

SCP22-15; AVL System

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Addendum #1 – Questions and Responses

INSTALLATION AND SUPPORT OF AUTOMATIC VEHICLE LOCATION SYSTEM

Questions and Answers

1. Can companies from outside the USA apply? Would those companies need to attend meetings in person? Can the tasks related to the RFP be performed outside the USA? Can proposals be submitted by email?
 - A. Yes, anyone is welcome to propose. Proposals will be reviewed on their merits. Companies are welcome to propose the manner in which their services can meet our expectations. Proposals can be submitted electronically, as stated in the RFP.
2. Do the integrated mobile data terminals need to connect to the AVL software (i.e. will they need a sim card/network connection)? If so, will the County provide the data plan or does the vendor need to provide this?
 - A. Vendors are welcome to propose their solution, in whatever manner it works and with whatever supplemental need the County will need to provide in order for the system to function. We invite vendors to propose any solution that meets the stated expectations of the RFP, and in whatever manner their products and/or services do so.
3. What is the expected capability of the public? Is it just to see the current location of the vehicle? Is it delayed information? Can they see historic information or just real time?
 - A. Again, proponents are welcome to propose their system for our consideration. We would prefer that the public see delayed information, and be able to see historic information for a period yet to be determined, possibly hours possibly a day, but that is not necessary.
4. What does “system information” mean in the context of public visibility?
 - A. System information means the public should be able to see location, plow position, speed and material usage. This may not be necessary, but is desirable.
5. Is this a new system or will the selected vendor be integrating into a pre-existing “traveler information system”?
 - A. We currently have no AVL or automated vehicle systems, this will be a new system for Summit County.

6. Are you able to share what the budget is for this AVL system?
 - A. No, being a new system and a new endeavor for the County we are interested in learning the comparative costs of the various systems regardless of their relationship to our budgeted cost.
7. Are you looking for the implementation/project schedule? Is November 1, 2022 when Summit County is hoping to go live?
 - A. Yes, proposals should include implementation and installation schedules. Yes, we are hoping to be live on November 1, our typical start to winter.
8. For the training listed, is there a requirement for onsite training? Or is remote training that is recorded for later use sufficient?
 - A. Vendors are welcome to propose a training regimen that will be sufficient to provide our staff with the information they will need to operate the system. We will not dictate how that will be accomplished.
9. How long will this contract be established?
 - A. The Summit County budget is established on an annual basis, however we may entertain a contingent multi-year contract in future years if we are highly satisfied with the value and support provided by the vendor.
10. Do we want warranties to be extended on the hardware for the entire life of the contract?
 - A. We would prefer warranties for the life of the contract, however proposals should describe alternatives and their impacts on the contract for our consideration, if available.
11. What types of vehicles will the equipment be installed on?
 - A. Plow trucks, graders, loaders and pickups.
12. Does Summit County have existing fixed routes and stops to be imported into new CAD/AVL?
 - A. We do have existing routes, but the information may not be immediately available in an importable format. Any such needs of the proposed hardware/software should be described in the proposals if necessary.
13. How does Summit County anticipate the drivers will use the touch screen mobile data terminals?
 - A. Drivers should be able to perform pre- and post-trip inspections, report maintenance or repair needs for the equipment to supervisors, and mark hazards observed in roadways. The terminals should not require any interface during operation of the vehicle. We invite vendors to include the full capabilities of their systems in their proposals for our consideration.