

REQUEST FOR PROPOSALS (RFP) ADDENDUM #1
City of Milwaukee Department of Public Works
Public Bike Sharing Equipment, Software/Technology and Installation
WisDOT Project ID 2190-06-71

CORRECTION

City of Milwaukee staff is providing the following correction to the table shown on Page 9 of the RFP:

“The City of Milwaukee is seeking Proposals for the identified minimum and maximum quantities for the following Base Purchase and future Options:”

	Base Purchase 2015 – Dec. 2016	Option 1 (est.) 2016 – Dec. 2017	Option 2 (est.) 2017 – Dec 2018
Bike Share Stations*	28 min. / 50 max.	15 min. / 45 max.	15 min. / 45 max
<i>Expected quantity of docks per station (range)</i>	<i>13 - 22 docks</i>	<i>13 - 22 docks</i>	<i>13 - 22 docks</i>
Expected quantity (range) of bicycles per station	13 - 22 bikes <i>Minimum 50% bicycles/docks ratio per station</i>	13 - 22 bikes <i>Minimum 50% bicycles/docks ratio per station</i>	13 - 22 bikes <i>Minimum 50% bicycles/docks ratio per station</i>

RESPONSES TO QUESTIONS RECEIVED FROM PLAN HOLDERS BY THE JANUARY 21, 2015 DEADLINE:

1. What would the fixed period for this IDIQ be?

“The City is seeking to establish an Indefinite Delivery/Indefinite Quantity (IDIQ) contract to procure bike share station equipment, technology and installation. [RFP, Page 4]

Please refer to the table on page 9 of the RFP document, which shows the purchase timeframe for this initial IDIQ to be through December 2018. Please note that a correction to this table on Page 9 of the RFP document has been issued by the City as part of this Addendum (see above).

2. If a different vendor is chosen, should we assume that you will replace the current 10 stations with stations from the chosen vendor? In that context, would we add 10 more stations to the quantities specified in the RFP?

The City of Milwaukee does not own the 10 existing stations; these are owned by Midwest Bike Share. However, City staff has had discussions with Midwest Bike Share about incompatibility issues if a different vendor is selected through this competitive procurement process.

In response to the question, City staff requests that proposing vendors provide pricing for up to 10 additional stations (and the corollary number of docks and bicycles) above the quantity requested in the RFP to accommodate a scenario where the existing stations/bicycles are replaced either with CMAQ grant funds or with other funds. These additional 10 stations plus docks and bicycles should be shown as a Base Purchase *option* with separate pricing for up to an additional 10 stations above what is indicated in the *corrected* Page 9 table (shown above in this Addendum). [The Base Purchase is listed as 28 stations minimum/50 stations maximum so the purchase option to replace the existing stations would be 10 more stations more than the possible maximum number of stations outlined in the RFP (50), which would be potentially a maximum of 60 stations in the Base Purchase.]

3. Could you please clarify what you mean by “reproduce” the software?

“Under the terms of this license, the City of Milwaukee and its authorized users or representations shall be permitted to access, use, display, and reproduce the software for purposes of operating and maintaining the Milwaukee public bike sharing system.” [RFP, Page 8]

The intent of the term “reproduce” was intended to mean that the City and/or its selected operator would be able to extend the software to additional computer workstations or related peripherals as needed to successfully operate the bike share system.

4. What do you mean by dual locking?

“Stations: Tamperproof, dual locking bike docks.” [RFP, Page 10 under the “Station” Technical Specifications section]

The intent of “dual locking bike docks” is to have a dock that has a back-up lock in the event the primary locking mechanism on the dock fails. Please note that Section 3.0 – Technical Specifications provides the “expected characteristics” (versus required) for the equipment.

5. If some features are not yet developed or are under deployment, should they all ready for deployment in 2015? Or is it acceptable to deliver them progressively until the end of Phase 1?

City staff suggests any vendor with any new or upgraded/changed software and/or equipment features rolling out in 2015 and 2016 detail these in its Proposal, including what these changes will be, what benefits they may provide (e.g., more query and report options in the back-end software, lighter bicycles, more durable handlebar grips, more language options at the kiosk), when these improvements will be available during 2015 and/or 2016, and whether there will be any significant differences in appearance of the stations and/or bicycles if new equipment is not available for the City's initial purchases. The Proposal Evaluation Committee will then review this information and take it into consideration when evaluating each vendor's proposal.

6. What is the intended purpose of the GPS? Is it only to gather data on bike routes?

"Bicycle: Equipped with self-charging GPS. (Please indicate if the GPS is passive and/or active, the price differential if active GPS is an option/upgrade, and the format of the data for both passive and active GPS. The City of Milwaukee uses ESRI Arc GIS software for GIS analysis.) [RFP, Page 11]"

It is City staff's expectation that each bicycle can be tracked at a minimum for the possibility of recovering a bicycle that is not returned to a dock. Ideally, staff would like to be able to track the actual routes selected by bike share users to better understand the routes and choices that system users are making. This information can be anonymous from the actual user's identity, but data regarding the date and time of day associated with the route of each trip would be useful information in bike share system operations and also bicycle facilities network planning by City staff.