**ADDENDUM NO. 2**
**ALAMEDA CTC RFP NO. R20-0004**
**FREIGHT INTELLIGENT TRANSPROTATION SYSTEM PROJECT**
**SYSTEM INTEGRATION AND APPLICATION DEVELOPMENT**

October 29, 2019

Request for Proposals (RFP) No. R20-0004 is modified as set forth in this Addendum No. 2. The original RFP remains in full force and effect, except as modified by this Addendum, which is hereby made part thereof and subject to all applicable requirements hereunder as if originally shown and/or specified. Proposers shall take this Addendum into consideration when preparing and submitting proposals.

The RFP is hereby revised per the following:

1. **The RFP Cover Letter shall be revised as shown in the following redline edits:**

   Proposals are due on Friday, ~~November 8, 2019~~ November 22, 2019, at 3:00 p.m. PT.

2. **RFP Table 1 is revised as shown in redline edits below:**

| ACTIVITY | DATE/TIME |
|---|---|
| **RFP issued.** | October 11, 2019 |
| **Optional Pre-Proposal Meeting** held at Alameda CTC offices. By 5:00 p.m. the day before the meeting, please register using the RFP Registration Form identified in the cover letter of this RFP. | October 21, 2019 1:30 p.m. |
| **Deadline for proposers to submit questions.** All questions must be directed by email to the Sole Point of Contact. | October 23, 2019 1:00 p.m. |
| **Final Addendum issued, if necessary.** Proposers may sign up for RFP email notifications using the RFP Registration Form identified in the cover letter of this RFP. | ~~November 1, 2019~~ November 15, 2019 |
| **Due Date for Proposals and Reference Questionnaires. LATE SUBMISSIONS WILL NOT BE ACCEPTED.** References shall submit the web-based Reference Questionnaire identified in the cover letter of this RFP by or before this deadline. | ~~November 8, 2019~~ November 22, 2019 3:00 p.m. |
| **Anticipated Proposal Review.** Selection Review Panel evaluates proposals and develops short list of firms to interview, if necessary. | ~~December 10, 2019~~ January 8, 2020 |
| **Interviews, if necessary.** | ~~December 17, 2019~~ January 16, 2020 |
| **Anticipated Final Evaluation and Determination of Top-Ranked Firm.** | ~~December 18, 2019~~ January 17, 2020 |
| **Contract Award Request to the Alameda CTC Commission** | March 26, 2020 |
| **Anticipated Contract Commencement.** | April 23, 2020 |

**3. RFP Appendix A (Required Scope of Work, Deliverables, and Staffing), under Project Description on page 28, shall be revised as shown in the following redline edits:**

The Freight Intelligent Transportation System Project (FITS Project) will be installed west and south of Interstate 880 (I-880) within the Port's Seaport area, which extends from the east end of the San Francisco-Oakland Bay Bridge on the north to the urban commercial center of Jack London Square to the southeast~~.~~. The FITS Project will utilize both proven and newer technologies to reduce traffic congestion, including truck idling, improve safety and provide travel reliability by providing real-time travel information to truckers and other travelers in and near the Port of Oakland.

The FITS Project includes installation and operation of physical improvements such <u>as</u> Changeable Message Signs (CMS), <u>Radio-Frequency Identification (RFID) readers,</u> Queue Detection Cameras, Advanced Train Detection System, Adaptive Signal Systems, Fiber Optics Network, Center-to-center Communication Network between the Port and City and between the Port and Caltrans, upgrade to High Definition Closed-circuit TVs (CCTV), etc. along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, Embarcadero West, Water Street, and near Jack London Square, as shown in **Figure 1**.

**Figure 1: Port of Oakland FITS Project Vicinity Map**



The FITS Project will also rehabilitate an existing building for constructing Port's Joint Transportation Management Center/Emergency Operation Center (TMC/EOC) for managing traffic and incidents from a centralized location.

The FITS Project is being implemented through a set of separate but related construction contracts and RFPs managed by Alameda CTC and the Port. To date, three construction packages have been developed and advertised for implementing the following Intelligent Transportation System (ITS) Applications, which are ~~outside~~<u>partially in</u> the scope of services requested through this RFP and <u>some that indicate elements that are</u> noted as "Constructed by others" below:

1. <u>TMC/EOC</u> – An existing ~~TMC~~<u>EOC</u> will be reconfigured/modified with upgrades to space, communications, and other amenities for the operation of the Port's Joint TMC/EOC facility to efficiently manage traffic and incidents. The Joint TMC/EOC will utilize a newly installed fiber

network for communications between the Project installed field devices and the TMC/EOC. ~~Constructed by others.~~ Fiber communications from the head-end location to both the field devices and interior TMC/EOC hardware will be **constructed by others**. The SI will be required to provide all the server hardware and application software to bridge all of the field device equipment to the TMC/EOC facility Audio Visual equipment and operator consoles.

2. RFID Readers – RFID Readers will be ~~installed~~**constructed by others** in and near the Port on existing and new poles. The SI will be required to integrate the RFID system hardware monitoring application software to monitor truck movement, including truck turn-time within the Port area. ~~Constructed by others.~~, as a sub-system module.

~~2.~~3. Communications: Fiber – Existing gaps in the fiber network will be closed and **constructed by others** so the network can be upgraded so that the technology improvements at the Port are served by a fiber communications network backbone to the greatest extent possible. This will set the foundation for connection and control of all other FITS elements.

