

**ADDENDUM # 2 TO CATA RFP #2013-102
CAPITAL AREA TRANSPORTATION AUTHORITY
RADIO PROJECT**

Vendor Questions and Answers

Each question received from interested vendors in regard to the above Request for Proposal (RFP) is consecutively numbered 1-38 below and labeled "Q". Below each question is CATA's official corresponding answer labeled "A".

This Addendum is enclosed within this correspondence, and is also available on the CATA website at www.cata.org, located under the heading "Doing Business With CATA".

- 1. Q: Will Trapeze be bidding? If they are bidding, we subject ourselves to not complying with the Sherman Anti-trust and collusion laws by talking with them as CATA request us to do within the bid.**

A: Trapeze has indicated that they do not intend to bid on this project.

- 2. Q: Why do you need the integration with Trapeze if today's radio systems can accomplish most everything you've described regarding closed mic, GPS location, etc.?**

A: It's related to integration, both driver and dispatch operating efficiencies, data logging and tracking.

- 3. Q: Does Trapeze have a working solution or is this a solution to be developed?**

A: It is a solution to be developed, but Trapeze has options including three (3) remote controlled contact closures on their vehicle transceiver and RS-232.

- 4. Q: What are the conditions for the rest of the channel?**

A: It is the home fallback channel and used in the event the CAD system is not operational and thus the channel where the radio returns to in the event it is not being directed to another channel by the driver or Trapeze.

- 5. Q: When is the driver allowed to communicate using fallback mode?**

A: Primarily only when the Trapeze AVL system cannot be used to initiate communications through Request to Talk or as directed by CATA driver operating policy.

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6. Q: How will the handset be wired in?

A: We would expect it will be an integrated component of the radio system and not a custom designed add-on that could anyway interfere with the back-up or normal operation.

7. Q: Page 7, Section 1-J, where are Section II and Section III?

A: These should be Section 2 and Section 3 respectively.

8. Q: Has CATA developed a radio system that meets these requirements?

A: No.

9. Q: Will Trapeze have to meet DBE and similar requirements as a sub?

A: Yes. However, CATA doesn't expect a problem as Trapeze is already a CATA Contractor.

10. Q: Regarding construction bond language, there isn't really any construction. Is this required?

A: CATA is going to require a performance bond equal to 25% of the contract award. The bond obligation is not limited to the construction portion of the proposal; but does not apply to maintenance obligations of the successful bidder.

11. Q: Page 55 of the RFP references a "Consultant". Is that the same as "Contractor"?

A: Yes.

12. Q: Page 50, point 2 of the RFP, regarding the WFMK tower owned and operated by State Communications. Will we be visiting the site?

A: No. State Communications and State Electronics are two companies, but essentially the same operating out of the same building. They are a local provider who operates the tower.

13. Q: What is the communication protocol for the Trapeze system?

A: Cellular data.

14. Q: Has there been a history of lightning strikes on the tower?

A: No.

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15. Q: Was the tower antennae transmission line ever tested?

A: No.

16. Q: Is there a radio in the CATA Maintenance Office?

A: There is not currently a mobile at this location, but it is desirable. It would not be used as a dispatch radio. Maintenance staff will use handhelds on a separate talk group.

17. Q: Do you require 24/7 maintenance on dispatch only or on everything?

A: We operate 24/7 and would need support 24/7 on core system components. Individual buses generally don't need 24/7 support. However, bus maintenance that is required will generally need to be done in the evenings. Buses end operation starting at 7pm then staggers in to as late as 4am.

18. Q: When will CATA publish Addendums from this meeting?

A: They will be released as soon as possible with answers to final written questions published by March 27, 2013.

19. Q: Will all buses have handsets or hand mics?

A: Microphones were put in place as a workaround to our current problems with the handset. Overall intent is a manufacturer integrated handset and radio solution for all passenger vehicles. Command vehicles, such as supervisor vehicles, may still use hand mics. We believe use of a digital radio will level the audio levels and help address the problems we've had in this area.

