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 CITY OF PHOENIX AVIATION DEPARTMENT

Addendum #4

Revenue Contract Solicitation (RCS) AVN RCS 21-008

Distributed Antenna System at Phoenix Sky Harbor International Airport

According to Section I – Introduction, Item L – Addendum to RCS, the City hereby amends the above-referenced RCS as follows:

DELETE AND REPLACE:

1. Exhibit B – System Specifications, Item 2.2. is deleted in its entirety and replaced by the following:
 - 1.2. At a minimum the system will provide the following design criteria:
 - 1.2.1. -75 dBm RSSI or RSRP over 95% coverage area, as applicable based on the technology (for example, RSRP is a better design criteria for LTE whereas RSSI may a better design criteria for a 3G technology) on 600 MHz, 700MHz, 850 MHz bands.
 - 1.2.2. -85 dBm RSSI or RSRP over 95% coverage area, as applicable based on the technology for 1900. 1700, 2100, 2500 MHz.

DELETE:

2. Exhibit B – System Specifications, Item 3.1. Under the Public Access Areas table, delete all references to the following language:

Ramp areas outside each gate where aircrafts are parked during arrivals/departures. Aircraft nose to tail coverage required in these high density, high dwell and concurrent use areas.

ADD:

3. Exhibit B – System Specifications, Item 3.1. Under the Non-Public Access Areas table, add the following language to the table:

Area	Coverage Requirement
Terminal 3 Ramp	Ramp areas outside each gate where aircrafts are parked during arrivals/departures. Aircraft nose to tail coverage required in these high density, high dwell and concurrent use areas.
Terminal 4 Ramp	Ramp areas outside each gate where aircrafts are parked during arrivals/departures. Aircraft nose to tail coverage required in these high density, high dwell and concurrent use areas.

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4. Exhibit G – Applicable Standards and Regulations. Add the following to the list of standards and regulations:
- PHX-DVT-GYR Design Manual:
<https://www.skyharbor.com/Business/TenantsAndContractors>
 - Tenant Improvement Handbook:
<https://www.skyharbor.com/Business/TenantsAndContractors>

QUESTIONS AND ANSWERS

QUESTIONS AND ANSWERS	
The following questions were submitted by interested Respondents and are represented as they were received.	
Q1	Since the City of Phoenix owns the Airport, do they plan to own the DAS as well?
Answer	The Successful Respondent will own and operate the DAS during the term of the Agreement. At the end of the Agreement, all installed components, systems, and software that are part of the DAS will become property of the City. See Exhibit A (4.20).
Q2	we would like to request elevation drawings for the following locations in order to ensure accurate 3D Design modeling. <u>Public Access Areas:</u> <ul style="list-style-type: none"> • Terminal 3 • Terminal 3 Annex • Terminal 4 • Executive Terminal • Terminal 3 & 4 Parking Garages • East/West Economy Parking Garages • Rental Car Center <u>Non-Public Access Areas:</u> <ul style="list-style-type: none"> • Aviation Center • Aviation Corporate Office • Aviation facilities and services maintenance • Aviation design/ construction offices space (T4 N1&S2 concourse) • Aviation operations and badging • Baggage Handling remote make up areas
Answer	Elevation drawings are not available for any of the requested Non-Public Access Areas. Elevation drawings are available for some Public Access areas: <ul style="list-style-type: none"> • Terminal 4: Processor, Concourses, Garage, RAC Garage. • Terminal 3: Processor, Concourses, RMF, Annex, • East Economy Lot: Parking Garages A&B, Rental Car Center, Executive Terminals, Sky Train Stations: 44th St, East Economy Garages A&B, Terminal 3 & Terminal 4 Stations

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	<p>The request for drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. A link to the drawings will be provided within 48-hours of the posting of this Addendum to those who have previously provided an NDA.</p>
Q3	<p>We are missing AutoCAD Floor Plans for the following locations:</p> <ul style="list-style-type: none">• Sky Train Station Terminal 4 (All levels)• Terminal 3 Level 3
Answer	<p>AutoCAD Floor drawings of DAS coverage areas are available upon written request. See Exhibit A (9.4.).</p> <ul style="list-style-type: none">• Sky Train Station Terminal 4 (All levels) are available by viewing Terminal4_MezzLevel4.DWG and Terminal4_PassengerLevel3 (PublicLevel).DWG in the Terminal 4 folder within AutoCAD Drawings for DAS Coverage Areas folder• Terminal 3 Level 3 only exists in the parking garage. AutoCAD drawings for Terminal 3 Garage levels are available in Terminal 3 Garage folder within AutoCAD Drawings for DAS Coverage Areas folder
Q4	<p>Our engineering team would like to get some clarification on the Design/Construction offices in the Non-Public area. It's our understanding that these offices reside in North and South concourses of Terminal 4. Would you be able to confirm if these areas are actually shown and represented on the Terminal 4 Concourse floor plans or on separate drawings?</p> <p>The request for drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit A (9.4.).</p>
Answer	<p>The Aviation Design and Construction office is located in the North West portion of the Airport campus. Actual location of the building is included in Exhibit D -Overview map, PHX Overview Map #1. The floor plan of the building is included in drawings provided in Exhibit D – Additional Floorplans.zip folder, Non-Public Areas, NonPUBLIC_Desing_Constr_Svcs_building</p>
Q5	<p>I would also like to request an underground conduit system As-Built that shows/reflects all existing and available conduits between buildings.</p>
Answer	<p>There is limited information available on the existing conduit system. Routing information will be provided to the Successful Respondent. These are line drawings and do not show available conduit capacity. The City does not provide any assurances that such drawings are accurate or up to date. It is the Successful Respondent's responsibility to verify pathways and determine available capacity within the existing conduit system.</p>

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Q6	we saw the City of Phoenix Aviation Department procurement for a Cellular DAS (Neutral Host system) for PHOENIX SKY HARBOR INTERNATIONAL AIRPORT and were wondering if you are also looking for a Public Safety DISTRIBUTED ANTENNA SYSTEM for this facility.
Answer	No. The scope does not include a Public Safety DAS.
Q7	<p>Section III – Evaluation Criteria and Response Instructions, D. Delivery of Responses, TAB 1 – General Information and TAB 3 – Revenue to the City - Is the City willing to accept electronic signatures from a verifiable source for the required documents/forms associated with Respondent’s submittal as the City did for the NDA? If so, would the following still be required:</p> <p>a. Notary form for Attachment 4 – Affidavit</p> <p>b. Witness Signature for Attachment 8 – Proposed First Year Minimum Annual Guarantee (MAG) License Fee and Additional Revenue to the City</p>
Answer	<p>Yes, the City is accepting electronic signatures from a verifiable source, such as:</p> <ul style="list-style-type: none"> • Adobe Sign, • SIGNix • DocuSign • signNow • Formstack Sign • PandaDoc • SignRequest • eversign • SignEasy • HelloSign <p>The City cannot accept stamped signatures. All electronic signatures must be from an authorized representative and signed with a verified program.</p> <p>Yes, Attachment 4 must be notarized even with an electronic signature. Yes, Attachment 8 must include a witness signature.</p>
Q8	<p>Section III – Evaluation Criteria and Response Instructions, D. Delivery of Responses, Respondent’s sealed package must include the following:</p> <p>a. Can the Response Guarantee sealed package be mailed in the same package as the rest of the submittal or does it need to be a totally separate package of its own?</p>
Answer	Yes, the Response Guarantee may be submitted in the same sealed package as the rest of the submittal; however, it must be in its own sealed envelope marked “Response Guarantee” within that package. See Section III (D).
Q9	<p>Section III – Evaluation Criteria and Response Instructions, C. Submission of Offer, Electronic Submittal: Would the City consider establishing some type of drop box/folder</p>

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	to send response in as we expect the size of the submittal file including the design, to exceed several hundred MG
Answer	No, electronic submittals may be compressed and/or submitted in multiple emails if the total file size exceeds the amount allowed in a single email. See Section III (C).
Q10	Section I – Introduction, Guarantee Instruments, 2. Performance Guarantee & 4. Letter of Credit - Will the City consider another form of performance security instead of a Letter of Credit (LOC)?
Answer	Yes, the City will consider other forms of Performance Guarantees, including cash deposits, but if the Successful Respondent fails to perform under any provision of the Agreement, any alternative Guarantee offered must allow the City access to the funds under the Guarantee at any time without the need to travel or to first accept alternative performance. Any alternative guarantee must be vetted and approved by the Aviation Departments Legal Division prior to acceptance. We provide no guarantee that it will be accepted.
Q11	Section III – Evaluation Criteria and Response Instructions, D. Delivery of Responses, TAB 1 – General Information – Should the Table of Contents for the entire Response including page numbers be the first item in this Tab, before the Cover Letter and Executive Summary a. Table of Contents – Should the page numbers referenced be the actual page number (as the Table of Contents in the RCS) or as stipulated under Section III – Evaluation Criteria and Response Instructions, E. Form of Response that indicates “Pages must be numbered by section (example: Tab 2’s page numbers are 2-1, 2-2, 2-3, etc.).
Answer	No, the requested items in Tab 1 should be provided in the order listed in Section III (D) – Tab 1. Yes, the page numbers on the Table of Contents should be listed as stipulated in Section III (E).
Q12	Does the City intend to own the DAS, or will the Successful Respondent own the DAS?
Answer	See answer to Q1.
Q13	Will responses that outline an alternative Revenue Sharing structure and / or amount than is outline in the RFP via “MAG” be considered?
Answer	No, Respondents that do not propose a Minimum Annual Guarantee (MAG) of \$750,000 or greater will be deemed non-responsive. See Section II (E). An additional Revenue Sharing amount may be considered as additional guaranteed revenue (See Section III (D) – Tab 3) if proposed as detailed in Attachment 8 and defined in Section III (D) – Tab 5 (2)).
Q14	Will responses that offer variation in the contract length than is defined in the RFP be considered?

