

INVITATION FOR BIDS

GPS-Based Real-Time Passenger Information System for LRGVDC/VALLEY METRO

Project Number: TX-90-Y066-00/2/15

Bid Due Date and Time: March 24th, 2015 @ Noon

NOTICE TO BIDDERS: Minority Business Enterprises are encouraged to respond to this solicitation notice.

WARNING: Prospective bidders who have received this document from a source other than the Issuing Office should immediately contact the Issuing Office and provide their name and mailing address in order that amendments to this Invitation for Bid or other communications are sent to them. Any prospective bidder who fails to notify the Issuing Office with this information assumes complete responsibility in the event that they do not receive communications from the Issuing Office prior to the closing date.

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SECTION I

PROCUREMENT OBJECTIVE

A. SUMMARY STATEMENT

The Lower Rio Grande Valley Development Council (LRGVDC) – Valley Metro Transit Department administers/operates transportation systems throughout Cameron, Hidalgo and Willacy Counties, and run a distance of seventy three (73) miles per one way cycle, in this trajectory there is a large number of colonias identified as Convenient Access Buffer (CAB) which will allow the residents of those areas to have access to obtain jobs from those employers that offer both traditional and non-traditional work scheduling.

B. ISSUING OFFICE:

LRGVDC

Address: 301 West Railroad, Weslaco Texas 78596

Procurement Director: Victor Morales

Telephone No. 956-682-3481

Fax No. 956-969-5822

Email: vmorales@lrgvdc.org

The sole point of contact for purposes of this procurement is the Procurement Director.

C. QUESTIONS AND INQUIRIES

All contact between Offerors and the LRGVDC will be formally held at scheduled meetings or in writing through the Issuing Office. Questions and inquiries, which must be in writing and received at the **LRGVDC Main Offices by April 8th, 2015 and by April 14th, 2015** will be answered in writing and posted on the LRGVDC web site. **No questions or inquiries will be accepted after the Questions and Inquiries deadline.** Questions and inquiries should be directed to the Procurement Director identified in Section B above.

D. SUBMISSION DEADLINE

Bids must arrive at the **Issuing Office, 301 West Railroad, Weslaco Texas 78596** by **April 24th, 2015 @ Noon** in order to be considered. Requests for extension of this date or time will not be granted. Offerors mailing bids should allow sufficient mail and internal delivery time to ensure timely receipt at the Issuing Office. Bids or unsolicited amendments to bids arriving after the closing date and time will not be considered.

E. DURATION OF OFFER

Bids submitted in response to this solicitation are irrevocable for ninety (90) days following the closing date. This period may be extended at the Procurement Director's option only by an offeror's written agreement.

SECTION II

GENERAL INFORMATION

A. PURPOSE

The purpose of this IFB is to provide GPS-Based Real-Time Passenger Information System for up to 60 buses.

B. REVISIONS TO THE IFB

If it becomes necessary to revise this IFB, amendments will be provided to all prospective offerors that were sent this IFB or otherwise are known by the Procurement Director to have obtained this IFB. Acknowledgement of the receipt of all amendments will be required.

C. CANCELLATION OF THE IFB: REJECTION OF ALL BIDS

The LRGVDC may cancel this IFB, in whole or in part, or may reject all bids submitted in response whenever this action is determined to be fiscally advantageous to the Transit Agency or otherwise in its best interests.

D. BID ACCEPTANCE

The LRGVDC reserves the right to accept or reject any and all bids, in whole or in part, received in response to this IFB, to waive or permit cure of minor irregularities, to serve the best interests of the Transit Agency.

E. ORAL PRESENTATION

Offerors may be required to make oral presentations to clarify their bids.

F. INCURRED EXPENSES

The LRGVDC will not be responsible for any costs incurred by a bidder in preparing and submitting a bid in response to this IFB.

G. ACCESS TO PUBLIC RECORDS ACT NOTICE

An offeror should give specific attention to the identification of those portions of his/her bid that he/she considers confidential, proprietary commercial information or trade secrets, and provide

justification why such materials, upon request, should not be disclosed by the LRGVDC under the Access to Public Records Act.

