



VEHICLE RFP: QUESTIONS AND ANSWERS (Second Round of Questions Received COB April 10, 2015)

EL PASO STREETCAR PROJECT

April 23, 2015

Q #	RELEVANT SECTION	BIDDERS' QUESTION	RESPONSE	ADDENDUM REQUIRED?
1	Page: CP 5-6 Section: 5.2.2 Paragraph: Sentence:	Would CRRMA consider an alternate delivery schedule? And/or would an alternative delivery schedule be grounds for disqualification?	As noted in CP Section 1.6.2.4, the Schedule requirements defined in CP 5.2 are of the utmost importance to CRRMA and compliance with these requirements is fundamental to the success of the Streetcar Project. The CRRMA spent considerable time and research developing the delivery schedule in CP 5.2 and believes it is a reasonable schedule. Accordingly, the CRRMA will not consider an alternate delivery schedule and submission of a schedule that does not meet the requirements of CP 5.2 may be grounds for disqualification of a Proposal.	No
2	Page: CP 6-3 Section: 6.5A Paragraph: 1 Sentence: 2	Will CRRMA consider reducing the warranty on special tools and equipment, as identified in requirement 6.5A to one (1) year?	Yes. Via Addendum, CP 6-3, Section 6.5A, will be revised to reduce the warranty for special tools and equipment, including, without limitation, portable test equipment, bench test equipment, diagnostic and test equipment to one (1) year.	Yes
3	Page: CP 6-4 Section: 6.7 Paragraph: 1 Sentence: 2	Will CRRMA clarify "or other method acceptable to CRRMA" as identified in requirement 6.7 or remove "in writing"?	CRRMA believes it is important that it receive the report from the Contractor in a written format. The revised language clarifying that CRRMA would allow an e-mail or another method proposed by Contractor and accepted by CRRMA was to simplify the "in writing" requirement. An e-mail is now acceptable and CRRMA will consider any other reasonable written communication.	No
4	Page: CP 6-8 Section: 6.13 Paragraph: 1 Sentence: 1	Will CRRMA please add the following clarification provided in Vehicle RFP: Questions and Answers, El Paso Streetcar Project, March 27, 2015? "The CRRMA will not continue to operate a vehicle that is unsafe or if such operation is likely to cause further harm to the vehicle."	Yes. Requested language will be added in an Addendum.	Yes

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5	Page: CP 3-1 Section: CP3 Paragraph: 1 Sentence: 1	Will CRRMA please provide a sample Contract?	Yes. A draft of a sample contract will be provided with the next Addendum.	Yes
6	RFP Attachment A Page: 2-4 Section: 2.8.3 Paragraph: 1 Sentence: 1	Can this reference be updated to point to the correct sections in CFR Title 47, Chapter 1, Subchapter A, Part 15?	Via Addendum, the first sentence of the first paragraph of TS Section 2.8.3 will be replaced with three new sentences that state: "The Contractor shall ensure that the cars and car equipment do not produce electromagnetic emissions that interfere with other systems on the car and do not interfere with electronic equipment that might be expected to be carried by passengers and crew. These include two-way radios, cell phones, pagers, portable computers, computer pads, hearing aids, pacemakers, and similar devices. Validation can be by sensor sweeps and/or tests using actual devices." The existing second sentence shall remain as is.	Yes
7	RFP Attachment A Page: 2-4 Section: 2.8.3 Paragraph: 1 Sentence: 2	The MIL standard is mistyped. Request MILSTD-4618 be changed to MIL-STD-461B.	Via Addendum, the MIL standard will be corrected to MIL-STD-461B.	Yes
8	RFP Attachment A Page: 3-8 Section: 3.13 Paragraph: 1 Sentence: 5	Would CRRMA modify this requirement to allow for alternate means for joining the ends of glazing strips?	Via Addendum, the fifth sentence of the first paragraph of TS Section 3.13 will be revised as follows: "The ends of any glazing strip shall be joined together by the hot vulcanization process to form an endless glazing strip, gluing or other adhesives shall not be used <u>unless the Contractor provides manufacturing processes and test data that demonstrates that the non-hot vulcanized joint will last for the design life of the car, considering the temperature conditions of El Paso and the understanding that window rubbers shrink over time placing stress on the joint.</u> "	Yes
9	RFP Attachment A Page: 3-9 Section: 3.14.3 Paragraph: 1 Sentence: 1	Would CRRMA consider repairable sprayon adhesive-type mats as an alternative to rubber mats?	Via Addendum, TS Section 3.14.3 will be revised to allow spray on roof mats in cases where such spray on mats meet the service proven, durability and electrical protection requirements of TS Section 3.14.3.	Yes
10	RFP Attachment A Page: 4-8 Section: 4.7 Paragraph: 1 Sentence: 7	Can CRRMA remove the requirement that no switches be permitted?	Via Addendum, the last sentence of the first paragraph of TS Section 4.7 will be revised as follows: "No Ethernet switches are permitted between each camera and the DVR <u>unless their use is verified by a network traffic analysis that demonstrates that CCTV data does not adversely affect the network, and vice versa.</u> "	Yes

