1. **Question:** Spec requires connects to bitrans, are you going to modify the specs?  
   **Answer:** City of Culver City’s ATCS Project will include upgrading traffic signal controllers and firmware. The BSP Contractor shall coordinate with ATCS project for integration of the BSP in the new ATCS.

2. **Question:** If two buses are approaching the same controller and each bus sends a request message for priority to that controller, whose responsibility is it to resolve the potential conflict, McCain or the BSP Contractor?  
   **Answer:** The controller firmware for the ATCS project will include logic that will determine if priority is granted. The signal controller software will provide priority for the first request received by the software. If the second request remains active after service of the first request, the second request will be serviced.

3. **Question:** Is it that your intention to install the TSP timing after the adaptive installation given the change in local software?  
   **Answer:** Depending on project scheduling, concurrently is desired. The BSP Contractor needs to coordinate closely with ATCS Contractor to determine final timing. Include time in bid for final traffic signal timing coordination.

4. **Question:** BSP availability in 3.1.12 “99% of better”, what is meant by BSP availability?  
   **Answer:** The availability requirement is for the entire BSP system provided by the BSP Contractor. The system includes the WLAN network, the interface to the controllers, the BSP server, the BSP monitor, and the connection to the CSP monitor. The availability of the SmartBus system and the controller is not a part in the availability requirement.

5. **Question:** Would you please clarify if the requested information outlined in **Section V. Questionnaire** should be addressed under letter D. **Questionnaire/Responses to Scope of Services** contained in **Section IV. Proposal Outline**? If so, please confirm that the transmittal letter should appear after the C. Executive Summary?  
   **Answer:** Yes, **Section V. Questionnaire** should be addressed under letter D. **Questionnaire/Responses to Scope of Services**. The transmittal letter should appear after the C. Executive Summary.

6. **Question:** Are any of the forms contained in Exhibit C required by subconsultants?  
   **Answer:** Yes

7. **Question:** Are Exhibit F Faithful Performance Bond and Exhibit G Time for Completion and Liquidated Damages required at time of proposal submission or upon contract award?
Answer: Forms contained in Exhibits F and G need to be signed and submitted as part of the proposal. Proof of the ability to obtain the bond is also required as part of the proposal.

8. Question: Please clarify the minimum project manager requirements on page 8 of the RFP and the requirements for project manager within the technical specifications (4.1.1.4). Which are to be considered the minimum requirements?
Answer: Minimum requirements for the project manager in the RFP are to meet the minimum technical requirements in order for the firm’s proposal to proceed in the procurement process. There are additional requirements for the qualifications and performance of the proposed project manager in Section 4 of Exhibit A that will be used to evaluate the qualifications of the proposed project manager during subsequent stages of the procurement process.

9. Question: Can the letter of credit as required by the minimum requirements (page 8) substitute for the payment bond requirement?
Answer: No.

10. Question: Section H - Please clarify the requirement in the second paragraph of Section H indicating that final design review, BSP installation, and System Acceptance requirement dates with respect to liquidated damages. Is the intent that the agreed to dates for these deliverables/milestones are met within 45 days from the agreed to schedule or is it intended that all of these items will be completed within 45 days from NTP?
Answer: 45 days from agreed to dates.

11. Question: Please clarify the desired level of coordination with the SmartBus contractor that is required.
Answer: The level of coordination would be as needed to ensure the end to end specifications is met and the first article test with the SmartBus is successful.

12. Question: Can a schedule for the SmartBus contract implementation be provided such that these critical milestones for that contract are incorporated into our proposed schedule?
Answer: The SmartBus implementation schedule will be furnished at the outset of the Onstreet BSP project. Proposers should indicate when a SmartBus is needed in their project schedule and assume the SmartBus will be available when one is needed.

13. Question: Please clarify the desired level of coordination with the adaptive signal vendor that is required.
Answer: The coordination required will be to coordinate scheduling of the work being done at each intersection and at each signal cabinet, and to coordinate timing changes and firmware updates.
14. **Question:** Can a schedule for the adaptive contract implementation be provided such that these critical milestones for that contract are incorporated into our proposed schedule?

**Answer:** The Adaptive Project implementation schedule will be furnished at the outset of the Onstreet BSP project. ATCS implementation is tentatively scheduled from November 2016 to October 2017. Proposers should indicate in their project schedule when coordination is required with the Adaptive Project.

15. **Question:** The technical specifications require the creation of a BSP Log database (3.1.3 BSP Databases). The final sentence of this section refers to three databases. Please clarify intent in this section.

**Answer:**
1. Log of messages received and controller actions after receipt of BSP messages.
2. Combined database of messages sent by SmartBus system and database of messages received and controller actions.

