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VEHICLE RFP: QUESTIONS AND ANSWERS

EL PASO STREETCAR PROJECT

March 27, 2015

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
1		Number 1 Not Used.		
2		Number 2 Not Used.		
3	CP2	Section CP2 Proposer Forms there is Form II-A : Technical Summary Form..... it goes from B-Body to D-Door System. Is there a section C ?	The letter C was inadvertently omitted and the series of letters will be corrected via Addendum. There are no missing items from the form.	Yes

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4	CP2	Also, it goes from G – Propulsion System to I-Trucks and suspension, is there a section H ?	The letter H was inadvertently omitted and the series of letters will be corrected via Addendum. There are no missing items from the form.	Yes
5	CP5 Section 5.1.14	Section CP5 Special Provisions.....5.1.14 Taxes: My company is not licensed to collect sales tax in Texas so we would not charge sales tax. Is CRRMA subject to “use” tax and other similar taxes and if so what percentage is the tax?	The CRRMA is exempt from sales and use taxes.	No
6	TS 15.19.2	The terminal blocks they want us to use which are the stud type with nuts to tighten the wires to the block, can this be a spring clamp terminal block rated for transit applications to be approved by CCRMA?	Yes, constant tension spring clamp terminal type blocks, rated for transit applications, will be accepted. Appropriate language will be added to Technical Specification Section 15.19.2 via Addendum.	Yes
7	TS 16.2.4	What type of turnaround for CRRMA approvals?	Technical Specification Section 16.2.4 defines that CRRMA will disposition scheduled submittals as Approved, or Conditionally Approved with the required changes noted, or Disapproved with reasons for disapproval within 20 days after receipt by CRRMA.	No

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8	TS 11.5.3	Can the Aux Power Supply that is 240, 3 phase, 110 single phase & 24vdc supply can that be in a unit that has all of them together instead of separate unit for each 240 3 phase, 110 single phase & 24vdc voltages listed in the RFP?	Yes, the use of a single container for the aux power supply and the LVPS will be allowed. Appropriate language will be added to Technical Specification Section 11.5.3. and reissued via Addendum.	Yes
9	Page: CP 1-1 Section: 1.1 Paragraph: 3 Sentence: C31	Will CRRMA consider requiring a separate performance and payment bond for the one or two option vehicles?	The CRRMA will allow the Contractor the option of obtaining separate performance and payment bonds for the option vehicles. Change will be made in an Addendum.	Yes
10	Page: CP 1-26 Section: 1.8.2 Paragraph: 1 Sentence: 1	Will CRRMA consider the approval of a warranty bond that takes the place of the performance bond upon Conditional Acceptance of each vehicle?	Yes. The Contractor will have the option to obtain a warranty bond in place of a performance bond for each vehicle. The warranty bond for each vehicle will be equal to 5% of the Contract Price divided by the total number of vehicles the CRRMA makes subject to the Contract. Change will be made in an Addendum.	Yes
11	Page: CP 1-26 Section: 1.8.3 Paragraph: 1 Sentence: 1	Any single failure mode on a Component (as distinct from failures due to all or various causes) that develops during the component's Warranty period and affects at least ten percent (10%) of the total CRRMA willing to change this requirement or change the length of warranty?	No change will be made to CP 1.8.3. Warranties will be limited to 2 years in an Addendum.	Yes

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12	Page: CP 1-26 Section: 1.8.4 Paragraph: 1 Sentence: 1	Will CRRMA approve the implementation of a warranty bond (5%) of the Base Price of each vehicle in place of performance bond upon Conditional Acceptance of each vehicle?	See response to Question # 10.	Yes
13	Page: CP 1-26 Section: 1.8.4 Paragraph: 1 Sentence: 2	Will CRRMA consider the execution of separate performance and payment bonds, from the Base Contract, for the one or two option vehicles?	See response to Question # 9.	Yes
14	Page: CP 6-1 Section: 6.1.2 Paragraph: 1 Sentence: 1	Any single failure mode on a Component (as distinct from failures due to all or various causes) that develops during the component's Warranty period and affects at least ten percent (10%) of population of the component accepted by CRRMA in any twelve month period shall be a Fleet Defect. The minimum number of failures for any component to constitute a Fleet Defect shall be three (3). Will CRRMA consider changing this requirement?	Via Addendum, CP 6.1.2 will be revised to reflect that any single failure mode on a Component (as distinct from failures due to all or various causes) that develops during the component's Warranty period and affects at least twenty percent (20%) of the total population of the component accepted by CRRMA in any twelve month period shall be a Fleet Defect. The minimum number of failures for any component to constitute a Fleet Defect shall be six (6).	Yes
15	Page: CP 6-3 Section: 6.5B Paragraph: 2 Sentence: 1	Request to remove extended warranty and allow for all work within this contract to be covered under the two (2) year warranty.	Change will be made in an Addendum to limit warranties to 2 years. CP 6.5 B will be deleted via Addendum.	Yes