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Answer	No, the contract term will be ten (10) years with two (2) one (1)-year options to extend as defined in Section I (G) of the RCS. Phoenix City Council authorized the issuance of this procurement based on the term defined in the RCS.
Q15	Would the City consider increasing the options to extend to 5 years each, which would be at the Successful Respondent's option? Due to the significant capital investment required for this type of Network, the carriers typically require a minimum term of 20 years.
Answer	No. See answer to Q14.
Q16	As Section I (M) is not industry standard, is the City willing to consider any exceptions or deviations to the RFP set forth in a response? Will the City agree to further negotiate and accept edits to the standard agreement after the RFP is awarded?
Answer	No, responses that include material exceptions are subject to rejection as non-responsive responses. See Section I (M). The City will not negotiate or make any edits to items in the Agreement that are material requirements in the RCS. Minor edits and negotiations may be accepted prior to contract execution, subject to approval by the City. The Successful Respondent must sign and submit the final Agreement to the City within 30 days from the date the Agreement was sent. See Section I (H).
Q17	What is considered a "material exception" to the RFP?
Answer	A material exception would be an exception to any requirement or provision of this RCS and the draft Agreement that would alter or change the requirement or provision. See Section I (M).
Q18	What does the City consider a "contingent response"?
Answer	A contingent response is one that depends on any consideration other than those set forth in the RCS or a response that depends upon either the City or another entity providing agreement or services not already agreed upon in order for the Respondent to meet the obligations proposed in their response.
Q19	Is the City willing to allow assignment of the contract to affiliates or in conjunction with the sale of substantially all of Successful Respondent's assets? Is the City willing to allow sublease or license to the carriers without the City's consent?
Answer	No, the City is not willing to allow sublease or license to any entity without the City's consent. This is required by Chapter 4-8 of the City Code, which can be found here: https://phoenix.municipal.codes/CC/4-3 . Please refer to Attachment 1 (14).
Q20	Is the City willing to provide reimbursement for the unamortized cost of the DAS in the event the City terminates the contract pursuant to Section 9.2 or Section 15.3 of the draft Contract? a. In the event of a termination without cause, will the City consider removing the requirement that the WSP agreements be assigned to the City? Please note that many of

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	<p>the carrier agreements are entered into pursuant to Master License Agreements, which cannot be easily assigned.</p> <p>b. Further, will the City consider allowing the Successful Respondent to maintain ownership and remove the DAS (except for cabling, conduit and underground utilities) following expiration or termination?</p> <p>c. If the City is unwilling to cover the unamortized cost of the DAS in the event the City terminates, is the City willing to remove the requirements of Section 9.2 and Section 15.3?</p>
Answer	<p>The City may consider changes to the Agreement to provide that, if the City terminates without cause, the parties may negotiate purchase of the DAS for fair market value. If the parties fail to agree on the purchase, then the Provider may remove the DAS equipment in coordination with the City and without damage to structures or other equipment. This provision does not obligate the City to purchase Provider's DAS equipment in any way.</p> <p>a. The Provider will cooperate with the City to transfer the WSP agreements. See Attachment 1 (17.1.).</p> <p>b. Upon expiration of the term, the City will own the DAS. See. Per Attachment 1 (8.4.). Upon termination of the Agreement without cause, the City may consider negotiation of purchase of the DAS for fair market value. If the parties fail to agree on the purchase, then the Provider may remove the DAS equipment in coordination with the City and without damage to structures or other equipment.</p> <p>c. No, the City will not remove the requirements in Attachment 1 (9.2.) and (15.3.).</p>
Q21	<p>Is the City willing to pay reasonable costs associated with any relocation of the Premises by the City? Relocations are typically paid for by the landlord.</p>
Answer	<p>The City does not guarantee that an alternate location will be provided. The City may be willing to negotiate and add language to the Agreement regarding preestablished costs the City will pay if the City requires the Provider to relocate.</p>
Q22	<p>Is the City willing to allow for minor repairs and alterations without consent (like for like equipment swaps and upgrades, non-structural alterations)? The Network operator needs flexibility to perform maintenance and repairs without obtaining formal consent.</p>
Answer	<p>Yes, the Provider may carry out routine maintenance and repair activity without consent from the City. However, the Provider is required to use some form of internal Change Management or Change Control and make the City aware of any change that will impact the service or customer experience. See Exhibit A (7.3.).</p>
Q23	<p>Is the City willing to grant the Successful Respondent the exclusive right to provide wireless communication services (DAS, macros, small cells and the like) at the airport? Exclusivity is a key term for any neutral host operator, especially in light of the enormous capital investment required to build a DAS network at an airport.</p>
Answer	<p>No, this is a non-exclusive agreement. The City of Phoenix has existing Licensing Agreements with various WSPs which govern macro and other in-building sites. The City anticipates continuing with such Agreements to govern use of non-DAS sites for wireless needs in the areas of the Airport not in scope of the DAS. Once live, however, at this time</p>

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	<p>the City anticipates that the DAS will be the only system to provide cellular service within the Coverage Area defined in Scope of Work and all other systems within the Coverage Area will be decommissioned.</p>
Q24	<p>As Section II(D)(2) of the RFP and Section 1.3 of the template agreement (which require all major carriers to be live on the day the DAS goes live) will be problematic to the carriers and is not industry standard, as carrier participation in the Network is outside of the neutral host operator's control (and no neutral host operator can force any carriers to join the Network or be operational by a given date), is the City willing to negotiate this provision based on what is commercially reasonable within the market?</p>
Answer	<p>It is the City's requirement to have all major commercial WSPs operational upon start of Primary Term. See Section II (D)(2) and Attachment 1 (1.3.). The Provider may stagger the WSPs go-live on DAS as long as all major commercial WSPs are operational on DAS on or before the start of the Primary Term.</p>
Q25	<p>As Section II(F) is not industry standard and imposes a strict standard for what constitutes "delay arising out of causes beyond Respondent's control", is the City willing to agree to at least act reasonably in determining whether a delay is outside of Respondent's control?</p>
Answer	<p>Yes, the Successful Respondent will not be charged with liquidated damages when the delay arises out of causes beyond its control and without fault or negligence, as determined by the City. The Aviation Director will be the sole judge of determining the liquidated damages. See Section II (F). As such, it will be the responsibility of the Successful Respondents to provide updates to the City at reasonable intervals if there is an expected delay.</p>
Q26	<p>As Section III, Tab 5 #3 will be problematic for the carriers, as they typically do not sign letters of interest upfront and won't make any commitments on on-air timing, is the City willing to consider responses without these letters?</p>
Answer	<p>Yes, signed letters of interest from WSPs are not a Minimum Requirement of the RCS and the City will consider responses without these letters. Respondents will be evaluated on their ability to on-board WSPs on the DAS to maximize participation and signed letters of interest will be considered during the evaluation process.</p>
Q27	<p>The requirements in Section 3.17 of the template agreement will be problematic for the carriers, as the carriers will not agree to being required to upgrade the system. Is the City willing to strike this language or make the upgrades contingent on the carriers agreeing to fund such upgrades?</p>
Answer	<p>The requirement in Attachment 1 (3.17) pertains to adjustments and optimization of the DAS for best performance. It does not pertain to requiring the WSPs to upgrade their systems or DAS. The Provider shall work with WSPs during the term to plan any necessary upgrades. Upgrades to address equipment End of Life or End of Support issues must be implemented by the Provider proactively. Upgrades to implement future</p>

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	Airport or WSP requirements shall be implemented in coordination with the Provider and WSP and subject to City evaluation and approval.
Q28	Section 3.7 of the template agreement is not industry standard and would not be feasible for any provider to accomplish. Is the City willing to add additional criteria to the relocation requirement, specifically giving Respondent a year's notice if the head end location needs to be moved, 90 days for any other equipment outside of the head end location, and for the City to cover the costs of such relocation?
Answer	Yes, the City will provide notice except if notice is not feasible because of the operational needs or safety of the Airport. If the City requires the relocation, it will consider covering reasonable costs of the relocation subject to applicable laws and regulations.
Q29	Section 5.7 of the template agreement seems to be more fitting to a percentage rent financial structure, which is not the case here. Is the City willing to remove the books and records audit requirements?
Answer	No, the City is not willing to completely remove the books and records requirement. This is a Federal requirement and standard language in all Agreements entered into with the City of Phoenix Aviation Department.
Q30	Can the City clarify what it means by "all other costs" in Section 10.4 of the template agreement?
Answer	The City will only cover costs that are expressly defined as its responsibility in the RCS and draft Agreement. Any other cost related to operating the Provider's business under the Agreement will be the Provider's responsibility.
Q31	Can the City clarify the ambiguity in Section 26.28 of the template agreement—as drafted, it seems to indicate that even after termination, respondent would be responsible for all obligations under the agreement, which would include providing a DAS—what does the City mean by Provider's "liability and obligations" here?
Answer	The cancellation or termination of the Agreement will not release the Provider of their liabilities and obligations specified in the Agreement if those liabilities and obligations have not been fulfilled as specified in the Agreement or are identified in the contract as surviving the end or termination of the Agreement. The City will clarify the language in the Agreement.
Q32	When will the floor plans for the airport be given to responding parties? Floor plans are necessary for creation of a design.
Answer	The request for drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit D.

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Q33	Section VII 2.2. At a minimum, the system will provide coverage of -75dBm RSSI/RSRP or better for at least 95% of coverage area for all bands. Can you please clarify that the -75 dBm is for RSSI? RSSI and RSRP are two different measurements and – 75 dBm for RSRP would over-designed. Also, the previous section (2.1) states that the design should meet the carriers' requirements. Does 2.2 preclude 2.1, or vice versa?
Answer	See Exhibit B (2.2) as amended in this addendum. Section 2.2 supersedes any WSP requirement for RSSI/RSRP or other design metrics unless the WSP requirement is more stringent. For example, if a WSP requires –75 dBm RSSI or RSRP over 95% of coverage area for 1900/2100/1700/2500 MHz bands then that would prevail.
Q34	Section VII 3.1 For outdoor areas listed in section 3.1 such as curbside areas, cell phone lots, and taxi hold lots. Does the DAS need to cover those areas if benchmark testing reveals that they are already being adequately covered by existing macro coverage that meets carriers' requirements, and that the entrance to the airport provide adequate isolation between macro and in-building networks?
Answer	Yes, the DAS needs to cover these areas to the specifications defined in Exhibit B – System Specifications. These areas get marginal service based on the WSP and technology in question (such as LTE vs. 5G). The DAS needs to cover these areas to deliver a consistent and ubiquitous service level for all WSPs and for all technologies. It is the Provider's responsibility to work with the WSPs and determine the best approach to meet coverage requirements in these areas.
Q35	Section VII 6.5 Is this requirement referring only to fiber-to-the-edge platforms or will hybrid coax-fiber systems also be accepted?
Answer	Yes, hybrid fiber-coax DAS systems will also be accepted as long as coax is only used for the end point connection (antenna). The rest of the DAS connectivity cannot be coax based.
Q36	Section VII 6.6 Modularity in the remote units is not compatible with fiber-to-the-edge platforms alluded to in section 6.5. Can you please clarify if new bands can be added via new remotes or software-defined remotes?
Answer	Yes, new RF bands may be added via new remotes or software-defined remotes. The modularity requirement is to ensure that new bands can be added without a major redesign or re-architecture of the system.
Q37	The information requested in Section VII 10.1 is only available from the carriers, and not provided to third parties. Is the City willing to remove this requirement?
Answer	No, the City requires the DAS operator to work with each WSP to provide this information to the City. The reporting information is required by the Aviation Department to better understand customer needs and aid in making better operational decisions.

