

## CHATHAM AREA TRANSIT AUTHORITY RFP 2019-05, ADDENDUM NO. 2

**DATE:** May 2, 2019  
**ORIGINAL RFP NUMBER:** RFP 2019-05  
**PROJECT:** INTELLIGENT TRANSPORTATION SYSTEM

This Addendum forms a part of the Request for Proposals RFP 2019-05 dated, April 16, 2019.

### **Questions posed during the Pre-Proposal Conference held on April 29, 2019 and CAT's Responses:**

Question 1: Are the anticipated vehicles identified in Section 4 of the Scope of Services intended to be additions to CAT's fleet or replacement vehicles?

Response: The two 29 ft. Gillig buses are additions to CAT's fleet. It is anticipated that some of the electric buses will replace diesel buses in CAT's fleet. However, CAT is going through a route re-design that may require CAT to utilize vehicles that were previously set to be replaced.

Question 2: Will the pilot program be implemented on one route or the entire system?

Response: CAT would prefer that the pilot program be implemented system wide. Given the time constraints of this project, however, CAT may consider a single route pilot program.

Question 3: Can you explain how the portable units will be used?

Response: CAT Supervisors will utilize the portable units to check buses and routes while in the field. Full administrative access to the ITS system is needed from the mobile units.

Question 4: Is there a map of the current 21 PID locations?

Response: A total of eighteen (18) PIDS are located at CAT's Joe Murray Rivers, Jr. Intermodal Transfer Center ("ITC") as follows: one (1) PID is located at each of the thirteen (13) Transfer Platform Bays and Six (6) PIDs are located within the ITC lobby. Two (2) PIDs are located in the lobby of CAT Central, located at 900 E. Gwinnett St., Savannah, GA. One (1) PID is located at the bus stop at the Oglethorpe Mall in Savannah, GA. Attached to this addendum is a diagram of the Intermodal Transfer Platform.

Question 5: What is meant by "marketing material" in Section 8 of the Scope of Services?

Response: The PIDS must have remote digital signage capability.

Question 6: Why is CAT looking for a new ITS now?

Response: CAT's current ITS is outdated and its software will no longer be supported.

Question 7: Is the ITS that CAT seeks similar to an e-login system?

Response: Yes, it is similar.

Question 8: Is FX the version of Trapez currently used by CAT?

Response: Yes.

Question 9: What is CAT's hosting preference?

Response: CAT prefers hosting the ITS on-site on its server.

Question 10: Does CAT use UTA for its APC system?

Response: Yes.

Question 11: Does CAT get real-time data or reports from its APC system?

Response: CAT receives both real-time data and reports from its APC system.

Question 12: Is CAT committed to keeping its UTA system?

Response: Yes.

Question 13: What type of head signs does CAT utilize?

Response: CAT utilizes luminator head signs.

Question 14: What type of Apollo DVR does CAT currently utilize?

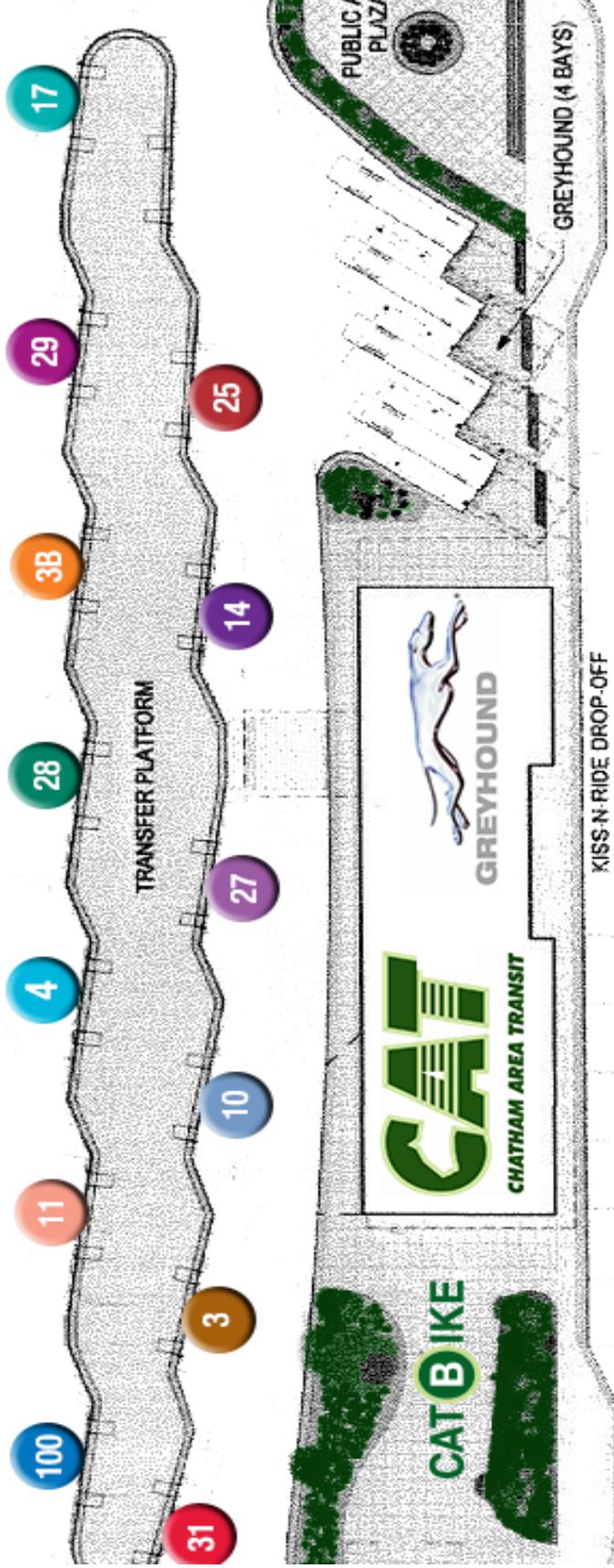
Response: There are no DVR systems on the buses. The only Apollo systems on the buses are five (5) internal cameras, three (3) external cameras, and the camera cables.

Question 15: Will CAT's radio system continue to stand alone?

Response: Yes; however, CAT wants to be able to send text messages to the ITS monitor.

**END OF ADDENDUM NO. 2**

YOUNG STREET



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