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
16	Page: CP 6-8 Section: 6.13 Paragraph: 1 Sentence: 1	To prevent delays and disruption of service will the CRRMA continue to operate deficient PCC, equipment, components, until it can be taken out of service to be made available to the Contractor for repairs? Will CRRMA remove this requirement?	Section 6.13 will not be changed. 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.	No
17	Page: CP 6-6 Section: 6.8 Paragraph: 1 Sentence: 2	Will CRRMA consider changing this requirement to a liquidated damages cap of no more than \$25,000 under provision 6.8?	Yes. Change will be made in an Addendum to limit Section 6.8 liquidated damages to \$25,000.	Yes
18	General	Will CRRMA be providing the sign-in sheet for the attendees of the pre-bid inspection?	Yes, a copy of the attendees sign in sheet will be posted to the CRRMA website at: CRRMA.ORG	No
19	Page: CP 1-4 Section: 1.5.1 Paragraph: 1 Sentence: 1	Will CRRMA consider extending the proposal due date by thirty (30) days to May 10, 2015?	CRRMA will extend the proposal due date to 4:00 pm. MT, May 7, 2015. This will be included in an Addendum.	Yes

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
20	Page: CP 1-7 Section: 1.5.8 Paragraph: 1 Sentence: 3rd bullet	Will CRRMA consider extending the Deadline to Submit Written Questions by thirty (30) days to April 18, 2015?	CRRMA will extend the deadline to submit written questions to 4:00 p.m. MT, on April 10, 2015. This will be included in an Addendum.	Yes
21	General	Are all cars to be shipped essentially at the same time from CRRMA to the contractors site, or can the shipments be staggered by approximately one month?	All vehicles to be remanufactured shall be picked up within 90 days of NTP. They may be picked up all at once, or on different days prior to the deadline. Arrangements must be made to arrange access to the vehicles with the CRRMA, at least 48 hours advance notice so that appropriate arrangements can be made with El Paso International Airport staff. This will be included in an Addendum.	Yes
22	General	Does CRRMA have a specific schedule for Contractor Receipt of Vehicles after NTP?	See Response to Question No. 21 above.	Yes
23	General	Given the current condition of the vehicles, it would be helpful to see how the vehicles were slung under the crane for the purpose of shipping to the contractor. Is it possible to have access to the video taken of the crane picking up the cars for relocation?	The CRRMA will review video taken by the City and may post any video found responsive to this question on the CRRMA website.	No

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
24	General	The schedule as defined by CRRMA is highly aggressive for this level of restoration. If there are delays on the rail system capital construction project, can those delays be added to the PCC restoration project?	In the event of a delay by the contractor for the infrastructure component of the Streetcar Project, the CRRMA will exercise its option pursuant to CP Section 5.4.1 to cause the PCC Contractor to store one or more vehicles at its facility or another location approved by CRRMA, and if such storage results in the Contractor's inability to comply with its schedule requirements related to delivery of cars, the CRRMA will work with the Contractor to revise the schedule.	No
25	TS Section 3.4	Is it possible for the contractor to conduct the cleaning of the vehicles prior to shipment to the contractor site?	No. All cleaning efforts defined in Technical Specification Section 3.4 shall be performed at the Contractor's facility.	Yes
26	Page: CP 6-4 Section: 6.5 Paragraph: E Sentence: All	Will CRRMA consider removing this "evergreen" warranty to a standard one (1) year warranty on replacement parts?	Yes. Via Addendum, CP 6.5 E will be revised to reflect a warranty period from date of Deficiency correction equal to the longer of (i) the remainder of the Base Warranty period or (ii) one (1) year.	Yes
27	Page: CP 6-4 Section: 6.7 Paragraph: 1 Sentence: 2	Will CRRMA consider changing from "three (3)" calendar days to "seven (7)" calendar days and remove the words "in writing".	CP Section 6.7 will be revised in an Addendum to change the notice time period from 3 to 7 calendar days and make clear that an e-mail will satisfy the "in writing" requirement.	Yes

