

I-680 Express Lane ETS RFP

Final Questions and Answers

September 18, 2008

Questions and Answers 1-25 are repeated unchanged below from the materials distributed at the Pre-Proposal Meeting held on August 20, 2008. Please note that additional information is provided for Question 2, Question 14 and Question 19 at the conclusion of the new questions (26-62). Please also note that one new question (Question #63) has been added at the conclusion of the revised answers.

Q1: Can you direct us to a SBE directory for firms qualified at ACCMA?

A1: ACCMA's SBE Policy, which applies to this RFP and the Contract, encourages the use of SBEs. However, the ACCMA has no specific requirements for SBE certification, and does not maintain any lists of qualified or certified SBEs. A list of certified SBEs is available from the California Department of General Services. Further information is available on the Caltrans website at http://www.dot.ca.gov/hq/bep/small_business.htm.

Q2: Pursuant to your Request for Proposals dated July 16, 2008, entitled "Southbound I-680 Express Lane Electronic Toll System", kindly advise where we can obtain a copy of the applicable Caltrans technical specifications for Dynamic (Changeable) Message Signs and related ITS equipment required for this program.

A2: The site with information about equipment to be furnished by the Roadway Contractors is:

<http://www.dot.ca.gov/hq/esc/oe/index.html#standards>

Access the information on this line:

* 1999-2004 Standards (Metric Units - Not updated after 7/1/08): [Plans](#), [Standard Specs](#), [Amendments to the Standard Specs](#), [SSPs](#), [Style Guide](#)

Q3: The question is whether or not a California State Contractor's License will be required of the SI as the prime contractor on the Southbound I-680 Express Lane Electronic Toll System in Alameda County for the Sunol Smart Carpool Lane Joint Powers Authority (JPA). The RFP documents are silent on the issue. Paragraph 6.1.3 of the RFP talks to Applicable Codes and Contractor Requirements but does not specifically address this issue with respect to the SI as prime contractor.

A3: Section 6.1.3 "Applicable Codes and Contractor Requirement" of the RFP clearly states that the SI shall ensure that each subcontractor performing construction or installation work under the contract holds all necessary California contractor's or other licenses. So the SI does not have to hold a California contractor's license unless they will perform construction with their own forces.

Q4: Will the ACCMA be responding to questions as they are received or will all questions be responded to at one time after all questions are received?

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- A4:** All questions that are received will be answered in writing. The preliminary Q&A document will be distributed at the Pre-Proposal Meeting and also posted on the ACCMA's website on August 21, 2008. A complete list of all questions and answers will be posted on the ACCMA's website on September 3, 2008.
- Q5:** Please clarify the planned location for the TDC and whether the Contractor is responsible for providing this facility. Clarification is requested due to discrepancies and/or inconsistencies between the RFP and supporting documentation:
- Section 6.4 of the Southbound I-680 Express Lane Electronic Toll System Request for Proposals (Release Date July 16, 2008) does not specify the location of the TDC, nor who is responsible for providing the facility;
 - Section 4.1.4, Subsection 2 (page 18) of the Southbound I-680 Smart Lane Project Electronic Toll System Requirements (dated November 2006) states that the specific location of the TDC shall be defined by the JPA and will be presented in the ETS RFP; and
 - Page 11 of the Southbound I-680 Smart Carpool Lane Communications System Plan (dated January 2006) states that the Toll Data Center will be located at ACCMA, 1333 Broadway, Suite 220, Oakland, CA.
- A5:** The JPA will make space available for the TDC. For the purposes of the proposal, assume that the TDC will be located at the CMA Offices, 1333 Broadway, Oakland.
- Q6:** Section 4.1.2.1.4 of the RFP requires the Bidder and all Subcontractors provide evidence of the firm's financial condition. Included is a requirement that "financial statements must represent the entity submitting the proposal which will be responsible for the performance of all services, not a subsidiary or parent of the Bidder." The requirement for audited financial statements from all subcontractors, the specific business entity performing the work, and disallowing financial statement of parent organizations are all items that can require significant cost and time to prepare. Such specific financial reporting requirements may serve to exclude firms from proposing as prime contractor or subcontractor. Assuming the need for audited financial statements is solely to ensure the financial viability of the offeror, would a parent guarantee be viewed as equal to or superior certification, provided audited statements are provided for the parent and unaudited financial statements are provided for the performing division? Also, is it necessary to provide audited financial statement for all subcontractors, or could the JPA's interests be served by only requiring these audited financial statements from subcontractor performing work in excess of a specified value?
- A6:** A revision to Section 4.1.2.1.4 will be issued by Addendum #1 requiring evidence of financial condition from the Bidder only. It is acceptable to submit audited documentation of the financial viability of a parent company along with a guarantee in lieu of the same from the bidding division.
- Q7:** Section 6.2.2.2 indicates that the TZC must be capable of determining traffic direction. Please confirm that traffic direction data is required. If so, please clarify the need for