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11	RFP Attachment A Page: 4-8 Section: 4.7 Paragraph: 2 Sentence: 1	Does the vehicle remanufacturer need to provide the installation for the wayside system or does CRRMA have an existing infrastructure?	Via Addendum, the second paragraph of TS Section 4.7 (which consists of one sentence) will be deleted.	Yes
12	RFP Attachment A Page: 4-10 Section: 4.7 Paragraph: 1 Sentence: 1	Can CRRMA reduce the days requirement to 7 or 14 days?	Via Addendum, the first sentence of the second paragraph of TS Section 4.7.4 will be revised as follows: "The DVR shall be able to store no less than 24 14 days worth of CCTV recorded video, computed using a minimum: 16 hours per day, image resolution 1280x1024, 15 fps, and high quality compression; the DVR shall have a minimum capacity of 4 2 terabytes (TB). <u>Sunmetro currently uses Radio Engineering Inc. (REI) for the provision of CCTV systems on their bus fleet.</u> "	Yes
13	RFP Attachment A Page: 5-2 Section: 5.2.3.(2) Paragraph: 1 Sentence: 1	Is there a second radio system that is required or is this unit expected to transmit data to the wayside via a modem tied to the two-way radio?	The IVLU includes its own data radio.	No
14	RFP Attachment A Page: 5-2 Section: 5.2.3.(3) Paragraph: 1 Sentence: 1	Is the inclusion of the destination sign interface intended to be part of the IVLU or is the Next Stop Passenger Information System to be a separate system as called out in sections 5.3?	The control of destination signs are not presently handled by the IVLU. However, the IVLU shall include built-in interfaces for future destination sign control.	No
15	RFP Attachment A Page: 5-2 Section: 5.2.3.(4) Paragraph: 1 Sentence: 1	Is the inclusion of the Public Address amplifiers intended to be part of the IVLU or is the public address system to be a separate system as called out in sections 5.3 and 5.4?	PA amplifiers are integrated into the IVLU. PA system requirements are specified in numerous sections of the Technical Specification, including 5.3 and 5.4.	No
16	RFP Attachment A Page: 5-4 Section: 5.4.3 Paragraph: 3 Sentence: 1	Can an approach be utilized in lieu of the 70 line approach?	Yes, so long as the proposed system has the ability to adjust the balance of the audio within the car, and such methods do not adversely affect maintenance efforts.	Yes
17	RFP Attachment A Page: 5-9 Section: 5.5 Paragraph: 2 Sentence: 2	Would CRRMA replace Part No. 28536042 with V28836219, or confirm it is an approved equal?	Yes - The product number in the Technical Specifications has been replaced with Transponder No. V28836219. The Specifications will be amended.	Yes

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18	RFP Attachment A Page: 6-2 Section: 6.2.3 Paragraph: 1 Sentence: 1	Is this requirement incorrect and should be deleted? The requirement in section 4.6.1. The specified replacement is Luminator SMT signs, or approved equal.	Via Addendum, TS Section 6.2.3 will be revised as follows: "The existing incandescent lighting system for the destination signs and run number sign shall be rewired and converted for operation using 120 volt ac, similar to the interior lighting fixtures, as required to interface with the new destination and run number signs."	Yes
19	RFP Attachment A Page: 6-2, 6-3 Section: 6.3 Paragraph: All Sentence: All	Should the lights selected conform to DOT and be typical of those used on buses and trucks?	The exterior lights shall conform to the requirements listed in TS 6.3. The CRRMA understands that exterior lights with "vintage" aesthetics may not be available.	No
20	RFP Attachment A Page: 6-2 Section: 6.3 Paragraph: 1 Sentence: 3	Is it permissible to power the headlight from 24 VDC vice the 12VDC if a model is commercially available that will operate over the range of voltage specified in IEEE 1476?	Via Addendum, the third sentence of the first paragraph of TS Section 6.3 will be revised as follows: "All exterior lights shall be incandescent or LED and shall operate from 24 volts dc, except the headlight which shall operate from 12 volts dc <u>or 24 volts dc.</u> "	Yes
21	RFP Attachment A Page: 8-5 Section: 8.10.7 Paragraph: 1 Sentence: 1	Statement conflictes with requirement 6.4.C on page 6-4: "Front Door Lights: a new 2-position switch (OFF-ON) shall control the two front doorway lights to allow them to illuminate if the front doors are open, wherever the car is in STANDBY or RUN position."	Via Addendum, TS Section 8.10.7 will be revised as follows: "When either front doors are open or <u>and</u> the switch defined in Section 6.4 is in the ON position, the front door ceiling lights shall illuminate, and shall extinguish when both doors are closed."	Yes
22	RFP Attachment A Page: 11-3 Section: 11.5.1 Paragraph: 2 Sentence: 5	Would CRRMA consider alternate voltages (e.g. 208 or 230 volts) for compatibility with the HVAC system?	Via Addendum, the 5th sentence of the second paragraph of TS Section 11.5.1 will be revised as follows: "The inverter shall provide an output of 240 <u>208 or 230</u> volts 3 phase, 60 Hz"	Yes
23	RFP Attachment A Page: 11-4 Section: 11.5.4 Paragraph: 2 Sentence: 1	Should this statement not also cover the headlight, which is specified as 12VDC in section 6.3, sentence 3?	Via Addendum, the first sentence of the second paragraph of TS Section 11.5.4 will be revised as follows: "A new 46-ampere (minimum rated capacity), 12 volt dc protected power supply (or larger if such is required) shall be provided to power the farebox and two-way radio, <u>and any other 12 volt equipment.</u> "	Yes
24	RFP Attachment A Page: 11-4 Section: 11.5.4 Paragraph: 3 Sentence: 1	The voltage range does not appear to be compliant with an IEEE 1476 system. It appears this range is consistent with a 36VDC system.	Via Addendum, the first sentence of the third paragraph of TS Section 11.5.4 will be revised as follows: "All 12 volt dc power supplies, unless approved otherwise by CRRMA, shall regulate the voltage to 13.6 ± 0.5 volts dc over the rated capacity of the power supply with an input voltage variation <u>provided by the LVPS as defined in TS Section 11.5.3 of 26 to 42 volts dc.</u> "	Yes

