

ADDENDUM NO. 6

DATE: July 6, 2020

TO: All Proposers

FROM: Penny Owens, Purchasing Agent

SUBJECT: Addendum No. 6 – RFP Transit Integrated Advanced Technology

RFPs TO BE OPENED: **July 24, 2020*** *(SEE BELOW) at 11:00:00 am Eastern Time**

This addendum is published to provide clarification to the specifications, to respond to submitted by potential proposers, and share information from the pre-proposal site visit. This addendum becomes a part of the Contract Documents and modifies the originals specifications as noted.

Clarification #1: *Postponement of RFP Due Date:** The due date for the RFP for Transit Integrated Advanced Technology is hereby postponed until **July 31, 2020 at 11:00:00 a.m.**

Clarification #2: Extension of Question Deadline: The Deadline for Questions is hereby extended until July 15, 2020 at 4:30 p.m. (EST).

Information from the Site Visit: In addition to responses included in this addendum to questions asked during the site visit, the video provided at this link <https://www.youtube.com/watch?v=8Do8KPUspJA> was taken by KAT personnel during the site visit to share with all potential proposers.

Question #1: The fleet inventory released with Addendum #3 lists 73 fixed route vehicles (72 + 1 contingency vehicle). However, Question #21 mentions that the fixed route fleet is 75 vehicles (61 heavy-duty vehicles + 14 cutaways). Should proposers utilize the fleet inventory for all fleet count and information? If there are buses missing from the fleet inventory, can KAT please update?

Response: The fleet inventory list is currently correct; 61 Gilligs with double doors and twelve cutaways with single doors, all of which are utilized in fixed route service. The response of 14 cutaways in question #21 was a typo. KAT's fleet, however, will soon be changing. We anticipate changes in both vehicle composition and total fleet size. Most fixed route cutaways will be replaced with a combination of 30' Gillig buses and 35' electric buses (New Flyer contract pending) all of which have double passenger doors. Predicting exactly when transition will happen relative to ITS technology deployment is impossible at this point. We suggest proposers develop pricing on a fixed quantity of sixty-one (61) heavy-duty buses and a "per vehicle" price for buses and fixed route cutaways. The same should be done for demand response vehicles with a base quantity of 25 vehicles.

Question #2: Regarding the Bike Rack Solution, how many vehicles have Sportworks vs. Byk-Rak?

Response: 57 Sportworks DL2, one Sportworks APEX 3, and 15 Byk-Rak 2-Position.

Question #3: Regarding the Bike Rack Solution, what model type are the racks (i.e. Sportworks Apex 2, Apex 3, DL2, Trilogy, etc.)?

Response: See response to question #2 above.

Question #4: Regarding the Bike Rack Solution, how many bike slots are in the racks (2 or 3)?

Response: Two and one with three.

Question #5: If detailed information on the bike racks is not available, would a unit price be acceptable for this option with fleet-wide costs being determined after a complete vehicle survey can be performed?

Response: Yes, please provide a unit price for this option.

Question #6: We understand from previous answers that KAT does not possess any Automatic Bicycle Counters. However, do rack deployment discrete sensors already exist to indicate when a rack is deployed/stowed?

Response: No discrete sensors are currently installed on any KAT vehicle bicycle racks.

Question #7: Requirement 5.6.24 mentions Improper Bus Starting: Our understanding is that normally the bus doesn't allow the driver to start the bus while the "wait to start" light is on. Even if they press the Engine Start button nothing happens (as usually programmed in the MUX). Could KAT please provide clarification on what you are expecting the "Incident and Driver Safety/Training Profile Reporting" solution to identify and report regarding Improper Bus Starting?

Response: The "clean diesel" Gillig buses must properly cycle drive components prior to the operator starting the engine. A cycle indicating light does illuminate prompting the operator to wait before starting the engine, but the engine can still be started without allowing drive components to complete the cycling sequence. When this happens, a "check engine" indicator illuminates. Hybrid buses also cycle components but will not allow the operator to start the engine until cycling is complete.

Question #8: Does KAT have FleetWatch on the paratransit vehicles?

Response: Yes and it ties in through the OBD2

Question #9: Does KAT want the radios to integrate with the AVL?

Response: Yes, the solution shall integrate the P25 radios with the AVL system. KAT has the interface cables for each radio. The solution should allow drives to talk to each other only when dispatch allows.

Question #10: What is the size of the electronics box behind the driver?

Response: The interior measurements are 22.5" wide x 33" high x 20" deep. The trays are standard Gillig measuring 19" wide x 16" deep.

Question #11: How many ports are available on the digi-router?

Response: Two ports are available.

Question #12: Is the interface to the Apollo DVR system analog or IP based?

Response: IP based.

Question #13: What is the small white box on top of the electronics box?

Response: The small white box on top of the electronics box is the WIFI antenna that goes to the digi-router.

Question #14: Based on experience, the location of the outside speakers can be problematic for use. Would the City entertain relocation of the outside speakers?

Response: Yes.

Question #15: Will the new electric buses come with technology already installed?

Response: No. The planned new twelve New Flyer buses and three Gillig buses will not come with technology installed. To keep pricing the same, each of these units will require uninstallation from the retiring bus and installation on the new replacement.

Question #16: We see that the City is working to purchase electric buses – will those be dedicated to the Accelerated Bus Corridor?

Response: Some will but that project is just in the planning phase. Some of those buses will be assigned to the Sutherland route and other routes to be determined.

Question #17: What integration are you looking for with the payroll system?

Response: At the bare minimum, the City requires a downloadable report that records the time the bus operator logs into the bus and the time the operator logs out. The preference is that more integration be possible with the Unicorn system. KAT already has procedures in place, prescribed by the union agreement and built into the Unicorn system, to account for operator time prior to and after logging onto the bus.

Question #18: What is the sign in process for the operators?

Response: The schedule for each bus is assigned a block of time for each day and that schedule is then broken down into multiple runs, for assignment to the operators. At the start of the day, all operators sign in at the Magnolia Avenue site. For relief drivers, they may start their date at the Magnolia Avenue site, the Knoxville Station Transit Center (platform), or at one of three Super Stops. If an operator starts the day at a Super Stop, most likely they arrive via a support vehicle, bringing them from the Magnolia Avenue site.

Question #19: The Apollo system is on a separate City network. Will the City provide the LAN hardware?

Response: The City of Knoxville will provide WLAN infrastructure within the Magnolia facility bus lot. Proposers must provide details as to system requirements.

Question #20: Do the vehicles park in assigned spaces?

Response: Yes, and none of the spaces cause blocking of other buses.

Question #21: Will the existing ADA information signs be replaced?

Response: Yes, and the City would like to see an option to integrate those into the infotainment system.

Question #22: What type of radios are used by Dispatch?

Response: The same as those on the bus, the P25 radios.

Question #23: How many Dispatch positions do you have?

Response: Two supervisors, with one dedicated to the AVL system. All supervisors are cross-trained for dispatch and the supervisor platform booth at the transit platform also has access, if needed.

Question #24: You only have one Ticket Vending Machine on the platform; do you want more there and at other locations?

Response: The City would like to see options to expand TVM to the Super Stops. However, the current TVM, being mechanical, does not always work well. The City has explored E-ticketing but still needs a fare system capable of handling cash but prevents the operator from handling the cash.

END OF ADDENUM NO. 6