

**RFB ADDENDUM # 2**  
**Date of Addendum: February 21, 2025**

**Project:** Automatic Passenger Counter  
**RFB Issue Date:** February 3, 2025

**NOTICE TO ALL POTENTIAL BIDDERS.**

SouthWest Transit has received the following questions regarding the Request for Bids. SouthWest Transit's responses to the questions supplement the original Request for Bids and should be taken into account by potential bidders.

- A. Typically, APC procurements are executed using the Request for Proposal procurement process. SWT has released a Request for Bid for an APC system. Why did SWT choose the RFB procurement approach?

*Minnesota Statutes Section 471.345 provides that if SWT estimates that a contract for the purchase or rental of supplies, materials, or equipment, or the construction, alteration, repair, or maintenance of personal property is estimated to exceed \$175,000, SWT must solicit sealed bids. After reviewing information about APCs to develop its cost estimate, SWT determined that a contract resulting from this procurement would be subject to the sealed-bid requirement.*

- B. Has SWT had previous or current experience with an APC system? If so, please provide the name of the APC system supplier.

*SWT currently has the Vontas Transitmaster system installed in the coach buses. This system was provided by the Metropolitan Council and is operated by Metro Transit. The system consists of dual sensor beam break sensors in the older part of the fleet (Red Pine J1708) and a single overhead system for the newer fleet (IRMA Matrix).*

- C. Does SWT currently have an Automatic Vehicle Location (AVL) system on SWT buses? If so, please provide the name of the AVL system supplier.

*Vontas' Transitmaster system. Metro Transit operates the backend servers and SWT does not have easy or real-time access to the APC data from these systems. We have been also told that the accuracy of these sensors are in the 80-85% range, which is not acceptable for SWT. SWT requires the APC system to be standalone and not connected to the Transitmaster system.*

- D. From Section 5 – FLEET DETAILS, it appears that approx. 10-15 MCI D4500 buses are approaching end of service life. Are there SWT plans to replace the old MCI D4500 buses? If so, when will the replacement buses enter the fleet? Will the replacement buses be single (1) door?

*Replacement plans are undetermined at this time. SWT is looking for a simple standalone system that can be removed and reused when a vehicle is retired.*

- E. In Section 4.4 Data Acquisition System Item e. there is reference to SWT having the ability to access raw data. What are SWT's plans for applications of the raw APC data? Are there plans to export raw APC data to a third party? If so, please identify the third party and the planned application(s).

*SWT is in a three-year process to develop a CRM and data warehouse where will be able to use the APC data to populate BI reports and dashboards to allow us to make data driven operating decisions. We are not planning to provide this data to any third parties.*

- F. In Section 4.2 System Operational Requirements Item j. there is reference to the APC system operating without any intervention from the operator. However, the following Items k. and l. reference interaction between the operator and the APC system. What would be the instructions to an SWT operator if the monitor/led indicates the APC system is not functioning correctly? Similarly, what is the purpose of the operator knowing the current passenger load from the monitor/led system?

*If the APC system is not functioning correctly, the driver will be instructed to take another vehicle and report the system to the shop for investigation and repair. During busy sporting events and the MN State Fair, we operate a load and go where we want to fill every seat, but do not want people to be forced to stand. It is our hope that the system will inform the driver when the bus is full, so we can inform passengers trying to get in that there are no seats remaining. This will stop people from getting on, only to have to get back off the vehicle.*

- G. Please define SWT's evaluation criteria and weighting of criteria in scoring responses to SWT's APC RFB?

*This procurement is being conducted on a sealed-bid basis (see response A above), under which weighting of evaluation criteria is not permitted.*

- H. Included in SWT's APC RFB is the requirement of a Performance Bond. Historically, FTA has strongly discouraged Performance Bonds for Intelligent Transportation System (ITS) procurements. Has SWT consulted FTA relative to inclusion of the Performance Bond requirement? If not, what is SWT's objective in requiring a Performance Bond?

*Minnesota Statutes Section 574.26 requires performance bonds for contracts that are subject to the sealed-bidding requirement of Minnesota Statutes Section 471.345. See response A above.*

- I. What are SWT's warranty requirements for the APC system?

*One-year parts and installation.*

- J. In SWT's RFB, there are requirements for the APC sensors to be 97% or greater and 99% accurate. How will SWT determine the accuracy of the APC sensors?

*SWT is requiring the APC system to be 99% accurate. Manual audit counts by the driver and or additional staff will be compared to the system counts.*

- K. In Section 4.7 Other System Requirements, there is reference to the successful bidder hosting the cloud-based software solution. Please define the number of years to be included in the costing for the hosting of the APC software.

*3 years with an option to renew.*

- L. In Section 4.9 Real-time Open API, there is a request for the APC system to provide a real-time open API to populate lobby displays, website, and mobile app with the information referenced. Does SWT already have the infrastructure in place to accept real-time APC data? If not, please define the quantities and specifications for the lobby displays, website, and mobile app. Is there a format/protocol for transfer of real-time data that SWT prefers?

*Our current website and mobile app are in the process of being replaced by Q4 of this year. We are looking for the third party to help integrate the vehicles real time location and passenger count on our lobby displays that use the YoDeck software to display a webpage with populated data from our GTFS feed. We have 6 of these displays at 5 of our park and ride locations. Our mobile app has yet to be procured, and we are currently evaluating vendors. SWT would look to the bidder to recommend the best format/protocol for transfer of real-time data. SWT does not have staff or infrastructure to support this feature and would require the bidder to provide the solution.*

- M. In Section 4.9 Real-time Open API, would SWT be receptive to real-time display of Bicycle Rack Occupancy?

*Please provide this as a separate option.*

- N. Section 4.10 – Installation: How many buses per day will be made available for APC installation? What times of day will SWT facilities be open for APC installation?

*10 – 15 buses a day could be provided depending on special events on the calendar. Our shop is open Monday – Friday 5am to 9pm.*

- O. Does SWT want the bidder to provide a recommended APC Spare Parts List?

*Yes.*