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capturing traffic direction data and what action, if any, that the TZC be required to perform based upon this data?

A7: The reason that the TZCs shall be designed to determine the direction of traffic is to generate a message indicating this unusual occurrence. This message shall then be sent through MOMS to inform JPA management staff that this event has occurred at that tolling zone.

Q8: Please clarify Section 6.8 JPA Website Development. The requirement indicates that the SI is to provide the ability for a CSR to check an existing FasTrak account for details including:

- * Account Status
- * Account Balance
- * Recent I-680 Express Lane Trips
- * Toll Rates for Recent Trips

Will the SI have access to the BATA customer account data, either directly through table lookup or through an interface, such that this data will be available for display from the newly developed JPA Website or is the intent of this to provide a link to the existing website for the customer to log in and access their information? Please provide additional detail on how access to customer account data is to be provided.

A8: The JPA website shall include a web link to the BATA RCSC so FasTrak customers can query their account status and view recent transactions. The TDC CSRs shall have read-only access to the BATA RCSC FasTrak account management system.

Q9: Section 6.2.2.1.2 of the RFP states that the Tolling Zone Controller shall receive, at a minimum, daily FasTrak tag account status update files, system configuration files, and toll rate files. Please clarify the various configuration changes that must be supported by the TZC.

A9: Any system configuration file changes that might need to be transmitted to the TZCs are dependent upon the SI's system design.

Q10: Section 6.2.2.1.2 of the RFP states that the Tolling Zone Controller shall receive, at a minimum, daily FasTrak tag account status update files, system configuration files, and toll rate files. Since the TZC must be capable of receiving toll rate files the requirement seems to imply that the TZC must record the toll rate at the time the transaction occurs; please confirm that this is the intent or whether toll due can be post-processed and be assigned by the TDC server.

A10: The design of the toll rate assignment process is the responsibility of the SI. All of the functional requirements presented in the RFP shall be met.

Q11: Section 6.7.1 of the RFP states that the Tolling Zone to Tolling Zone communications shall provide a redundant or backup communications path to the TDC. Is it required for these communications links to support the transmission of video images and meet the

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bandwidth and availability requirements of the primary Tolling Zone to TDC communications links or can a reduced bandwidth be provided for these backup communications links.

A11: It is the responsibility of the SI to design, develop and implement a communications system that meets all of the requirements presented in the RFP.

Q12: Section 6.7.2 of the RFP states that leased data services can be used to provide these links. Can the bidders assume that the JPA will support them in getting CalNet pricing for these links or do the bidders need to price these links as a private entity?

A12: The bidders need to price these links as a private entity.

Q13: Please clarify if Bid/Proposal Security is required with the proposal submittal as Section 2.10 referenced in 4.1.6 does not address Bid/Proposal Security, but only indicates that a Performance Bond is to be furnished at the time of Contract Award. Also, there was no bond form attached to the RFP; please provide. Finally, Section 3.19 references a payment bond, but Section 2.10 does not indicate that is a requirement; please clarify:

2.10 BOND REQUIREMENTS - The successful Bidder (Systems Integrator) shall be required to furnish, at the time of award of the Contract, a Performance Bond in the full amount of the Contract. Attached to this RFP is the JPA Bond form that should be utilized by the Bidders (the Bond Form will be provided with the Final version of the RFP).

4.1.6 Bid/Proposal Security - Each Bidder shall enclose with its Technical Proposal the required Bid/Proposal Security in the amount stipulated in Section 2.10 of this RFP.

3.19 PROMPT PAYMENT OF SUBCONTRACTORS - Nothing in this Section shall be construed to prevent the subcontractor from pursuing a claim with the surety under the SI's payment bond at any time.

