ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

QUESTIONS AND ANSWERS
ALAMEDA CTC RFP NO. R20-0004
SYSTEM INTEGRATION AND APPLICATION DEVELOPMENT
FOR THE
FREIGHT INTELLIGENT TRANSPORTATION SYSTEM PROJECT

The following answers are in response to questions submitted by prospective proposers for Alameda County Transportation Commission (Alameda CTC) Request for Proposals (RFP) No. R20-0004. This document provides the written responses to all questions that were received by Alameda CTC on or before 1:00 p.m. on October 23, 2019. Questions may have been edited for grammar and clarity.

Q1. Who are the intended awardees for Packages 1-3, as shown below?

Package 1 – Joint Traffic Management Center/Emergency Operation Center (TMC/EOC)

Package 2 – Radio Frequency Identification Device (RFID) Readers

Package 3 – Port of Oakland – Freight Intelligent Transportation System

A1. Package 1 – The Port of Oakland (the Port) has issued the Notice of Intent to Award to CB2 Builders, Inc. for the joint TMC/EOC contract.

Package 2 – Procurement has not concluded.

Package 3 – Alameda CTC has issued the Notice of Intent to Award to Aldridge Electric, Inc. for the Port of Oakland – Freight Intelligent Transportation System.

Q2. What is the budget and overall program schedule? When will it be operational and how many construction packages are there?

A2. The total construction budget for the FITS program is $27.8 million as provided in the updated fact sheet in RFP Addendum No. 1. This budget funds the four contract packages (identified in the "FITS Delivery Strategy and Project Schedule" provided in RFP Addendum No. 1) and associated support costs. As noted in the RFP, the FITS project is anticipated to be operational (Go Live) in January 2021.

Q3. How is pricing incorporated in the proposal?

A3. The procurement of this contract is a qualifications-based selection process and cost is not a factor in the selection. A cost proposal is required to be submitted with, but must be sealed separately from, the technical proposal.

Q4. How will we know who is responding to be considered a prime for Package 4 (System Integration, GoPort Application and Smart Parking System)?

A4. The Pre-Proposal Meeting Sign-in Sheet and the Interested Parties List, which identifies the anticipated role of prospective proposers, is posted on the Alameda CTC website.

Q5. Do we need DIR Registration if we are a professional services provider (not construction)?

A5. Since the required scope includes work subject to prevailing wage requirements, the prime consultant must be registered with the DIR prior to the submittal of the proposal. Additionally, registration is required for any firm (e.g., vendor, subconsultant or subcontractor) performing prevailing wage work. . Proof of such registration must be submitted with the proposal and may be obtained through the DIR website: https://www.dir.ca.gov/Public-Works/Contractors.html.

Q6. Section 1N of the RFP states that "…the prime consultant and any member of the consultant team required to hold a contractor's license to perform the work assigned to that team member must be registered with the DIR…" Please confirm that a State of California Department of Industrial Relations Registration Number satisfies the certification requirement stated in the RFP for the prime consultant.

A6. Yes, this would satisfy the requirement with respect to the prime consultant, and the registration requirement also applies to any member of the team required to hold a contractor's license, as stated in the RFP. See Q5/A5.

Q7. Can we extend the deadline by two weeks?

A7. Please refer to RFP Addendum No. 2 for the revised RFP schedule (Table 1: RFP schedule).

Q8. Page 29 of the RFP states that the ATMS is to be "constructed by others." Is this correct or is this part of this scope, as stated on page 30?

A8. Field elements will be constructed by others. However, the System Integrator (SI) will be responsible for integrating the elements, including providing the required software and hardware for integration. Please see further clarification provided in RFP Addendum No. 2.

Q9. In terms of security system software for Closed Circuit Television (CCTV), is this project going to use and rely on the Port's Genetec software?

A9. As outlined in Task 2.1.1: ATMS of the RFP, the most current release of the Port's existing Video Management System (Genetec) or an alternate Video Management System, if acceptable to the Port, may be proposed. Please see the FITS ATMS Specifications 2.4D (CCTV Video Management Subsystem) provided in RFP Appendix B.

Q10. Is building a hardware data center in the scope?

