City of Spartanburg - Questions on RFP for AVL and Automatic Passenger Counters

March 30, 2021

Q: Is there a DBE requirement for this RFP?

A: 10% is the goal

Q: For passenger counting, does SPARTA wish to track bike rack and wheelchair lift deployment?

A: No we do not wish to track bike rack or wheelchair lift deployment. If yes, do your vehicles have the OEM sensors for these devices installed?

Q: For passenger counting, it is listed the sensors should be electro-optical devices (i.e., infrared), this is not a requirement, correct?

A: The RFP states "The sensors should be electro-optical devices (i.e., infra-red) and should not require physical contact with the passengers being counted."

Q: Under AVL Downtown Passenger Transfer Terminal Module, does SPART currently have monitors in this area for use? Or is SPARTA just asking that the vendor's system be able to provide this type of feed for SPART to use?

A: We have a TV at the terminal that we are hoping to be able to tap into to use it to show the map.

Q: The price page, lists Interface with Automatic Passenger Counters, does SPARTA currently have an APC solution or should this be the costs for an APC solution?

A: SPARTA does not currently have an APC solution. This should be for the price.

Q: To verify from previous questions, dispatch assigns the vehicle to the route, therefore there is not a requirement for the driver to interact with the APC or AVL solution on the vehicle, correct?

A: Correct. The only time the driver will interact with either is to start the bus.

Q: For the APC solution, how many doors are on the 11 vehicles for this RFP? A: There are 2 doors per bus.

Q: 2f Under AVL Customer (Passenger) Interface Module How do we know a bus stop is closed?

A: Management would have to enter that into the system.

Q: 4b Under AVL Route Management Module Clarify what is meant by wait time?

A: The amount of time it will take for the bus to arrive at the stop