is this the number of total entry areas for all vehicles for APC? This would mean all vehicles are single door (Fixed Route, worker driver, On-Demand) Do you have how many entry points/doors are on each vehicle for APC?	For fixed route vehicles, there are two doors in most cases. As outlined in the requirements, there is an expectation that APC sensors are covering front and back doors on vehicles with both. Quantities in price sheet have been updated to reflect the number of doors.
24	For APC, looking at the pricing sheet, which vehicles that are receiving CAD/AVL will also have APC?	All of them.
25	APC will be new APC solution, correct?	Correct.
26	Describe/Define Worker Driver on the pricing sheet.	Please refer to the RFP for information on worker driver service in section 3.1. An updated price sheet will be provided.

CAD/AVL Questions

27	What is Kitsap Transit looking for in the CCTV integration? What vendor currently provides your CCTV on vehicles?	Please refer to section 3.3 in the RFP and the functional requirements. A current vehicle inventory and updated price sheet will be provided.
28	What is the sales tax in the Kitsap Transit area and what items do you apply sales tax? Hardware, software, recurring, etc.?	The sales tax rate for Kitsap County is 9.2%.
29	For non-revenue vehicles, Data modem is listed on the pricing sheet. Does Kitsap wish to use this modem for connectivity for computers? Why do you need the data modem?	This is referring to integration with the existing MGR.
30	For the head sign interface, do all head signs have a J1708 connection? What is the make and model of the head sign?	Yes, see vehicle inventory list for make and model.
31	Is VoIP an option or a solution you want 161 vehicles? This includes Fixed Route, Worker Driver, On-Demand and Ferry?	Yes. Plus portable devices for NRVs. An updated price sheet will be provided.
32	Do any of the vehicles on the pricing sheet, operate Fixed Route, Worker Driver and On-Demand? Or is each category a separate vehicle in operation only running the particular service listed?	Each category is separate.
33	Can Kitsap provide a contact at INIT to provide details of the API? or is there documentation that can be shared?	See the provided "Onboard Integration API" document.
34	Please provide a vehicle list that includes the head sign manufacturer and head sign controller model for each vehicle	See vehicle inventory list.
35	Can KT provide a model number for each of its Cradlepoint routers?	IBR1700
36	Does KT have an active Netcloud subscription for its routers?	Yes
37	Page 14 of the RFP states that 22 ACCESS vehicles are used for on-demand services, while the price sheet lists that there are 25 on-demand vehicles. Please confirm the correct quantity of on-demand vehicles.	An updated price sheet will be provided. All quantities are estimates based on current fleet configuration.
38	Line 27 (Vehicle Installations) and line 35 (CAD/AVL Interface) of the price sheet does not list any quantities. Please confirm if this was intentional or if the proposer is expected to provide pricing for these lines.	Price sheet has been updated. This was a typo.
39	Page 12 of the RFP states that vehicles are currently equipped with Cradlepoint routers, but there is a line on the price sheet for new data modems with GPS and wireless interfaces. Is the proposer required to provide pricing for new modems or would Kitsap Transit prefer integration with existing Cradlepoint modems?	This is referring to integration with the existing MGR, Cradlepoint IBR1700: https://cradlepoint.com/product/endpoints/ibr1700/
40	Please provide a vehicle list for each vehicle type with all existing hardware that requires integration and hardware that needs to be replaced.	See vehicle inventory list. Vendor to assume new hardware for APC and AVA systems.

