

Duluth Transit Authority
REQUEST for PROPOSALS
FOR
AUTOMATED FARE COLLECTION SYSTEM
& OPTIONAL ELECTRONIC FARE
TICKETING SYSTEM

Addendum #4

June 12, 2019

Questions to date:

1. The vault is approximately 81-inches wide by 40-inches deep, in an 8-foot high room. The outside area around the receiver door is approximately 26-inches wide by 32-inches high. Pictures of the vault are available on the DTA website at www.duluthtransit.com.
2. Potential Vendors may be invited to an in-person meeting during the interview process to permit respondents to present their product and/or service to the Evaluation Committee. In-person meetings are not required for the project implementation, except for training. Please see page 67 of the Request for Proposals for details on the training requirements.
3. Refresher training is not required in this project, however, training for updates and upgrades for significant changes, new features or processes is required. That training may be conducted via webinar or online, in-person training is not required.
4. The DTA does not have a preferred Payment Services Provider. Proposers must include applicable transactions fees with any Proposed solution that includes a Payment Service Provider.
5. Regarding the garage WIFI transponder/modem installation, the selected Vendor is responsible to run all Cat5 cable from the switch to the WIFI unit. Power can be supplied by the existing power service in the building, but must be connected by the Vendor's installation contractor at the time of the transponder/modem installation.
6. The DTA does not have a VMWare solution, we use Microsoft Hyper-V. A Proposal that includes VMWare may be considered; all costs associated with the VMWare must be included in the detailed Cost Proposal.
7. The selected vendor must provide all servers required for the proposed solution, the cost of which should be included in the detailed Cost Proposal.
8. The DTA will provide a back-up system for an on-premises solution; Proposals using a Cloud-hosted solution must provide a copy of the Disaster Recover Plan as required in the RFP, page 67.
9. The DTA network and equipment conforms with industry standards.
10. Clarification: A smart ticket dispenser is not required on the buses. The equipment on the buses must be able to issue a transfer ticket using individual cardstock, no rolled cardstock will be accepted.

Smart tickets dispensing is only required at the Duluth Operations Center and the Duluth Transportation Center.

11. Clarification: The use of the term "Optical Processor Unit", "Smart Media Unit", "Optical Smartmedia Validator" and "Integrated Optical Processor Unit" are interchangeable. The DTA is seeking a Fare Collection System that can process smart media, either

through an integral unit within the farebox or as an attachment to the farebox that can read QR barcodes and other forms of smart media. Proposers should describe in their response what capabilities the system has for smart media.

12. The DTA's current cellular provider is AT&T, however, a WIFI solution is preferred for communication from the bus to the CMRS. Cellular modems are available on 33 buses, not fleet wide, although there are plans to expand it to all buses in the future. At this time, there is no timeline for the adding the cellular connection to the rest of the fleet.

Proposers should plan on a WIFI solution with an option for future cellular capabilities.

13. The DTA has a modem installed in the bus storage area with an access modem. It is currently used for cameras and AVL data uploads.
14. The DTA does not expect to upgrade the MDT J1708 connector to a J2208 for this project.