



Questions Received and Answers No. 4

#	Question	Response
1	Will sales tax be applicable to materials ordered for this project? If so is sales tax applicable to any other parts of this project?	Sales tax will be applicable for materials ordered for this project as well as on all other parts of this project.
2	Sample Agreement part 7 states that the Contractor shall add California sales tax to the invoice price. To alleviate concerns about potential future taxes may be imposed on the Contract, please define that use taxes, net business receipt taxes, value-added taxes or other taxes not in place at the Proposal Date will be reimbursed similarly to the California sales tax.	Taxes imposed on the contract at a later date will be reimbursed similarly to the California sales tax.
3	Please provide more details about the "Caltrain Special Event Service" as described in Exhibit A, Part 2- Section 3 01020.1.09.C: what is the average duration of an "event", at what hours does it occur, and what work will not be allowed during the Special Event.	Caltrain Special Event Service occurs during the Revenue Hours. Contractor shall follow work windows described in Part 2 Section 3 Specification 01040 Attachment A to determine what work will or will not be allowed.
4	Can the implementation schedule of the ROCS be made available?	Yes. The approved Baseline Master Schedule for the ROCS project is posted in Addendum No. 8.
5	In part 1 Section 3 Sample Agreement 11.3 Third Party Software Caltrain requests to approve all Third Party Software the contractor is going to use. Does that provision also apply to sub suppliers? And what will happen in case Caltrain does not approve a Third Party Software product?	Section 11.3 applies to all Third Party Software used by the Contractor in providing the System. The Contractor may not use Third Party Software that has not been pre-approved in writing by the JPB. See Part 4, section 4 of the RFP for the definition of Third Party Software.
6	Can Caltrain confirm that control points with both Main and Remote houses have all PTC data (signals, track circuits, switch positions, etc) available in the Main house?	Yes.
7	The drawings and location list indicate various Train Inspection Systems (Dragging Equipment Detectors, High Load Detectors, etc). Contractor does not find requirement for Caltrain PTC system to interface to these devices. Please confirm.	Existing hazard detection equipment is not required to be interfaced with the PTC system.

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8	The location list (from Part 2, Section 3, Exhibit B, Spec 21007, Part 1.06) does not include the DED w/ Talker location at MP28.2 shown on drawing PN27.0-28.5CO1. Please confirm this location exists.	Existing hazard detection equipment is not required to be interfaced with the PTC system.
9	The location list (from Part 2, Section 3, Exhibit B, Spec 21007, Part 1.06) does not include the DED w/ Talker location at MP28.2 shown on drawing PN27.0-28.5CO1. Does this DED interface to the PTC System?	Existing hazard detection equipment is not required to be interfaced with the PTC system.
10	The location list (from Part 2, Section 3, Exhibit B, Spec 21007, Part 1.06) does not include the DED location at MP42.0 shown on drawing PN40.5-42.0CO1. Does this DED interface to the PTC System?	Existing hazard detection equipment is not required to be interfaced with the PTC system.
11	Contractor notes that the ITC specifications for standard Class-I PTC are not yet complete, and the estimated completion date for these specifications is not yet known. Contractor's work under the contract is therefore subject to variation that is beyond the Contractor's (and Caltrain's) control. Please advise how Caltrain proposes to adjust (if necessary) the contract, in the event that ITC specifications are delayed or altered after the contract is awarded.	The contractor shall follow the change control process described in the RFP. However, the Initial Revenue-in-Service Milestone date will not be changed in order to meet federal mandate of Dec 31, 2015.
12	Part 2, Section 3, Exh A, Spec 01005, 1.04.D requires all proficiency testing to be completed prior to NTP+75d. However, not all positions are needed or required (See part 1.02.B) by this date. Please clarify.	Proficiency testing are required for personnel listed under Specification 01005 Sections 1.02 B and 1.05.
13	Part 2, Section 3, Exh A, Spec 01005, 1.05.I Training Manager is required to be on site full time during development and implementation of the project training program. The development of the training program is closely tied to the design efforts on the project, not the installation work conducted on-site. It is therefore counter-productive to require the Training Manager to be on site. Please remove this requirement.	The requirement that is specified in Part 2, Section 3, Exhibit A, Specification 01005, 1.05.I Training Manager remains unchanged.

