



Capital Area Transportation Authority
4615 Tranter Street
Lansing, MI 48910

AMENDMENT NO. 1 TO BUS STOP REAL TIME SCREENS AND ANNUNCIATORS

1. AMENDMENT NO: 1	2. SOLICITATION NO: RFP 2026-166	3. SOLICITATION NAME: BUS STOP REAL TIME SCREENS AND ANNUNCIATORS	4. AMENDMENT DATE: JULY 24, 2026
-----------------------	-------------------------------------	---	-------------------------------------

5. ISSUED BY

Capital Area Transportation Authority
Purchasing and Contracts Department
4615 Tranter Street
Lansing, MI 48910

6. DESCRIPTION OF AMENDMENT:

The following documentation has been attached to this Amendment:

1. CATA responses to vendor questions.
2. All other terms and conditions remain unchanged.

PLEASE NOTE: Contractor is required to sign this document and return it with the bid/proposal/quote.

NAME / TITLE OF OFFEROR (Type or Print)	COMPANY NAME
(Signature of person authorized to sign)	(Date Signed)



July 24, 2026

Capital Area Transportation Authority Request for Proposal 2026-166
Bus Stop Real Time Screens and Annunciators
CATA Responses to Vendor Questions

VENDOR QUESTIONS AND CATA'S RESPONSES:

1. What real-time API is provided by your AVL/CAD system and can we get access to it for testing for the RFP?

An API from Transit Master will be available for consumption for testing related purposes which adheres to ITxPT standards following awarding of the project.

2. The RFP says the AVL/CAD system provides real-time data on vehicle locations. Does it also provided real-time arrivals, or should we calculate the arrivals ourselves?

The AVL/CAD system does provide real-time arrival predictions.

3. Could you please confirm whether international independent providers or specialist subcontractors are eligible, the real-time data feeds and hardware interfaces in scope, relevant reference deployments, and the target rollout date? I can prepare a focused interface demo once the required data format and display references are clear.

All submissions will be considered. Feed comes via Vontas Transit Master (Trapeze). Have most recently deployed an e-paper screen that is programmed to ConnectPoint. Rollout hoping to be in early-2027 pending weather.

4. Installation and Maintenance – Could you please confirm whether installation and maintenance activities are excluded from the scope of this RFP, and that CATA will be responsible for handling these activities directly (with the exception of initial delivery, as noted in Section II-C)?

CATA will be in charge of installation and maintenance of the units, but there should be installation instructions provided as part of the order as well as a contact person for technical support.

5. Poles/Posts Supply - Could you please confirm whether the awarded vendor is required to supply the poles/posts for the real-time arrival signage and annunciators, or whether these will be installed on poles/posts already in place at CATA's bus stops? If existing poles/posts will be used, could CATA provide the relevant specifications (e.g., material, diameter, height) so that we may ensure full compatibility of our proposed equipment?

The awarded vendor is required to supply the poles/posts to ensure that they are able to hold the technology.



6. **Push-Button Annunciator Mounting** - Regarding the push-button annunciator for the text-to-speech function, could you confirm whether this button must be physically integrated into the display chassis/enclosure, or whether it may be provided as a separate, external unit mounted nearby on the same pole?

The push-button annunciator can be a separate, external unit mounted nearby on the same pole.

7. **Battery/Solar Configuration** - Regarding the solar power system, does CATA have a preference between (a) a solution with batteries integrated within the display chassis itself, or (b) a solar kit installed higher on the pole, with batteries co-located near the solar panel at the top? Any guidance on CATA's preferred configuration would help us tailor our proposed solution accordingly.

No preference on configuration, but we will want to ensure that wherever the batteries are located are not prone to theft.

8. **Would CATA consider a fully battery-powered display option (independent of solar/AC, featuring a 5+ year internal battery life) as an alternative to the solar/AC requirement? This gives the Agency increased deployment flexibility to deploy at any stop regardless of infrastructure, shading or power availability. It would also reduce hardware and installation costs.**

Solar/AC is the preferred option.

9. **Would CATA like pole mounted solar powered lighting integrated with the displays to increase the safety of the bus stop where solar units are viable to be deployed?**

Pole mounted solar powered lighting is not requested.

10. **Would CATA be open to additional optional line items provided in the pricing sheet such as different power configurations, or additional amenities such as lighting?**

Additional amenities such as lighting was not requested and will not be considered as part of the RFP process.

11. **Does CATA have any bus stops currently selected for the project? If so, would the agency be able to share them via addendum so that solar viability and site infrastructure can be assessed?**

We do not have specific bus stops pinpointed at this time, but any stop where we have a bus shelter or bench present could be considered for installation.

12. **Are structural engineering calculations required to confirm that the proposed solution is safe to deploy on CATA standard post design?**

The awarded vendor is required to supply the poles/posts to ensure that they are able to hold the technology. Any installation instructions or engineering calculations to ensure safety should be included.



- 13. Would CATA require cyber security certifications such as ISO27001 to confirm that the software is compliant with industry standards?**

While a specific certification is not required, demonstrating an awareness of security industry standards and their implementation into the systems is recommended.

- 14. CATA mentions a preference that the procured system can integrate with existing arrival signage. Can further explanation of the existing system be provided? Does the existing system allow for control via API? Does CATA envision that the winner of the RFP will host the current displays on their CMS platform?**

Our existing screens are primarily Connectpoint and it would be preferred if the new screens had compatibility to run on the same system or if the new system could also incorporate Connectpoint screens.

- 15. Can CATA provide additional details on the expected deployment timelines/quantities over the course of the 5 year contract?**

Upon awarding a contract, CATA would like to aim to install an average of 20 screens per year for a 5-year period. However, this number can fluctuate pending available locations and staffing availability.

- 16. The photos in the scope of work section show that CATA has currently deployed some e-paper signs at bus stops. Is CATA's preference to procure additional e-paper signs under this RFP or are you open to other display types?**

CATA's preference is to procure additional e-paper signs, but will also be open to other pole mounted, solar powered display types.

- 17. Please clarify if the awarded vendor will be responsible for installation of signs or if CATA will install themselves/through a third-party.**

CATA will be in charge of installation and maintenance of the units, but there should be installation instructions provided as part of the order as well as a contact person for technical support.

- 18. Can CATA provide additional information on which bus stop locations will allow for grid power connection versus requiring solar power?**

All bus stop locations should be considered to be powered by solar. Only in rare cases will CATA be able to utilize grid power connection, but we will want to have the compatibility if the opportunity were to arise.

- 19. What CAD/AVL system does CATA currently use?**

Vontas Transit Master (Trapeze)



- 20. Can CATA provide additional details on existing bus stop signage (make, model, display type, power source, quantity, etc.)?**

CATA has 2 other types of arrival screen signage, one through Connectpoint and the other through a TV with a raspberry pi device displaying actionfigure.ai information. These are powered by a combination of solar and/or grid connection pending the location. CATA currently has less than 10 of these screens throughout the system.

- 21. Please clarify if proposers should include cellular data fees/SIM cards in their pricing or if that is to be managed by CATA.**

Providing the option for CATA to manage the cellular data and fees while also providing the option for the proposer to manage the cellular data and fees would be optimal. That would allow CATA to choose the option that is the most cost effective overall.