A13: Addendum #1 will include a copy of the Performance Bond form that the successful Bidder is required to furnish at the time of award of the Contract. RFP Section 4.1.6 Bid/Proposal Security will be deleted in its entirety per Addendum #1. The last sentence in Section 3.19 Prompt Payment of Subcontractors will also be deleted per Addendum #1.

Q14: Please clarify how the phase-in, phase-out services will be reimbursed to the SI. Will these services be provided on a time and materials basis? Will the JPA be responsible for reimbursement to the SI or will the successor have to enter into a separate agreement with the SI to provide such services?

3.18 CONTINUITY OF SERVICES - The SI shall, upon the JPA ED's written notice:

(a) Furnish phase-in, phase-out services for up to 90 days after the Contract expires; and

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(b) Negotiate in good faith an agreement and plan with a successor to determine the nature and extent of phase-in, phase-out services required.

A14: Any phase-in and phase-out services which are required at the expiration of the Contract will be the subject of a separate agreement between the SI and the JPA. The successor's involvement in the negotiations mentioned in Section 3.18 is strictly to determine the extent of such services that are required. Addendum #1 will clarify this Section.

Q15: So that there may be an equal playing field as relates to pricing, specifically the escrow costs, please specify exactly how many years the SI shall accommodate escrow fees in its submitted pricing.

3.13 ESCROW - Escrow Agreement shall continue until there is a Release Event or the Software is no longer in use by the JPA. The SI shall be responsible for the payment of all costs arising in connection with the maintenance of the escrow referred to in this section throughout the entire term of the Escrow Agreement.

A15: The SI shall be responsible for payment of all required escrow fees for as long as they are under contract to the JPA on this project, including through Final System Acceptance and through any operations and/or maintenance options that the JPA might choose to accept. Bidders should include the required escrow fees in the Cost Proposal option year line items.

Q16: Please provide an addendum to the RFP which permits the escrow repository to be in other than the State of California, based upon the following rationale from our Escrow Agent.

3.13.1 Escrow Agreement - Within ninety (90) days after the execution of the Contract, the SI shall enter into an escrow agreement (the "Escrow Agreement") with the JPA on the terms and conditions provided in this Section 3.13 and such other terms and conditions as are customary and reasonably acceptable to SI and JPA. Pursuant to the terms of the Escrow Agreement, the SI shall deposit with an Escrow Agent located in California. The requirement for an Escrow Agent located in California appears excessive for the following reasons:

Governing Law – Escrow Agents will typically agree to any state in the US for the governing law of the escrow agreement. In my opinion, this is the single most important issue related to geography under these agreements. By making California law the governing law for the agreement, as opposed to requiring the Escrow agent to be located in CA would protect the interest of the JPA.

Release Process – The geographic location does not impact the release process should the agency need to get access to the escrow deposit. The typical escrow release process takes 15-30 days. This provides the Escrow agent with more than enough time to retrieve the materials from the media vault and prepare the materials for transfer (via courier or FTP) pending the outcome of the release process. The release process is very structured

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and followed to the letter of the agreement. Location in no way affects the release process.

Media Vault Storage – Media vaults are specialized facilities designed specifically for the preservation and protection of electronic media. These facilities are very expensive to build and maintain. Thus, there are relatively few of these facilities in the world that are appropriate for escrow deposits. While it may be possible to find a neutral third party to hold the materials in California it is unlikely that they would have the proper facility, professional liability insurance and experience.

Technology – The majority of our agencies and firms now submit their escrow deposits via FTP. Upon request and once the release process has been fully administered, the Escrow Agent can release escrow deposits via FTP as well. Even though the escrow release process may take a few days to a few months the actual release process does not take long.

Based on the above can the JPA revise the requirement for the Escrow Agent to be located in California?

