



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
UPCOMING CONTRACTING OPPORTUNITIES**

Project Name	Detail Project Scope	Procurement Type and Fund Source	Specific Services	Anticipated Advertisement Timeframe	Contact Information
<p>1. 7th Street Grade Separation East (7SGSE) Project –Construction Management (CM) Services</p>	<p>The proposed 7SGSE project is located on 7th Street, one of the three major access roads to the Port of Oakland (Port) intends to provide efficient landside access and infrastructure improvements to promote existing and anticipated Port operations on to the Primary Highway Freight System (PHFS) Intermodal Connectors, structural and geometric upgrades to provide improved geometric alignment and standard cross section meet current seismic criteria, and improve multimodal operation. Project improvements include the following:</p> <ul style="list-style-type: none"> • Utilities – relocate existing public utilities and provide oversight on third party owned utility relocations • Roadway – realign the 7th Street roadway north of the existing roadway and around the existing Kinder Morgan aircraft turbine fuel (ATF) tank. The realigned portion of 7th Street will include two 12-foot wide travel lanes in each direction with 4-foot inside and 8-foot outside shoulders. • Railroad Bridge – construct a new underpass structure (railroad bridge structure) in the realigned location north of the existing railroad underpass. • Rail Construction – construct temporary rail shoofly to facilitate stage construction and permanent rail alignment across the realigned 7th Street. • Building – reconstruct Pacific Transload Systems (PTS) facility to mitigate right of way impact. • Multi-use Path – A 10-foot-wide paved multi-use path with 2-foot shoulders on each side (total paved width of 14 feet) will be constructed along realigned 7th Street. The multi-use path will replace existing segments of the San Francisco Bay Trail on 7th Street. • Drainage & Water Quality – construct drainage system and storm water treatment elements associated with the 7th Street realignment, including installation of a pump station at the roadway vertical sag. • Electrical & Signs – street lighting, signals and various roadway signs. • Traffic Operation System – construct changeable message signs east of the Maritime Street intersection and Radio Frequency Identifiers (RFIDs) along realigned 7th Street. 	<p>1. Type: Professional 2. Fund Source: TBD; federal anticipated.</p>	<ul style="list-style-type: none"> • Constructability & biddability reviews • AAA support • Construction management services to provide construction quality assurance and manage all aspects of construction contract 	<p>June 30, 2019</p>	<p>John Pulliam, Director of Project Delivery, jpulliam@alamedactc.org</p>

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2. Freight ITS – System Manager	<p>The proposed Freight Intelligent Transportation Systems (FITS) Project location is in and near the Port of Oakland to improve safety, reduce traffic congestion, provide travel reliability, reduce travel time and improve quality of life by improving traffic management and operation of arterial streets, and sharing real-time traveler information to the truckers and other travelers through the use of new and proven information technologies. The system manager will act as the agency representative and oversee system design, installation, testing, performance evaluation and final system acceptance. This contract will utilize federal funds. As such, federal requirements will apply. A Disadvantaged Business Enterprise (DBE) contract goal for this contract will be approved by California Department of Transportation.</p>	<p>1. Type: Professional 2. Fund Source: Federal, State, and Local</p>	<p>System Management Oversight, including submittal reviews, quality assurance and claims resolution.</p>	<p>June 30, 2019</p>	<p>Trinity Nguyen, Director of Project Delivery, tnguyen@alamedactc.org</p>
3. Freight ITS – Advanced Transportation Management System (ATMS)	<p>The proposed Freight Intelligent Transportation Systems (FITS) Project location is in and near the Port of Oakland to improve safety, reduce traffic congestion, provide travel reliability, reduce travel time and improve quality of life by improving traffic management and operation of arterial streets, and sharing real-time traveler information to the truckers and other travelers through the use of new and proven information technologies. The ATMS package includes the following elements:</p> <ul style="list-style-type: none"> • ATMS Platform • Signal Upgrades • Closed Circuit Television (CCTV) • Changeable Message Signs (CMS) • Queue Detection • Communications (Fiber & Wi-Fi) • Center-to-center (C2C) Communication • Supplemental Vehicle Detection • Train Detection Equipment • Weigh-in-Motion <p>This contract will utilize federal funds. As such, federal requirements will apply. A Disadvantaged Business Enterprise (DBE) contract goal for this contract will be approved by California Department of Transportation.</p>	<p>1. Type: Construction 2. Fund Source: Federal, State, and Local</p>	<p>Construction Services; concrete work; electrical work; traffic signal; traffic control and mobilization, and sub-system testing and integration of the ATMS.</p>	<p>June 30, 2019</p>	<p>Trinity Nguyen, Director of Project Delivery, tnguyen@alamedactc.org</p>