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14	Part 2, Section 3, Exh A, Spec 01005, 1.05.J System Safety Engineer is required to be on site full time during the Installation Phase. The maintenance of the safety dossier is entirely linked to the design/development of the system, not the installation work conducted on-site. Updates required as a result of issues discovered in the field must be linked to the system design updates. It is therefore counter-productive to require the System Safety Engineer to be on site. Please remove this requirement.	The requirement that is specified in Part 2, Section 3, Exhibit A, Specification 01005, 1.05.J System Safety Engineer remains unchanged.
15	Part 2, Section 3, Exh A, Spec 01005, 1.05.F Signal Field Manager. Part 3.b requires Signal Field Manager to be within 2 miles of the affected work. Since it is likely that Work will be ongoing in multiple locations simultaneously, it will not always be possible to be within 2 miles of all parts of the “affected work.” Please modify requirement.	Spec 01005 will be re-written to indicate that the Signal Field Manager must be on site while the Contractor is performing work on JPB ROW. See Addendum No. 8 for updated language.
16	Part 2, Section 3, Exh B, Spec 21001, 1.03D requires the system to be interoperable with California HSR signaling. HSR is undefined at this stage. As this solution is not known, Contractor cannot assess any effort associated with this interoperability requirement. Please clarify how Contractor should assess.	Interoperability with HSR signaling is not part of the Scope of work for Caltrain PTC system RFP.
17	Part 2, Section 3, Exh B, Spec 21005, 1.03.M Track Equipment Requirements. Please specify what types of vehicles are considered by this section, if any.	Reference is to Part 2, Section 3, Exhibit B, Specification 21005, 3.01.M Track Equipment Requirements PTC Subsystems, Track - This specification calls out track as a potential PTC subsystem recognizing that some PTC systems employ track installed equipment (with corresponding vehicle components). JPB does not specifically require track installed equipment. Section 21008 provides definition of the types of vehicles that will require fitment of PTC equipment.

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18	Part 2, Section 3, Exh B, Spec 21006, 1.03.B requires contractor to be responsible for ANY additional power feeds necessary. Bidder cannot make this determination during the tender stages as there are too many locations, and not enough time to fully analyze. Contractor requests Caltrain modify this section to indicate these enhancements to the power feed will be the subject of change orders. Otherwise, bidder must make conservative assumptions, thereby increasing JPB's overall costs.	Reference is to Part 2, Section 3, Exhibit B, Specification 21006, 3.01.B Power Requirements Generally space and power are sufficient in the existing wayside housings for the considered size and load of the anticipated equipment. Any altogether new wayside equipment housings should be assumed to require their own contractor supplied power feed.
19	Part 2, Section 3, Exh B, Spec 21006, 3.04.A is not a complete sentence. What is the meaning of this paragraph?	"The Caltrain PTC system shall interface with the crossing warning system to obtain any available condition information such as ac power off, low battery, and other status conditions that may lead to, or result in, degraded crossing warning performance." This paragraph means that the PTC system shall obtain any (readily) available information from crossing warning equipment that relates to the ability of the crossing equipment to provide sufficient warning. Obtained status data is to be transmitted and used as required to satisfy the CFR. JPB requires any such available degraded condition data to be presented as alarm to the dispatcher.
20	Part 2, Section 3, Exh B, Spec 21006, 3.06/3.07/3.08. With microprocessor controllers in most locations, many of the interfaces requested are not available except as internal statuses in the controller (for instance time locking, ElectroCode track circuit occupancy). Is Caltrain expecting Contractor to modify the existing interlocking controllers to make these interfaces available?	Yes.
21	Part 3, Section 2, Proposal Content, Part B.5 Project Execution (Plan), lists 'Health and Safety' and 'System Safety and Security Management' as items to address. In searching the documents for these terms, one is led to Spec 01545 Worksite Safety (Pt2, Sect 3, Exh A) and to the Spec 21012 System Safety (Pt2, Sect 3, Exh B). Can Contractor assume that (in regards to the Project Execution Plan) the 'Health and Safety' applies to Worksite Safety (Construction), and that 'System Safety and Security Management' relates to the PTCS, PSP, etc?	Yes.

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22	Please provide the implementation schedule of the ROCS.	Yes. The approved Baseline Master Schedule for the ROCS project is posted in Addendum No. 8.
23	It is not clear if additional PTC+ functionalities (e.g. schedule information on Caltrain OBU's or operating modes) also have to be implemented on UP tracks? Please clarify.	Yes, it is required to be implemented on all Caltrain main line track between MP0.1 and CP Lick including UP track MT1 from CP Coast and CP link.