

CITY OF KENOSHA, WISCONSIN

ADDENDUM #1

Request for Proposal
Automatic Vehicle Location and Computer Aided Dispatch
For Kenosha Area Transit
Proposal Notice No. 04-22

ADDENDUM ISSUED: THURSDAY, MARCH 31, 2022.

Please be advised the purpose of Addendum #1 is to answer questions from potential bidders for proposal no. 04-22, Automatic vehicle location and computer aided dispatch information for KAT. There are no changes or additions pursuant to these solicitations.

Fully completed proposals are due and will be accepted by the the City of Kenosha, Wisconsin, in the Department of Finance, Municipal Office Building, Room 208, 625-52nd Street, Kenosha, Wisconsin 53140 until 10:00 A.M. (central time zone) on **Friday, April 29, 2022.**

Any faxes or other electronically- communicated submissions will not be accepted or considered.

Kenosha Area Transit Proposal Notice no. 04-22
Dateline for questions and inquires at 4pm on Monday, March 21, 2022.

RE: Kenosha Area Transit Proposal Notice no. 04-22
Questions and Inquires received

Questions from vendor on March 11, 2022 at 8:46am.

Regarding 1.G:

- Are the existing sensors being replaced?
A. - **Currently there are sensors in 10 buses.**
 - If so, would the new sensors need to be hardwired into UTA's On board unit or send data to UTA's software platform?
- A. **Yes, on remaining buses.**

Regarding 3.Q:

- Does the APC system have to detect bicycles inside the vehicle or bicycles placed on a bicycle rack?
A. **Bikes are not allowed inside bus.**
- Is it sufficient to connect the sensor to the wheelchair ramp or do you want separate counts for strollers and wheelchairs?
A. **To get accurate counting, system must count strollers and wheelchairs –**

Question from vendor at 12:15pm on March 18 & at 11:24am on March 21,2022.

- Is there an existing router on-board, if so what brand and model?
A. **No router**
- How many vehicles are available for installation at a time?
A. **It depends what time of the day – after 7 pm more than ten**
- Is the installation work to be done onsite at a single location of KAT's facility or are there multiple locations?
A. **Yes,**
- Does KAT have existing or vendor of choice for cellular services?
A. **No, but our IT may have – just be competitive.**
- Is KAT open to alternate delivery schedule?

A. **Yes**

- Would the City allow proposal to be submitted via electronic format instead of paper copies?

A. **It has to be paper submission.**

- Can you please provide a bus fleet breakdown with each bus brand/model and year?

A. **Please see attached.**

- Is there an existing GPS/Wifi antenna that can be re-used?

A. **No.**

- Does each vehicles have existing interior and exterior speakers?

A. **Yes.**

- How many destination signs would you like to replace?

A. **35 buses if your equipment is not compatible with Luminator and Hanover.**

- Is Kenosha Transit interested in Infotainment Screens?

A. **Include separately in pricing/costing**

- Does Kenosha Transit have a scheduling software?

A. **No**

- Is Kenosha Transit interested in a scheduling and run-cutting software option?

A. **Include separately in pricing/costing**

- Is it Kenosha Transit's preference to integrate the CAD/AVL system with the existing UTA APC, or to install new APC? Would Kenosha Transit want both option to be priced?

A. **There is none. Price both options**

- How many vehicles are currently equipped with UTA APC and how many vehicles require new APCs?

A. **All vehicles would require UTA/APC**

- Does Kenosha Transit currently have or plan to install mobile ticketing?

A. **In the future, yes**

- How many spares would you like vendor to quote?

A. **5 is okay**

- What is the City's plan for transition to electric buses?

A. **We are planning for it.**

- What is the annual ridership per year?
- a. **Approx. 1 million.**
- Is Integration with Covert Alarm required?

A. **Price separately, good safety measure**

- Please clarify how many types of Destination signs vendors should propose; Front, Side and/or Rear?

A. **We have those.**

Questions from vendor at 12:19pm on March 21,2022.

