

Addendum #1

**GREATER PORTLAND TRANSIT DISTRICT
BID #2018-005**

**CONSULTING AND PROJECT MANAGEMENT SERVICE FOR
AUTOMATED FARE COLLECTION SYSTEM**

DATE: October 30 , 2018

The attention of firms submitting proposals for the work named in the above Invitation is called to the following modifications to the documents as were issued. Answers to questions here will be considered as clarification to the specifications in the RFP.

The items set forth herein, whether of clarification, omission, addition and/or substitution, shall be included and form a part of the bidder's submitted material and the corresponding contract and/or purchase order when executed. No claim for additional compensation, due to lack of knowledge of the contents of this Addendum will be considered.

ALL BIDDERS ARE ADVISED THAT RECEIPT OF THIS NOTICE MUST BE DULY ACKNOWLEDGED, EITHER ON THE BID PROPOSAL FORM OR BY THE INSERTION OF THIS SHEET, SIGNED, AND SUBMITTED WITH YOUR PROPOSAL.

NOTE: The deadline for submitting proposals for this RFP is extended one week. The revised due date is Thursday, November 15, 2018 at 2:30 p.m.

1. **What is the estimated cost of the AFCS?**
Metro has estimated between \$300,000 and \$400,000, depending on configuration and recommendations of the consultant.
2. **Has METRO allocated funding for the AFCS yet? If so, through which source (budget, CIP, state/federal grant etc)?**
Yes, Federal FTA 5307 grant.
3. **Can METRO elaborate on any additional drivers behind this acquisition that may not be addressed in the RFP?**
No additional information
4. **Will METRO procure technology through a single RFP or multiple solicitations? If multiple solicitations are desired, how do you all anticipate to break them up?**
Metro has no specific plan of procurement and will rely on the recommendations of the consultant.
5. **Who is the technical contact and/or project manager for the AFCS project?**
Metro does not have on site technical staff. The internal point of contact will be the Chief Transportation Officer. Note that project management is within the scope of this RFP.
6. **Have you had any external assistance preparing this RFP?**
No

- 7. Does METRO anticipate any additional professional or consulting services may be needed to accomplish this effort? (i.e. project planning/oversight, PM, QA, IV&V, staff augmentation, implementation services etc.)?**

None other than what is outlined in the RFP.

- 8. When does METRO anticipate issuing the Notice to Proceed for this solicitation?**

The goal is to have a fully executed contract by the end of 2018.

- 9. What additional phases does METRO have planned for the next-generation fare collection/payment system? What is the timeline for acquiring technology/systems for these phases?**

There are no additional phases planned at this time. Automation of fare collection is quite comprehensive, but since technology may change during the design period, we will want the consultant to advise on the best system for Metro.

- 10. What additional phases does METRO have planned for the Regional Transit Plan, what do these phases entail and what is the overall planned timing for each phase?**

There is no current Regional Transit Plan related to this effort. However, Metro will include other transit providers in the procurement process to provide them with knowledge and opportunity to automate their fare collection, ideally with integration.

- 11. Will the new AFCS need to interface with existing customer and METRO data systems, or will METRO acquire new systems? If so, what systems is METRO interested in at this time?**

Metro utilizes a CAD/AVL system provided by Clever Devices. Integration of the AFCS system with AVL is something Metro wishes to explore. Also, Metro currently uses outdated Genfare GFI cash boxes and data collection system. Whether these integrate with the AFCS, or whether a new system is required, will be determined during the design of the system.

- 12. Beyond fare collection/payments, what are the three greatest technology challenges METRO faces?**

Metro has no on-site technical staff. We hope to be able to hire an IT technician in mid-2019, however it will not coincide with the implementation of the AFCS, which will likely be completed by then. Metro is just completing a new financial system implementation, and will be implementing the payroll module of that system in January.

Metro also is planning to automate its fleet maintenance with an updated inventory and work order system that will integrate with financial and payroll software, during 2019.

- 13. Is METRO anticipating farebox replacement alongside the implementation of an account-based system or can we assume multiple RFPs will be released for those systems at different times?**

See RFP SCOPE OF WORK. See Q&A #11

- 14. Has METRO conducted any analysis of remaining useful life for fareboxes?**

No, but parts are no longer available for the current boxes.

- 15. Is ADA paratransit system included in this study? RFP scope of work refers to this under Task 1 but no further details are provided. How is fare collected on paratransit vehicles today?**

See Q&A #10. All other local transit systems use similar fare collections as METRO.

- 16. Are there any external stakeholders involved in this study? RFP refers to Casco Bay Lines, south Portland Bus and Amtrak. Will Casco Bay Lines and South Portland Bus procure any fare collection systems/components through this project as well?**

See Q&A #10. METRO will offer other agencies the opportunity to participate in selection processes for this RFP and provide them access to the final report and recommendations. However, this RFP

does not specifically include other agencies. As specifications are prepared for procuring a system, METRO will include the option for any of these agencies to participate.

- 17. In order to appropriately develop technical approach, will METRO be able to advise on anticipated budget for this effort? Scope of work, as written, is very broad and technical approach may have to be adjusted accordingly in case there are budget limitations for the consulting effort.**

METRO has not established a budget for the consulting services. Tasks under SCOPE OF WORK are itemized, so firms should calibrate their responses to accomplish those using their experience and expertise.

- 18. RFP requires system to be operational by August 2019 which seems a bit ambitious to target. Is this governed by funding deadline or schedule could be a little more flexible?**

The target implementation date is not funding related, but instead is tied to a few factors. METRO plans a fare increase to begin with the launch of AFCS, and has prepared its 2019 budget with that assumption. Also, METRO riders are comprised of a large number of students, both primary and secondary, and desires the AFCS to be in place for their use at the start of the school year.

Addendum No. 1 to the GPTD **BID #2018-005: (Title)**, is hereby acknowledged.

COMPANY NAME: _____

SIGNED BY: _____

PRINT NAME & TITLE _____