16. **Question:** Please clarify the intent of the 99% availability requirement. What element of the system will this standard apply? (3.1.12 BSP Availability)

**Answer:** See question 4.

17. **Question:** Please clarify the requirement associated with this contract providing controller or firmware upgrades given the ongoing adaptive controller and firmware upgrade project. (Various section references) Would that not be a requirement for the adaptive vendor?

**Answer:** The ATCS project will provide for controller and firmware upgrades.

18. **Question:** Please clarify the requirement associated with this contract providing controller timing given the ongoing adaptive controller and firmware upgrade project. (Various section references) Would that not be a requirement for the adaptive vendor?

**Answer:** BSP contractor needs to coordinate closely with ATCS contractor to determine final timing. Include time in bid for final traffic signal timing coordination.

**Questions associated with WAN testing / development / implementation [Questions 19-22]**

Under a variety of sections of Appendix A there is a requirement to do a WAN survey, provide equipment and insure that there is RF conductivity continuously for all of the bus routes. The following are questions associated with these elements of the specification.

Related sections
Section 3.3.1. identifies the requirement to perform a radio frequency (RF) coverage survey.
Section 5.1 requires that the “…BSP operations compliant with Metro CSP architecture…”
Sections 5.3 identifies the check in, position update and check out message requirements and structures.
Section 5.3.1 identifies the minimum Wi Fi requirements as IEEE 802.11b/g/n, 2.412-2.462 GHz/ 5 GHz
Section 5.3.2 identifies the terminal server Wi Fi requirements as 2.4-2.5 GHz

19. **Question:** Evaluating the MTA criteria for bus prioritization, the system is designed to provide the check in message at a specific time / distance from the intersection, the specification requires continuous WIFI coverage for the bus over the entire bus route. If there are long sections of the route that are outside of the time / distance requirements to intersections, is there still the requirement for WIFI coverage for the bus?

**Answer:** Yes, continuous WLAN coverage is required.
   
a. The MTA deployed system operates exclusively on the 2.4 Ghz WIFI frequency band. The specification calls for terminal servers that support the 2.4 Ghz WIFI band. The specification calls for the WIFI radios to support both 2.4 Ghz and 5.0 Ghz WIFI bands. The specification calls out the requirement for 802.11b/g/n but does not call out the requirement 802.11a (5Ghz WIFI band). The specification requires an RF coverage survey to be performed. To correctly do an RF coverage survey it would normally be done for a specific frequency spectrum thus requiring that two RF coverage surveys be done.

**Answer:** Only 2.4 GHz band is required.

20. **Question:** It appears that there might have been a specification error requiring the 5 Ghz WIFI band. Is this a requirement or an option?

**Answer:** Only 2.4 GHz band is required.

21. **Question:** If 5 GHz WIFI is a requirement, please advise if there is a requirement to do two radio surveys?

**Answer:** Only 2.4 GHz band is required.

22. **Question:** If 5 GHz WIFI is a requirement for the radios, why isn’t it also are requirement for the terminal server as it is required to connect to the WIFI WAN (per drawing provided in the specification)?

**Answer:** Only 2.4 GHz band is required.

**IP addressing Scheme [Question 23-24]**

23. **Question:** Does the City require that its buses use the same IP addressing scheme as used by MTA? MTA uses the IP addressing scheme 10.X.X.X with the subnet mask of 255.0.0.0 this means that the entire 10 subnet is consumed by the bus prioritization scheme.
Answer: MTA’s IP addressing scheme is recommended. However, proposers can offer an alternate scheme.

24. **Question:** Can the IP addressing scheme be created by the City in conjunction with the SmartBus contractor, Traffic Controller contractor and Bus Prioritization contractor? **Answer:** MTA’s IP addressing scheme is recommended. However, proposers can offer an alternate scheme.

25. **Question:** I have read through the RFP and have the following question wrt calculating continuous WLAN route coverage. In order to determine coverage I need to know:

   What is the 2.4GHz WLAN bus EIRP, antenna type and radiation pattern? (If 5GHz is required as well, we’ll need the same information for that.)

   EIRP is the TX signal power at the output of the antenna which takes into account radio TX power, antenna cable loss and antenna gain.

   Without knowing how loud or soft the radio on the bus in transmitting it’s signal, it will not be possible to determine how far the bus can connect reliably from the intersection. **Answer:** The 2.4 GHz WLAN antenna has the following characteristics:
   - Omnidirectional antenna with MIMO supporting two dual-band Wi-Fi antennas.
   - The estimated EIRP is 23 dB = Transmit power – cable and connector losses + Antenna gain. 23dB = +20 dB – 1.7dB + 5dB
   - Below is the radiated antenna pattern
LTM Series Antenna (LTE Dual Band WiFi Element Frequencies)
LTE MIMO Mobile Surface Mount Antenna
5 dBi, 2.4-2.5 & 4.9-6.0 GHz

Visit our web page at www.mobielmark.com. Specifications subject to change without notice (1/2013)