



## **Camino Real Regional Mobility Authority**

### **SCADA Project**

### **Final Questions & Answers**

**June 22, 2020**

**EL PASO STREETCAR SCADA PROJECT  
FINAL QUESTIONS AND ANSWERS  
POSTED – JUNE 22, 2020**

1. After reading through the documents there is a requirement to have firms pre-qualified. Do you know who I contact to get the questionnaire? I called to the CRRMA office and left a voice message seeking help directly from them also.?

**Answer:** The questionnaire and pre-qualification requirement has been removed from this procurement; see Addendum #1.

2. Here are the three points regarding the pre-qualification we'd like to have addressed:

Confirm there is no CRRMA approved form or template to submit, and that a letter of our experience discussing the above is sufficient.

**Answer:** There is no CRRMA approved form or template to submit. A summary of experience with Siemens Proprietary SCADA Protocols, as required in *Section III. Information to Bidders* will be sufficient.

Provide name & contact information (e-mail) of the person to whom the letter is to be addressed.

**Answer:** The referenced summaries of experience are not required to be formal letters and can be provided as part of the bid submittals, which should be provided in person and addressed to the CRRMA, as described in *Section I. Invitation to Bid*.

How many days does it take to obtain pre-qualification after the submission of the letter?

**Answer:** Prequalification has been removed from this procurement; see Addendum #1.

3. Page 6 of the SCADA Bid Format document has a statement about bidder qualifications and refers bidders to Section 5 of CRRMA's Procurement of Goods and Services policy. That policy mentions a confidential questionnaire. Are you requiring us to complete a questionnaire? If so, may we get a copy?

**Answer:** The questionnaire and pre-qualification requirement has been removed from this procurement; see Addendum #1.

4. What, if any, is the DBE/SBE/HUB participation goal for this project? Please give values in percentage of the total bid amount for each.

**Answer:** There are no requirements for a DBE/SBE/HUB participation goal for this project.

5. In the “Bid Format Corrected” document, Page 6 states TxDOT Bidding Qualification is waived, but page 38 section "ELIGIBILITY OF BIDDERS" states that Bidders must be prequalified and page 39 "NONRESPONSIVE BIDS" states one way in which a bid may be considered nonresponsive is if the Bidder is not TxDOT prequalified. Which is correct?

**Answer: The questionnaire and pre-qualification requirement has been removed from this procurement; see Addendum #1.**

6. In the “Bid Format Corrected” document, the bid schedule does not have line items for training or support. Confirm there are no requirements for training, training manuals, classes, or other such similar activities.

**Answer: Per spec 40 66 42 1.02 F, included in this procurement, a training plan is to be submitted prior to completion of SCADA installation, for review by the CRRMA. A line item for training has been added to the base bid pricing table, within *Section VIII. Bid Proposal*; see Addendum #1.**

7. “Attend” is mentioned through the documents with respect to project meetings, visits, updates, and so on. We understand “attend” to mean that the person or persons, such as a scheduler, has been part of and a participant in the meeting or activity when it occurred, regardless of the means of attendance – online, in person, telephone, and so forth. Confirm our understanding of “attend” is not restricted to ‘in person’ where all attendees must sit in the same room at the same time.

**Answer: Correct, the use of the term “Attend” is not restricted to in person meetings.**

8. In the section titled SUBCONTRACTING (Item 8L), there is a requirement to “not sublet any portion of a construction Contract without the Engineer’s written approval.” What criteria does the Engineer use to issue or determine this approval? Without known criteria there is added uncertainty to the Contractor for a fixed price contract.

**Answer: Proposed subcontractors will be reviewed to confirm that such subcontractor is not on the TxDOT or Federally debarred or sanctioned list. Proposed subcontractor’s experience and ability to perform the work to be assigned will also be reviewed.**

9. Are the transit bar signals controlled (i.e. wired) from the streetcar switch cabinets or from the traffic signal control cabinets? We believe they are controlled from the traffic signal control cabinets.