If a proposal contains information that the bidder considers proprietary and does not want disclosed to the public or used for any purpose other than the evaluation of the offer, all such information must be indicated with the following suggested language:

The information contained on pages _____ shall not be duplicated, used in whole or in part, for any purpose other than to evaluate the proposal; provided that if a contract is awarded to this office as a result of or in connection with the submission of such information, LRGVDC has the right to duplicate, use or disclose this information to the extent provided in the contract. This restriction does not limit LRGVDC's right to use information contained therein if obtained from another source.

Each page considered proprietary should be so marked.

H. PROTESTS

- a. A protest must be submitted to the **LRGVDC** designated official within seven (7) calendar days of the time the basis of the protest became known or should have become known.
- b. The protest must be submitted in writing and identify the protester, the solicitation being protested and specifically identify the basis for protest, providing all pertinent information regarding the solicitation, contract and/or actions of **LRGVDC**.
- c. The protest must be based on an alleged violation of LRGVDC's procurement procedures, a violation of Federal or State Law (if applicable), or a violation of applicable contract agreements to which LRGVDC is a party. Failure to receive a procurement contract award from LRGVDC, in and of itself, does not constitute a valid protest.

I. MINORITY BUSINESS ENTERPRISES

Minority Business Enterprises (MBEs) are encouraged to respond to this solicitation notice. MBE prime contractors must comply with the subcontracting goal.

J. COMPLIANCE WITH LAW

By submitting an offer in response to this IFB, the offeror, if selected for award, agrees that he/she will comply with all federal, state, and local laws applicable to his/her activities and obligations under the contract. By submitting an offer in response to this IFB, the offeror shall be deemed to represent that he/she is not in arrears in the payment of any obligation due and owing the State of Texas of any department or unit thereof, including but not limited to the payment of taxes and employee benefits, and if selected for award, that he/she shall not become so in arrears during the term of the contract.

K. ACCEPTANCE OF TERMS AND CONDITIONS

By submitting an offer in response to this IFB, an offeror, if selected, shall be deemed to have accepted all the terms, conditions, and requirements set forth in this IFB unless otherwise clearly noted and explained in its bid.

L. MANDATORY CONTRACTUAL TERMS

By submitting an offer in response to this IFB, an offeror, if selected for an award, shall be deemed to have agreed to and accepted all contract terms and conditions set forth in the standard Transit Agency Contract form included in the appendices of this solicitation.

M. BID/PROPOSAL AFFIDAVIT

All bids submitted by an offeror must be accompanied by a completed Bid/Proposal Affidavit. A copy of this affidavit is included in the appendices to this IFB.

N. CONTRACT AFFIDAVIT

All offerors are advised that if a contract is awarded as a result of this solicitation, the successful offeror will be required to complete a Contract Affidavit. A copy of this affidavit is included in the appendices to this IFB.

O. DEBRIEFING OF UNSUCCESSFUL BIDDERS

The unsuccessful bidder may request a debriefing regarding the proposal that was submitted in accordance with ___ Policy and Procedures Manual, Section V, Procurement Methods, Subsection C- Competitive Sealed Proposals, #12- Debriefing of Unsuccessful Proposers. The request must be in writing and directed to the attention of the Director of Procurement or an authorized designee within ten days after the offeror either knew or should have known its proposal was unsuccessful. Debriefings shall be limited to discussions of the specific offeror's proposal only and shall not include discussions of a competing offeror's proposal. Debriefings shall be conducted at the earliest feasible time.

P. PAYMENT TO CONTRACTORS

Payments to contractor will be made after submitting an invoice and until after the Funding Agency approves for payment.

SECTION III

SCOPE OF SERVICES

The LRGVDC is interested in upgrading all elements of its operations to better leverage new technology. The goal of this procurement is to deploy new ITS technology that will improve customer service by improving the predictability of fixed route and demand-response service. This goal is approached both from an improvement in reliability and consistency of service, as well as an information accessibility standpoint for our customers. It is our intent to provide customers with a web site that all vehicles can be viewed with their corresponding arrival times with access to real time information by mobile device or by our website.