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	In case the DAS Provider is a WSP, the City will provide a secure means for WSPs to directly provide such confidential data to the City instead of the DAS Provider.
Q38	What are the existing cellular systems in the building?
Answer	There is a legacy in-building system by Verizon in some areas of Terminal 4.
Q39	Conduit: will all conduit be made available to DAS provider?
Answer	Yes, the City's existing conduit is available in an as-is state. The City does not provide any assurances that existing conduit system will have adequate space for new fiber. It is the Provider's responsibility to provide a turnkey solution that meets the requirements in the Scope of Work. All work must comply with City's cabling standards included in Section VII, Exhibit G - Applicable Standards and Regulations.
Q40	Will conduit specifics such as size of the conduit and routes be made available?
Answer	See answer to Q5.
Q41	Is the airport agreeable to commercially reasonable changes to the contract?
Answer	The City will not negotiate or make any edits to items in the Agreement that are material requirements in the Agreement. Minor edits and negotiations may be accepted prior to contract execution, subject to approval by the City. The Successful Respondent must sign and submit the final Agreement to the City within 30 days from the date the Agreement was sent. See Section I (H). It is the responsibility of the Respondent to ensure that their submittal meets the terms of the RCS to be responsive, including the prohibition on contingent responses.
Q42	Are the responses to the RFP binding upon the respondents?
Answer	Yes, see Attachment 1 (4). The Work Plan, Design Approach (DAS design and layout), Implementation Plan, WSP On-Boarding and Integration Plan, DAS Go-Live Plan, Operational Maintenance Plan, Roadmap, Preliminary RF Design and Installation, Detailed Project Schedule, and Plan to Maximize Revenue proposed in the response to the RCS will be incorporated into the final agreement as Exhibit L – Provider's Service Plan.
Q43	What is the annual foot traffic at rental car center and other buildings required for coverage in the Coverage Area Maps (Section VII – Exhibits)
Answer	Number of transactions at the Rental Car Center are as follows: 2018 Total = 1,937,333 2019 Total = 1,976,064 Number of passengers at the Sky Train Platforms are as follows: 2018 Total = 5,329,594

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	<p>2019 Total = 5,464,159</p> <p>See answer to Q50 for information on enplaned passengers per airline and per terminal.</p>
Q44	<p>Is there a layout of the existing macro networks in the area of the airport and required covered buildings.</p> <ul style="list-style-type: none">• If so, please provide a layout and the carriers that are on those networks.
Answer	<p>Addendum 4 includes drawings which show locations of existing macro sites. The data has been anonymized as it is proprietary information.</p> <p>The request for drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. A link to the drawings will be provided within 48-hours of the posting of this Addendum to those who have previously provided an NDA.</p>
Q45	<p>For the submissions, there are multiple mentions of submitting responses in binders, but also multiple mentions of electronic copies. Will an electronic copy submitted via email still be acceptable for all deliverables/exhibits/attachments?</p>
Answer	<p>Yes, an electronic copy submitted via email will be acceptable for all deliverables/exhibits/attachments EXCEPT the required Response Guarantee. The actual Response Guarantee, regardless of the Response submission method, must be received at the Aviation Office Building by the Solicitation Deadline. See Section III (C).</p>
Q46	<p>Is the tarmac in the required coverage footprint?</p>
Answer	<p>Yes, the Ramp area of the tarmac where the aircrafts are parked during departures and arrivals is included in coverage footprint. See Exhibit B (3.1) – Non-Public Access Areas, including as revised in this addendum. It is up to the Provider to determine if covering the taxiways and runways with DAS is optimal or those areas are better served with existing or future macro cell site improvements.</p>
Q47	<p>In previous discussions with the airport, the concept of removing Verizon's macro antennas and utilizing the oDAS infrastructure to cover the external areas was discussed, is this still the expectation?</p>
Answer	<p>It is up to the Provider to determine the best approach to design and install the DAS to provide the required coverage specified in the Scope of Work. Areas included in the Scope of Work must be brought within the DAS coverage. Areas beyond those specified in the Scope of Work may or may not be included in the DAS based on each Provider's broader macro needs for the whole area within the Airport perimeter.</p>
Q48	<p>Is the City aware that the 5G mmWave system will be an overlay to the 4G neutral host DAS? Currently there is no neutral host DAS solution for 5G mmWave. Each carrier will</p>

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	provide their own overlay system for its 5G technologies.
Answer	It is the Provider's responsibility to design and install a DAS that meets all requirements in the RCS. It is up to the Provider to propose the approach and design that it deems best to meet the requirements.
Q49	There is mention in the RFP of future expansions. Does the airport have any planned expansion projects in the next 10 years?
Answer	All known major expansion projects at this time are included in the Scope of Work. These include Terminal 4 Concourse S1 (T4S1) and the Sky Train expansion with two new Sky Train stations (at 24 th St and Rental Car Center stations). The City will make the Provider aware of any major expansion projects in the future when such projects are planned.
Q50	Can the airport provide enplanement information per airline and which gates those airlines operate out of?
Answer	<p>Terminal 3 is a Common Use terminal. Delta, United, Frontier, Alaska, Hawaiian, Air Canada, Jet Blue, Spirit, Sun Country, Contour and Boutique operate in Terminal 3. Any airline can operate out of any ticket counter or departure gate in this terminal.</p> <p>Terminal 4 is not a Common Use Terminal. American Airlines operates out of Concourses A and B, Southwest Airlines operates out of Concourses C and D, and British Airways, Condor Airlines, Volaris, American Airlines and WestJet operate out of the International Concourse (T4N4).</p> <p>In the future, Southwest Airlines will also operate out of the new T4S1 concourse. Airline assignment can change based on the operational needs of the airport. A more up to date airline assignment by Terminal is available at https://www.skyharbor.com/maps.</p> <p>In 2019, approximate enplanement (in millions) per airline was as follows:</p> <p>Terminal 2: (Note: All Terminal 2 airlines moved to Terminal 3 in 2020) Advanced Air: 1,415 Alaska Air: 517,770 Boutique: 5,943 Contour: 5,943 Spirit: 34,399 United: 1,233,220</p> <p>Terminal 3: Delta: 1,612,638 Frontier: 435,869 Hawaiian Airlines: 87,801 Jet Blue: 140,659 MN Airlines dab Sun Country: 111,324 Spirit: 34,399 (after move to Terminal 3)</p>

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	<p>Terminal 4: Air Canada: 517, 770 American Airlines: 10,696,105 British Airways: 92,785 Condor: 18,206 Southwest Airlines: 7,704,179 Volaris: 37,004 WestJet: 225,037</p> <p>Note: The total number of passengers that travel through Sky Harbor is comprised of both enplaned passengers and connecting passengers.</p>
Q51	What's the peak day for departures over the last 2-3 years, and when the last Super Bowl was in 2014?
Answer	<p>Peak day in 2019 was in March. Approximately 139,000 passengers traveled through the airport that day. Peak day in 2018 was in March and approximately 137,000 passengers traveled through the airport that day. Passenger totals are reported by the airlines in monthly totals, and daily enplanement numbers are not available.</p> <p>Please visit the following link for more information on Airport statistics:</p> <p>https://www.skyharbor.com/about/Information/AirportStatistics</p>
Q52	Is the passenger count provided of 46 million including the new terminals capacity counts as well?
Answer	Forty-six million passengers traveled through the airport 2019. The system shall support a minimum 46 million passengers per year amongst all terminals on day one of DAS going live. Projected passenger count across all terminals in 2030 is approximately 54 million.
Q53	<p>Does the airport have a list of preferred/approved vendors they can share?</p> <p>i. Specifically looking for low voltage, structured cabling, electrical, mechanical, boring, drywall, roofing, etc.</p>
Answer	<p>The Provider is not limited to using the following vendors, and the contractors listed are not necessarily preferred or specifically endorsed by the Airport over other vendors.</p> <p>Contractors currently approved to do low voltage and structured cabling at the airport are as follows: BPG Tech CTS Cabling Tel Tech Networks</p> <p>Electrical contractors that are currently working at the airport are: H&B Electric DP Electric</p>

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	<p>Delta Diversified Electric Rural Electric Rosedin Electric</p> <p>Drywall, Boring, Civil Work in general: RKS – boring, plumbing, sealing, lining pipes Progressive – roofing Precise Drywall Inc – drywall (if not performed in-house) Fishel</p>
Q54	Will there be any access challenges during this build (other construction projects/renovations occurring during the proposed schedule, COVID policies and health screenings, etc.)?
Answer	See Exhibit G for a list of applicable standards and policies. As described in Section I (N), the Provider is encouraged to have its implementation team(s) badged for appropriate access. Any work in public access areas of the airport that interferes with passenger activity or airport operations can only be done during nights when there is minimal or no flight activity. Different areas within the scope of work may have different time/scheduling requirements. The City cannot project what other construction projects might occur during the schedule; however, it is routine to have multiple projects running concurrently in an airport environment. The Provider will need to coordinate its scheduled work with necessary Airport stakeholders and third parties performing construction work, as needed.
Q55	What are the permitted hours of work? Do these hours include passing through security, setup, and tear down?
Answer	Hours of permitted work are subject to coordination and approval with the Airport Operations and Public Safety & Security Divisions. Please refer to the Sky Harbor website for Consultants, Contractors, and Tenants and the Construction Information – Improving PHX section at the following links for more information: https://www.skyharbor.com/Business/TenantsAndContractors , https://www.skyharbor.com/business
Q56	What are the daily check-in and check-out procedures, including passing through security protocol for contractors?
Answer	Please refer to the Sky Harbor Website for Consultants, Contractors, and Tenants: https://www.skyharbor.com/Business/TenantsAndContractors
Q57	Is there required training for contractors? If so, when does it occur during the week and how long is the training?
Answer	Please refer to the Sky Harbor Website for Consultants, Contractors, and Tenants: https://www.skyharbor.com/Business/TenantsAndContractors