**Answer: The transit bar signals are wired from the streetcar switch cabinets and the traffic control cabinets and is controlled by both. See Appendices A and C of the procurement for more details.**

10. When the track switches are remotely controlled / thrown normal or reverse (or traffic left / traffic right), will the traffic signal controllers, for example at Stanton and

Franklin, see that as a conflict and shut down the intersection and put it on flash? It is unclear how the interaction between the streetcar switch cabinet and the traffic signal cabinet functions. Please provide functionality description and interlocks.

Answer: No, the traffic signal controllers would not see the example above as a conflict. See Appendices A and C of the procurement for functionality description and interlocks.

11. Continuing from the previous question, confirm there is no requirement to modify and/or add signals.

Answer: There is no requirement to modify and/or add signals.

12. Confirm there is no requirement to modify/add/delete any logic or programs inside the switch control cabinet processors; they are ready to be remotely controlled as-is.

Answer: It is the responsibility for the contractor to verify through a review of the information provided in this procurement. By way of example: extra information is provided in the train to way communications systems specifications is in Appendix A Page 39 thru 50; a single switch control cabinet wiring schematic submittal is in Appendix C pages 105 to 155; and pages 185 to 195, 279 to 328 includes a submittal on the track switch.

13. Which entity is responsible for developing and delivering the standard operating procedures that the operator will have to follow after the project is complete?

Answer: The contractor is to provide operating procedure information. Sun Metro will incorporate the procedures into their Formal Standard Operating Procedures based upon information provided by the contractor.

14. In 40 66 42 SCOPE OF WORK, the requirement is stated that the Contractor shall design, furnish, install, test and commission all new equipment. We believe that the PLC program inside each substation controller is ready, as of this response, to be remotely controlled and monitored from the MSF through the proposed wireless network without any modification/addition/deletion as it is not new equipment. Confirm this understanding.

Answer: It is our understanding that the PLC program inside each substation controller is ready to be remotely controlled and monitored. However, it is the contractor's responsibility to confirm with SIEMENS. Pertinent information is included in this procurement, including Appendices A (for specifications), B (for product information), C (for drawings, schematics, and interconnections in the substations), D (for plans), and E (for additional specifications from the streetcar infrastructure contract).

15. In 34 21 31 Substation Automation System 2.14 Alarms Points List has a section for control and monitoring of the future SCADA. Confirm these points are currently

available in each substation without modification/addition/deletion/reconfiguration to substation PLC program – Contractor connects the substation PLC to the proposed network and reads/writes points from the MSF only. Confirm these are the sole extent of the points to be monitored and controlled by the proposed SCADA system. Confirm no physical changes to the substation PLC wiring, or any other wiring, are required to accomplish this functionality.

**Answer: It is our current understanding that the points are currently available in each substation without modification. The points are to be monitored and controlled by the proposed SCADA system from the MSF. It is our current understanding that no physical changes to the substation PLC wiring, or any other wiring, are required.**

**Supporting documentation within this procurement is being provided so that interested bidders may identify any issues with the work requested by this procurement.**

16. Can the Authority or Engineer provide photos of each Substation Control Cabinet and Switch Control Cabinet (inside, to see what space is available for equipment) as part of this RFP?

**Answer: Submittals and Plan Sheets with schematics, and typical TPSS equipment layouts are included in Appendix B and C of the procurement documents.**

17. In SECTION 34 21 32 SCADA SYSTEM 2.02 B we ask that the Engineer consider relaxing or not prescribing in the specifications the items for the workstation (such as XEON processor) but rather ensure the workstation meets the minimum performance requirements of the SCADA package as defined by the manufacturer of the SCADA package. The way the specification reads now makes it seem like it is describing a server-grade machine, but only a workstation is discussed.

**Answer: There will be no change to these specifications at this time.**

18. Can the Engineer remove backlit keys on keyboard as that is not a standard or typical office product?

**Answer: There will be no change to these specifications at this time.**

19. 64GB (we assume RAM) from SECTION 34 21 32 SCADA SYSTEM 2.02 B appears to be excessive (cost impact) for this application. Can it be confirmed that this is the minimum requirement for the project? If not, please modify the section to capture the minimum performance requirements.

