

**MARCH 28, 2014**

**NEW FARE TECHNOLOGY SYSTEM**  
**FOR**  
**CTFASTRAK AND ALL CTTRANSIT FIXED ROUTE VEHICLES**

**ADDENDUM NO. 4**

**REQUEST FOR PROPOSALS (RFP) INSTRUCTIONS TO PROPOSERS**

***SECTION III SUBMISSION REQUIREMENTS***

Add the following:

“10. A one page bar chart schedule for the work in accordance with the specified access constraints and milestones.”

***SECTION VI SELECTION CRITERIA***

Change the following in the Technical Evaluation table, Section A Technical Response:

from “Up to 10 (ten) additional points may be awarded by the State’s evaluators for additional value elements offered to the State in the Proposer’s Technical Proposal.”

to “Up to 20 (twenty) additional points may be awarded by the State’s evaluators for additional value elements offered to the State in the Proposer’s Technical Proposal.”

**SCHEDULE A NEW FARE TECHNOLOGY SYSTEM SCOPE OF WORK**

Delete Section 19.4.2 Portable Administrative POS Terminal in its entirety.

**QUESTIONS AND ANSWERS**

Additional Questions and Answers are attached.

March 28, 2014

Questions and Answers regarding RFP to Provide a NEW Fare Technology System

for

*CTfastrak* and all CTTransit Fixed Route Vehicles

Question #34: The price sheet assumes particular pricing models, e.g. for

- Mobile app product sales (Form H, Item 4 and Form I, Items 4-8)
- Retail network (Form I, Item 1)

If the proposed solution for these requirements is based on a service with a different pricing model, how shall these price items be shown in the proposal price sheet? (i.e. the price model contains development costs, monthly hosting costs and a percentage of sales)

Answer #34: If the contractor demonstrates that their proposal meets the RFP's technical requirements, they can propose a different pricing model. The Proposer may alter an individual form, but must provide both a breakdown of the price on that form and a total that corresponds to that form's required total.

Question #35: 39.4.6 refers to "FVDs band parking equipment". Please clarify the definition of "band parking equipment"

Answer #35: Section 39.4.6 of SOW should read "Contractor shall maintain adequate inventory to ensure that FVDs ~~band parking equipment~~ can continue to make change as necessary." The acronym FVD refers to the MVM or Multifunction Vending Machine.

Question #36: Please clarify the role of the contractor and CTDOT both during and post warranty? Also, please clarify who is responsible for counting the cash in section 39.4? You state that CTDOT is responsible, but in section 39.4.1 it is the responsibility of the contractor.

Answer #36: CTDOT is responsible for Revenue Servicing, unless they exercise an option for the contractor to do perform this service.

Question #37: (Call center Services): Does CT DOT expect to have the equipment, materials and IVR system price included in the price position for 2 years of service? If this option would be exercised, would CT DOT then envisage to extending this option? For developing the staffing levels, equipment hardware and services, how many calls per week should be estimated?

Answer # 37: All components of the IVR should be included. CT DOT will not make a decision on the option this time. The contractor should estimate the call volume based on the published CT DOT ridership.

Question #38: Where should the price for the portable APOS be shown in the price sheet?

Answer #38: The Portable APOS described in section 19.4.2 has been deleted from the Scope of Work and the pricing sheets, and should not be priced.

Question #39: Considering that the goal is replacing magnetic media by barcode media, is it mandatory that the thermal printing and magnetic stripe are on the same side of the ticket? Would a configuration compliant with the IEC/ISO 7810 (ID-1), and ISO 3554 standard be acceptable? This describes a magnetic stripe 'standard' ticket, where printing and magnetic stripe are on opposite sides – similar to the configuration of credit cards and bank cards.

Answer #39: All dispensed magnetic media shall be physically and magnetically compatible with CTDOT's existing magnetic media, as per Section 9 of the Scope of Work.

Question #40: Would you be able to extend the submittal due date by additional 2 weeks?

Answer #40: An extension of the submittal due date was provided Addendum No. 3, "Proposals shall be received by April 4, 2014 no later than 3:00 P.M."

Question #41: Regarding Schedule B Price Proposal,

Form C Buses: Please Elaborate / explain the following.

24	15.2	Vaulting System - Non-Registering Fareboxes
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Form E – Special Tools & Spare parts: Please explain or clarify what constitutes "Test Lab Equipment" and "Installation of Test Lab"

2	24.1	Test Lab Equipment
4	24.1	Test Lab

Answer #41:

The proposed vaulting system must accommodate the non-registering fareboxes described in Sections 14 and 15 of the Scope of Work. The test lab equipment and its installation must be described by the proposer, and must address the requirements of Section 14 of the Scope of Work.

Question #42: 15.2.1 Stationary Vault Housing, would you clarify how many mobile safes we need to supply for each vault (in total 8 vaults)? Our understanding is that since each mobile safe will be replaced for the money collection in a certain period, more than 9 mobile safes will be required for that activity.

Answer #42: The final quantities were included in Addendum No. 2.

Question #43: 24.2 Vehicle Equipment Training Stands, would you clarify how many training stands we need to supply?

Answer #43: Each proposer needs to provide a sufficient number of training stands to support their proposed training plan.

Question #44:

How long (length) does CTDOT need the cables for the roof-mounted antennas? 15 feet, 20 feet or other?

Answer #44: The proposer should design the cables to be sized specific for each vehicle, via appropriate routing through the vehicle. Please refer to the scope of work and the current fleet information provided.

Question #45: Statement: ARTICLE 14. BONDING REQUIREMENTS

Performance Bond -The Contractor shall obtain a performance bond in the amount of the agreement.

Our understanding is that CTDOT requires 100% of performance bond and it is pretty high. Can you reduce it to 30%? Also, would CTDOT accept a Corporate Parent Guarantee in place of the required surety performance and payment bonds?

Answer #45: The performance bond shall be provided as specified.

Question #46: As per our understanding, currently no passenger data is shared among Garages, except (Hartford – Stamford & New Haven). Please confirm.

Answer #46: Confirmed.

Question #47: What type of passenger data is collected at the Garage computer?

Answer #47: Reference Section 15 of the Scope of Work for garage equipment requirements and Schedule G for information on the ITS project.

Question #48: What kind of reports are generated currently thru the system?

Answer #48: Reference Section 21 of the Scope of Work for reporting requirements.

Question #49: As observed during the visit, there are some garages with smaller fleet. So during the Transition to new Fareboxes, how much time will be available for our engineers per bus to change the Farebox? (For Garages with Smaller Fleet)

Answer #49: Please refer to Addendum No. 2 for bus availability.

Question #50: Please confirm: The Multi-Function vending machines will be (wireless) connected to Central System.

Answer #50: Confirmed.

Question #51: Validators: What types of Tickets are expected to get validated at this validator?

Answer #51: Reference Section 16 of the Scope of Work for platform validator requirements.

Question #52: I am also requesting common information in the table below. Please provide / confirm with the same.

No	GARAGE Facility	Central System	Wireless connection to Central Sys (Y/N)	(Thru the wall) Vaults no.	no of vaults	Shift Timings
1	CTTRANSIT Hartford Division	It hosts the Central System	N			
2	CTTRANSIT New Haven Division	Connected to Hartford	N			
3	CTTRANSIT Stamford DIVISION	Connected to Hartford	N			
4	New Britain Transportation Co		N			

5	Dattco		?			
6	Northeast Transportation		N			

Answer #52: Please refer to Addendum No. 2 for final equipment quantities.