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25	RFP Attachment A Page: 11-4 Section: 11.5.4 Paragraph: 3 Sentence: 2	The voltage range does not appear to be compliant with an IEEE 1476 system. It appears this range is consistent with a 36VDC system.	Via Addendum, the second sentence of the third paragraph of TS Section 11.5.4 will be revised as follows: "The protected power supply shall provide 13.6 ± 2.0 volts dc over an input voltage range <u>provided by the LVPS as defined in TS Section 11.5.3 of 22 to 44 volts dc.</u> "	Yes
26	RFP Attachment A Page: 13-8 Section: All Paragraph: All Sentence: All	Would CRRMA consider elimination of the "TYPE TESTS" and environmental tests as called out in sections 13.4.1 through 13.4.11?	TS Sections 13.1, 13.4.3, 13.4.4, and 13.4.5 provide details of the process that the Contractor may follow if waivers to Qualification Tests are desired.	No
27	General	Are the vehicles currently configured for push-pull or towmode?	The PCC cars operate as single vehicles, and are only towed during emergency situations.	No
28	5.2.1 (10)	Will CRRMA consider using Ethernet instead of J1939 protocol?	No. The CRRMA prefers the protocols listed in TS Section 5.2.1.	No
29	5.2.3 (5)	PCMCIA non-volatile memory could pose an obsolescence issue; will CRRMA consider using flash memory in the form of micro SD?	Yes. The CRRMA will consider the use of a micro SD or other similar form of memory. Details to be provided by the Contractor during the Design Review process.	No
30	5.2.3 (6)	Will CRRMA consider an alternate method using a PTE laptop to protect user from directly accessing the memory card?	No. The CRRMA prefers the method described in TS Section 5.2.3.	No
31	5.2.4 (1)	Will CRRMA provide a detailed ICD document during project execution to allow Contractor or Sub-Contractor to configure communication with the AVL system?	The requested ICD document is not available to the CRRMA.	No

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32	5.2.6 (10)	Will CRRMA consider an alternate method to operate outside speakers than operated separately through a foot-operated switch? For instance door open/close activation or message selection.	Via Addendum, the last sentence of TS Section 5.2.6 (10) will be revised as follows: "The outside speakers shall be operated <u>via the Mobile Data Terminal (MDT) described in TS Section 5.2.1 separately through a foot-operated control switch mounted at a location approved by CRRMA.</u> "	Yes
33	5.2.8 (1)	Will CRRMA consider Ethernet for APC provision?	No. The CRRMA prefers the protocol listed in TS Section 5.2.8.	No
34	5.3.7	Will CRRMA clarify if the audio announcement information intended for outside speakers only?	Audio announcements are made on both interior and exterior speakers. Exterior speakers are used when the passenger doors are opened, or when specifically selected via the MDT.	No
35	5.3.9-5.3.14	Repeat of Section 5.2.6 (3) to (8)	Understood.	No
36	5.3.16 (6)	Will CRRMA consider GPS antenna instead of serial interfaces?	The CRRMA will consider enhancements or changes to the requirements during the Design Review process when the Contractor will provide detailed information and justification for the revision.	No
37	5.3.22	Same question as 5.2.6 (10)	Announcements are initiated via the Mobile Data Terminal (MDT).	No
38	5.4.3	Will CRRMA consider a direct drive instead of matching transformers?	Yes, so long as the proposed system has the ability to adjust the balance of the audio within the car, and such methods do not adversely affect maintenance efforts.	No