- 2.0 focuses mentions a mailed submission. Would KAT consider a fully electronic submission for this bid or is a mailed proposal and copies necessary?
A. **It has to be paper submission.**
- Section 1 mentions integration with GFI farebox in the future. Does KAT currently use GFI farebox?
A. **We have about 6.**
- Section 1 mentions a 6 month deadline in project delivery. In respect to the global supply chain and labor shortage, could this be extended to 12 months?
A. **We will work with the vendor reasonably.**
- Section 1 , Highlights, mentions an REI video system, head signs, and other equipment. Can KAT share a fleet list which also highlights other installed technologies?
A. **We have REI video system, with about 4-7 cameras in each bus.**
- Section 3 mentions APC or DPC for counting. Does KAT want to see APC as an option or as part of the core solution?
A. **APC**
- Section 7 mentions public displays
Does KAT already have displays available which can be used for integration?
If not, can KAT clarify where they expect displays to be installed and whether power or networking is available at the candidate locations?
A. **At the transfer center , and there is power**
- Does the yard where vehicles park have lot wifi that buses can use for data offload if required?
A. **Our IT is working on that – it is in progress.**
- Would a system proposal with an alternative delivery schedule beyond 6 months receive less points in scoring?
A. **Due to COVID-19, not exactly, but it must be reasonable.**

- How many routes and stops does KAT have?
A. **25 routes.**
- Have KAT performed any physical bus stop survey/inventory over recent years?
A. **No.**
- Does KAT have any major bus purchases/replacements planned? Can they share any potential purchase quantities and dates throughout the 2022-2023 years?
A. **Two bus to be delivered in 2022.**
- Does KAT currently use a CAD/AVL or GPS system? Can they share information about any existing contract terms or expiration dates?
A. **None**

Question from vendor at 12:23pm on March 21,2022.

- Can the submission method be amended to allow for an electronic (email or dropbox) option instead? This would help vendors by providing more time and easier submission.
A. **It has to be paper submission.**
- Would the City of Kenosha be open to new APC hardware instead of an integration with UTA?
A. **If it will achieve the same result.**
- For the requirement, "1.I.Integrate or provide destination signs with Hanover or Twin Vision / Luminator signs." Could the City provide additional information for any existing signs such as: quantity, make/model, serial number and control unit (when applicable)? This information can help vendors confirm integration capabilities.
A. **Your signs must be able to integrate – to achieve a seamless operations**
- Is the City open to remote training on the new platform from the awarded vendor?
A. **Yes, with successful result.**
- In general estimates, by when does the City aim to want the new system installed and ready for launch?
A. **No exact time but as soon as it is feasible - COVID-19 being respectfully respected.**
- Is there currently a vendor in place providing CAD/AVL? If yes, who is it
A. **NO. New, CAD/AVL**

Questions from vendor at 2:44pm & 3:15pm on March 21,2022.

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- Can you please clarify what the City means by “emergency response capabilities” as written in the Introduction?

A. **Timely response to matters that requires urgency.**

- Can you provide further information on item 1.G regarding the UTA APC system, such as what the make/model of the APC units in use are?

A. **There are the only 6 buses in our fleet that have an APC system installed. The system is made by UTA and uses a model 31 CPU part# LMU5530. The remaining buses will need brand new UTC/APC supplied and installed by the winning vendor**

- Can you clarify specifically if APC units are required, 1.G and 1.Q seem contradictory

A. **Yes, they are**

- Section 3a mentions that providing an APC system is a part of this RFP, but section 1 says vendors are to integrate to the existing UTA APC system. Does KAT already have an existing solution with UTA that is to be integrated with a CAD/AVL system, or is KAT requiring vendors to partner with UTA to procure APCs?

A. **The system are required to be integrated- some of the newer buses have**

- Can you provide further details on items 1.D and 1.E regarding lot wifi and the REI video system? Is the system in place currently? if vendors use data rather than wifi, do they still need to provide wifi infrastructure for REI?

A. **Yes, we still need WIFI, we have REI video system**

- Can you elaborate on the specific functionality desired under 2.F and 2.G?

A. **Need both Live Map for dispatch and passengers and Annunciator for passengers.**

- What is the total amount of users expected to access the back office environment (Scheduling, Dispatching, and Reporting tools)?

A. **Less than 4 people at a time.**

- Please provide the make and model numbers of the destination signs that you'd like us to integrate to

A. **We have Hanover and Luminator designations signs.**

- Where would you like the following hosting costs shown? “Provide a 5-year and 10 years hosted software price respectively.”

A. **Follow the format – and indicate your pricing.**

- Regarding the per vehicle pricing, is that be utilized to add an additional vehicle to the operations? Otherwise it's challenging to provide a per vehicle cost for initial setup (eg. Training, go-live support, etc.).