- A16:** The ACCMA will issue Addendum #1 which will permit the Escrow Agent, which must still be satisfactory to the JPA, to be located anywhere in the continental United States. However, the Escrow Agreement shall provide that California law will govern any dispute related to the Escrow, and shall further provide that any action related to or arising out of the Escrow Agreement shall be venued in Alameda County, California.
- Q17:** Is the JPA a tax exempt organization or shall the SI include sales and use taxes in its price proposal?
- A17:** No, the JPA is not exempt from sales tax. Therefore, bidders should include any required sales and use taxes in the cost proposal.
- Q18:** Is there a Sample Draft Agreement that will be used for this procurement that can be provided to all offerors via an addendum to this RFP?
- A18:** A draft of the Contract for this RFP is not available. However, the material terms of the Contract, such as insurance, indemnity and escrow requirements, will be taken directly from this RFP.
- Q19:** As discussed in Section 7.6 of the RFP and depicted on the associated construction plans, the Roadway Contractor will be responsible for providing the Type 170 controller used for the Vehicle Detection System. What firmware will be installed with these controllers and is there an Interface Control Document available that shows how the ETS Contractor can interface to these devices.
- A19:** The Roadway Contractor will install Type 170 controllers and cabinet model #334 at each of the VDS sites along southbound I-680. The Type 170 controller firmware is the standard software that Caltrans uses in their vehicle detection systems.

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- Q20:** In Section 7.6, Figure 2 implies that the RTMS detectors will be integrated with the Type170 controllers. Is it the JPA's intention to have all detector data (loops and RTMS) collected and processed by the 170 controllers or is the use of the Type 170 controller limited to loop detectors.
- A20:** The Type 170 controllers were selected to be installed by the Roadway Contractors and if the SI prefers an alternate design they may include it in their proposal as long as the requirements from the RFP are met. The VDS equipment and system design is the responsibility of the SI and shall be clearly described in your proposal.
- Q21:** Section 6.2.3.2 makes reference to Remote Microwave Traffic Sensors (RTMS). "RTMS" is the name of a product that can perform the functions detailed in this section. Is it the intention that the "RTMS" product shall be used or can other Microwave Sensors be used provided that they meet the functional requirements of the project?
- A21:** The use of "RTMS" is intended to help convey a functional requirement. It is the responsibility of the SI to design the VDS subsystems that shall meet all of the requirements presented in the RFP.
- Q22:** Section 4.1.4 of the RFP discusses the ability of the ETS Contractor to propose Technical Alternatives to replace elements of its basic proposal. Does any deviation from the requirements set forth in the RFP need to be treated as a Technical Alternative, or can alternatives to incidental items, such as the communications architecture be discussed as part of the basic proposal?
- A22:** To be considered for selection each Bidder must submit a fully compliant proposal that meets all of the requirements that are presented in the RFP. Bidders also have the option to bid technical alternatives as an add-on to the prime proposal.
- Q23:** Section 4.3.4, page 16 of the RFP states we have to provide a traceability matrix to show our proposal complies with Section 6 of the RFP. Does CMA have a common traceability matrix for bidders to work from?
- A23:** No, the ACCMA does not have a sample traceability (compliance) matrix.
- Q24:** Section 6.2.5.14 and Section 8. Cost Proposal Form indicate that the SI is to provide CCTV cabinets and cabinets for common equipment respectively. The construction plans specify that controller cabinet types 332 and 334 will be used. Can you please clarify whether the controller cabinets are to be provided by location and type as called out in the construction plans?
- A24:** The Roadway Contractor will install cabinet model #334 at each of the 3 CCTV camera locations for use by the SI.
- Q25:** Section 6.3.1.2.1 indicates that the PDA shall be able to receive and utilize tag status updates periodically throughout the day. Can you please clarify if the intent was to have information downloaded to the devices while CHP officers were on the road performing their duties?

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A25: The intent of the RFP is for the PDAs to receive regularly scheduled daily downloads of tag status update information.

Questions 26-62 were submitted during or after the Pre-Bid meeting.

Q26: Section 3.15, Liquidated Damages, addresses the types of liquidated damages assessed and the amounts associated with those damages. However, the RFP is silent on whether or not liquidated damages are capped. Is it possible to cap the amount of liquidated damages to 10% of the total contract value?

A26: Liquidated damages will not be capped or otherwise limited.

Q27: Should the cost for spare parts replenishment be included in the annual optional maintenance and operation pricing?

A27: Yes, the cost for spare parts replenishment should be included in the annual maintenance and operation pricing.

Q28: What are the expected hours of operations for the back office Toll Data Center to handle/take calls from customers (calls answered by CSRs)?

A28: The TDC hours of operation shall be Monday through Friday from 8:30 a.m. to 5:00 p.m.