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Q58	Will our laborers be permitted free-access badging or will escorts be required?
Answer	The Successful Respondent shall have its team, contractors and subcontractors badged so they can get escort-free access at the airport. Please refer to Section I (N) for details on access to airport areas. Additional Airport Badging information can be found here: https://www.skyharbor.com/security/BadgingInformation
Q59	Will barricades or walls be required when laborers are in customer facing areas? Another way to ask, what are the required separation measurements that must be implemented?
Answer	<p>Yes, walls will be required in customer facing areas. The required separation measurement will be dependent on what you will be separated from. All Tenant Improvements have to follow a specific process which can be found here: https://www.skyharbor.com/docs/default-source/default-document-library/ti-handbook-(1).pdf?sfvrsn=9eb58588_2</p> <p>For Additional Construction information and requirement at Sky Harbor International Airport, please refer to: https://www.skyharbor.com/Business/TenantsAndContractors</p>
Q60	Will space for a job trailer/shipping container/staging area be provided by the airport?
Answer	Yes, but space for a trailer is limited to a specific location off-airport located near our Design and Construction Services building at 500 S. 24 th Street. The City cannot accommodate a trailer on-airport. If the Successful Respondent requires space to store items on-airport, they must work with the City to identify the location and submit a space request form that will have to be evaluated and approved/denied. There is no guarantee that there will be space available on-airport.
Q61	Will parking passes be provided or can they be obtained for the laborers?
Answer	<p>If the Successful Respondent determines they will utilize the space available for a trailer at 500 S. 24th Street, there is available parking for laborers at that location. The City will not provide free parking passes to any paid parking facility located at Sky Harbor International Airport. If the Successful Respondent determines they need parking passes for their employees to any of the paid parking facilities, they must purchase the passes at the established rates listed in City Code 4-58: https://phoenix.municipal.codes/CC/4-58. Additional Rules and Regulations regarding the Employee Parking Program can be found here: https://www.skyharbor.com/docs/default-source/pdfs/rules-and-regulations/rr_07-01-employee-parking-program.pdf?sfvrsn=8a558588_2.</p> <p>In addition, the Provider can obtain airside access for its personnel and contractors and subcontractors by going through the Airport Security and Badging process.</p>
Q62	From the main terminals to the various separate buildings, are there existing conduits to run the required fiber backbone? Or will the Responder be required to use the City provided fiber?

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Answer	<p>The City is providing certain quantity of fiber for the backhaul connectivity. The Provider is solely responsible for installing any additional fiber beyond what is made available by the City. The City does not provide any assurances that enough space will be available in existing conduits or cable trays, and the Provider is responsible to determine if it can use existing conduit/cable trays should it need to run additional fiber. See Exhibit A (3.12.) and (4.2.) and Exhibit F. The Provider shall follow all applicable standards and regulations in Exhibit G.</p>
Q63	<p>Will the City require conduit/EMT on all cable pathways or will open air cable runs be acceptable?</p> <ul style="list-style-type: none"> i. Are cable trays permitted for low-voltage? ii. Are J-Hooks acceptable for single line runs? iii. Are there existing cable trays? <p>Can we utilize existing trays?</p>
Answer	<p>Terminal 4 – All cables shall be in Conduit. Terminal 3 – There is some existing COP owned cable tray within the Processor Building on Level 1, 2 and 5. In general, once cable leaves a tray it must be in conduit. All cabling in Terminal 3 North and South Concourses must be in conduit. Skytrain – Back of house locations can utilize existing cable tray. All cabling on the Platforms and within passenger areas shall be in conduit. Rental Car Center – Back of house has existing cable tray. All cabling in passenger areas shall be in conduit. All cabling within the parking garage shall be in conduit. Parking Garages – All cables will be in conduit. All exposed cabling must be in conduit. All communications conduit around the Airports painted yellow for easy identification purposes. All pull boxes, are labelled according to the owner of the system. All cables will be labelled on both ends as well as with in pull boxes for identification purposes.</p> <ul style="list-style-type: none"> I. Follow existing install practices and standards as listed in Exhibit G - Applicable Standards and Regulations in addition to the response above. II. Only in select non-public areas such as the Corporate Office building, Facilities & Services building, Design & Construction building, Operations and Badging office building and Executive Terminal. III. Some areas have existing cable trays, refer to list above IV. Space availability in the existing cable trays is limited. It is City’s preference that the Provider provide its own pathways so as to not impact warranty of City’s existing infrastructure cable plant. <p>All cable routing will need to be approved by the City prior to installation as part of Provider’s Installation Plan submittals and follow Aviation Tenant improvement process.</p> <p>See Exhibit G for a list of the standards and codes the Provider must to comply with.</p>
Q64	<p>Will the City require any part of the DAS infrastructure to follow the same codes as public safety radio systems (NFPA72) or are the standard building and low voltage codes acceptable for the commercial/cellular DAS?</p>

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Answer	See Exhibit G for a list of the standards and codes the Provider must comply with. The Scope of Work does not include a Public Safety DAS.
Q65	The requirements note a fiber based platform is required, however is that fiber to the edge, or just a fiber backbone infrastructure? Will the use of 1/2" and/or 7/8" coaxial cable to the antennas from the remote units be acceptable?
Answer	It is Provider's responsibility to design and install a system to meet all the requirements in the Scope of Work. The DAS must utilize fiber between the headend and any intermediate units located in IDFs/MDFs/IT rooms at a minimum. Use of coaxial cable from the remote unit to the antenna is acceptable.
Q66	Will the airport be providing the fiber to the remotes or at least to the IDF closets
Answer	Section VII Exhibit F – Available Fiber Capacity lists the fiber that the City will provide at each IDF/MDF/IT closet. Provider can utilize this fiber for the backhaul between DAS headend and any intermediate infrastructure at the IDF/MDF/IT closet locations. Any fiber in addition to what is provided by the City shall be the sole responsibility of the Provider. Provider is also solely responsible for providing any fiber to the edge device.
Q67	Is there power available in the IDF closets?
Answer	Yes, there is a power panel that feeds each IF/MDF/IT room. The Provider is responsible for running power to the DAS equipment in the closets.
Q68	Will we be able to use existing panels if new circuits are needed?
Answer	Yes, the Provider can use existing panels if capacity is available on the power panel.
Q69	What is the airport's backup power plan?
Answer	The Provider is still responsible for installing necessary power using existing power panels. The Airport has an adequate power plan but cannot release further information due to security concerns. The Successful Respondent will be responsible to coordinate with the Airport and Utility for backup power.
Q70	Is the airport operating on multiple grids?
Answer	Yes.
Q71	Is there existing fiber to each IDF closet?
Answer	Yes. See Exhibit F for instructions to request the available fiber inventory.
Q72	Is union labor or prevailing wage labor required as part of the Small Business Outreach requirements?

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Answer	No, union labor and prevailing wage labor are not required as part of the Small Business Outreach requirements.
Q73	Is removal/demolition of the existing system(s) part of the RFP scope?
Answer	No, any needed removal/demolition is outside the scope of this RCS. Such scope will be the responsibility of WSPs who own and operate those existing systems.
Q74	What are the expectations around us needing additional fiber and having to pay for the airport's contractor to provide that? If we only need 2-4 strands to a given area, will we be charged for the full 6-12+ strands pulled and all related material (patch panels, etc.) and labor for the larger scope or just for the 2-4 strands (what we need)?
Answer	<p>Exhibit F - Available Fiber Capacity provides approximate quantity of fiber available for use in various IDF/MDF/IT rooms. It is the Provider's responsibility to procure and install any additional fiber necessary to meet all requirements in the scope of work. See Exhibit (3.12.). Additional fiber may be available at cost from the City via PHX Tenant Technology Services (TTS). If the City determines that the Provider's requirement cannot be met using City's "fiber reserve" and new fiber needs to be installed, then the Provider shall be charged for the full strands pulled. The Provider also has the option to install new fiber at its own cost using its own contractor.</p> <p>It is the Provider's responsibility to provide any and all fiber from the IDF/TRR/IT rooms to any edge (radio) devices in the field.</p>
Q75	In section 4.12, this is not possible to limit the coax to this footage because it limits us to a 1:1 antenna to remote ratio. This requirement increases the equipment need significantly and limits the design to a fiber to the edge platform. Are there any issues if we take exception to this requirement?
Answer	The City requires the system to utilize minimum number of antennas at the end locations by allowing consolidation of various RF bands across same and different WSPs as much as possible. See Exhibit B (6.8.). Therefore, the Provider may utilize one antenna for multiple remotes to reduce the number of antennas. Respondent shall follow applicable standards and regulations listed in Exhibit G to use appropriate means to support coaxial cable longer than 20 feet from the remotes to the antenna.
Q76	Can Verizon use its existing head-end space for its new source equipment to support the new DAS?
Answer	No, Verizon's existing head-end space is in Terminal 4 IDF/MDF/IT rooms which are not close to City's Fiber Distribution rooms.
Q77	<p>Where are the proposed head-end locations?</p> <ol style="list-style-type: none">What are the floor loading expectations in those areas?Is space for a head-end being provided within the airport or outside of the airport? If outside, is there a pathway from that location to the airport (where in the airport does

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	<p>that pathway come into)?</p> <p>iii. Will the City be providing ladder racks in the head-end location or will that be the responsibility of the Responder?</p>
Answer	<p>i. Location of the two potential DAS Headend rooms are shown in Exhibit E. Both rooms are in Terminal 3. The larger room is located in the North Concourse. The smaller room is located in the South Concourse. The floor is slab on grade with no basement.</p> <p>ii. Location of the two DAS Headend rooms are shown in Exhibit E. See drawings DAS Headend Room Location folder, Potential_headend_room_location T3North, T3South, T3North_South. Both locations are inside the airport in Terminal 3.</p> <p>iii. It is the responsibility of the Respondent to design, build and furnish the DAS headend room with any improvements needed to support the DAS head end and WSP head end equipment. See. Exhibit A (3.19.). Improvements include any and all ladder racks, equipment and materials.</p>
Q78	<p>Will the City be providing power to the head-end room or will that be the responsibility of the Responder?</p> <p>i. Verizon requires 400 amps, 120VAC @ 208VAC, Single phase (w/ 4 subpanels/sub-metered)</p> <ol style="list-style-type: none"> 1. 100 amps for DAS equipment 2. 100 amps for each (3) carrier equipment 3. These are panel sizes, not power draw.
Answer	<p>For DAS Headend room in T3 North Concourse, the power distribution room is adjacent to the headend room. For DAS Headend room in T3 South Concourse, there is an existing power panel in the room. The Provider is responsible to install the required power for the DAS headend. See Exhibit A (3.19.). The Provider can use existing power panels where capacity is available.</p>
Q79	<p>Will there be generator backup power available for DAS use?</p>
Answer	<p>See answer to Q69.</p>
Q80	<p>Will the City be providing cooling in the head-end room?</p>
Answer	<p>No, it is the responsibility of the Respondent to provide cooling required for the DAS headend room. See Exhibit A (3.19.).</p>
Q81	<p>Will the City be providing a sprinkler system or other fire suppression system in the head-end room?</p> <p>i. If only a sprinkler system, will we be able to change the temp heads to higher temperature heads?</p>
Answer	<p>The MTR room in the T3 North Concourse (which serves as one of the fiber distribution rooms) has a FM200 fire suppression system. The MDF in T4 also has a FM200 fire suppression system. Various other IDF/TRR/IT rooms have pre-action sprinkler fire suppression. The DAS headend room in T3 South Concourse has a pre-action sprinkler system. There is no fire suppression system in DAS Headend room located in the T3</p>