A10. Equipment rack space will be provided for the SI's use; however, the SI will need to provide a computer server and networking hardware to receive field network device data and information to the software packages and disseminate data through the TMC/EOC AV equipment and operator consoles. Please see the FITS ATMS Specifications 2.1 (General) provided in RFP Appendix B.

Q11. Are there existing systems such as a travel time system, vessel information system, center to center, container information system, etc.?

A11. Yes, some components do exist; however, there are gaps in the information systems and they do not fully support the needs of the Port. Proposers should not rely upon the architecture of these existing systems. The proposals will be evaluated based upon the requirements for a complete system as detailed in the RFP documents.

Q12. Is the ATMS intended to integrate with existing traffic signal control software provided by others or is it intended to provide that capability as part of the central software?

A12. The ATMS software is to integrate and receive/transmit data from the field traffic signal controllers as well as provide the capability to communicate to central software of the Port (i.e., ATMS) and others (i.e., Caltrans and City of Oakland). Attention is directed to the FITS ATMS Specifications 2.4B (Traffic Signal System (TSS) Subsystem), provided in RFP Appendix B.

Q13. Is a cloud solution an option?

A13. A cloud solution could be an option, provided the solution meets the FITS ATMS Specifications, provided in RFP Appendix B.

Q14. In RFP Appendix A (Required Scope of Work, Deliverables, and Staffing), items 3 and 4 on page 29 state that the Port Signal Systems will be upgraded to provide various capabilities including adaptive control and connectivity and control. These sections also state that these capabilities will be provided by others. Can Alameda CTC please verify that the Traffic Signal Control System(s) is outside of the scope of this project and will be provided by others? If so, who is the vendor of the current systems, can you provide the interface document, and what direct control of Traffic Signals/Controllers, if any, is expected from the ATMS solution?

A14. The local traffic signal controllers will be provided by others. Firmware may also be updated as required for system communications by others. The systems integrator is required to provide ATMS controlling software to bring all of the information from each local signal into the TMC/EOC, as well as interface with external agencies traffic management software. The system integrator shall provide an ATMS software platform for the Port to control the signal systems identified in the project plans. The ATMS software platform shall interface with the current existing systems at City of Oakland (Naztec/Trafficware) and Caltrans (KITS). Please see the FITS ATMS Specifications provided in RFP Appendix B. Please refer to RFP Addendum No. 2 for additional clarifications between what work will be done by others vs. what work will be done by the system integrator.

Q15. In Attachment B1: Advanced Traffic Management System Specifications, part 2.4 B. Traffic Signal System (TSS), the specifications in this section appear to require that a fully functional Adaptive Traffic Signal Control System be included as a module within the ATMS. Our understanding was that the Signal Control System would be provided by others and that the ATMS would include a module that would interface to the Signal Control System, not be the Signal Control System. Could you please clarify whether the ATMS is to interface to a traffic signal control system or if it is to include a traffic signal control system? If the ATMS is intended to only interface with a traffic control system, please clarify ATMS Specification 2.4B requirements.

A15. The ATMS traffic signal control module to be provided by the system integrator is expected to perform both functions. The system integrator shall include a traffic signal control system for the Port. This same system shall interface with traffic signal control systems operated by City of Oakland and Caltrans and will meet the functionality as per the FITS ATMS Specifications provided in RFP Appendix B. Please see further clarification provided in RFP Addendum No. 2 for work performed by others.

Q16. To help us understand the operational concept Alameda CTC wishes to satisfy, could you please explain the objective of integrating signals into the GoPort application?

A16. The objective is to utilize data separately obtained from video detection equipment to identify train crossing activity and convey this information to the trucking community. This allows the trucking community to avoid crossings under use and to utilize detours around occupied crossings. Please refer to the Concept of Operations provided in RFP Appendix B.

Q17. What is the integration between the GoPort Application /Web portal and associated Mobile App with respect to the Smart Parking functions? Is any Smart Parking functionality exposed in the GoPort Application?

A17. The mobile and web application interface serves as the public facing dissemination portal for the trucking community. It will also serve as the interface for payments to the Smart Parking System (SPS). The SPS functionality interface with the GoPort Application includes but is not limited to: general parking information, site specific occupancy information, payments. Please see the documents provided in RFP Appendix B.