Q29: The subject of consequential damages is not addressed in the RFP; we would like further clarification. In the absence of other information, we would like to suggest the following paragraph:

"Notwithstanding anything else contained in this Agreement, in no event shall either party be liable to the other party or to any other person for any indirect, consequential, incidental, special or punitive damages, including without limitation, any loss of use or production, or any loss of data, profits or revenues, regardless of the form of action (whether for breach of warranty, breach of contract, in tort or otherwise) and whether advised of the possibility of such damages or not.

A29: Although the JPA does not envision the need to seek consequential damages, circumstances may occur under which recovery of such damages would be appropriate. Accordingly, no change will be made.

Q30: Will the SI be responsible for paying the initial installation and on-going communications costs between the toll zones and the Toll Data Center?

A30: Yes, the SI shall be responsible for all costs related to the design, development, integration, implementation and operations of the communications network.

Q31: Will the SI be responsible for paying the recurring costs in the Toll Data Center in the ACCMA provided facility such as the telephones, phonelines, and, utilities or will these costs be paid by ACCMA?

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- A31:** Yes, the SI shall be responsible for all TDC operational costs, including those that are listed in this question. These costs should be presented in the Cost Proposal Form.
- Q32:** Per 6.2.5.15, fiber-optic modems are required to be furnished and installed for the transmission of the camera video to the TDC and the Caltrans TMC. Please clarify:
1. How many fiber strands and the type of fiber that will be available at each CCTV location for the fiber optic modem.
 2. How the fiber optic cable is brought into the TDC.
- A32:** The SI shall determine how many fiber strands and what type of cabling will be implemented during the system design phase of the project. The installation of the fiber cables at the TDC shall be determined during the system design phase of the contract and shall be detailed in the Installation Plan.
- Q33:** Per the 11th item in Category C of the cost proposal form, laser printers are required to be included. The RFP has no references to laser printer requirements. Please provide these.
- A33:** The Bidders should determine what type of laser, or equivalent, printer is required based upon the amount of printing that is estimated to be required during normal TDC operations.
- Q34:** Per the electrical roadway construction plans, there are 13 VDS (express lane) locations and 14 RTMS (general purpose lanes) locations. This appears to contradict the quantities in the Cost Proposal Form that has 26 VDS (express lane) locations and 13 RTMS (general purpose lane) locations.
- A34:** There is a discrepancy between the number of Express Lane and GP lane VDSs from the RFP/Cost Proposal Form and the construction plans. This discrepancy will be resolved in the Cost Proposal attached to Addendum #1. However, it is important to note that an assumption has been made by the JPA that loops will be installed in the Express Lane at one mile spacing along the entire length of southbound I-680. It was further assumed that 14 VDSs would be installed, at approximate locations one mile apart, along the outside shoulder of southbound I-680. The Bidders should determine how many VDSs they believe will be required in the Express and GP lanes in order to properly support the Express Lane dynamic pricing operations. If a different number of VDSs are required based upon the Bidder's preliminary system design, the Bidder should present this alternative in the format that is described in RFP Section 4.2.1 Project Cost Alternatives.
- Q35:** Section 3.15.2 and Table 1 - Repair/Response Times and Maintenance Liquidated Damages specifies combined response and repair times for ETS equipment. Several of the items specified (Vehicle Detector Loops, Electronic Toll Collection Antenna, Tolling Zone Beacon) are in areas that would require lane closures to access. Will the time for coordinating the lane closures to access hardware/equipment be counted against the system maintainer's response/repair times?
- A35:** No, the time required to physically close and re-open the lanes for maintenance activities will not be counted towards the combined response and repair times presented in Table 1

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of the RFP. If a problem surfaces that will require a lane closure, the SI shall notify the JPA ED immediately. The repair/response time clock shall start when the lane closure is in place and it shall extend until the time that the SI informs the JPA ED that the problem has been resolved and the ED/Systems Manager confirms that the problem has indeed been resolved.