~~3.~~4. Adaptive Signal System – The Port traffic signal system will be ~~upgraded~~ **constructed by others** to allow for an adaptive system control. The SI will utilize this new hardware to allow for pre-programmed time-of-day signal timings and utilize the intersection vehicle detection and sensor equipment to adjust the timing of red, yellow and green phases for each approach, as well as overall cycle lengths. This aims to accommodate changing traffic patterns and reduce congestion by improving vehicle progression. ~~Constructed by others.~~

~~4.~~5. Advanced Traffic Management System (ATMS) – Existing signal system will be upgraded and **constructed by others** to allow connectivity and control. Signal controllers with networking equipment will be installed. The SI will install and implement an ATMS software system that will be designed to receive, transmit and integrate data from other portions of the Project (i.e., traffic information, control messages, and control traffic signal systems) and shall be upgradeable to allow further automation and enhancements. The software will also allow for potential connections and collaboration of operations with other public-sector equipment and systems. ~~Constructed by others.~~

~~5.~~6. Advanced Train Detection System (ATDS) – Non-intrusive train detection equipment ~~and~~(i.e., fixed-view cameras) will be **constructed by others.** The SI will integrate software ~~will be installed to~~analytics that will identify train vehicles and provide warnings of long trains and delays at at-grade rail crossings. ~~Constructed by others.~~

~~6.~~7. Center to Center (C2C) Communications – New communication interfaces will be deployed among the public sector agencies (Caltrans, City of Oakland and Port) and **constructed by others.** The SI will utilize these interfaces to enhance interagency communications and collaboration for traffic, emergency, and other operational messaging. ~~Constructed by others.~~

~~7.~~8. CMS – New CMSs will be ~~installed~~**constructed by others** in locations to provide truckers with information ~~on regional traffic conditions as they leave the Port, and Port incidents or Port information~~ as they enter and exit the Port. and other strategic locations. CMSs will be fiber connected and have connectivity to the TMC/EOC that will allow access and control by the traffic management system. ~~Constructed by others~~The SI will utilize the ATMS modules from the various data collected from the field devices to provide regional traffic conditions as the truckers leave the Port, and Port incidents or Port information as they enter the Port.

~~8.~~9. CCTV Upgrade to High Definition – Existing CCTVs will be ~~upgraded~~**constructed by others** to high definition, to fill in surveillance gaps ~~and~~. The SI will utilize this field device hardware to deploy vehicle video detection software for speed information. ~~This technology will~~, as well as, allow cameras to address surveillance and traffic needs simultaneously. ~~Constructed by others.~~

~~9.~~10. Queue Detection – ~~Software~~New fixed-view camera hardware will be **constructed by others** on new and existing poles. The SI will utilize new software and hardware analytics

technology ~~will be installed~~ to capture <u>truck movements, to provide</u> queue times outside tenant entrances through identification and monitoring of idling vehicles. ~~**Constructed by others.**~~

~~10.~~<u>11.</u>  Supplemental Vehicle Detection (SVD) – ~~Camera~~<u>Radar</u> systems will be ~~installed~~**constructed by others** along main arterial roadways in the Port area ~~that determine~~<u>. The SI will utilize the data from these field devices to integrate</u> vehicle speed and ~~traffic patterns,~~<u>classification</u> information ~~that will transmit data in real-time to the TMC/EOC to monitor traffic patterns~~<u>into the ATMS platform</u> for operations and safety purposes. ~~**Constructed by others.**~~

~~11.  Communications: Fiber – Existing gaps in the fiber network will be closed and the network be upgraded so technology improvements at the Port are served by a fiber communications network backbone to the greatest extent possible. This will set the foundation for connection and control of all other FITS elements. **Constructed by others.**~~

12.  <u>Communications: Wi-Fi</u> – Wi-Fi capabilities will be ~~installed~~**constructed by others** in the Port area as a backup communication system and a means for addressing cellular dead spots and enhancing security and emergency response functions. ~~Offers~~<u>The SI will utilize this wireless network to deliver GoPort application</u> amenities to truckers in queue or within the Port (e.g., Port traffic and gate queue videos and improved access to GoPort Application). ~~**Constructed by others.**~~

~~13.~~ <u>Weigh-in-Motion (WIM) Technology</u> – WIM technology will be ~~installed~~**constructed by others** on Port property as a courtesy to trucks leaving the Port with new containers to determine total vehicle weight. ~~Potential~~<u>The SI will utilize the data provided from the</u> WIM ~~information~~<u>system to allow for data collection,</u> sharing and coordination with the <u>Port staff and TMC operators, as well as external agencies such as the</u> California Highway Patrol~~. Future goal is to eliminate or reduce the need for trucks to go through additional weigh stations if cleared at WIM at the Port. **Constructed by others**~~.

<u>In summary, multiple projects will construct and install the "physical" elements of the field device network. It will be incumbent upon the system integrator to pull all of the field data (i.e., cameras, RFID, traffic signals, etc.) into a software platform for the emergency and traffic operations of the Port arterial roadway network.</u>

4.  **RFP Appendix A (Required Scope of Work, Deliverables, and Staffing), under Task 2.1: System Integration on page 28 shall be revised as shown in the following redline edits:**

SI shall provide and install system servers and software for the ATMS, GoPort Application and Smart Parking System into a fully functional and complete operating system.

In addition to providing the separate deliverables for this task under Tasks 2.2, 2.3 and 2.4, the SI shall demonstrate full operation of all FITS elements together as a single comprehensive system.

As part of this contract, the SI shall be responsible for (i) acquiring or developing all software required for the system, (ii) procuring and supplying the required hardware, as well as (iii) integration and testing of the hardware and software. Any software acquired pursuant to a license shall include a term of not less than three years. All hardware shall include a manufacturer and/or third-party warranty of not less than three years. <u>If there are inconsistencies about warranty elsewhere in the RFP, including Reference Materials in Appendix B, the statement above shall govern.</u> Costs for software, hardware and warranties shall be included as other direct costs without markup in the cost proposal.

**Approved for issuance:**

**Gary Huisingh**
**Deputy Executive Director of Projects**