



INFORMATION TO PROPOSERS

for

(C3) RFP No. E21-138 CAPITAL TRANSIT FARE COLLECTION TECHNOLOGY

ISSUED BY:

City and Borough of Juneau
ENGINEERING DEPARTMENT
155 South Seward Street
Juneau, Alaska 99801

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The following information is posted online. Please refer to the CBJ Engineering Contracts Division webpage at: <https://juneau.org/engineering-public-works/current-bids-and-rfps>. This is *not* an addendum.

CLARIFICATIONS:

Question: "1.1.3 APC System Requirements, Paragraph A, Subparagraph viii, specifies that 'the APC system data shall be National Transit Database (NTD) certifiable and shall include the initial verification as part of the proposal.' What does CBJ consider to be included in the Initial Verification?"

Response: Proposals should describe a method or plan for verification of the installed APC system data output. The intent of this verification is to ensure the APC system as installed is capable of providing data of sufficient quality so that data produced may be used to meet NTD certification requirements for the APC system use on Capital Transit's fixed route and paratransit services. Please refer to the NTD policy manual for APC certification requirements

Question: "Does CBJ have an existing contract with a Cellular Service Provider? If yes, with who?"

Response: CBJ does not require a specific cellular provider. The majority of CBJ cellular services are provided by General Communications, Inc. (GCI). The existing onboard Cal/Amp devices utilize the AT&T network, though this cellular access is managed by Swiftly. Verizon may also provide adequate coverage in the Juneau area for system cellular needs.

Question: "If data is to be transferred by WLAN at the garage (parking facility), are WLAN Access point available?"

Response: A WLAN and access point currently exists within the garage facility and will be available for data transfers. The chosen vendor is expected to coordinate network access with CBJ MIS as needed.

Question: "1.1.3 APC System requirements, e. i, specifies that 'Where active operator input is required, the Contractor shall conduct training for up to thirty-five (35) designated Capital Transit personnel who will be responsible for operating the APC equipment.' Please confirm that the 'active operators' are the drivers."

Response: Yes, operators is synonymous with drivers in this statement. Active operator input refers to the driver's necessary intentional interaction with the proposed APC system. This may include system logins, operator inputs of any boarding data, operator overrides of data, etc. Where the APC system onboard operation is completely passive and requires no driver input, Capital Transit recognizes that training for drivers may not be necessary

Question: "Please provide the Door Widths (between handrails if any) of each door as well as height of the vehicles to be equipped with an APC system."

Response: Gillig Door Dimensions
Front Door: 33" x 75"
Rear Door: 26" x 75"

Proterra Door Dimensions
Front Door: 34" x 75"
Rear Door: 40" x 75"

Para Transit bus
Front Door: 28" x 80"
ADA Door: 48" x 62"