A. **Typically it is for additional – helps in budgeting**

- Please elaborate on what is expected with this requirement and where you'd want that pricing shown? "Provide route/schedule updates within the support contract if Kenosha doesn't have the time or staff available to make changes on the software"

A. **Vendors prerogative – it can be done remotely. Utilize the format – add it**

- Can you elaborate on 7.C – is the city looking for Amber LED wayside signs, or outdoor dynamic LCD infotainment screens

A. **Infotainment screens that can be installed in the Transfer Center**

- Where would you like the optional extended hardware warranty shown?

A. **Follow the format – add line item where necessary**

- Please elaborate on the requirements for the On-Demand application as expressed in section 12?

A. **KAT having a vendor readily available for support**

- Section 3a mentions that providing an APC system is a part of this RFP, but section 1 says vendors are to integrate to the existing UTA APC system. Does KAT already have an existing solution with UTA that is to be integrated with a CAD/AVL system, or is KAT requiring vendors to partner with UTA to procure APCs?

A. **Ability to integrate UTA/APC.**

- Section 11.d mentions the installation of a "power conditioner". Can KAT give more details around what they are expecting here, and for what purpose? If there is a specific required device, we would like to know in advance.

A. **Surge suppression system.**

- Could you please provide a full breakdown of signs needed for the below requirement? For example, is 7.a the same 4 signs as 7.b. (4 signs total) or are they additional signs to one another?

A. **Dispatch and Transfer Center.**

- Is KAT expecting to display bus departures on outdoor LED signs and display a graphical interface on indoor LCD screens?

A. **Screen at the Transfer Center and designation signs inside the buses. Please price LED/LCD separately.**

Questions from vendor at 3:08pm on March 21,2022.

- Q: What is expected from the integration with the UTAAPC solution?
A. **Capability of Integration of both systems - seamless**
- Q: In the scope it mentions, "Provide accurate automatic passenger counting systems on all doors", would this not be the responsibility of UTA and their APC solution? Please provide detail on how the CAD/AVL solution can provide accurate counts with another solution?
A. **Not sure of your question, but CAD/AVL that incorporates APC.**
- Q: The scope list passenger counting several times. Does Kenosha want vendors to provide a separate passenger counting solution from what is provided currently by UTA?
A. **Vendor to provide counting system**
- Q: If a passenger counting solution is requested from vendors, how many doors are on each vehicle that will require the passenger counting solution?
A. **Two**
- Q: Passenger Counting spec listed recognizing bicycles and strollers/wheelchairs, please provided detail on this requirement if vendors are providing a passenger counting solution.
A. **System to count wheelchairs and strollers – for proper counting.**
- Q: Explain what Kenosha is looking for in radio integration?
A. **Preferred system that links or communicates with radio system.**
- Q: For destination signs to integrate, what is the make and model of those signs and do they have a J1708 or 1939 connection?
A. **System integration with Hanover system and Luminator system.**
- Q: Please explain, System shall have the ability to announce stops or routes using a live map showing the vehicles location in real time via web portal.
A. **Ability to announce stops for passengers and a Live Map for dispatch and passengers.**
- Q: Please explain, VLU shall connect directly to integrated components not requiring additional hardware, media players, or other equipment.
A. **System able to seamless integrate with other components.**
- Q: Please give more information on, System shall allow for users to set up automatic alerts by SMS or Email. How does Kenosha envision this happening?
A. **Communication platform that would reach diverse customers**

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- Q: Is this feature for the visually impaired? System should provide interface that shows steady vehicle movement without reloading on internet-enabled mobile phones. System should provide access to announcements on internet-enabled mobile phones.
A. **The annunciation components of the system take care of the visually impaired.**