- Q36:** Section 6.1.4 Environmental Requirements states that for each environmental area the equipment installed or operated in that area the SI shall provide certified test results from a testing laboratory. Will equipment catalog sheets provided by the manufacturer be acceptable or do we have to provide certified documents by the manufacturer?
- A36:** Yes, environmental data that is presented in manufacturer's equipment catalog sheets will be acceptable as long as the specified environmental requirements from the RFP are met.
- Q37:** Section 6.2.3.1 states that vehicle detection loops shall be installed in the southbound Express Lane at the locations identified in the Project Electrical Plans implying that the installation of the loops is the responsibility of the ETS Integrator. Section 6.1.1 - Table 2 - Equipment MTBF and MTTR includes a requirement that the Vehicle Detector Loops have a MTBF of 10,000 hours, further implying that the loops will be provided by the SI. Figure 2 in Section 7.6 calls out that the loops and DLC are the responsibility of the Roadway Contractor. In addition, the information on the roadway plans implies that the loops will be installed by the roadway contractor. Please clarify the responsibility of the ETS Integrator for the installation of the inductive loops.
- A37:** Standard Caltrans double loops will be provided and installed by the Roadway Contractor(s) at locations that are determined by the SI. The SI shall test the loops once they are installed and confirm to the JPA, in writing, that the loops are installed correctly and provide appropriate data from the Express and GP lanes. As stated in the RFP, the SI shall be responsible for the Repair/Response Times and Maintenance Liquidated Damages (Table 1) and the Equipment MTBF and MTTR requirements (Table 2).
- Q38:** Section 6.2.4 Dynamic Message Signs - will the ETS Integrator have the opportunity to install the dynamic modules to the static panels prior to the sign panels being installed, or will the dynamic sign modules need to be installed after the sign panels are installed over the roadway.
- A38:** For the purposes of developing the proposal and estimating the proposed costs, Bidders should assume that the LED panels will need to be mounted to the DMSs once the gantries and sign structures are installed.
- Q39:** Section 6.3.1.2 states that the PDA shall provide CHP officers with readily accessible information on transponder identification numbers and related customer descriptive information. What other types of customer descriptive information will be made available through the BATA back office integration? What type of descriptive information must be displayed on the PDA, i.e., customer name, account number, vehicle information, etc?

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A39: The information that needs to be displayed on the system enforcement PDAs shall include whether or not the FasTrak account associated with the transponder is in good standing. Any other information to be displayed on the PDA will be determined during the system design phase of the contract.

Q40: If the SI would like to install an equipment enclosure to the DMS and/or tolling gantries, what are the limits for size and weight?

A40: The SI can install enclosures on the DMS gantries, but not on the tolling zone gantries. DMS gantry enclosure installations shall be subject to Caltrans approval. The Roadway Contractor(s) will install roadside cabinets at each of the 3 tolling zone sites that can be used by the SI. Below is a website link that will allow Bidders to download the construction plans for Contract #1 which show the DMS sign details.

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/04/04-253794/

Q41: Will the Roadway Contractor be responsible for providing and installing controller cabinets for the ETS equipment as indicated on the construction plans or will this be the responsibility of the SI?

A41: The Roadway Contractor(s) shall be responsible for providing and installing all of the cabinets except for the DMS controllers. It will be important for the SI to coordinate closely with the Systems Manager to ensure that their proposed cabinet types for the VDS subsystems, the tolling zones and the CCTV subsystems meet their requirements of the ETS design.

Q42: Section 6.2.2.1 states that the TZC shall be capable of storing no less than 30 days of vehicle, event and FasTrak transaction data. What is the average number of transactions expected in a 30 day period? Are there any traffic count projections available for the Express Lane?

A42: It is estimated that the I-680 Southbound Express Lane will generate about 400,000 trips per month in the opening year of operation.

Q43: If repeater site(s) are needed to establish redundant communications links between tolling zones, does the System Integrator have the latitude to establish these sites at locations in the project area where other infrastructure (i.e. poles) are not present?

A43: Yes, but Bidders need to clearly describe such cases and price these repeater sites in the Cost proposal Form. The communications network design and equipment installation locations shall also be subject to the approval of the JPA ED, the Systems Manager and Caltrans.

Q44: Page 46 of the RFP lists the term "inter-modulation" when the thrust of the paragraph is interference. Given that the SI does not have access to the various other systems to evaluate demodulation, would the JPA clarify that the SI is to perform an RF survey for potential interference based upon RF frequencies used?