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4. Freight ITS – System Integration	<p>The proposed Freight Intelligent Transportation Systems (FITS) Project location is in and near the Port of Oakland to improve safety, reduce traffic congestion, provide travel reliability, reduce travel time and improve quality of life by improving traffic management and operation of arterial streets, and sharing real-time traveler information to the truckers and other travelers through the use of new and proven information technologies. The FITS field construction will be delivered under a separate contract including the construction of traffic signal modifications, RFID systems, fiber network, CCTV cameras, Changeable Message Signs (CMS), queue and train detection systems (see ATMS Construction Contract opportunity). The system integration contract will provide a customizable off-the-shelf software platform and integration services to control and manage the Port’s field devices and interact with external applications and center-to-center communications with external agencies. This system integration contract will utilize federal funds. As such, federal requirements will apply. A Disadvantaged Business Enterprise (DBE) contract goal for this contract will be approved by California Department of Transportation.</p>	<p>1. Type: Professional 2. Fund Source: Federal, State, and Local</p>	<p>Software development, system integration and testing services; Furnish and install hardware equipment such as servers and networking equipment</p>	<p>June 30, 2019</p>	<p>Trinity Nguyen, Director of Project Delivery, tnguyen@alamedactc.org</p>
5. I-680 Southbound HOV/Express Lane from north of Koopman Road to Alcosta Boulevard	<p>The I-680 Express Lane project from approximately one mile north of Koopman Road to Alcosta Boulevard will widen I-680 to implement inside High Occupancy Vehicle Lanes/Express Lanes (HOV/EL) in the southbound direction. When construction of the PROJECT is complete, the 10-mile HOV/EL gap that currently exists between SR-84 and Alcosta Boulevard will be eliminated to provide a continuous southbound HOV/EL from South Grimmer Boulevard in Fremont to north of Livorna Road in Contra Costa County. Proposed project will include:</p> <ul style="list-style-type: none"> • Installation of electronic tolling equipment and signage; • Widening/reconstruction of pavement in median to accommodate HOV/express lane; • Modification/reconstruction of the median concrete barrier • New and replacement retaining walls and sound walls. <p>The consultant will also need to provide design support services during advertisement, award, and construction. The resulting contract will be funded with Measure B, Measure BB and other local funds. As such, the Alameda CTC Local Business Contract Equity Program requirements will apply.</p>	<p>1. Type: Professional 2. Fund Source: Local</p>	<p>The required engineering design services will include, but not be limited to, the following: roadway widening, structures, retaining and soundwalls, communication backbone design to support electronic toll collection/system design by the Toll System Integrator (TSI) , existing pavement rehabilitation, drainage, foundations, utilities, lighting, signals, ramp metering, TOS facilities, signing, striping, landscaping, surveys, right-of-way engineering and acquisitions, utility coordination, preparation & processing of utility agreements, environmental revalidation, identification/quantification of environmental mitigation, providing support to obtain mitigation and preparation of mitigation agreements, preparation of permit applications, obtaining permits, coordination with PG&E to secure electrical services and such other incidental features required to complete the PS&E, and final bid documents for the Project.</p>	<p>July 8, 2019</p>	<p>John Pulliam, Director of Project Delivery, jpulliam@alamedactc.org</p>

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6. Performance Monitoring of Countywide Multimodal Transportation Network	<p>As the Congestion Management Agency for Alameda County, Alameda CTC monitors 553 miles of major roadways for Level of Service and 146 miles of major transit corridors for transit performance, and 150 intersections for bicycle and pedestrian activity across the county and reports on the multimodal performance every two years. INRIX data is used for roadway monitoring for most of the road network, based on available coverage, while floating car runs are performed for selected facilities, which are limited to a few corridors, where INRIX data is not available. The 2020 monitoring cycle will be the first to use the currently available INRIX XD data, through Metropolitan Transportation Commission. Previous reports, like the 2018 Level of Service Monitoring Report (https://www.alamedactc.org/wp-content/uploads/2019/02/Rpt_2018_LOS_Monitoring_Final_20190214-1.pdf?x33781), used INRIX TMC data. Data from transit agencies is used for transit monitoring and field counts are collected for bicycle and pedestrian activity. Alameda CTC will seek professional services for collection and analysis of these data and to develop user-friendly and concise presentation by employing current industry practices, focusing on key trends and enable publishing in report form and online. The resulting contract will be funded with VRF and/or other local funds. As such, the Alameda CTC Local Business Contract Equity Program requirements applicable to such contracts will apply.</p>	<p>1. Type: Professional 2. Fund Source: VRF</p>	<p>Big Data Analysis for auto and transit, floating car travel time data collection and analysis, bike/ped field count and analysis, report writing and GIS mapping for publication.</p>	<p>July 11, 2019</p>	<p>Saravana Suthanthira, Principal Transportation Planner, ssuthanthira@alamedactc.org</p>
7. Freight ITS – Go Port Website and Mobile Application Development	<p>The proposed Freight Intelligent Transportation Systems (FITS) Project location is in and near the Port of Oakland to improve safety, reduce traffic congestion, provide travel reliability, reduce travel time and improve quality of life by improving traffic management and operation of arterial streets, and sharing real-time traveler information to the truckers and other travelers through the use of new and proven information technologies. The GoPort application proposes a multi-platform system that collects/exchanges information from the ATMS and smart parking system to disseminate static and real-time Port information regarding travel times, parking, incidents, wait times, terminal turn times, terminal information, video feeds, etc. to the traveling public and users. Information will be disseminated via website and mobile application. This contract will utilize federal funds. As such, federal requirements will apply. A Disadvantaged Business Enterprise (DBE) contract goal for this contract will be approved by California Department of Transportation.</p>	<p>1. Type: Professional 2. Fund Source: Federal, State, and Local</p>	<p>Software development and testing services; Furnish and install hardware equipment</p>	<p>July 31, 2019</p>	<p>Trinity Nguyen, Director of Project Delivery, tnguyen@alamedactc.org</p>
8. Freight ITS – Smart Parking System	<p>The proposed Freight Intelligent Transportation Systems (FITS) Project location is in and near the Port of Oakland to improve safety, reduce traffic congestion, provide travel reliability, reduce travel time and improve quality of life by improving traffic management and operation of arterial streets, and sharing real-time traveler information to the truckers and other travelers through the use of new and proven information technologies. The smart parking system proposes to provide a system that monitors parking availability that can be shared via the GoPort application and changeable message signs along with parking payment options by the exchange of information from the ATMS and GoPort application. This contract will utilize federal funds. As such, federal requirements will apply. A Disadvantaged Business Enterprise (DBE) contract goal for this contract will be approved by California Department of Transportation.</p>	<p>1. Type: Professional 2. Fund Source: Federal, State, and Local</p>	<p>Software development and testing services; Furnish and install hardware equipment such as servers and networking equipment</p>	<p>July 31, 2019</p>	<p>Trinity Nguyen, Director of Project Delivery, tnguyen@alamedactc.org</p>