KENOSHA AREA TRANSIT Vehicle Listing

No status changes selected

Mileage as of: 3/28/2022
Status as of: 3/28/2022

Facility - KENOSHA AREA TRANSIT

Vehicle	-----	Fleet / Subfleet	-----	Manufacturer	---	Model / Model type	---	Year	Meter	LTD	License	Serial	Fixed asset tag	Active
2297	NONREV	VAN		GMC		RALLY WAGON / 96 GMC RALLY		1996	107191	107191	47338	1GJGG35KOTF503706	2297	P
2402	NONREV	PICKUP		GMC		TK20953 / TRUCK-GENERA		1998	131354	131354	51327	1GTGK29RXWE528775	2402	P
2439	TROL	No subfleet		DUPONT SERVI		BUS / TROLLY BUS W		1998	45294	45294	51984	2D9S21307W1070528		P
2841	MBUS	No subfleet		GMC		SAVANA / MINIBUS		2006	53709	53709	69926	1GDJG31U661134142		P
3012	GILLIG-LF	GIL04-LF30-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	209306	389332	66262	15GGE291641090917	2762	P
3013	GILLIG-LF	GIL04-LF30-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	271598	423116	66666	15GGE291841090918	2721	P
3015	GILLIG-LF	GIL04-LF30-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	212236	378253	66668	15GGE291641090920	2723	P
3019	GILLIG-LF	GIL04-LF30-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	396335	398335	66817	15GGE291341090924	2727	P
3071	NONREV	DUMPTRUCK		FORD		F350 / DUMP TRUCK		2010	16990	16990		1FDWF3HR7AEB37854		P
3111	NONREV	SHOPTRUCK		FORD		F-350 / SERVICE TRUC		2011	15031	15031	81825	1FDRF3HT5BEB59958		P
3195	NONREV	CAR		FORD		TAURUS / PAS.CAR 4-DO		2013	99728	99728	C11900	1FAHP2L85DG130452	3195	P
3301	NONREV	CAR		FORD		ESCAPE / WHITE 4DR 4X4 CAR		2015	53151	53151	90475	1FMCU9GX3FUC06130	3301	P
3302	NONREV	CAR		FORD		ESCAPE / BLACK 4DR 4X4 CAR		2015	36227	36227	90474	1FMCU9GX5FUC06131	3302	P
3369	TROL	No subfleet		DUPONT SERVI		BUS / TROLLEY BUS		1999	1680	177399	97687	2D9P22326X1070535	3369	P
3415	TROL	FREIGHTLINER		FREIGHTLINER		BUS		2010	176659	176659	98902	4UZAB9D7XACAT2704	3415	P
3423	NONREV	PKTK DIESEL		FORD				2004	66073	66073	98997	1FTSW31PX4EA52605	3423	P
3500	GILLIG-LF	GIL04-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	353180	507907	96011	15GGB291441072859	3372	P
3501	GILLIG-LF	GIL04-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	271625	411209	66819	15GGB291X41074129	2728	P
3502	GILLIG-LF	GIL04-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	279383	433765	66821	15GGB291641074130	2729	P
3503	GILLIG-LF	GIL04-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	269238	429424	66820	15GGB291841074131	2730	P
3504	GILLIG-LF	GIL04-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2004	311352	465506	66822	15GGB291X41074132	2731	P
3505	GILLIG-LF	GIL05-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2005	374084	476384	67851	15GGB291551074900	2732	P
3506	GILLIG-LF	GIL05-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2005	256833	378309	67852	15GGB291751074901	2763	P
3507	GILLIG-LF	GIL05-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2005	345090	473148	67853	15GGB291951074902	2764	P
3508	GILLIG-LF	GIL05-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUS		2005	338634	433434	67854	15GGB291051074903	2765	P
3509	GILLIG-LF	GIL05-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUR		2005	241781	353838	67855	15GGB291251074904	2766	P
3510	GILLIG-LF	GIL05-LF35-D		GILLIG		LOW FLOOR / TRANSIT BUR		2005	517787	517787	67856	15GGB291451074905	2767	P