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- A44:** Yes, the SI shall be responsible to perform an RF survey at each of the 3 tolling zone sites to ensure that ETS operations does not negatively impact any Caltrans or any other organization's RF utilization in those areas.
- Q45:** Section 8 of the RFP requests costs for 13 Vehicle Detection Stations in General Purpose Lanes. The construction plans indicate that there are 14 locations along the corridor where RTMS devices are to be installed. Please confirm that Vehicle Detection Stations in General Purpose Lanes and RTMS device quantities should be equal. Please confirm the quantities required.
- A45:** Please refer to answer #34 above.
- Q46:** In the Pricing Sheets under Category E for the communications to the Vehicle Detection Systems in Express Lanes it calls out a quantity of 26. This implies that each inductive loop is communicating as opposed to establishing the communications link to a single Type 170 controller for the two inductive loops at each location.
- A46:** Please refer to answer #34 above. The double loops at each of the 13 Express Lane VDS sites should communicate directly with the Type 170 controller.
- Q47:** In reference to RFP Section 6.2.1, page 49, the SI shall be responsible to obtain radio frequency (RF) user license from the Federal Communication Commission (FCC) on behalf of the JPA, which will be the operating agency. FCC regulations require that the end user, in this case JPA, file for site licenses.
- A47:** The SI shall assist JPA in filing the required forms with the FCC to obtain license(s) for all sites where FasTrak readers will operate.
- Q48:** In reference to RFP Section 7.15 Project Payment Provisions, typically a project has a Mobilization Fee paid at Notice to Proceed. It appears that the first payment is not until the end of Phase I. Is this a correct understanding of the payment schedule?
- A48:** The SI will be paid for all work performed under Phase I once their work is completed, as confirmed by the Systems Manager and the JPA ED. Upon issuance of NTP-2, the SI shall be paid 10% of the System Software cost, which is considered a mobilization payment by the JPA.
- Q49:** In reference to RFP Section 2.8 Submission Deadline, would the Agency consider a 30-day extension in the proposal due date so that bidders may fully evaluate the RFP documents and prepare a responsive proposal?
- A49:** It has been decided that the proposal due date will be extended 2-weeks, from September 17, 2008 to October 1, 2008. The time deadline shall remain 3:00 pm PDT.
- Q50:** In reference to RFP Section 3.0 General Information and Contract Provisions, will the Proposal/RFP constitute the Contract or will the Agency be providing a sample contract?
- A50:** Please refer to question #18 above.

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- Q51:** In reference to RFP Section 4.1.6 Bid/Proposal Security, this section states that “each bidder shall enclose with its Technical Proposal the required Bid/Proposal Security in the amount stipulated in Section 2.10 of this RFP.”
- (1) Section 2.10 does not address bid bond requirements, only Performance Bond requirements. Please clarify the amount and form of the required bid bond.
- (2) Does the Agency want bid bond documentation produced with the Technical Proposal or with the Price Proposal? Section 4.1.3.4 states that no cost information shall be included in the technical proposal. Please clarify.
- A51:** RFP Section 4.1.6 Bid/Proposal Security will be deleted per Addendum #1. A bid bond submittal will not be required. See also the response to question #13 above.
- Q52:** In reference to RFP Section 4.1.2.1.4 Financial Capability, this section states that “The Bidder and all subcontractors shall include evidence of their ability to provide the required bonding and insurance.” Does the Agency require that *subcontractors* provide bonding capacity and proof of obtaining insurance?
- A52:** RFP Section 4.1.2.1.4 Financial Capability will be modified per Addendum #1 whereby all subcontractors do not need to provide financial information. However, subcontractors shall provide evidence of appropriate insurance coverage. See also the response to question #6 above.
- Q53:** In reference to RFP Section 7.15.2 Phase I – Coordination with Roadway Contractors, this section states: “Payment for Phase I will be made upon satisfactory completion, as determined by JPA and Systems Management staff, of all required work pertaining to the review and provision of redline comments to the Roadway Contractor(s) conduit and cable installation plans and drawings. This payment is Item “A” from the Cost Proposal table. This is Category “M” on the Cost Proposal Form, while Category “A” contains the Express Lane Equipment. Should 7.15.2 refer to Item “M”?”
- A53:** Yes, the reference in Section 7.15.2 pertaining to the SI payment for Phase I should be referenced as “M”. This change will be described in Addendum #1.
- Q54:** In reference to the RFP Cost Proposal Form, Category “F” – System Software includes a section for “TDC Software (Dynamic Pricing Module, BATA DCSC Interface and access).” Should the Web Site software be included in this category and section?
- A54:** Yes, all costs associated with developing the JPA website should be included in the TDC Software cost category in the Cost Proposal Form.
- Q55:** In reference to RFP Appendix F Verification (Test) Plans, there are a few inconsistencies between Appendix F and Section 7 of the RFP:
- (1) Appendix F describes an On-Site Integration and Commissioning Test; this test is not mentioned in RFP section 7.