CAD/AVL Questions

41	Line 9 of Tab 5 - On Demand Service in the Functional Requirements spreadsheet states that the system shall allow dispatchers to manually associate and assign on-demand services to a on-demand vehicle. Can Kitsap Transit provide additional clarity and confirm if it is looking for a real-time interface to the Pingo software on the on-demand vehicles?	KT is essentially looking for an interface which can ingest a location feed for on-demand vehicle. As noted in the RFP, different on-demand services are using different apps (Pingo is only one), so an interface with the MGR for the purpose of vehicle tracking is the envisioned approach. This function of associating a route with a on-demand vehicle may be a manual task that a dispatcher undertakes. The dispatcher would "tag" the vehicle with a Route ID/label (i.e. BI Ride) to the vehicle so that the service the vehicle is providing that day is clear as well as its location. Only on demand vehicles that have been tagged with a route by dispatch are to be visible in the RTPI web page.
42	May the proposer include an appendix section at the end of the proposal to include additional information such as sample warranty, resumes, ect?	Yes
43	Do your agency's fixed routes operate on a set schedule, headways, deviated pickups, or a combination thereof?	Fixed route service operates primarily on set schedules and routes. However, Ferry-Take-Home service schedule is dependent on ferry arrival times, scheduled times are posted but the actual departure from the ferry terminal is dependent on ferry arrival time. Some unique qualities of this service is highlighted in the RFP Section 7.1.
44	Do your agency's fixed routes operate blocks/interlines?	Runcuts are created via the scheduling system, MAIOR. MAIOR uses blocks and some fixed route service is interlined. The contractor's solutions must account for interlined trips, loop routes, and routes ending in loops.
45	It is our understanding that when the RFP indicates that the system MUST perform a function, the vendor assumes that this is a required functionality. When the RFP indicates that the system SHOULD perform a function, the vendor assumes that this functionality is not required, but is desired. Does this align with you agency's intent with regard to your RFP?	No. All outlined requirements are required, whether must, should, will, shall, or what have you is used as the qualifier.
46	Shall all submitters include pricing for 100% spare equipment? How many vehicles are available for installation at any given time?	A spare ratio of 10% is desired for all hardware. Number of vehicles available for installation will depend on the proposer and their team. Vendors should include assumptions on number of buses they can install per day in their implementation plan and project schedule.
47	A. During normal business hours	KT can support vehicle installations 7 days per week. Typical work hours are weekdays, 5a-11p and weekends, 6a-6p. Vendors should include measures to avoid significant disruption to service in their implementation plan and project schedule. Vendors should specify if they have any concerns or limitations with installations at any time of the day.

CAD/AVL Questions

48	B. Outside of normal business hours	KT can support vehicle installations 7 days per week. Typical work hours are weekdays, 5a-11p and weekends, 6a-6p. Vendors should include measures to avoid significant disruption to service in their implementation plan and project schedule. Vendors should specify if they have any concerns or limitations with installations at any time of the day.
49	Are you a tax-exempt entity? Will a tax exemption certificate be provided?	No, Kitsap Transit is not tax exempt but there are portions of this project that are tax exempt. For bidding purposes, cost will be compared before tax and applicable sales tax will be added after Contract Award. Kitsap Transit will provide the proper tax exempt paper work after award.
50	Where will vehicle installation occur? (outside parking lot, covered lot, garage, ect)	Vehicle installation will occur at our Charleston Base. Work will occur outside in the bus lot.
51	The first spread sheet asking for vehicle inventory and destination signs	An updated vehicle list with vehicle attributes will be provided as well as an updated price sheet.
52	The pricing sheet requires "data modem with GPS". Since KT already has Cradlepoint modems in each vehicle, can we use the existing Cradlepoint for cellular communication and only add a GPS antenna?	This is referring to integration with the existing MGR. If the AVL can not be effectively supported by the existing MGR, then the addition of a GPS antenna may be included in the proposal. The existing MGR is the Cradlepoint IBR1700: https://cradlepoint.com/product/endpoints/ibr1700/
53	Can you confirm KT will provide the cellular data plan and SIM cards required for cellular communication?	That is the intent.
54	Can you confirm that there are both internal and external speakers on every vehicle for AVA?	There are both internal and external speakers on fixed route vehicles but not on worker/driver or on demand vehicles.
55	Is there a Farebox with which to be integrated?	No traditional farebox. There is a need to integrate with ngORCA (regional electronic payment platform) as outlined in the requirements for fixed route vehicles equipped with this.
56	Does KT have a desired timeline for implementation?	Please read the RFP. Vendors are requested to propose implementation timelines for their systems.
57	Can vendors reuse some of the HELLA APC sensors that are existing, or does KT want new sensors on the entire fleet?	KT is expecting a APC new system. The vendor will be responsible for providing an APC system that supports all the requirements for the APC data collection, reporting, and NTD requirements.
58	The matrix states that the system "shall utilize existing LED PID." Can you please provide make, model, and interface protocol (J1708?)?	This requirement will be amended. KT is requesting vendors to propose new PIDs.
59	Within the matrix, Item 75 and item 80 of the "Fixed Route AVA" are contradictory. Item 75 states the AVA system must be supplied with a PID while Item 80 states that existing PID must be use. Can you please clarify what is expected?	Requirement will be amended. Not all vehicles that require AVA are currently equipped with PIDs