Vehicle Listing

Vehicle	----- Fleet / Subfleet -----	Manufacturer	--- Model / Model type ---	Year	Meter	LTD License	Serial	Fixed asset tag	Active		
3511	GILLIG-LF	GIL05-LF35-D	GILLIG	LOW FLOOR / TRANSIT BUR	2005	444569	531234	67857	15GGB291651074906	2768	P
3512	GILLIG-LF	GIL05-LF35-D	GILLIG	LOW FLOOR / TRANSIT BUR	2005	400841	544293	67858	15GGB291851074907	2769	P
3513	GILLIG-LF	GIL05-LF35-D	GILLIG	LOW FLOOR / TRANSIT BUR	2005	552967	552967	67859	15GGB291X51074908	2770	P
3524	GILLIG-LF	GIL10-LF35-D	GILLIG	35-LOW FLOOR / TRANSIT BUS	2010	284869	284869	80053	15GGB2716A1178535	3059	P
3525	GILLIG-LF	GIL10-LF35-D	GILLIG	35-LOW FLOOR / TRANSIT BUS	2010	353588	353588	80052	15GGB2718A1178536	3060	P
3526	GILLIG-LF	GIL10-LF35-D	GILLIG	35-LOW FLOOR / TRANSIT BUS	2010	314464	314464	80051	15GGB271XA1178537	3061	P
3527	GILLIG-LF	GIL10-LF35-D	GILLIG	35-LOW FLOOR / TRANSIT BUS	2010	361017	361017	80050	15GGB2711A1178538	3062	P
3528	GILLIG-LF	GIL10-LF35-D	GILLIG	35-LOW FLOOR / TRANSIT BUS	2010	341979	341979	80049	15GGB2713A1178539	3063	P
4023	GILLIG-LF	GIL09-LF40-D	GILLIG	40-LOW FLOOR / TRANSIT BUS	2009	306421	306421	77734	15GGD271991177000	3015	P
4024	GILLIG-LF	GIL09-LF40-D	GILLIG	40-LOW FLOOR / TRANSIT BUS	2009	307921	307921	77735	15GGD271091177001	3016	P
4025	GILLIG-LF	GIL09-LF40-D	GILLIG	40-LOW FLOOR / TRANSIT BUS	2009	305527	305527	77736	15GGD271291177002	3017	P
4026	GILLIG-LF	GIL09-LF40-D	GILLIG	40-LOW FLOOR / TRANSIT BUS	2009	321031	321031	77737	15GGD271491177003	3018	P
4041	GILLIG-LF	GIL12-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2012	220659	220659	83323	15GGD2714C1179308	3150	P
4042	GILLIG-LF	GIL12-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2012	281311	281311	83324	15GGD2716C1179309	3151	P
4043	GILLIG-LF	GIL12-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2012	270651	270651	83325	15GGD2712C1179310	3152	P
4044	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	263546	263546	85609	15GGD2715D1181862	3211	P
4045	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	241745	241745	85603	15GGD2717D1181863	3212	P
4046	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	285954	285954	85608	15GGD2719D1181864	3213	P
4047	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	285916	285916	85607	15GGD2710D1181865	3214	P
4048	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	293760	293760	85606	15GGD2712D1181866	3215	P
4049	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	251842	251842	85605	15GGD2714D1181867	3216	P
4050	GILLIG-LF	GIL13-LF40-D	GILLIG	G27D102N4 / TRANSIT BUS	2013	307427	307427	85604	15GGD2716D1181868	3217	P
4051	GILLIG-LF	GIL19-LF40-D	GILLIG	40FT LOWFLOOR	2019	101910	101910	C11699	15GGD2710K3193113	3416	P
4052	GILLIG-LF	GIL19-LF40-D	GILLIG	40FT LOWFLOOR	2019	107555	107555	C11694	15GGD2712K3193114	3417	P
4053	GILLIG-LF	GIL19-LF40-D	GILLIG	40FT LOWFLOOR	2019	112644	112644	C11689	15GGD2714K3193115	3418	P
4054	GILLIG-LF	GIL19-LF40-D	GILLIG	40FT LOWFLOOR	2019	111825	111825	C11696	15GGD2716K3193116	3419	P
4055	GILLIG-LF	GIL19-LF40-D	GILLIG	40FT LOWFLOOR	2019	118234	118234	C11693	15GGD2718K3193117	3420	P
4056	GILLIG-LF	GIL19-LF40-D	GILLIG	40FT LOWFLOOR	2019	102617	102617	C11700	15GGD271XK3193118	3421	P
4057	GILLIG-LF	GIL20-LF40-D	GILLIG	40FT LOW FLOOR	2020	48606	48606	C16995	15GGD2712L3195723	4020	P
4058	GILLIG-LF	GIL20-LF40-D	GILLIG	40FT LOW FLOOR	2020	48861	48861	C16994	15GGD2714L3195724	4021	P
4059	GILLIG-LF	GIL20-LF40-D	GILLIG	40FT LOW FLOOR	2020	48570	48570	C16996	15GGD2716L3195725	4022	P

Vehicle Listing

Vehicle	----- Fleet / Subfleet -----	Manufacturer	--- Model / Model type ---	Year	Meter	LTD	License	Serial	Fixed asset tag	Active
4060	GILLIG-LF	GILLIG	40FT LOW FLOOR	2020	40670	40670	C16997	15GGD2718L3195726	4023	P
4072	NONREV	FORD	F350	2021	1572	1572	C18051	1FTRF3BN5MED52144	4072	P
ALL	ALL									P
KAC	No subfleet	WILSON TECK.								P
MISC	No subfleet	WILSON TECK.								P
REB	No subfleet									P

64 vehicles listed