STATE OF ALASKA RFP NUMBER 2525C006
AMENDMENT NUMBER TWO (2)

Department of Transportation & Public Facilities
Division of Supply & Services
2200 E. 42nd Avenue
Anchorage, AK 99508

THIS IS NOT AN ORDER   **DATE AMENDMENT ISSUED: September 11, 2024**

RFP TITLE: Fleet and Enterprise Asset Management Software Implementation - TSAIA

INFORMATIONAL AMENDMENT ONLY

DEADLINE FOR PROPOSALS DATE & TIME: **September 26, 2024 @ 2:00pm AKDT**

THIS AMENDMENT SERVES TO: Answer Questions from potential offerors and Include a new preference:

- **QUESTION:** *"What are the main goals of the project"*
- **ANSWER: The primary goals of this project are to streamline fleet and asset management processes, enhance operational efficiency, and improve data accessibility and analysis through a comprehensive software solution. This includes automating asset tracking, work order management, and maintenance scheduling while integrating seamlessly with existing systems.**

- **QUESTION: "Have you received any demos of Fleet and Asset Management systems/applications? If yes, what systems/applications?**
- **ANSWER: Yes, we have received demos from several vendors, including but not limited to Asset Works, City Works, Fleet 360, and iWorQ. These demos provided us with an understanding of the different functionalities and customization options available.**

- **QUESTION**: *"Have you worked with any 3rd party resources or resources outside of the airport on assistance with the RFP or the requirements matrix?"*
- **ANSWER: No. We have consulted product literature and specifications from multiple vendors to identify key features and elements we would like to utilize in developing the matrix.**

- **QUESTION:** *"Have you talked with any other airports about how they handle Fleet and Asset Management? If so, who and what were the results?"*
- **ANSWER: Yes, we have had discussions with several airports. These conversations helped us identify best practices, such as optimizing preventive maintenance schedules and integrating GIS with asset management.**

- **QUESTION:** *"Can you provide a breakdown of your current license needs and types of users?"*
- **ANSWER: We anticipate needing approximately 50 user licenses for a combination of administrators, fleet managers, technicians, and maintenance personnel. The exact breakdown will be provided during the requirements gathering phase.**

- **QUESTION:** *"If we submit our response electronically, do we still need to mail a response?"*
- **ANSWER: No. See page 5 of the RFP SEC. 1.07 for Return instructions.**

- **QUESTION:** *"Is it expected that all requirements except the Optional tab will be delivered in the first 6 months?"*
- **ANSWER: Yes, all mandatory requirements are expected to be delivered within the first 6 months, while the Optional tab may be addressed after the initial rollout based on operational needs.**

- **QUESTION:** *"What are the primary needs to be addressed with the rollout of the solution? Is it expected that additional capabilities will be added after the 6-month period?"*
- **ANSWER: The primary needs include improving fleet maintenance workflows, automating work orders, and enhancing asset lifecycle management. Additional capabilities, such as advanced reporting and predictive maintenance features, may be explored after the 6-month period based on system performance and feedback.**

- **QUESTION:** *"What do you mean by "standard integration" in the Integration tab of the requirements?"*
- **ANSWER: "Standard integration" refers to out-of-the-box integrations that do not require extensive customization. We also expect it to integrate with Gasboy our current fuel management system.**

- **QUESTION:** *"Section 3 Scope – Question 6. What data elements are you including in the 20-year history? I.e. asset attribute type data, transactions data, work orders, PMs, job plans, inventory, bill of materials, etc.?"*
- **ANSWER: We plan to include a comprehensive range of data elements, such as asset attribute type data, historical work orders, preventive maintenance (PM) records, transactions data, job plans, inventory records, and bill of materials where applicable.**

- **QUESTION:** *"Section 3.04 states this is a fixed price contract. Without having the full requirements and needs for configuration, it is difficult to provide a fixed price. Can we submit time and material and adjust as we learn more?"*
- **ANSWER: At this time, we are requesting a fixed-price proposal. However, we understand the challenges related to configuration needs, and we are open to discussing potential adjustments based on scope changes during the implementation phase.**

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- **QUESTION:** *"For submittal forms, is it acceptable to incorporate the submittal forms into a single word document as long as we meet the page requirements?"*
  ANSWER: Yes. A single word document will suffice. Must meet the page requirements.

- **QUESTION:** *"Section 3.04 states this is a fixed price contract. Without having the full requirements and needs for configuration, it is difficult to provide a fixed price. Can we submit time and material and adjust as we learn more?"*
- **ANSWER: We are requesting a fixed-price proposal. However, we understand the challenges related to configuration needs, and we are open to discussing potential adjustments based on scope changes during the implementation phase.**

- **QUESTION:** "How many environments will you need to support the use of the system, i.e. Production, Test, etc.?"
- **ANSWER: We expect to require at least two environments: Production and Test. An additional environment for Development or Training may also be beneficial depending on the complexity of the solution.**

- **QUESTION:** *"On Page 4, under Sec. 1.02 Budget, it states "The Department of Transportation, ANC-AFM, estimates a budget of $275,000 dollars for the 6-month onboarding/implementation and 1st year of technical support. Proposals priced at more than $275k for the 6-month onboarding/implementation and 1st year of technical support may be considered non-responsive. Will you be considering proposals greater than $275,000 for implementation and software costs?"*
- **ANSWER: Proposals exceeding $275,000 may be considered non-responsive, for the 6-month onboarding and 1st year of technical support. However, we are open to reviewing justifications if additional costs are associated with value-added features.**

- **QUESTION:** *"How much time do you expect our resources to be on-site for the implementation?"*
  ANSWER: We expect on-site presence for critical milestones such as system setup, training, and go-live support. We anticipate that this will require approximately 2-4 weeks of on-site engagement, depending on the implementation phase.

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- **Alaska Military Skills Program Preference – AS 36.30.321(l)**

ALASKA MILITARY SKILLS PROGRAM PREFERENCE
An Alaska Military Skills Program Preference of **2%**, not to exceed **$5,000**, will be applied to the price in the proposal. The preference will be given to an offeror who qualifies under AS 36.30.990(2) as an Alaska bidder and:

A. Employs at least one person who is currently enrolled in, or within the previous two years graduated from, a United States Department of Defense SkillBridge or United States Army career skills program for service members or spouses of service members that offers civilian work experience through specific industry training, pre-apprenticeships, registered apprenticeships, or internships during the last 180 days before a service member separates or retires from the service: or

B. has an active partnership with an entity that employs an apprentice through a program described above.

In accordance with AS 36.30.321(i), the bidder must also add value by actually performing, controlling, managing, and supervising the services provided, or for supplies, the bidder must have sold supplies of the general nature solicited to other state agencies, other government, or the general public.

Alaska Military Skills Program Preference Certification

- In order to receive the Alaska Military Skills Program Preference, the proposal must include the Alaska Bidder Preference Certification Form attached to this RFP. An offeror's failure to provide this completed form with their proposal will cause the state to disallow the preference.

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