20. Q: Are there provisions to route antennae cables to the roof?

A: CATA will assume the cost and take care of having roof work, mounting and penetrations done to vendor specifications. Proposer (Contractor) will be responsible for antennas and transmission line installation.

21. Q: What is roof construction above Dispatch?

A: Metal deck roof construction with pitch and gravel. However, CATA will provide access to the roof areas where necessary. Also refer to Question 21 answer above.

22. Q: Who owns the cell tower on CATA property?

A: CATA

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23. Q: Can you advise on the grant award dollar amount or general budget for the radio project?

A: CATA would prefer to state that the budget is adequate for the anticipated cost of the project.

**24. Page 53, Section 3-B, of the RFP, Small and Disadvantaged Business Enterprises.
-The link provided does not work.**

*A: Link: http://www.michigan.gov/mdot/0,1607,7-151-9625_21539_23108---,00.html .
Please hold down the "Ctrl" key and click the link to access the webpage.*

25. Q: Can you please identify the specific sections of the listed laws that bidders must comply with?

A: Please plan to comply with all RFP requirements with the exception of providing a payment bond. A payment bond is not required.

26. Q: Can all timelines for the bid be extended at least three (3) months to allow vendors to comply with this RFP?

A: No, CATA is unable to comply with this request.

27. Q: FTA C 4220.1E – 8 Competition, a. Full and open competition, (5) "Organizational conflicts of interest". Can you clarify if working with Trapeze puts (the vendor) in conflict with this law?

A: Without more information, it is not possible to determine if a contractor has an organizational conflict of interest by working with Trapeze. If they think they have such a conflict, they might wish to discuss it with their attorneys. (Please also note the most current FTA Third Party Guidance Circular is labeled "FTA C 4220.1F")

28. Q: Buy America Requirements – Applicability to contracts. Are radios considered part of this?

A: Buy America principles do apply in a procurement involving radios, 60% of the system must be Buy America compliant. Therefore, the cost of all of the components, not simply the radios, must be compared to determine Buy America compliance.

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29. Q: You listed six (6) frequencies. Can we use any of the six we see fit for operating frequencies?

A: It is our belief that any combinations of the available frequencies licensed to CATA are available for use.

30. Q: Current service area. Can you provide us a map (with streets identified) that shows the present service area? You also indicate future expansion into Eaton and Clinton Counties. Is this the entire counties or only portions of each?

A: Service area maps are available on www.cata.org and this would likely be the best and most versatile means of accessing them. CATA will provide an ARC GIS map that would provide this detail of information, See Addendum #2, Attachment B - CATA Routes Map Shape File, and the following link: <http://www.mcqi.state.mi.us/mgdl/?rel=ext&action=cext> which contains the GIS transportation framework for Clinton, Eaton, and Ingham counties.

However, this will be provided in layers and must be combined by the user to fully access. As to Eaton and Clinton counties, CATA does not currently know what area could be involved. Our request was for the vendor to be aware that all three counties could become active CATA areas and if so, what type of approach would the vendor consider.

31. Q: In the buses, is there to be an external speaker? If not, how does the driver know when to pick up the handset to talk to the dispatcher?

A: There should be an external speaker capable of handling the audio power levels of the radio and located in a place in easy earshot of the driver.

32. Q: Please confirm the hours during the day/night that vehicles will be made available for install.

A: The number of vehicles varies by sign-up period. During the period of May, 2013 through August 29, 2013, CATA will have up to thirty vehicles a day not in scheduled service and these could be rotated through street use to allow for installation purposes. After August 29, 2013, daytime installation will become very difficult and CATA would prefer that work at this time take place between the hours of 1900 hours and 0530 hours.

This Addendum including the associated Attachments A and B, is enclosed within this correspondence. This Addendum is also available on the CATA website at www.cata.org, and the corresponding Addendum #2 Attachments A and B are available at the CATA FTP site at <ftp.cata.org> under the Radio 2013-102 directory.

Encl: Addendum #2, Attachment A – Pre-Bid Site Visit Photos.doc
Addendum #2, Attachment B – CATA Routes Map Shape File.zip

Please contact banderson@cata.org if you need assistance downloading the FTP files.