CAD/AVL Questions

60	Does KT have a mobile ticketing solution which will require integration?	As noted in the requirements, the only fare payment system requiring integration is ngORCA.
61	How many facilities does KT have for installation of vehicles?	One; Charleston Base.
62	How many vehicles would tentatively be available for installation per day?	Number of vehicles available for installation will depend on the proposer and their team. Vendors should include assumptions on number of buses they can install per day in their implementation plan and project schedule.
63	We understand that KT is using multiple systems (TapRide, Pingo ...) for the Dial a ride, ACCESS, SK Ride on demand, and BI Ride. Can you please clarify if any of these systems are to be replaced under the current RFP?	None of these applications are to be replaced as part of this RFP. However, the applications used for on demand services continue to evolve. The vendor should not rely on these applications for meeting any of the on demand vehicle AVL or RTPI requirements.
64	If only integration is required between the CAD/AVL and the on-demand services, can you please clarify what data is available from your on-demand system for integration?	As noted in the requirements, the expectation for integration with on demand services is to be able to provide AVL and RTPI. Dispatching activities for these services will not be part of the CAD/AVL.
65	What type of data modem do you need for the on-demand vehicles?	The on demand vehicle currently have cradlepoint MGRs. These will be utilized.
66	Can the ORCA (Init) fare system accept GTFS RT feed for integration? If not, what information does the ORCA system need?	Currently, only static feeds are accepted with stop and route information being used. Please see the provided "Onboard Integration API" document for additional details.
67	The RFP requires an interface with HopThru. What kind of data feed does HopThru need? Any standard format?	Hopthru requires: 1) Up-to-date static GTFS 2) Raw APC Data. This data should be the rawest form of APC data, before any post-processing has been applied. Each event in the data set should, at a minimum, included the following attributes: boardings, alightings, actual_timestamp, vehicle_number, latitude and longitude. 3) Vehicle assignment data. This data should be the daily block assignments for each vehicle that provided service. Each event in the data set should, at a minimum, include the following attributes: block_id, vehicle_number and service_date. These fields should adhere to the agency's GTFS data.
68	Can you please provide a contact name and email from MAIOR to discuss interface requirements?	KT has requested the interface requirements from MAIOR. Upon receipt, details will be provided in a separate addendum.
69	Does your current MAIOR GTFS export include Run ID?	Current GTFS feed is manually generated. Block ID is used. KT is currently working with the vendor to develop the GTFS export from MAIOR.

CAD/AVL Questions

70	What type of interface or protocol is available to interface with the video surveillance system?	<p>KT uses AngelTrax. Documentation has been requested from our vendor and upon receipt, will be provided in a separate addendum.</p> <p>KT would like integration with OBSS if feasible. However, the Contractor should plan on reviewing KT's existing OBSS and identifying any CCTV/DVR upgrades needed to enable integration as required by the OBSS interface requirements.</p>
71	Please provide further details on your wayside signs, specifically the quantity, number of lines, single or double sided, manufacturer or communication protocol.	Wayside signs are not included in this project.
72	Based on the information in the RFP you currently have Cradlepoint routers in all fixed-route buses, are the CradlePoint routers all the same make and model?	Yes, IBR1700. Our entire fleet is equipped with Cradlepoint routers, including Worker/Driver vehicles, ACCESS and ferries.
73	A. How many LAN ports are currently free on the CradlePoint Router?	KT will make up to 4 ports available. Port availability varies by vehicle and could be a combination of free space on the CradlePoint Router and the switch.
74	B. How many LAN ports are free on the switch?	KT will make up to 4 ports available. Port availability varies by vehicle and could be a combination of free space on the CradlePoint Router and the switch.
75	C. If multiple models, please provide details on each model and the quantities?	Only one MGR is currently used, Cradlepoint IBR1700
76	D. Do you intend to expand the network further during the installation?	No. However, it could be considered based on any gaps identified during system design and KT's needs.
77	Are you currently using GTT Opticom TSP system in the routed fleet? If so, what is the model number of the control unit?	Although TSP is not in the current scope, please see vehicle inventory list for model numbers.
78	Are the routed buses equipped with wheelchair lifts? Are you currently tracking wheelchair counts with the CAD/AVL system?	Yes routed buses are equipped with wheelchair lifts. Currently, wheelchair counts are not being tracked with the CAD/AVL.
79	Do road supervisors dispatch on the road or are work assignments managed in the office?	Work assignments are managed in office.
80	Does the ORCA system share data with the MDT in the bus? Is real-time data passed to the ORCA system from the MDT in the bus?	No.
81	Please confirm if there will be any scoring impacts based on a vendors DBE status or percentage?	There is no scoring impact based on a vendor's DBE status or DBE utilization.
82	Please provide slide deck utilized within the pre-proposal meeting	Attached
83	Please clarify if Kitsap is looking to replace their Demand Response/Paratransit back office system	No. This is not part of the scope.
84	Is Kitsap interested in having APCs utilized for Ferrys, if so – how many points of entry are available on each Ferry.	No. This is not part of the scope.
85	Please confirm quantities for MDTs, AVA, and APCs as being for 84 2-door vehicles and 10 ferries, if any of the 84 vehicles are single door or triple door, please provide a fleet breakdown	Vehicle inventory is attached.
86	Please provide contact information for the CCTV vendor Kitsap currently utilizes.	KT uses AngelTrax