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9. Dublin Boulevard-North Canyon Parkway Extension	The Dublin Boulevard-North Canyon Parkway Extension project is planned for the 1.5-mile extension of Dublin Boulevard from Fallon Road to North Canyons Parkway in Livermore. Alameda CTC intends to retain a professional engineering services consultant to provide services for the PS&E phase of the project. For more information, please visit: dublinca.gov/1919/Dublin-Boulevard-Extension .	1. Type: Professional 2. Fund Source: Federal (Earmark) and Local (Measure BB)	Final Design Plans, Specifications, and Estimate (PS&E) Phase Services	July 31, 2019	Jhay Delos Reyes, Senior Transportation Engineer, jdelosreyes@alamedactc.org
10. Program Management Oversight for the Rail Safety Enhancement Program	The Rail Safety Enhancement Program consists of at-grade safety improvements that can be implemented in the near-term. Alameda CTC intends to retain professional engineering services consultants to provide Environmental Clearance and PS&E services. This procurement is to provide program management oversight for coordinating with partner agencies (UPRR, CPUC, cities) to achieve project delivery, as well as overseeing the design consultant that will be procured under a separate contract. This oversight role will act as an extension of Alameda CTC staff. This procurement will occur concurrently with the Design Services for the Rail Safety Enhancement Program. The resulting contract will be funded with Measure BB and/or other local funds. As such, the Alameda CTC Local Business Contract Equity Program requirements applicable to such contracts will apply.	1. Type: Professional 2. Fund Source: Local (Measure BB)	Management Oversight; Partner Agency Coordination; Design Services Oversight	July 31, 2019	Kristen Villanueva, Senior Transportation Planner, kvillanueva@alamedactc.org
11. Design Services for the Rail Safety Enhancement Program	The Rail Safety Enhancement Program consists of at-grade safety improvements that can be implemented in the near-term. Alameda CTC intends to retain professional engineering services consultants to provide Environmental Clearance and PS&E services. This procurement is for services that will develop design plans and construction bid documents for 56 grade crossings including 30%, 65%, 95%, and 100% PS&E packages, support for GO-88b process, civil surveying and base mapping, environmental clearance of all 56 project locations, including all necessary permits. This procurement is closely related to a concurrent procurement for Program Management Oversight for the Rail Safety Enhancement Program. The resulting contract will be funded with Measure BB and/or other local funds. As such, the Alameda CTC Local Business Contract Equity Program requirements applicable to such contracts will apply.	1. Type: Professional 2. Fund Source: Local (Measure BB)	Design Services; PS&E/Construction Bid Documents; Environmental Clearance; Permits; Surveying and Base Mapping	July 31, 2019	Kristen Villanueva, Senior Transportation Planner, kvillanueva@alamedactc.org
12. SR-84 Plant Establishment Services	In Alameda County, in and near Livermore and Pleasanton from 0.1 mile south of Ruby Hill Drive to 0.6 mile north of Concannon Boulevard, this contract will maintain and monitor plants in compliance with permit requirements for a three-year plant establishment period.	1. Type: Construction 2. Fund Source: CMA-TTP	Traffic Control; Plant and Plant Establishment Work	October 31, 2019	Trinity Nguyen, Director of Project Delivery, tnguyen@alamedactc.org

Note: Information within this document is subject to change. For general procurement and contracting information, please contact E.W. Cheng at echeng@alamedactc.org or 510.208.7420.