This system must provide route and vehicle information in real-time via a web interface to passengers, the dispatcher, and managerial personnel. The primary purpose of the system is to facilitate daily fixed- route and demand-response service, and must be equipped with reporting capabilities to accurately data stream operational service information (e.g., route timing, passenger wait time, trip counts, operator performance, vehicle speed and movement). The Vehicle Tracking System shall include the functionality for hardware/software components to be installed in up to 40 vehicles. Vendor will assure the devices to be installed are certified by the wireless carrier and the carrier can provide adequate coverage for our needs.

1. Software Components Fixed Route CAD/AVL/AVA

- System will have capability to capture and transmit vehicle location information on a real-time or near-real-time basis.
- System should have an update frequency rate as close to real-time as possible, no more than 2 seconds per update.
- iPhone, Android & mobile website apps must be included in the system offering for better access and convenience.
- System shall offer detailed campus and route maps, preferably using familiar maps like Google.
- System shall offer administrators the ability to change/update route paths and bus stop locations via an online map-based interface.
- System shall offer administrators a Google Street View or similar functionality to position bus stops at a street level in addition to general map and satellite imagery.
- System should accommodate and/or offer future option of integrating automated passenger counting.
- System shall have an integrated Automated Voice Annunciation system that uses Vehicle Locations and GPS geo fences to announce stops both internally and externally.

- System shall give the ability to create and choose which stops and routes are announced via web portal.
- System shall give the ability to enter in how route or stop announcements should be pronounced phonetically via web portal.
- System shall have the ability to edit current stop or route announcements by turning “off” or “on” via web portal.
- System shall have the ability to announce stops or routes using a live map showing the vehicles location in real time via web portal.
- When a new route or stop is created the system shall always give the ability to choose whether the route or stop is announced via a web portal.
- System should be turn-key and cloud hosted. Vendor should describe their go-live strategy and average release timelines.
- System should provide optional capability and integration of Real-time Transit Data API, including developer documentation that allows for querying data from AVL services, with a JSON document as output. The API should provide real-time vehicle location data and estimated arrival times for vehicles as they approach stops.

2. Passenger Components

Public website

- Users shall have ability to view only routes that are of interest to them.
- System should provide arrival estimates to give riders more detail about anticipated vehicle arrival times.
- Users shall have the System remember chosen routes from past times they have loaded the website
- Vendor shall design a banner that uses customer-supplied logos/graphics to clearly identify customer’s transit system and a web address that is easy to market to riders.
- System shall differentiate estimated time of arrival for inbound and outbound stops along a particular fixed route.
- System shall continuously update the web page (whenever a new estimated time of arrival (ETA) is determined, bus is added/removed, etc.), without the user being required to refresh the webpage.

Mobile Phone Access

- System should allow riders to access arrival estimates via SMS text messaging (particularly for phones that may not have smartphone & web capability).
- For phones with GPS capability, System should provide geolocation features to allow riders to identify location on map.

Smartphone Access

- For smartphones (iPhone, and Android), System should provide interface that shows steady vehicle movement without reloading.
- For smartphones with GPS capability, System should provide geolocation features to allow riders to identify location on map.
- System should provide a free-to-download native iPhone application.
- System should provide a free-to-download native Android application.
- Shall provide an optional notification platform for smartphones where riders can enter in a recurring schedule for impending bus arrival notifications. This should work without the rider opening the app.

Public Vehicle Location Displays

- System shall provide the ability for Customer to use new or existing flat screen monitors to display a version of the System that requires no user interaction (for example, an LCD screen in a building lobby).
- Vendor shall be responsible for ensuring that all maps, routes, and information properly displays and automatically refreshes on LCD screens at all times.
- The display shall include route name and the ability to differentiate routes by design or color.
- The display shall include the ability to identify a specific vehicle and its associated route.