CAD/AVL Questions

87	Please elaborate on the MDT functionality Kitsap is looking for on their Worker Driver Software/Hardware CAD/AVL, are these vehicles being utilized to perform Fixed Route operations?	No. Worker driver vehicles are not used for fixed route services. They are used for Worker/Driver service which is a unique service type defined in the RFP.
88	A. If yes, are these single door vehicles?	N/A
89	B. If no, why would these vehicles require modems, vehicle health tracking, AVA, Cover Alarms, Fare Payment, Head sign interface, and CCTV interface	An updated price sheet and vehicle list will be provided that addresses integration expectations for Worker/Driver vehicles. Worker/Driver are used for revenue service but is a unique service profile.
90	Will Kitsap accept proposals that have modifications to their price proposal to better align with a vendors pricing structure?	No. Vendors can include any additional items, assumptions and notes in the comments section provided in the price sheet.
91	A. If no, can vendors include their own pricing sheet to supplement the form provided by Kitsap?	No. Vendors can include any additional items, assumptions and notes in the comments section provided in the price sheet.
92	Can you provide further details on what HopThru requires for data, or provide us with a contact at HopThru to connect with?	Hopthru requires: 1) Up-to-date static GTFS 2) Raw APC Data. This data should be the rawest form of APC data, before any post-processing has been applied. Each event in the data set should, at a minimum, included the following attributes: boardings, alightings, actual_timestamp, vehicle_number, latitude and longitude. 3) Vehicle assignment data. This data should be the daily block assignments for each vehicle that provided service. Each event in the data set should, at a minimum, include the following attributes: block_id, vehicle_number and service_date. These fields should adhere to the agency's GTFS data.
93	The Functional Requirements refer to an interface with Scheduling Software, please clarify what that scheduling software is.	MAIOR. See sections 3.3 and 6.6.3 of the RFP.
94	Will Kitsap accept an AVA solution that utilizes an internal Amber LED instead of a multimedia LCD Display?	KT will consider Amber LED depending on the advantages provided by using the same.
95	Who's is your current MAR solution provider? How old is your current system?	KT currently uses Cradlepoint IBR1700 routers.
96	Do you want to upgrade to 5G in the future? If so, how far away do you envision that project taking place?	Yes, KT would like to utilize 5G in the future. Timeline would depend on the technology and advantages of upgrading to 5G. As of now there is no timeline.
97	Do you expect all of your OBSS integration requirements to be met by one solution/provider?	Yes. Proposers can integrate with others but prime vendor will be responsible for execution.