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	North Concourse. It is the responsibility of the Respondent to provide fire suppression for the DAS head-end room. See Exhibit A (3.19.).
Q82	From a fiber transport requirement, Verizon requires the use of our own fiber transport vendor on all venues, will that be an issue? i. Is there an existing easement we can use? ii. Is there space in conduit from the street to the demarcation room we can use?
Answer	Respondent may use its own fiber transport vendor for installing new fiber. However, as indicated in Exhibit A (2.6), the Airport's preference is that the Provider utilize industry standard and City's standard SC-UPC fiber connectors and avoid DAS design that utilize fusion splicing. The Provider must utilize a Corning Optical Communications certified contractor in order to retain existing warranty or recertify Airport's fiber plant if (a) it chooses to fusion splice Airport provided fiber, or (b) it chooses to change the connectors on Airport fiber to a type other than SC-UPC. Any new fiber installation will come with a standard 25-year warranty from Corning should the Provider install new fiber as part of the project. i. Conduit pathways into the Airport are owned by the City of Phoenix. Permission needs to be granted by City of Phoenix. ii. There are various ways to come into the Airport, all pathways will need to be verified prior to installation.
Q83	Does the City expect to keep the existing system on air until the moment the new DAS goes live? Or is there an expected down period cutting over to the new DAS?
Answer	Any existing in-building systems will be decommissioned upon DAS going live. See Section II (A). The Provider must coordinate go-live of each WSP on the DAS. For any WSPs that operate an existing in-building system, the Provider shall coordinate the DAS go-live to prevent or minimize downtime.
Q84	Who would certify the Certificate of Commissioning? The airport or other?
Answer	The Provider shall provide to the City a Certificate of Commissioning for the DAS after all WSPs have gone through Acceptance Testing and accepted the system.
Q85	Slide 5: Parking: Will the airport allow low Rad Center poles to cover from outside?
Answer	Installation of new low rad center poles to provide indoor coverage from outside is not allowed. The purpose of this project is to move away from the existing approach of using outdoor sites to provide indoor service. Use of low rad poles for small outdoor areas such as cell phone lot or taxi-hold lot may be considered. NOTE: Reference to Slide 5 in question above is not applicable to any City document or presentation.
Q86	Slide 5: Are any of these smaller locations like Taxi Lot and Cell Phone Lot already covered or do they need macro offload as well?

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Answer	<p>These areas get marginal service based on the WSP and technology in question (such as LTE vs. 5G). It is the Provider's responsibility to work with the WSPs and determine the best approach to meet coverage requirements in these areas.</p> <p>NOTE: Reference to Slide 5 in question above is not applicable to any City document or presentation.</p>
Q87	Slide 6: Terminal 3 & 4: Is Level 1 the Apron Level? Slide 6 references Public accessible areas on Level 1...
Answer	<p>Breakdown of levels of Terminal 3 and 4 is as follows:</p> <p>Terminal 3 – Main Terminal/Parking Garage: L0: basement of main terminal only, underground, baggage handling (non-public) L1: Street Level (below Apron) – Ticketing and Baggage claim and curbsides L2: Security Screening Level (Apron level) – Security Checkpoint ac) L3: only exists in Parking Garage L4: Passenger Level – shops, restaurants, access to Gates/Concourse and access to Sky Train L5: Mezzanine – non-public offices and equipment L6: Only in Parking Garage L7: Roof level – old Comm Center/now TSA space (non-public) L8: Only in Parking Garage</p> <p>Terminal 3 – North/South Concourse: L2: Apron level – City/Airline/Concession spaces (non-public); L4: Passenger Level – shops, restaurants, Gates</p> <p>Terminal 4: Main Terminal: L0: basement level (baggage handling/mechanical non-public space) Main Terminal only L1: Street Level (below apron) – Arrivals curbside, Baggage Claim L2: Apron level – Ticketing, curbside/passenger drop off L3: Passenger Level –Concessions/retail, security checkpoints, access to gates/concourses, connector bridges and escalators/elevators to Sky Train. L4: Mezzanine - Parking Level, and Sky Train platforms L5-L9: Main Terminal Parking garage only</p> <p>All Concourses: Level 2 – Baggage Handling areas Level 3 – Passenger Level, Shops/Restaurants and Gates</p> <p>Concourse T4N2 Level 4: Mezzanine – Airline club/lounges and concessions offices</p> <p>Concourse T4N3 Level 4: Mezzanine – Airline club/lounges and concessions offices</p>

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	<p>Concourse T4N4 L1: Below grade – International Baggage claim, Customs and Immigration, L4: Mezzanine – Airline club/lounges and concessions offices</p> <p>Concourse T4S2 L1: Baggage Handling area</p> <p>NOTE: Reference to Slide 6 in question above is not applicable to any City document or presentation.</p>
Q88	Slide 6: Are these Non-Public areas covered by the macro since these areas usually have minimal capacity demand?
Answer	Non-public areas included in the Scope of Work have marginal to poor coverage currently. NOTE: Reference to Slide 6 in question above is not applicable to any City document or presentation.
Q89	Slide 6: Can we see drawings to see what these additional requirements are likely going to incur in costs?
Answer	The request for drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit D. NOTE: Reference to Slide 6 in question above is not applicable to any City document or presentation.
Q90	Slide 6: Is there existing fiber that connects all of these dispersed buildings to try to address this system from one Head End?
Answer	All buildings included in the Scope of Work are part of Airport's campus and have network connectivity. Exhibit F provides information on available fiber for use by the Provider. Existing fiber provides a path back to the fiber distribution room which is in close proximity to the DAS Headend room. However, it is Provider's responsibility to determine if the existing fiber made available by the City per Exhibit F is sufficient. Provider is responsible for installing any additional fiber. NOTE: Reference to Slide 6 in question above is not applicable to any City document or presentation.
Q91	Slide 11: -75 dBm for all bands is not an industry standard. This will only increase costs with little to no benefit. Verizon would like to know if this requirement to leverage standard industry requirements (such as -95 dBm for 2100 and 1900 MHz and -75 dBm for 700 & 850 MHz).

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Answer	<p>Please see response to Q33.</p> <p>NOTE: Reference to Slide 11 in question above is not applicable to any City document or presentation.</p>
Q92	<p>Slide 11: Can we also get clarification on the requirements for the CBRS and C-Band frequencies?</p>
Answer	<p>The intent of requirements in Section III (F) – Tab 2 is for the Provider to help the City understand the Provider’s approach and roadmap towards the new sub 6 GHz band (CBRS and C-band) and the type of applications and use cases that the Provider sees as beneficial for the City in future via use of those bands.</p> <p>The intent of requirement in Exhibit B (7.4.) is to ensure that the Provider designs the system in a way that will facilitate addition of additional RF bands and equipment for potential future services on the sub 6 GHz spectrum (CBRS and C-band) feasible without a complete ground up re-architecture of the whole system.</p> <p>NOTE: Reference to Slide 11 in question above is not applicable to any City document or presentation.</p>
Q93	<p>Slide 11: Additionally, can we get clarification on the mmWave frequencies since we will not be able to maintain -75dbm?</p>
Answer	<p>The Provider shall work with each WSP to determine the minimum required RSSI/RSRP or other applicable design criteria for their 5G mmwave service if –75dBm is not a standard for mmwave. The Provider shall include such design criteria in its preliminary RF Design.</p> <p>NOTE: Reference to Slide 11 in question above is not applicable to any City document or presentation.</p>
Q94	<p>Slide 12: “The City can provide fiber...”? Does it exist or can they provide pathways? Vague</p>
Answer	<p>See Exhibit F for information on all available fiber for use by the Respondent. Please see the answers for Q5, Q39, Q40, Q82, and Q164 for information on use of conduit and pathways.</p> <p>NOTE: Reference to Slide 12 in question above is not applicable to any City document or presentation.</p>
Q95	<p>Fiber patching, splicing, and testing will need to be done by the PHX Aviation Dept. to maintain its warranty of the existing fiber infrastructure.</p> <p>a. If we choose to pull our own fiber, are we permitted to use our own vendors as opposed to the PHX A.D.?</p>

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Answer	Yes.
Q96	Existing roof pens can be used if approved by the City beforehand. Any new roof pens would be at our own cost. a. Who is “our” in the statement above? The airport or the respondent?
Answer	The Respondent is responsible for all costs to provide a turnkey DAS to meet the Scope of Work. Please refer to Exhibit A (4.18.) for details on use of roof penetrations. “Our” means the “Respondent” above.
Q97	Slide 13: What are the expected SLAs and time frames for the repairs, and software updates?
Answer	The Respondent shall provide response and resolution times for various service impact scenarios - Critical Impact, Major Impact, Minor Impact. See Exhibit A (7.6.). The Provider shall utilize a formal Change Management schedule to deploy such updates no more than 180 days from when such updates are certified by the Provider for use. Security and/or critical updates shall be deployed within 30 days from when such updates are certified by the Provider for use. NOTE: Reference to Slide 13 in question above is not applicable to any City document or presentation.
Q98	Slide 13: Need timeframe of performance reports. How frequent? Annual, every 6 months? And after any specific major reported outage?
Answer	The City reserves the right to conduct semi-annual DAS Service Performance Assessment to review overall performance of the DAS and stakeholder feedback. See Attachment 1 (6.1.1.) for more information. NOTE: Reference to Slide 13 in question above is not applicable to any City document or presentation.
Q99	Slide 14: Future Expansions: ...each additional zone... What do you mean zone, and are there any limitations to size of zones? Can we get further clarification?
Answer	Per Section II (E), future expansion of the Airport or the DAS service to a new terminal processor, concourse or similar large dense public space with significant passenger activity will be considered a new DAS zone. For example, a new concourse in the future can constitute a new DAS zone. Provider may have one or multiple “technical service zones or sectors” serve a physical DAS zone. NOTE: Reference to Slide 14 in question above is not applicable to any City document or presentation.

