



## **Advanced Data Collection and Analytics Technologies RFI**

### Frequently Asked Questions (FAQs)

May 21, 2018

1. Q: Will proprietary information made available through the RFI be made public domain?

A: The information submitted to Alameda CTC will not be placed in the public domain, but will be subject to potential disclosure under the Public Records Act. This Act includes a limited exception for trade secrets, but even this exception is overruled if disclosure of the information is deemed to be in the public interest. Alameda CTC is therefore requesting firms to supply only the minimum amount of information necessary to evaluate each response. It would be up to any person or entity responding to this RFI to challenge any request for information submitted through this RFI.

2. Q: Will the RFI result in a single contract or potentially multiple opportunities?

A: Alameda CTC intends to follow this RFI up with an open procurement process potentially incorporating information derived through this RFI. At this stage, Alameda CTC cannot predict whether the resulting Request for Proposal (RFP) would request a single contract or would involve multiple contracts.

3. Q: Can you give us an idea of the RFP/procurement process that will be executed and the time frames being contemplated?

A: Alameda CTC will utilize an open and competitive process, but has not yet determined the RFP timeframe or detailed process. Please refer to Question and Answer 2 above.

4. Q: Will preference be given to the respondents in terms of next steps with this RFI?

A: No. The procurement process undertaken by Alameda CTC following this RFI will be open and competitive without regard to the proposer's participation in the RFI.

5. Q: What are the potential sources of funding for this initiative?

A: If Alameda CTC releases any RFP for analytics tool development based on the RFI responses received, that effort will likely be funded by local funds. It is possible, we may use state and/or federal funds in the future.

6. Q: There is a diverse portfolio of solutions that certain companies, and the market at large, can bring to bear to satisfy your need for more efficient, comprehensive, and better quality data collection and analysis. Can you speak to any constraints (i.e., from a regulatory, data privacy, other policy, technology perspective) that would prevent you from pursuing specific technologies?

A: Alameda CTC cannot answer this question in the abstract. The requested information regarding available technology will help us to determine the applicable constraints. We already use INRIX and Streetlight data for various studies. We do know that data privacy could be a potential issue. Being a public agency, we would like to obtain data that are anonymized.

7. Q: Is Alameda CTC open to non-traditional "design/build" type of proposals incorporating the services of multiple partners that could potentially accelerate the procurement lifecycle? Also, Is Alameda CTC open to non-traditional "design/build" type of proposals that can be executed by other agencies that you fund?

A: Yes.

8. Q: Can you give us some examples of the datasets you currently use and their applications? Also, what has been the approach for conducting the studies or analysis using these data (i.e., periodic studies done by consultants, etc.)

A: Data collection and analysis is required for both on-going studies such as multimodal system performance assessments and project-based analyses. The majority of these efforts are performed through consultants, while some of the readily available data are gathered by Alameda CTC staff (example – collisions data from SWITRS database).

Some of the key applications and related data include:

- Commercial speed data for the [LOS Monitoring Study](#)
- Traffic volume data to determine the (capacity) usage of roadways
- Mode share data for the county and for major arterial corridors to inform multimodal solutions development in the Multimodal Corridor Projects

- Manual and automated counters to monitor bike use on select roadways
- Vehicle occupancy data for managed lanes performance evaluations
- Other reports and plans that synthesize findings from various types of data: [System Performance Report](#), Countywide Transportation Plan, Multimodal Arterial Plan and Countywide Transit Plan (see [Plans here](#)), and traffic and operations analysis for capital project development.

9. Q: What are the specific methods of data collection that are currently deployed?

A: With the exception of commercially available speed and origin and destination data, all other data (occupancy, roadway volume, etc.) are either collected manually from the field or obtained from existing sources (example - transit data from transit agencies, collision data from online SWITRS database).

10. Q: Is active transportation data being considered as part of this?

A: Yes. We are especially looking for a reliable data source for bicycle and pedestrian activity.

11. Q: Is there interest in analytical tools to help inform corridor improvements which may lead to land-use solutions?

A: We are very interested in analytical tools to help inform transportation projects that could be implemented along a corridor. Decisions related to land use represent a separate issue that would be handled by the local land use authorities.

12. Q: How detailed would you like the costs to be outlined?

A: Please provide us with the minimum amount of information necessary for us to evaluate the response.

13. Q: How often should the data be updated?

A: We are not looking for real-time data as it will generally be utilized for planning purposes. Data updates every three months is optimal, but it should be updated at least once every six months.

14. Q: How many years of historic data are you looking for?

A: Generally about five years, and if possible 10 years, to determine trends.

15. Q: Are you looking to share the data that result from this effort?

A: Yes, we will be sharing data from the analytical tool(s) that ultimately result from this RFI effort with our member agencies.

16. Q: Should data focus on freeways or arterials?

A: While some level of traffic data for freeways and limited data for arterials already exist, comprehensive data is not available for arterials. Multimodal data is not readily available for both type of facilities.

17. Q: Can you post the scope of work for the two corridor studies that were mentioned at the webinar.

A: Yes, here are the web links for the scope of work released as part of the Request for Proposals for these studies:

- [San Pablo Ave Multimodal Corridor Project](#)
- [E14th/Mission/Fremont Blvd Multimodal Corridor Project](#)

18. Q: Are you open for subscription based data service?

A: Yes.

19. Q: Have you considered long term maintenance of the tool?

A: Respondents to the RFI should include recommendations on how a tool would be maintained and what type and level of resources would be needed.

20. Q: What are some examples of the investment decisions you're planning to inform with more comprehensive data? What are the investment projects that are currently on your roadmap that would benefit from improved data?

A: Examples of the types of projects we routinely fund are included in Alameda CTC's [Comprehensive Investment Plan](#). Also, please see the list of [Projects](#) across the county that are currently underway. Projects that are at scoping or project development stage would need various types of appropriate data to assess existing conditions and forecast future scenarios and to identify appropriate improvement solutions. Additionally, improved data on the multimodal system will help the agency monitor and identify key transportation issues, bottlenecks or hotspots.

21. Q: Beyond initial pilots, what types of projects will be the focus? What projects will Alameda CTC take on directly? What projects will be funded for other agencies in the area?

A: Please see the answer to Question 20 above. The Comprehensive Investment Plan indicates the projects that will be implemented by Alameda CTC and others.

22. Q: What concepts for pilot have been contemplated?

A: The intent of this RFI is to receive information on the types of pilots that are currently available.

23. Q: Is traffic safety a priority? And if so, what are the challenges?

A: Traffic safety is also an important issue that we would like the RFI responses to address.