



**Maryland Department of Transportation  
Office of Procurement  
CATSII Task Order J05B9200011  
Real-Time Transit Information System (RTIS) Implementation for the Bus  
Passenger**

**Addendum #3**

**July 10, 2012**

**To all bidders of the CATS II Task Order J05B9200011**

**This Addendum is being issued to amend and clarify certain information contained in the above named TORFP. All information contained herein is binding on all offerors who respond to this TORFP. Specific parts of the TORFP have been amended.**

**Changes to the scope of work or any response requirement will be published as an amendment and supersede the original published document per COMAR 21.05.02.07.**

SEE ATTACHED DOCUMENTS:

Revisions to the original solicitation

End of Addendum #3



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**Revisions to the original Solicitation**

The following changes/additions are listed below; new language has been double underlined and marked in bold (i.e., **word**) and language deleted has been marked with a strikethrough (i.e., ~~word~~).

**1. REFERENCE PAGE 13 - SECTION 2.5.6 – Replace with the following:**

**2.5.6 INTERFACE WITH THE TRAPEZE SCHEDULING SYSTEM**

The MTA Service Development Department uses Trapeze software for fixed route schedule building and run-cutting. **The TO contractor shall develop an interface to Trapeze FX and provide an option to develop an interface to Trapeze OPS.** Trapeze FX manages the schedules and Trapeze OPS manages the runs. The MTA desires **the RTIS** to have the **option to RTIS** receive vehicle and route/block data from Trapeze OPS. **If MTA chooses to exercise the option, the TO Contractor will develop the interface to Trapeze OPS** so that real time data from buses that are not logged on can still be accurately delivered. When a bus is not logged on and in revenue service, the only valid information available is the Vehicle ID (VID). Trapeze OPS assigns a route/block to a particular VID. If the Route/Block/VID information is made available to the RTIS it can use this information to assign buses that are not logged on to a route block and therefore still be able to provide real time information on that vehicle.

**This interface to Trapeze OPS shall be optional due to the inconsistency in bus assignments and the high probability of giving incorrect information to the customer as a result.**

ID #	Functional / Business Requirements	Associated Deliverable ID # From Section 2.6.2 Below (If Applicable)
2.5.6.1	The RTIS shall <b><u>optionally</u></b> capture the VID and the route and block information related to that VID from the Trapeze OPS database. TO Contractor shall give specifics of how this is to be done. The TO Contractor shall obtain the interface control document (ICD) from Trapeze.	2.6.2.4
2.5.6.2	<b><u>If the option is exercised, the</u></b> <del>The</del> RTIS shall use the VID to tie a vehicle that is not logged on to a particular route and block.	2.6.2.4
2.5.6.3	<b><u>If the option is exercised, the</u></b> <del>The</del> RTIS shall use the acquired route and block to determine the next stop for the vehicle and report the Next Vehicle Arrival time to the customer based on this information.	2.6.2.4
2.5.6. <del>4</del>	The TO Contractor shall coordinate with MTA's current ATIS vendor to obtain interface information. The current contact person is: Ben Dvoracek 416-904-6407 Trapeze Group 5800 Explorer Drive, 5 <sup>th</sup> Floor Mississauga, Ontario L4W 5L4 Canada	2.6.2.2.1





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<u>2.5.6.5</u>	<u>The RTIS shall receive schedule information from the Trapeze FX module to utilize as required in the calculation of the Next Vehicle Arrival Time.</u>	<u>2.6.2.4</u>
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**2. REFERENCE PAGE 21 - SECTION 2.6.2.4 - Replace with the following:**

**2.6.2 DELIVERABLE DESCRIPTIONS / ACCEPTANCE CRITERIA**

2.6.2.4	Integration with <del>the</del> Trapeze <u>FX Scheduling System</u>	The work will be considered complete when the Critical Design Document has been approved, implemented, and successfully tested and operates for a set of random test vehicles at random test stops on major routes as identified in the test plan and procedures document delivered as a part of the project plan.
<u>2.6.2.5</u>	<u>Option: Interface/integration with Trapeze OPS</u>	<u>The work will be considered complete when the Critical Design Document has been approved, implemented, and successfully tested and operates for a set of random test vehicles at random test stops on major routes as identified in the test plan and procedures document delivered as a part of the project plan.</u>

**3. REFERENCE PAGE 27 – SECTION 4.2 - Replace with the following:**

**4.2 TECHNICAL PROPOSAL EVALUATION CRITERIA**

The following are technical criteria for evaluating a TO Proposal in descending order of importance.

1. Ability to comply with the requirements as stated in Section 2 – Scope of Work as demonstrated by the technical proposal. Optional requirements shall not be included in the technical evaluation.
2. Demonstration of existing deployments of Real-Time Transit Information systems
3. Master Contractor and Subcontractor Experience and Capabilities in transit and with Intelligent Transportation Systems
4. Contractor’s ability to meet the 12 month implementation deadline as demonstrated by the project schedule and migration plan

**4. REFERENCE PAGE 28 – ATTACHMENT 1 - Replace with the following:**

**SAMPLE PRICE PROPOSAL FORM**





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Sample Price Proposal for CATS II TORFP # J05B920011

<b>Item</b>	<b>Description</b>	<b>Qty.</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Price</b>
2.6.2.1	Implementation of the Real-Time [Passenger] Information System browser-based portal application and fixed end equipment.	1	Lump Sum (LS)		
2.6.2.1.1	NRE Cost for AVL Integration	1	LS		
2.6.2.2	Integration with the ATIS	1	LS		
2.6.2.2.1	NRE Cost for ATIS and the Trapeze Scheduling System	1	LS		
2.6.2.3	Integration with the IVR	1	LS		
2.6.2.4	Trapeze <b>EX</b> Integration	1	LS		
2.6.2.6	Training	48	HR		
<b><u>Total Price (for evaluation purposes)</u></b>					
<b><u>2.6.2.5</u></b>	<b><u>Optional: Trapeze OPS Interface</u></b>	<b><u>1</u></b>	<b><u>LS</u></b>		
<b><u>Total Price including Option</u></b>					

SUBMIT AS A .PDF WITH THE FINANCIAL RESPONSE

**End of Addendum #3**



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