CAD/AVL Questions

98	Can you please provide a diagram of your current camera system?	<p>KT currently does not have a diagram of our current camera system. Documentation has been requested from our vendor and upon receipt, details will be provided in a separate addendum.</p> <p>KT would like integration with OBSS if feasible. However, the Contractor should plan on reviewing KT's existing OBSS and identifying any CCTV/DVR upgrades needed to enable integration as required by the OBSS interface requirements.</p>
	Round 2 Questions	
1	Can Kitsap Transit provide the name and Contract information for Kitsap Transit's Maior representative?	Douglas Thomas: dthomas@CleverDevices.com
2	Please confirm KT only requires internal signage (PIDmobiles) on routed vehicles and not:	
	*Access Vehicles? Y/N	No. Not required
	*Worker-Driver Vehicles? Y/N	No. Not required
	*Kitsap Fast Ferries? Y/N	No. Not required
3	Does KT have existing internal signage on routed vehicles? Who is the vendor? Ethernet or J1708?	Yes. DoubleMap. Ethernet. Vendor to assume replacement of existing internal signage.
4	Please confirm KT only require internal/external audio stop announcements (PAmobile) on routed vehicles and not:	
	*Access Vehicles? Y/N	No. Not required
	*Worker-Driver Vehicles? Y/N	No. Not required
	*Kitsap Fast Ferries? Y/N	No. Not required
5	Confirm they want automatic headsign control on routed vehicles, how about:	
	* Access Vehicles? Y/N	No. Not required
	* Worker-Driver Vehicles? Y/N	No. Not required
6	Who provides headsign control today on KT vehicles? Luminator?	The controllers are OEM.
7	Does KT have existing APC on routed vehicles today? Who is the vendor? Ethernet or J1708?	Yes. KT's fleet is equipped with Hella and IRMA 3D APCs. They are connected via ethernet. Vendor to assume replacment of exisiting units.
8	Regarding onboard surveillance system, does KT want the ability to stream video from coaches in emergency calls? Audio listen-in capability?	KT would like a system capable of providing this functionality should this become a requirement in the future, not a present requirement. Audio listen-in capability is required for the VoIP option as outlined in the requirements and the revised pricing sheet.
9	Does KT intend to keep their LMR system for fail-over voice communications in the event that VoIP is unavailable in a service area?	As of now, KT will evaluate the need for failover based on the coverage test results of the VoIP system. Assuming automatic failover of the VoIP option to the LMR is not a requirement.

CAD/AVL Questions

10	Will KT require VoIP handsets for road supervisors and/or service vehicles? Do these need to be location tracked in CAD for dispatchers?	Yes. KT will require handsets. As noted in the requirements, "Portable device location information shall be presented in the CAD/AVL system on existing map views."
11	We respectfully request that KT consider extending the proposal due date to mid January to allow adequate time to provide a comprehensive solution and to accommodate the upcoming holiday season.	Answered on Addenda
12	The RFP states: "Radio: Kitsap Transit's has a Harris Tait radio system. It is approximately four years old, and there are two towers. Radios have good coverage with some dead spots on Bainbridge Island." The functional requirements matrix makes no reference to the Private Radio system or any need to integrate, but the pricing sheet shows both radio and VoIP line items. It appears Kitsap is interested in a fully integrated closed-mic radio solution with primary and secondary voice paths available via radio and VoIP.	Please review the updated price list. Integration with the existing LMR is not part of this project scope. Integration with the VoIP option, is a part of the project scope if that option is exercised.
	*Can you confirm?	Please review the updated price list. Integration with the existing LMR is not part of this project scope. Integration with the VoIP option, is a part of the project scope if that option is exercised.
	*Please Provide Harris Tait Radio Make and Model information for all vehicles types (Fixed Route, Ferry, Etc.)	All vehicle types, including ferry are equipped with TM9300.
13	In Addendum #2 you stated IBR1700 as the model for existing Cradlepoint Mobile Access Routers for all revenue vehicle types. Can you please confirm - Are the same models used for Non-Rev vehicles?	Yes, confirmed. NRVs have the same routers.
14	We understand from Addendum #2 that interface documentation is to be provided for the AngleTrax CCTV/DVR system, however given that we are unsure if the documentation will answer our specific questions, can you confirm the following:	
	<p>*Requirement VT-FR #41 states "Contractor shall determine and identify any CCTV/DVR upgrades are needed to enable integration as required by OBSS interface requirements." This is also mentioned in Addendum #2 answer #98.</p> <p>i. Is Kitsap Transit asking for proposers to describe upgrades in our proposal or during project execution after inspection/survey and research is performed?</p> <p>ii. If during proposal, we are not sure if this is entirely possible but please provide contact information for someone at AngleTrax responsible for Kitsap Transit account.</p>	KT is asking proposers to describe upgrades in the proposal. Details of the system can change during implementation however, proposers should provide as much information as possible.
	*Requirement Vehicle Technologies - Fixed Route #47 requires support of Live Look-in for the video surveillance system.	Live look-in is not currently used by KT. Any reference to live look-in is potential future capability employed by KT for its existing OBSS.
	i. Does the AngleTrax system currently support and provide Live Look-in Functionality today?	Live look-in is not currently used by KT. Any reference to live look-in is potential future capability employed by KT for its existing OBSS.
	ii. Is there an existing Central Dispatch user interface in AngleTrax video management software that is used for Live Look-in streaming, or are you looking for Vendors to provide this in their CAD application interface?	Live look-in is not currently used by KT. Any reference to live look-in is potential future capability employed by KT for its existing OBSS.

