



# **REQUEST FOR PROPOSALS**

## **Radio System Analysis**

**DULUTH TRANSIT AUTHORITY**

# **Addendum #1**

January 6, 2022

1. The DTA held a presubmittal meeting on Tuesday, January 4, 2022. Attendees were Michael Mazzitello, Mazzitello Professional Services, Mike Day, True North Consulting Group, Patti D'Andrea, Federal Engineering, Inc., Aleda Johnson, Mark Ness, Nancy Brown, DTA.
2. The DTA's primary objective for this procurement is to obtain an Impact Study on the feasibility of the DTA going on the ARMER system. A key concern is the DTA's ability to use the system throughout its entire service area, including in Superior, Wisconsin.
3. The objective of the project is to identify options for the DTA to gain more dependable radio communications throughout its service area. Presently there are gaps in reception in parts of the service area, including areas near the edge of the city limits. The DTA would like to migrate to another system that meets its needs and will serve the DTA for long-term needs.
4. Currently the DTA currently uses 400 MHz UHF radios that are becoming more difficult to source. They are on a single channel on repeat system.
5. The DTA uses TransitMaster software from Vontas Company ([www.vontas.com](http://www.vontas.com)) for automated vehicle location service. Consultants at Vontas are Marcia Glazier, [marcia.glazier@vontas.com](mailto:marcia.glazier@vontas.com), 319-329-9054, and John Cain, [john.cain@vontas.com](mailto:john.cain@vontas.com), 319-573-9212 for more information on the DTA system.
6. If, after the Impact Study determines that it will not meet the DTA's needs, the DTA will pursue alternate solutions under a state contract.
7. The DTA currently maintains its own equipment. The equipment is located in the MN DOT tower located at 329 W. 10<sup>th</sup> St., Duluth, MN 55811. It is used for dispatch and radio communications. The RNC at the tower transmits data and is used to make requests for voice communication.
8. Respondents must include a proposed timeline for preparing the Impact Study at the time of submittal.
9. The Respondent is permitted to conduct meetings and data collection remotely; in person meetings are not required. Visits to the facilities are permitted, but visitors must comply with the DTA's then current visitor policy for COVID-19 protocols, which may include a requirement to wear a mask while on DTA property and wearing high visibility safety vests when traveling in bus movement areas.