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Q100	Slide 14: Is it \$750,000 MAG + \$200,000 for each carrier? i. \$750k <u>MAG</u> + \$200k <u>Verizon</u> + \$200k <u>AT&T</u> + \$200k <u>T-Mobile</u> ?
Answer	No, each Respondent must propose the first year Minimum Annual Guarantee (MAG) License Fee of \$750,000 or greater in Attachment 8. The MAG License Fee includes all WSP included on the DAS at the start of the Primary Term. Any WSP that goes live on the DAS after the start of Primary Term shall require the Successful Respondent to pay to the City an additional license fee of \$200,000 annually per WSP added. See Section II (E). NOTE: Reference to Slide 14 in question above is not applicable to any City document or presentation.
Q101	Section 1 / Item G, Pg. 45, Agreement Term, Business: Typical Agreement renewal terms are two (2) 5 year term extensions; term length helps ensure WSP's willingness for future technology upgrade investments (RFP reference 1 year- Q. Clarify if this should this be 2-5 year extensions?
Answer	No. See answer to Q14.
Q102	Section 7 / Exhibit F, Pg. 133, Fiber Solution, As-Built: Fiber end to end requirement- SHIA stated that available fiber does not terminate in proposed Head Ends. Can SHAI validate Fiber Demarc exact location?
Answer	There are several locations throughout the Airport that are utilized large count fibers to one closet and then it is broken out to smaller strand counts for fiber distribution. Refer to fiber distribution chart provided in this addendum. Terminal 3 – TR01 and TR16 Terminal 4 – T4 New MDF in the basement, CR31 (not built yet) Core Network Room Diagram with logical fiber routing is available as part of this addendum. A request for diagram must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. A link to the drawings will be provided within 48-hours of the posting of this Addendum to those who have previously provided an NDA.
Q103	Section 7 / Exhibit F, Pg. 133, Fiber Solution, As-Built: Will SHIA provide any existing test results for any available fiber between buildings? If OTDR tests results are not available, will the Airport be responsible for conducting OTDR test results?
Answer	See response to Q102.
Q104	Section 7 / Exhibit F, Pg. 133, Fiber Solution, As-Built: Can airport provide a map/As-Built that shows/reflects all existing and available SM fiber strands from (2) proposed Head End locations to all IDF/MDF closets in scope?

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Answer	Yes. The request for available fiber inventory and head-end room locations must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit D and Exhibit F.
Q105	Section 7 / Exhibit 3, Pg. 116, Coverage Objective, Design: Are the following Non-Public areas to be included in the Design coverage objective? T3 Annex; T3 MTLO, RMF, SC_L2_OV, SC_L2_WEST; T4 N1L2, N3L2, N4L2, RMFL2
Answer	Yes, see Exhibit B (3).
Q106	Section 7 / Exhibit 4, Pg. 105, Installation, General: What are SHIA requirements for working in confined spaces (i.e. man holes, vaults, mezzanines, rooftops)?
Answer	The Provider will be required to meet OSHA requirements for worker safety and will need to coordinate with the Aviation Public Safety & Security Division for any additional safety requirements. See Exhibit G for more information.
Q107	Section 7 / Exhibit 4, Pg. 105, Installation, General: What are SHIA requirements for street closures and traffic control in public and private areas?
Answer	The Streets Department is responsible for traffic control and barricading approvals in public right of way. For private areas, the Provider will need to coordinate with the Landside Operations Section (for PHX roadways). Refer to the following links for more information: https://www.skyharbor.com/Business/TenantsAndContractors https://pardonourdust.com/
Q108	Section 7 / Exhibit 4, Pg. 105, Installation, General: Can SHIA provide any work/construction blackout dates for all areas?
Answer	See answer to Q54. Information on upcoming construction projects and resulting impacts to Airport access is available at the following links: https://pardonourdust.com/ https://www.skyharbor.com/business
Q109	Section 7 / Exhibit 4, Pg. 105, Installation, General: Can SHIA identify start and stop working hours in all terminal sterile areas? Can SHIA identify start and stop working hours in all non-public areas?
Answer	The Provider will need to coordinate with the Operations Division, Refer to Construction Information - Improving PHX guidelines at https://www.skyharbor.com/business .
Q110	Section 7 / Exhibit 4, Pg. 105, Installation, General: What are SHIA requirements for working in sterile non-sterile areas Daily/Weekly/Monthly access request forms?

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Answer	<p>The Provider will need to coordinate with the Public Safety & Security and Operations divisions. Please refer to refer to Construction Information - Improving PHX guidelines at the following links:</p> <p>https://www.skyharbor.com/business https://www.skyharbor.com/Business/TenantsAndContractors</p>
Q111	<p>Section 7 / Exhibit D, Pg. 130, Coverage Area Map, Location: Can SHIA provide a highlighted map of Executive Terminal location?</p>
Answer	<p>An aerial map showing location of Executive Terminal is provided in this addendum: DASBidOverview#1_2020.pdf</p> <p>A request for the map must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the map. A link to the drawings will be provided within 48-hours of the posting of this Addendum to those who have previously provided an NDA.</p>
Q112	<p>Section 7 / Exhibit D, Pg. 130, Coverage Area Map, Location: Can SHIA provided a highlighted map of the baggage handling area a part of per terminal?</p>
Answer	<p>An aerial map showing locations of various Baggage Handling areas is provided in this addendum: PHXOverview_3_T3Baggage.pdf and PHXOverview_4_T4Baggage.pdf</p> <p>Additionally, a floorplan map of T4 L1 EDS area is included in this addendum.</p> <p>A request for the map must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the map. A link to the drawings will be provided within 48-hours of the posting of this Addendum to those who have previously provided an NDA.</p>
Q113	<p>Section 7 / Exhibit D, Pg. 116, Coverage Objective, Design: Is the Facilities and Services office space a part of T4? Can SHIA identify if building is seperated? If so, can SHIA provide floor plans?</p>
Answer	<p>As shown in Exhibit D, the Facilities and Service office building is a separate building and not part of any terminal. Facilities and Services also has office space in T4 Concourse N1 and Concourse S2.</p> <p>The request for drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit D.</p>
Q114	<p>Section 7 / Exhibit D, Pg. 116, Coverage Objective, Design: Can SHIA provide elevation CAD/pdf drawings for all buildings in? scope?</p>

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Answer	<p>The request for floor plan drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit D.</p> <p>Exhibit D - Additional Floorplans zip folder contains drawings, also see AUTOCAD Drawings of DAS Coverage Areas zip folder</p> <p>Available elevation CAD drawings are provided in this addendum. A request for the elevation drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the elevation drawings. A link to the drawings will be provided within 48-hours of the posting of this Addendum to those who have previously provided an NDA.</p>
Q115	Section 7 / Exhibit D, Pg. 116, Coverage Objective, Design: Can SHIA provide CAD floor plans for Sky Train Station Terminal 4?
Answer	<p>Sky Train Station Terminal 4 AutoCAD drawings are currently available and included in Terminal 4 drawings. See Exhibit D, AutoCAD Drawings for DAS Coverage Areas, T4, Terminal4_PassengerLevel3(PUBLICLEVEL).DWG</p> <p>The request for AutoCAD drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit A (9.4).</p>
Q116	Section 7 / Exhibit D, Pg. 116, Coverage Objective, Design: Can SHIA provide CAD floor plans/drawings for Sky Train Station Terminal 3?
Answer	<p>AutoCAD drawings are currently available for Sky Train Station Terminal 3. AutoCAD Drawings of DAS Coverage Areas, T3_SkyTrain.</p> <p>The request for AutoCAD drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit A (9.4).</p>
Q117	Section 7 / Exhibit D, Pg. 116, Coverage Objective, Design: Composite CAD floor plans/drawings for Terminal 3 (Level 3)?
Answer	<p>Terminal 3 Level 3 is only part of Terminal 3 parking garage. The request for AutoCAD drawings must be submitted to the Procurement Officer via email (avn.solicitations@phoenix.gov) and a non-disclosure agreement (NDA) must be signed by the Respondent before obtaining the drawings. See Exhibit A (9.4).</p>
Q118	Section 7 / Exhibit 4, Pg. 105, Installation, General: Will GPR Scan or X-Ray be required for drilling between floors ?

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Answer	Yes, this will be required prior to coring in all cases. Coring through rebar is unacceptable. All cores will be inspected by Aviation Inspectors prior to and after all coring.
Q119	General: Will free daily parking be provided for contractors?
Answer	Please see the answer to Q61.
Q120	Section 7 / Exhibit 4.8, Pg. 106, Installation, General: Will awarded party be provided an onsite lay down yard for materials, storage containers and office space? (Or offsite)
Answer	No, storage containers and office space will not be provided to the Successful Respondent. See answer to Q60 regarding on-site space for laydown yard for materials.
Q121	Section 7 / Exhibit 4, Pg. 105, Installation, General: Include or exclude any cut, patch, or painting of existing ceiling environments? (Or include a set \$\$\$ place holder?)
Answer	Respondent is responsible for all costs to deliver turnkey DAS that meets the requirements in Scope of Work which includes any and all costs and associated scope related to cutting, patching or painting existing ceiling environments.
Q122	Section 7 / Exhibit 4, Pg. 105, Installation, General: Are there any special or deputy inspections required for active, equipment, cabling, conduit, supports or antennas?
Answer	See Exhibit A (3.6.) for information on inspections that may be required by the City to determine Provider's conformance to all applicable codes and standards.
Q123	Is a system that supports 600 MHz – 2500 MHz on Day 1, with options to support 28 GHz to 39 GHz for future use acceptable?
Answer	Per Exhibit B (1.1.), the system must support all listed RF bands. However, WSPs might have varying timelines for various technologies and spectrum based on their individual roadmaps, business requirements and technology readiness. Therefore, Respondent must work with the WSPs to ensure all RF bands and technologies needed to support their 4G and 5G services on day one are operational on the DAS at the start of Primary Term. Similarly, the Provider must work with each WSP to plan and provision the technologies and bands they need to be operational after start of Primary Term when the WSP is ready. It is up to the Provider to design and implement a turnkey system that meets all the requirements included in the RCS.
Q124	Will the airport consider an analog DAS design?
Answer	Analog DAS design is not recommended.
Q125	Does the Airport expect to use 5G mmwave for areas outside the airport or inside the terminal?