CAD/AVL Questions

	iii. Is There an existing “Transit Security” mobile application used for “within 300 ft” Live Look in or are you looking for vendors to supply this as part of their Mobile Dispatch application?	Live look-in is not currently used by KT. Any reference to live look-in is potential future capability employed by KT for its existing OBSS.
15	Requirement Interfaces #05 – Hopthru Data Feed - Please Clarify the request/intent for a Ridership Reporting BI tool. The Requirements matrix states that the vendor is to provide an interface to HopThru with Raw APC count information for analysis. However, the RFP section 4 Scope Overview Page 16 identifies Ridership reporting as a core functionality required by KT.	KT currently uses Hopthru BI tool and would like to continue using the same in the future along with vendor proposed Reporting BI tool.
16	Requirement “Voice over IP #60” requests VoIP Codec in dedicated hardware on a dedicated component rather than software. Is it expected that the communication system continues to function even if the VLU fails?	Yes. VoIP should function even if VLU fails.
17	Requirements Vehicle Technologies - Fixed Route 103, 104, 105, 106 related to Location Management in Transit Stations: Can you please clarify what functionality you are trying to achieve with these specifications?	<p>These requirements reflect common challenges with geofencing at these types of locations to support accurate trip changes for an existing vehicle and/or the transfer of the route to a different vehicle arriving at the same transit center.</p> <p>Transit centers are a primary trip change point as well as potential layover point. Ensuring that buses are automatically switched to the next trip is a key system need. This trip change should not occur before the new trip is actually begun.</p> <p>The MDT/VLU must properly differentiate trips, routes, and route directions to ensure that vehicles are showing appropriate passenger information. This must account for interlined trips, loop routes, routes ending in loops, and vehicle changes between the inbound and outbound trip on a route.</p>
	*Can Kitsap Transit provide a few typical use cases with you envision for tracking the detailed movements of the buses within the transit centers?	<p>Please review the response to the primary question.</p> <p>The function needed is proper automated differentiation of trips, routes, and route directions for vehicles performing interlined trips, loop routes, routes ending with a loop (for instance, dropping off at one side of a transit center and boarding at the other), and scheduled vehicle changes between inbound and outbound trips on a route.</p>
	*Can you provide details on the transit center location (Address, Number of Bays, Typical Bus traffic movement through the center)?	Please review the response to the primary and initial secondary question above.

