

MILWAUKEE TRANSPORT SERVICES, INC.

ADDENDUM NO: 5
RFP NO: MM-06-20 CAD/AVL ONBOARD COMMUNICATION
DUE DATE: AUGUST 21, 2020 @ 2:00 PM, CST
REVISED DUE DATE **THURSDAY AUGUST 27, 2020 BY 2:00 CST**

PLEASE NOTE THE FOLLOWING QUESTIONS AND ANSWERS

1. Section - 4.1.4

In Addendum 2, it states MCTS currently utilizes Motorola XTL5000 voice mobile radios. Are the XTL5000 mobile radios remote mounted control head units (control head is not directly mounted to body of radio) or dash mount control head units (control head attached to front body of radio)?

Answer: There are no control heads - all radios are configured without control head available to avoid tampering

2. Section - DBE Specifications (Item 6a - DBE Participation credit)

Would MCTS consider adjusting the percentage counted by a non-DBE subcontractor performing the work under a DBE? Our understanding is that the federal guideline allows 100% of the value of the work contracted through the DBE if the DBE prime provides at 30% of the Commercially Useful Function

Answer: Proposers should reach out to the CDBP office directly. Non-DBE vendor work would not count toward a DBE goal. Proposals do need to have completed either a completed commitment to contract with DBE form or completed GFE forms in the proposal.

3. Section - 6.5.1

MCTS has specified that Section 6.5.1 relates to GTFS Real Time however it seems that 6.5.2 refers to GTFS-RT and 6.5.1 is addressing a static GTFS feed. In this procurement, are you looking for the CAD/AVL system to replace the current GTFS Static Feed?

Answer: Current Static feed is produced by current CAD AVL system and new software will need to generate static feed as well.

4. Section - General

How many current vehicles are equipped with Clever IVN?

Answer: All vehicles are equipped with IVNs

5. Section - General

As per MCTS's note on Addendum 2, can we expect another extension, possibly a week further from the current due date August 21? We would request MCTS to consider August 28 as the due date for this RFP.

Answer: Revised RFP due date is Thursday August 27, 2020 by 2:00 CST.

6. Addendum 2, Q & A 10, 69, 93

Page: Addendum pg 2, 18, 22

RFP Language: IVN Integration, Existing AVA system

REQUESTED CLARIFICATION/ANSWER: Will MCTS provide IVN equipment to the successful contractor to support integration and test efforts in their integration facility ahead of field deployment?

Answer: Yes

7. RFP 5.4.5.4 Addendum 2

Page: Page 40 Q & A 122 and attachment

RFP Language:

The Contractor shall design the inspection forms in coordination with MCTS to be consistent with existing inspection processes.

ROUTINE PRE-TRIP INSPECTION & PULL OUT PROCEDURES Attachment

The Attachment contains procedures (instructions), list of checks as well as diagrams:

- Steps 1-6, 12, 14, 15 and 17-20 are instructions.
- Steps 7-11, 13 and 16 are checks
- There is a table of safety defects that require contacting the garage
- There are two (2) diagrams related to Mirror adjustment.
- There is also a section for hand written Daily Pre-trip and Mirror set- up notes

REQUESTED CLARIFICATION/ANSWER:

In order to estimate the development effort, can MCTS clarify what is required of the successful bidder to be consistent? For example:

7a. In our experience it is not typical to incorporate all the instructions of Steps 1-6, 12, 14, 15 and 17-20 into the Pre- and Post-trip inspection pages displayed to the operator. Should all instructions be included?

Answer: This document is taken from our Training Manual and are instructions in teaching the pre-trip. These instructions do not need to be included, only items that are to be checked.

7b. As a provider of these capabilities, we think checks such as those in Steps 7-11, 13 and 16 would be included. We further understand that these checks would be defaulted to "Pass". In other words, the Operator has to fail a checked item. Is this a correct understanding?

Answer: Correct Understanding

7c. Are the table of safety defects to be incorporated into the Pre- and Post-trip inspection? If so, are there special communications requirements related to these defects? Are these safety items defaulted to "Pass" like other checked items identified above?

Answer: If any of the items or safety defects are identified, the operator is instructed to call the garage for assistance prior to operating the bus.

7d. Do we incorporate the Mirror adjustment diagrams into the Pre- and Post-trip inspection screen flows?

Answer: This document is taken from our Training Manual and are instructions in teaching the proper mirror adjustment. This is a Day 1 training skill and does not need to be included.

7e. Should the design include a provision for the operator to enter free- form notes along with their report?

Answer: No

**REVISED RFP PROPOSAL DUE DATE: THURSDAY AUGUST 27, 2020 BY 2:00 CST
This is the final addendum – no further questions will be taken**

RFP NO: MM-06-20

Please sign and return one copy with the RFP Documents.

We acknowledge receipt of Addendum #5.

Name

Company Name

Signature

Date