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Answer	5G mmwave service shall be available in areas of high passenger density and data consumption including terminals, concourses, curbsides, RCC main level and select Aviation offices.
Q126	Does the airport expect to receive only heatmaps with the proposal, or does it expect to also receive an iBwave file?
Answer	Heatmaps with coverage and quality metrics.
Q127	What is the proximity from the main switch gear to the proposed Head End room(s)?
Answer	For the Terminal 3 North Concourse, the closest APS switchgear is on the southwest corner of the North Concourse. For the Terminal 3 South concourse, the closest switchgear is on northeast corner of South Concourse between the concourse and the Sky Train.
Q128	What outside area(s) could be considered to install a generator and what is the proximity to the proposed Head End room(s)?
Answer	It is the expectation that the Respondent propose approximate airport locations they would like to or need to place the generator(s). The City will evaluate and determine if the proposed location(s) meets security regulations and is compatible with airfield and aircraft operations. If not, the Airport will propose alternate recommendations.
Q129	Please confirm the City will coordinate with Provider relating to any testing or inspection of Provider equipment on Premises in connection with right of entry.
Answer	Yes, the City will coordinate with the Provider regarding testing and/or inspections of Provider equipment on the premises in connection with the right of entry
Q130	Please provide detail on the utility services to be provided by the City.
Answer	The City is providing the space and power for the DAS Headend room and IDF/MDF/IT Rooms. However, City is only providing the existing power panels for these rooms. Provider is responsible for installing the power run from the existing power panels to the its equipment in those rooms.
Q131	Please confirm the City will have obligation to ensure no third-party interference with the DAS system similar to obligations on the Provider.
Answer	The City will make reasonable efforts within its control to coordinate with the operators of third-party radio systems including the 700 MHz regional wireless cooperative public safety system or other tenant radio systems to help remediate any interference caused to the DAS from such systems. However, City's responsibility shall only constitute acting in good faith and bringing the two parties together, where possible. Resolution of any and all interference from third party systems to the DAS will ultimately be the responsibility of the operator of such systems and the Provider.

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Q132	Please provide list of existing fiber installers.
Answer	See answer Q53.
Q133	Please confirm headend room will have backup power.
Answer	See answer to Q69.
Q134	Please indicate whether other wireless services (i.e., public Wi-Fi) will become available for competitive bid in the future. If so, when does the current provider contract terminate?
Answer	The current public Wi-Fi service contract term is from August 1, 2020 to July 31, 2023, with two one-year extension options to be exercised at the sole discretion of the Aviation Director.
Q135	Please confirm the City will consider reasonable limitation on liquidated damages, cure period and dispute resolution process.
Answer	The City is bound by certain laws, codes, and rules and regulations and all contracts and disputes must be resolved in accordance with said laws, codes, and rules and regulations. Please refer to Section II (F) of Scope of Work and Attachment 1 (1.3). "Liquidated damages represent a fair, reasonable and appropriate estimate thereof. The Aviation Director will be the sole judge in determining the liquidated damages." See Attachment 1 (5.4.) and (15.4.) for additional information.
Q136	Given the Provider's significant investment in the project, please confirm the Provider will be entitled to recover costs incurred as a result of relocation/changes/repairs/ damage or destruction/closure/reduction/condemnation/city-made improvements. In addition, please confirm Provider will be entitled to termination costs if services must be terminated as a result of such action.
Answer	No, the City does not guarantee the Provider will be entitled to recover costs incurred as a result of relocation/changes/repairs/ damage or destruction/closure/ reduction/ condemnation/city-made improvements. No, the City does not guarantee that the Provider will be entitled to termination costs if services must be terminated as a result of such action. See answer to Q20 and Q21.
Q137	Respondent requests a copy of title for examination pursuant to the requirements of Section 3.9 of the draft Contract.
Answer	The City will change the Agreement to say, "publicly available title documents". Please refer to the following website: https://land.az.gov/contact-us/public-records#:~:text=The%20Public%20Records%20Office%20is,is%20602%2D542%2D4631 .

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Q138	Please confirm the Provider will be provided an opportunity to cure a breach under Section 3.10 of the draft Contract before the City exercises right of termination.
Answer	The breach, cure, and termination provisions are set forth in the Contract. The City is bound by certain Federal rules and regulations and actions that impact operational needs or safety of the Airport. If it is within the City's purview to allow for a cure to the breach, the City will evaluate.
Q139	Now that Sprint and T-Mobile are one carrier, is the MAG being lowered to \$562,500 in Year 1 until another WSP joins at a stated increase of \$200,000?
Answer	No, the Respondent must propose a MAG of \$750,000 or greater. See Section II (E).
Q140	We kindly request the removal of Sections 5.5(d)-(f) of the draft Contract as the information requested is considered the confidential information of the WSPs.
Answer	See the answer to Q37.
Q141	Please confirm final Contract will include a list of TI's and Equipment that will transfer to the City upon expiration or termination of the Contract pursuant to the terms of Section 8.4.1 of the draft Contract.
Answer	<p>The Agreement will not include a list of TI's and Equipment that will transfer to the City as it will be executed prior to any TI's being completed. In addition, throughout the life of the Agreement additional TI's may be completed to add improvements and upgrade equipment. All TI's are documented and tracked.</p> <p>As described in Attachment 1 (8.4.1.)," Upon expiration or termination of this Contract for any reason, all TI's and Equipment shall become the property of the City." See also the answer to Q20.</p>
Q142	Please confirm the Provider will be provided an opportunity to cure a maintenance issue under Section 10 of the draft Contract before the City takes self-help action.
Answer	Under Attachment 1 (10), the City may consider adding clarifying language allowing the Provider an opportunity to Cure a maintenance issue prior to the City taking further action.
Q143	Please confirm the final Contract will include a reasonable mutual limitation of liability.
Answer	No, the Contract will not include a limitation of Provider's liability. Please see response to Q135.
Q144	Please clarify whether the City will consider mutually agreeable revisions to the indemnification clause set forth in Section 11 of the draft Contract.
Answer	No, the City will not consider a revision to the indemnification clause set forth in Attachment 1 (11). This is standard language to all Aviation Department contracts.

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Q145	Please confirm the payment bond required under Section 13.2 of the draft Contract shall be limited to the cost of the subcontractors and vendors. Please confirm the payment bond may be terminated upon completion of construction.
Answer	Per Attachment 1 (13.2.), the bond shall be not less than 100 percent of the total cost of the contract or contracts for the construction, alteration, or repair of such Leasehold Improvements and/or Trade Fixtures. The payment bond can be cancelled upon receipt of a Consent of Surety to final payment or a release letter stating the project is complete.
Q146	Please advise whether a Letter of Credit (LOC) is an acceptable alternative to surety bond for the payment bond required under Section 13.2 of the draft Contract.
Answer	No, a Letter of Credit is not an acceptable alternative to the payment bond required under Attachment 1 (13.2) of the draft Agreement as it does not provide the same guarantees.
Q147	Please confirm Respondent can identify specific skill sets required by personnel in lieu of specified individuals in Section 14.2 of the draft Contract.
Answer	No, the individuals must be specifically named and authorized to act on the Provider's behalf.
Q148	Reference is made to Section 15.1(1) of the draft Contract, please confirm the Provider would be entitled to recoup termination costs as long as actions specified in <i>Section 15.1(a)</i> are not caused by Provider.
Answer	No, the City does not guarantee that the Provider will be entitled to termination costs. See answer to Q20.
Q149	Please advise whether the City will consider alternate duration to the period specified in Section 15.1(6) of the draft Contract.
Answer	No.
Q150	We kindly request the deletion of Section 15.3 (Cancellation without Cause) given the Respondent's significant upfront investment in the project.
Answer	No, the City will not delete Attachment 1 (15.3.). It is standard language in all Aviation Department Contracts. See answer to Q20.
Q151	We kindly request that Section 15.4 of the draft Contract be clarified to note that the failure to commence construction is caused by or the result of Respondents acts/omissions and excludes delays caused by the City, third parties or force majeure.
Answer	Any failure to meet the conditions that are subject to actions outside of Provider's control is addressed by the Force Majeure provision in the Agreement.

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Q152	We kindly request the termination as a result of force majeure be mutually agreed by the parties.
Answer	No, the City will not add language stating that termination as a result of Force Majeure be mutually agreed upon. Attachment 1 (19) is standard language to all Aviation Department contracts.
Q153	Kindly provide all agreements currently in force between the City and the U.S. Government under which the draft Contract would be subordinate. Respondent reserves its right to review Section 26.5 of the draft Contract based on review of such contracts.
Answer	All Agreements and associated amendments currently in force between the City and U.S. Government are public record and can be found on the City of Phoenix City Clerk Public Records website: https://www.phoenix.gov/cityclerk/services/public-records-search . The City will not make any changes or adjustments to Attachment 1 (26.5).
Q154	We kindly request deletion of Section 26.11 of the draft Contract.
Answer	No, the City will not delete Attachment 1 (26.11).
Q155	We kindly request Section 26.17 of the draft Contract be modified to state that Provider will use good faith efforts to negotiate amendments required by FAA requirements and reserves its right to recover costs as a result.
Answer	The City will not modify the language in Attachment 1 (26.17). FAA requirements to alter the airport superseded this Agreement.
Q156	We kindly request the City's termination right for failure to comply with the badging requirement be deleted in Section 26.24.4 of the draft Contract.
Answer	The City will not delete Attachment 1 (26.24.4). This stipulation is a Federal requirement.
Q157	We kindly request termination of Section 26.26 of the draft Contract, which provides only a five-day cure period on payment delays.
Answer	The City will not terminate Attachment 1 (26.26). It is a provision of the Arizona Revised Statute listed in the section.
Q158	Please clarify the second sentence in Exhibit A, Section 1.5 .
Answer	Provider is only allowed to design, implement and operate and maintain a turnkey DAS service per the Scope of Work. Provider cannot implement or sell any other services that are not stated in the Scope of Work.
Q159	Please confirm the governing standards referenced in Exhibit A, Section 2.1 are those set forth in Exhibit G .