3. Management Components

Management Software Requirements

- System shall provide real-time graphical displays of vehicle location using map interface.
- System shall provide a management interface to allow assignment of buses to routes by dispatchers.
- Interface should be intuitive and simple to use.
- System shall allow announcements to be posted immediately or in advance for posting at pre-defined time. System shall also allow announcements to be removed automatically at a pre-defined time in the future.
- System shall have ability to enter/change route data ad-hoc without contacting the vendor
- System shall have ability to enter/change stop data ad-hoc without contacting the vendor
- System shall provide historical playback of vehicle locations.
- All back end administrative tools and functions shall be available on cloud based web portal. Solution must be 100% cloud based so that login be able to take place via a

web portal at any time of the day.

- New accounts for login to the system must be able to be created almost instantaneously upon request. There should be at least three options for account privileges (dispatcher, viewer, admin, etc...)
- Certain management functions (e.g. assigning buses, activating routes) shall be allowed from internet-enabled smartphones.

Reports

- System shall provide web-based reports that allow customer to run transit system more efficiently. Desired reports include:
 - On-Time Performance
 - Headway Report
 - Travel time Report
 - Hours in service Report
 - Ability to see all of a particular vehicle's arrivals and departures for the day
 - Off-Route Report
 - Speeding Report
- Reports shall allow for time based comparison (e.g. last week vs. this week) and historical reporting.
- Reporting data should be captured and remain accessible for at least 2 years.
- Reports shall be exportable to standard Microsoft document format (Excel, Word) and/or PDF format.

Support

- Vendor will provide 24-7 support when needed in case of severe emergencies.
- Vendor should be accessible via phone, web and e-mail, at a bare minimum.
- Turnaround response time of vendor for any mission critical component of the system should not exceed 4 hours.
- Vendor shall provide training to all dispatchers, supervisors, administrators, and maintenance technicians prior to deployment of System.
- Vendor shall also provide optional web-based training to all dispatchers, supervisors, administrators, and maintenance technicians prior to deployment of System and on an as-needed basis for future trainees.
- Vendor shall provide help manuals to allow resolution of straightforward items as expeditiously as possible.
- Support shall be available during normal business hours. Standby support shall be available at all other times, including nights, weekends, and holidays.

- Vendor shall protect and backup, for a minimum of 60-days, any software configuration settings, any Customer provided data that has been modified for use by the software, and any new data produced by the software itself.

Hardware

- At the time of installation, the hardware must be the current technology available and compatible with the vendor's software.
- Hardware shall remain under warranty for one year and shall offer options for extending the warranty for up to 5 years.
- Vendor shall install a power conditioner in each vehicle to ensure proper voltage to the tracking unit to increase device stability and performance.
- Vendor shall install an inline power fuse to tracking units to prevent possible power short conditions and device failure.
- Should a malfunction occur which requires hardware to be replaced-- during the initial contract; the replacement equipment must be new with the latest technology at the time of replacement and/or installation.
- Hardware shall offer the capability for dynamic interface additions/changes over time. Examples should include driver login, route selector, and passenger counting input, on-time performance indicators, etc.
- Hardware shall provide the ability to integrate additional components directly into existing hardware. Examples should include Automatic Voice Announcement (AVA) systems for American Disabilities Act (ADA) compliance and Automatic Passenger Counters (APC's).
- Hardware shall receive software updates over the air
- Vendor shall discuss the future support plan for hardware over the life of the contract

Software

- At the time of implementation, the software must be the current version and compatible with the vendor's hardware.
- No installations of any kind on any transit Agency computers or servers. Everything must be stored on Vendor's servers.
- Vendor must always ensure that the Transit Agency is utilizing the latest approved software version available.

Maintenance

- Vendor to include maintenance/hosting agreement for the first year.
- Vendor to provide an annual breakdown of cost for the maintenance/hosting agreement for an additional four (4) One (1) - year renewal option.

- **BASIS FOR AWARD**

Award shall be made to the bidder submitting the lowest responsive and responsible Base Bid.

- **TERM OF CONTRACT**

The term of this contract is for up to five years to be evaluated at the end of each year.

- **COMPENSATION**

The Compensation of the firm selected to undertake this project will be made after the funding Agency releases the funds upon completion and acceptance of work as required by the IFB.