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
28	Page: CP 6-5 Section: 6.7 Paragraph: E Sentence: 1	Will CRRMA consider changing this requirement to provide advance notice to the Contractor for any Deficiency that CRRMA plans to investigate, analyze, diagnose, or correct that could cause the Contractor to owe CRRMA reimbursement?	Notice requirement will be added in an Addendum, but the Contractor will remain responsible for CRRMA's cost of investigation.	Yes
29	Page: CP 6-6 Section: 6.7 Paragraph: F Sentence: 1	Will CRRMA consider adding the following language: "unless loss or damage is the direct result of negligible or erroneous actions by CRRMA or its employees."?	Yes. Similar language will be added in an Addendum.	Yes
30	Page: CP 5-8 Section: 5.2.3 Paragraph: 5 Sentence: 1	Will CRRMA consider reducing the total amount of liquidated damages to five percent (5%) of the Total Base Contract Price, including change orders and the cost of the optional 8th and 9th PCC if either or both are selected by CRRMA?	No change. The CRRMA believes that daily LDs are a reasonable estimate of the cost to the CRRMA of late delivery of the vehicles and that a 10% cap is necessary as an incentive to the Contractor to meet what it believes is a reasonable delivery schedule.	No
31	Page: 3-10 Section: 3.15 Paragraph: 1 Sentence: 7	What is CRRMA's desired color schedule?	The color schemes for the fleet are defined in Technical Specification Section 1.17. The exact paint color definitions will be provided after NTP.	No

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
32	Page: 4-5 Section: 4.5 Paragraph: 1 Sentence: 1	Would CRRMA modify the requirement for the wheel chair lift to have a 1000 pound capacity to 660 pounds?	Yes. Technical Specification Section 4.5 will be revised by Addendum to require a wheelchair lift minimum capacity of 660 pounds. It is desired that the carbody modifications accommodate a future upgrade to a lift with a capacity of 1,000 pounds.	Yes
33	Page: 8-3 Section: 8.8 Paragraph: 1 Sentence: 2	Does CRRMA require treadle switches at the rear door in accordance with "modern transit practice?"	Treadle switches are not required, however, the CRRMA is open to the consideration of enhancements to the door system that improve safety.	No
34	Page: 14-13 Section: 14.4.4 Paragraph: Sentence:	Does this section apply since it is marked "NOT USED"?	Yes, Technical Specification Section 14.4.4 applies. The words "Not Used" will be removed from the Section Title via Addendum.	Yes
35	Page: 4-13 Section: Drawing #3-7cl Paragraph: n/a Sentence: n/a	Are we able to utilize an existing functionally equivalent seat frame design from what is shown exactly in the provided drawing?	Yes. Technical Specification Section 4.3.1, and the associated photos and drawing attached to Section 4, provide information regarding the concept of the passenger seating required to be provided for the forward facing seating arrangement. The Contractor shall provide equivalent design that will provide the same function and aesthetics as to that included in the Technical Specification, but is not required to provide the exact seat that is identified in the drawing.	No

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36	Page: 4-4 Section: 4.3.2 Paragraph: 1 Sentence: 6	Should this requirement be interpreted as the following: The seat shall stay in place, whether its in the lowered position or the raised position until acted upon by a person? Is there to be a minimum or maximum amount of force to raise or lower the seat?	Yes, the interpretation is correct. Force to raise and lower the seat bottom shall be discussed during Design Review and will be based upon a seat design that meets ADA and is service proven, or is otherwise demonstrated to be reasonable.	No
37	Page: 4-4 Section: 4.4 Paragraph: 1 Sentence: 2	Can the Contractor "stub" the horizontal bars that run the length of the car, in the section of a T-connector?	Yes. Technical Specification Section 4.4 does not allow "splices" within the run of a stacion.	No
38	Page: 4-6 Section: 4.6.1 Paragraph: 4 Sentence: 4	By "rear", is this referring to the interior destination sign?	The reference to the "rear" sign within Technical Specification Section 4.6.1 will be removed via Addendum. In addition to the front and right side exterior destination signs, the PCCs shall include two (2) interior signs, a ceiling mounted sign near the Operator (known as the Stop Request sign) as defined by Technical Specification Sections 5.2.6 and 5.3, and a double-sided ceiling mounted sign as defined by Technical Specification Section 5.3.33.	Yes
39	Page: 8-1 Section: 8.1 Paragraph: 1 Sentence: 1	What is a "blinker door"?	The term "blinker door" refers to the PCC door configuration found on the El Paso vehicles in which the doors open inward into the car rather than slide horizontally or open outward.	No