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Answer	Governing standards referenced in Exhibit A (2.1) refer to Exhibit G, Exhibit H and Exhibit I.
Q160	Please clarify intent of Exhibit A, Section 2.10 .
Answer	Provider shall ensure, where possible, that various hardware, software, firmware shall be the latest versions of the product certified to operate as a system. The intent is to prevent a situation where the Provider installs a system with an older version of software or firmware than what is certified for use.
Q161	We kindly request Exhibit B, Section 11 be clarified to note exclusions from Service Availability Requirements, including outages resulting force majeure, power outages, fiber cuts, carrier outages and other conditions outside the control of the Provider.
Answer	Service Availability calculations will exclude any planned or emergency maintenance performed on the system by the Provider or WSPs including outages resulting from force majeure, power outages, fiber cuts, WSP outages and other conditions outside of Provider's control.
Q162	Regarding the fees tied to this bid: How was a minimum annual guarantee (MAG) license Fee of \$750,000 with a 3% yearly increase decided?
Answer	Revenue requirements were set based on industry market data and requirements of the City.
Q163	Regarding the fees tied to this bid: What criteria was used in determining a \$62,500 fee per new zone?
Answer	See answer to Q162.
Q164	Several buildings outside of the airport are requested/required to have RF coverage, as shown in Exhibit D, pg 130. We need to understand if all of these buildings are on airport property, and if any existing conduit has space for connectivity?
Answer	All buildings required to have RF coverage, including the Rental Car Center, are on Airport property. These buildings are part of Airport's campus and have network connectivity. It is the Provider's responsibility to determine how much space is available in existing conduit, cable trays and other infrastructure for use. See answers to Q5, Q39, Q40, Q102, and Q104.
Q165	Several buildings outside of the airport are requested/required to have RF coverage, as shown in Exhibit D, pg 130. We request the daily estimated occupancy for airport operations (maintenance, tenants, TSA, etc)?
Answer	Approximate occupancy in non-public areas is as follows: Aviation Command and Control Center – 100 Aviation Headquarters Office – 300

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Addendum #4

	<p>Aviation Facilities & Services Building – 250 Aviation Facilities & Services Office Space in T4N1 and T4S2 – 50 Aviation Design & Construction Office Building – 150 Aviation Operations & Badging Building – 150 Baggage Handling Remote Make Up Areas in T3 and T4 – 300</p>
Q166	Regarding the decommission of old DAS, pg 16: Please confirm that the bidder will coordinate with WSPs to remove existing equipment, after new DAS is operational?
Answer	Yes, removal of older WSP legacy systems and equipment is not the responsibility of Provider. Provider just needs to coordinate with WSP for removal of their legacy equipment.
Q167	Regarding the decommission of old DAS, pg 16: Please confirm bidder cannot be responsible for decommissioning and removal Carrier owned equipment?
Answer	Yes, decommissioning and removal of older WSP legacy systems and equipment is not the responsibility of Provider, unless the DAS provider is also a WSP who operates one or more of the existing systems at the Airport.
Q168	Regarding note D2 on SUCCESS CRITERIA: Please confirm bidder will be able to have the DAS ready for WSP connection and operation by day one satisfies RFP definition of Section II SCOPE OVERVIEW Subsection D SUCCESS CRITERIA 2. "All major commercial WSPs including AT&T, T-Mobile/Sprint and Verizon are operational on day one of the DAS going live"?
Answer	No, all major WSPs need to be operational at the start of the Primary Term at a minimum. See Section II (D)(2).
Q169	Regarding Additional WSP \$200k, pg 18: If existing WSP desires to add new technology or bands to the DAS within the same zone count is there an additional license cost? If so, what are terms?
Answer	There is no additional cost for adding a new technology or band to the DAS for WSPs that are operational on the system. However, as stated in Section II (E)(3), any WSPs made operational on the DAS after the start of Primary Term shall require the Provider to pay an additional licensing fee of \$200,000 annually per WSP.
Q170	Regarding note 3, \$62.5k per new zone, pg 18: With the addition of a new concourse scheduled for service by summer 2022 (S1), there may be multiple zones within this concourse. Hence, requesting what the definition of a new DAS zone is?
Answer	<p>New T4 South Concourse S1 (T4S1) is already included in base coverage area and MAG license fee. There is no additional fee for this concourse.</p> <p>The Provider can design the DAS with one or more “service or coverage zones” within a physical area, such as a concourse. From a revenue standpoint, the entire concourse is considered a zone. Please see answer to Q99 for additional information on zones.</p>

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Q171	Regarding note 3, \$62.5k per new zone, pg 18: With respect to Future Growth, if the DAS is capable of supporting an existing 4th WSP on Day One, will the license fee of a new WSP in the amount of \$200,000 be waived after the start of the Primary Term?
Answer	Per Section II (E), any WSP added to the DAS after the start of Primary Term will require the Provider pay to the City a License Fee of \$200,000 annually.
Q172	Regarding A&E CD set, pg 103: Are there any known asbestos or hazardous materials present?
Answer	The Provider will need to coordinate with the Aviation Department Planning and Environmental Division for requirements and environmental clearance depending on the Successful Respondent's design prior to construction.
Q173	Regarding A&E CD set, pg 103: After submittal of A&E plans, what are the expected turnaround times for approval by the airport and the city?
Answer	Various Airport stakeholders including the Technology, Design & Construction and Business & Properties divisions will be involved in review and approval of the A&E plans. The City cannot provide a projection on the turnaround time for review and approval as that would be based on a variety of factor such as completeness of plans, compliance with applicable standards and regulations, etc. The City will exercise reasonable measures to work expeditiously in its review and approval of the A&E plans.
Q174	Regarding -75 dBm RSSI/RSRP @ 95%, all bands, pg 115: In Exhibit B System Specifications Section 2.2, requesting confirmation on -75 dBm RSRP @ 95% coverage area as current WSP requirements are -92 dBm @95% coverage area?
Answer	See answer to Q33 and Q91.
Q175	Regarding -75 dBm RSSI/RSRP @ 95%, all bands, pg 115: Is this is to reduce significant cost to the system, minimize potential performance challenges and facilitate WSP design approval?
Answer	Revised requirements are to ensure the DAS performs for all WSPs and all technologies and provides a world class service for all customers at the Airport. See answer to Q33.
Q176	Regarding -75 dBm RSSI/RSRP @ 95%, all bands, pg 115: Does the same apply for Car Rental Care Center and additional off site buildings?
Answer	Yes, the same technological requirements apply to the RCC and additional off site buildings.
Q177	Regarding multi-port antenna, pg 119: Reference to Exhibit B System Specifications, requesting exception to the use of omni-directional antennas in addition to the multi-port antennas described in Section 6.11 where appropriate to fulfill the requirement to keep the number of antennas at a minimum as described in Section 6.8 of same Exhibit B?

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Answer	Yes, omnidirectional antennas can be used. It is the Provider's responsibility to design and install the DAS to minimize the number of antennas as much as possible. Also, the City shall approve the final antenna configuration, size and quantities to ensure compatibility with Airport environment and operating conditions.
Q178	Regarding 45 min backup @ HE, 15 min @ remote, pg 124: Is generator power available at the both proposed Head End locations and IT closets?
Answer	See answers to Q69, Q79, and Q128.
Q179	Regarding the 796 sq ft and 1,500 sq ft proposed Head End rooms: Are electrical, HVAC, and fire suppression systems assumed to be located within these rooms? If so, may need to increase space.
Answer	Please see answers to Q 68, Q78, Q80, Q81, and Q130 for information on existing electrical, HVAC and fire suppression in the two DAS headend rooms. Provider shall submit detailed drawings and include technical and operational rationale for needing additional space.
Q180	Regarding the 796 sq ft and 1,500 sq ft proposed Head End rooms: Is H/E room dedicated to the DAS or are other airport equipment (example IT) to be co-located?
Answer	Headend room #1 located in Terminal 3 North Concourse with 1,500 sq ft is completely empty. Headend room #2 located in Terminal 3 South Concourse with 796 sq ft has a few racks of Airport and tenant equipment co-located and is mostly empty at this time.
Q181	Will a response without a signed letter of interest from all three current Wireless Service Providers be deemed nonresponsive?
Answer	See answer to Q26.
Q182	Will a response that doesn't meet the \$750,000 MAG and include an additional \$200,000 for each carrier over three and an additional \$62,500 for new DAS zones be deemed nonresponsive?
Answer	Yes, a response that does not meet the \$750,000 MAG will be deemed non-responsive. See Section II (E). The additional \$200,000 for each carrier added after the start of the Primary Term and the additional \$62,500 for new DAS zones are non-negotiable requirements of the final Agreement. See Attachment 1 (5).
Q183	Head-End Rooms- Two rooms were identified in the solicitation documentation i. Can we utilize both rooms as required, or do we need to select one location or the other?
Answer	Both rooms are located in T3. It is the City's preference that the Provider use only one room for DAS headend purposes. However, the Provider may propose an architecture that utilizes both rooms. The Provider must include a technical and operational rationale

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	for using both rooms for DAS headend and how that will be a better design for all stakeholders.
Q184	<p>Are there floor plans and drawings available for the following locations</p> <ul style="list-style-type: none"> ii. Terminal 4 Garage: levels 1-3 iii. Terminal 3 baggage area: level 1 iv. Terminal 4 S2 Aviation Office: level 1 v. Terminal 3: level 3 vi. Terminal 3 Garage: level 1 vii. Terminal 4 baggage area: level 1 viii. Sky Train Stations: 23th St., T3 Sky Train, T4 Sky Train, and East Econ. Park
Answer	<p>Refer to Exhibit D for instructions to obtain drawings.</p> <ul style="list-style-type: none"> • Terminal 4 Garage: levels 1-3 – there are only levels 4 thru 9 at Terminal 4 garage • Terminal 3 baggage area: level 1 – currently available in Exhibit D Additional Floorplans folder, Terminal 3, PUBLIC_T3MTL_1 • Terminal 4 S2 Aviation Office: level 1 – currently available in Exhibit D Additional Floorplans folder, Non-Public Areas, NonPUBLIC_T4S2_Level1 • Terminal 3: level 3: The only level 3 for Terminal 3 is in the parking garage in which drawings are currently available • Terminal 3 Garage: level 1- there are only levels 2 thru 8 at Terminal 3 garage • Terminal 4 baggage area: level 1 – currently available in Exhibit D Additional Floorplans folder, Terminal 4, PUBLIC_T4MTL1 • Sky Train Stations: 23rd St., T4 Sky Train, and East Econ. Park <ul style="list-style-type: none"> a. Drawings for Terminal 3 Sky Train Station are posted with this addendum <p>Note: AutoCAD files available in Exhibit D, AutoCAD Drawings for DAS coverage areas folder</p>

In the event of any conflicts with the earlier answers or addenda, the final written answers and final addendum shall control.