**Answer: Yes, this is the minimum requirement. There will be no change to these specifications at this time.**

20. 40 66 42 SCOPE OF WORK discusses the bypass switches and a set of NO/NC contacts. It appears from the documents that the wall mount switches (at MSF) have

the contact already, whereas the pole mounted (others along the alignment) do not. Confirm this is the true state of the disconnects in the system, or provide the current state.

**Answer: Correct, the MSF switches do have the contact ready, while the remaining switches do not.**

21. SECTION 40 66 43 WIRELESS NETWORK notes in 2.00 B. 1. a. that the radios are licensed, yet the rest of the documentation states the 900 MHz is unlicensed. Confirm the Contractor is to use unlicensed radios.

**Answer: Correct, the selected contractor will use unlicensed radios. Section 40 66 43 2.00.B.1 was revised, see Addendum #1.**

22. In 3.03 there is again mention of FCC license. Confirm this is not applicable and the Contractor is to use unlicensed radios and this section does not apply and is to be removed from the requirements.

**Answer: Radios required by this procurement are to be unlicensed. If unlicensed frequencies are not available for the system, the contractor shall implement a licensed system. Section 40 66 43 3.02 B.2 was revised, see Addendum #1.**

23. Clarify/confirm that the spares requirement of “one spare of each item supplied” means that one spare of each type of item (type being same part number or identical product) in 40 66 43 is required to be delivered. Example – if 15 units of x are delivered the Contractor would deliver one spare rather than 15.

**Answer: Correct, the SCADA System Supplier (SSS) shall provide one of each type of item/model number.**

24. Confirm there are no other spare requirements outside of 40 66 43.

**Answer: Correct, there are no other spare requirements outside of that specification.**

25. If the Contractor determined that new poles are required to get the proper radio and system functionality, what are the regulations surrounding their height and installation?

**Answer: CRRMA is unaware of any regulations surrounding pole height and installation requirements. However, see Appendix D for plans and Appendix E for specifications and further information regarding OCS pole heights and installation, as the selected contractor will match the existing system.**

26. Section 40 66 43 – Part 2.B.a. (Page 117) – states “.....licensed microwave radios....” – does CRRMA have the license already or does the contractor need to get the license?

Answer: CRRMA does not have the license already. See Answer #22 above for additional license information.

27. Would CRRMA accept 4.9 GHz licensed radio instead of 900 MHz licensed radio?

Answer: There will be no change to these specifications at this time.

28. What is serial port on the radios being used for?

Answer: There are no plans for use of radio serial ports at this time.

29. I spoke with the TxDOT Prequalification office and they advised that the system they used for contractor prequalification has been down for over a month and they have just returned on line. The TxDOT PreQual Office advised me that their back-log is well over 2 weeks at this point. Will CRRMA all an extension of this bid deadline by 4 weeks so that bidders are able to complete the pre-qualification through TxDOT?

Answer: The questionnaire and pre-qualification requirement has been removed from this procurement; see Addendum #1.

30. Section VII. Notice to Bidders states "...must be prequalified by Camino Real Regional Mobility Authority through CRRMA's Confidential Questionnaire."

Section XIII, Item 2L – Eligibility of Bidders states "Bidders ...must be prequalified through TxDOT." Is this the same qualification process or are there 2 qualification processes?

Answer: The questionnaire and pre-qualification requirement has been removed from this procurement; see Addendum #1.

31. TxDOT has two types of qualifications questionnaires – Confidential Questionnaire and Bidders' Questionnaire – which does CCMRA require?

Answer: The questionnaire and pre-qualification requirement has been removed from this procurement; see Addendum #1.

32. The TxDOT requirements state that applicants have to submit audited financial statements. Will reviewed financial statements be acceptable to CCMRA?

Answer: Financial statements are not required for this procurement.

[END OF Q&A DOCUMENT]