CAD/AVL Questions

18	Requirement Vehicle Technologies - Fixed Route #91 - mentions Bike Request Button. Do the Kitsap Transit vehicles currently have this unique "Bike Request" buttons?	No, KT does not have a bike request button currently. The requirement is revised as follows: 3-91 - h. Bike request button activation,
19	Requirement Fixed Route AVA # 50 states: "The Contractor shall identify any new speakers, new microphones, new audio amplifiers and/or new wiring required for supporting internal and external audio announcements and public address functionality."	
	*Is Kitsap Transit asking for proposers to identify new hardware in our proposal or during project execution after inspection/survey and research is performed?	Please provide as much detail about the hardware in the proposal. KT understands that specifics would be finalized during system design.
	*If new audio Hardware is required, would it be the responsibility of Kitsap Transit to provide or are contractors to supply?	No. Vendor shall supply new hardware.
	*If B is our responsibility, how are we to estimate quantities needed without detailed surveys of the existing KT buses?	Please provide as much detail about the hardware in the proposal. KT understands that specifics would be finalized during system design.
20	Requirement Central System – Fixed Route #169 – "The system shall allow the administrator to create dummy/template schedules to be used for emergency situations." Can you please provide additional information and use cases for what is expected to be created by the CAD/AVL system as it relates to "dummy/template schedules"?	Please see Section 7.2 Inclement Weather Service for a use case associated with this capability.
21	Does the Cradlepoint IBR 1700 include GPS capability?	Yes. Please review info on the existing router here: https://cradlepoint.com/product/endpoints/ibr1700/
22	Based on the Inventory provided with Addendum #3 we have a few questions about vehicle quantity. We understand the inventory is a snapshot in time and will likely change during project execution, however, the Addendum states: "For bidding purposes, the attached list will be used for scoring proposals." However, the quantities do not match those that are requested in the pricing sheet. Can you please clarify which quantities take precedence:	Quantities in pricing sheet include any changes in the fleet in the near future. The estimated quantities in the pricing sheet are what should be priced in the proposal.
	*Fixed Route Vehicle Counts - Pricing sheet says 84, vehicle inventory shows 86.	84
	*ON-Demand - Pricing sheet says 25, vehicle inventory shows 22.	25
	*NRV Counts - Pricing sheet says 33, vehicle inventory shows 23.	33
	*Note: Worker Driver matches at 42.	42
23	Based on the updated pricing sheet requesting pricing for 210 APCs we had assumed all 84 fixed route buses were 2 door and all 42 worker driver vehicles were 1 door. Since $84 \times 2 + 42 = 210$. However, the vehicle inventory shows that 47 of the current 86 vehicles are 1 door (2 nd door sizes are NA). Please confirm we are to continue assuming 210 APCs are required.	Pricing sheet provides estimated quantities for sensors. At the end of the day, each vehicle that indicates APC requirement (fixed route and worker/driver) will need appropriate door coverage to ensure APCs support requested accuracy.
	*If so, what assumptions should be made for the "missing" rear door sizes?	Pricing sheet provides estimated quantities for sensors. At the end of the day, each vehicle that indicates APC requirement (fixed route and worker/driver) will need appropriate door coverage to ensure APCs support requested accuracy.

CAD/AVL Questions

24	Tab 2 – Interfaces, Requirement #4 states, “The system shall track Non-Revenue Vehicles” and seems to imply there are existing routers, based on the Requirement section “Integration to Existing Mobile Access Router (MAR)”. However, the Vehicle Inventory provided with Addendum #3 say NA for Router integration. Can you please clarify:	KT's Non-Revenue Vehicles (NRV) are equipped with Cradlepoint routers. Integration with these routers for the purpose of vehicle tracking is the assumed approach.
	*Do routers with GPS location exist in non-revenue vehicles? If so, what is the Make/Model?	NRV's are equipped with Cradlepoint IBR1700 mobile routers. Information on the router, including GPS information, may be found here: https://cradlepoint.com/product/endpoints/ibr1700/
	*Are there any other features needed to be supported by new router, (Live Look-in Via Local Wi-Fi to Bus CCTV system for example?)	Only the requirements outlined in the RFP are needed by KT. NRVs are not carrying passengers.
	*If not existing, are vendors to supply routers for non-revenue Vehicle Location Tracking?	No. Vendors can utilize existing routers.
25	Ferry Vehicles – Requirement Tab 4 – Ferry Vessels and Routes #2 – requires vendors to provide a Mobile Data Terminal for Ferries to log onto the Ferry route. However, the pricing sheet does not include a row for Mobile Data Terminal hardware. Please clarify and update the pricing form as necessary.	The requirements outline the current expectations. For the ferry vessels, "CAD/AVL Interface (MDT/VLU/Tracking software)" should include related hardware needed to meet the requirements. The functional differences between the ferry and fixed route in MDT requirements are critical for the vendor to address in their proposal.
26	Can Kitsap Transit please confirm what equipment is on the ferries today? Are there routers and GPS location devices available for integration?	Ferries include onboard routers. Ferries do not include separate GPS location devices. The Cradlepoint IBR1700 router info, including GPS information, may be found here: https://cradlepoint.com/product/endpoints/ibr1700/