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
40	Page: 2-2 Section: 2.8.1 Paragraph: f Sentence: 1	Will CRRMA consider removing the APTA SS-E-010-98 standard for line filter inductors and EMC filters?	No. The APTA standard requires that the Contractor prepare a plan to address EMI, and line filter inductors and filters should be part of this plan.	No
41	Page: 10-1 Section: 10.1 Paragraph: 5 Sentence: 1	Is a speed sensor required for each axle?	The number and type of speed sensors required will be based on the type of propulsion system and the configuration of controls that are proposed by the Contractor. This item will be discussed and decided during the Design Review phase of the project.	No
42	Page: 10-3 Section: 10.2 Paragraph: 5 Sentence: 1	How can the minimum voltage for a 24V system be 25V?	The voltage range listed in Technical Specification Section 5.1 is incorrect. The PCC cars shall be remanufactured with a new 24 volt dc nominal system as noted in Technical Specification Section 11.1, and the voltage ranges shall be as specified in IEEE STD 1476 for a 24 vdc system. Technical Specification Sections 5.1 and 11.6 will be revised via Addendum.	Yes
43	Page: 13-11 Section: 13.4.5 Paragraph: All Sentence: All	Is this a requirement for a repetition of the tests outlined in 10.5.7?	The tests required by Technical Specification Sections 10.5.7 and 13.4.5 are meant to be complimentary and shall be performed by the Contractor. The Contractor is not required to repeat testing if redundant tests are included in both sections.	No

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44	Page: 15-51 Section: 15.19.6 Paragraph: 1 Sentence: 4	Will CRRMA consider the use FASTON quick-connect terminals used in power semiconductor assemblies?	Yes, faston-type terminals can be used in certain applications where no alternatives are available.	Yes
45	Page: 15-67 Section: 15.29.1 Paragraph: 1 Sentence: 4	Will CRRMA consider permitting the use of a component with a dissipation of greater than 2W if the temperature rise is suitably controlled by a heatsink?	Yes, if the Contractor demonstrates that the temperature rise of the PC Board material with the heatsink is consistent with the PC board material specifications.	Yes
46	Page: 15-71 Section: 15.30.2 Paragraph: 12 Sentence: 1	All DC contactors shall have series-fed blowout coils. The Contractor shall demonstrate the ability of each contactor type to reliably interrupt current over the full design operating range. Will CRRMA consider a waiver of this requirement in the case when a small permanent-magnet blowout is used in the DC bus precharge circuit?	Yes, under the circumstances noted. Such waivers will be discussed during the Design Review phase of the project.	No
47	General	Is there a specific reason that car 1511 was chosen to incorporate the perimeter seating arrangement?	Car 1511 has been identified as having special significance. It had a unique paint scheme, and was believed to have been used for different ceremonies in the past.	No

Q #	RELEVANT SECTION	QUESTION	RESPONSE	ADDENDUM REQUIRED?
48	General	It was noticed during car inspection that small sections flooring was cut up and reinstalled in several cars. Was this a result of repairs? And if so, can CRRMA provide any details?	The CRRMA has no records of any repairs made.	No
49	TS Section 5.5	Section TS 5.5 VETAG – Vapor Corporation/Phillips Telecommunications Industries/Meister VETAG system components, or approved equal is referenced in this section. Is it possible to revise this to replace Meister with VECOM USA or add VECOM USA? VECOM USA has the distribution rights in North America for the Vapor/Phillips product. Also Meister is no longer in business.	The noted references will be revised via Addendum.	Yes