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(2) In Appendix F, the Operational Performance Test is defined as being a 30-day duration while RFP Section 7.12.7 defines it to be a 90-day duration.

(3) Appendix F makes no mention of a System Acceptance Test, but the RFP does in Sections 7.12.4, 7.12.5, and 7.12.6.

Would the Agency please clarify its project testing expectations?

A55: Bidders should consider RFP Section 7 to be the ETS requirements of record. Since Appendix F was developed at an earlier time, some of the requirements outlined in the Verification Test Plan document (Appendix F) have been superseded by the requirements that are currently presented in Section 7 of the RFP. This would include the test requirements that are described above.

Q56: In reference to RFP Section 6.8 JPA Website Development, this section states “The SI shall be responsible for translating and keeping current all Spanish version materials so that they are available on the Spanish version of the website.” Please define or clarify what “Spanish version materials” the Agency is referring to.

A56: It has been decided that the SI will not be required to provide Spanish version materials. Therefore, the third paragraph in Section 6.8 of the RFP JPA Website Development will be deleted per Addendum #1.

Q57: In reference to RFP Section 4.1.2.1.5 Identification of Proposed Subcontractors, please clarify the percentage requirements for the DBE, SBE, LBE programs that are applicable to this project.

A57: ACCMA’s SBE and LBE Policies, which apply to this RFP and the Contract, encourage the use of SBEs and LBEs but do not impose any specific requirements for the use of such firms. Similarly, this RFP and the Contract are subject to the Caltrans DBE Program Plan, but there are no requirements for the use of DBE firms. See also the response to question #1 above.

Q58: In reference to the RFP Appendix Electronic Toll Systems Requirements Document, performance specifications are given for the VDS system, specifically speed and density measurement with 6-inch vehicle separation in the Smart lane. These performance requirements are dependent on the VDS loop system in the Smart lane, which is provided by the roadway contractor. To determine how the accuracy requirement will be met, further information on the roadway contractor-installed VDS system is required. Will the Agency supply additional data on the provided VDS loop system so that we can accurately determine how to meet the stated requirements?

A58: The vehicle detector loop installation details are presented in Caltrans Standard Plan ES-5A and ES-5B and the Roadway Contract Plans. The Caltrans plans can be obtained by accessing the following website:

http://www.dot.ca.gov/hq/esc/oe/project_plans/HTM/stdplns-met-new04.htm.

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Q59: On the system integrator/Roadway Contractor responsibility diagrams in the RFP there are some responsibilities labeled as the contractor and some labeled for the system integrator. For those that are not so identified as being responsibility by the party, how will they be addressed or how should we assume that they will be handled? For example, the pull boxes are not labeled. Regarding the pull boxes, it appears that everything would be part of the Roadway Contractor because the conduit is exclusively called out but the pull boxes are not. We want to make sure that there is a level playing field for the Bidders.

A59: The pull boxes will be the responsibility of the same company that pulls the conduit and the pull rope. Under all six scenarios, the Roadway Contractor(s) will be responsible for installing the pull boxes.

Q60: The RFP mentions field test data; will the JPA be providing the data for the field test as they are providing data for the FAT?

A60: The simulated data used by the SI at the FAT would be based upon traffic volumes that will be provided by the JPA. The test data that will be used for field testing is expected to be the same data set that is used for the FAT.

Q61: Is there or will there be any language that would prohibit the successful vendor from competing for future projects?

A61: At this time there is no specific language and/or no intent to create such language.

Q62: Will the chosen SI be allowed to participate in the project evaluation process?

A62: No, the SI and their subcontractors will be precluded from working on the I-680 Express Lane Project evaluation contract. The successful SI will be required to provide information to the firm that wins the system evaluation contract.

The additional information provided for the following 2 questions is presented below in red, italicized text:

Q2: Pursuant to your Request for Proposals dated July 16, 2008, entitled "Southbound I-680 Express Lane Electronic Toll System", kindly advise where we can obtain a copy of the applicable Caltrans technical specifications for Dynamic (Changeable) Message Signs and related ITS equipment required for this program.

A2: The site with information about equipment to be furnished by the Roadway Contractors is:

<http://www.dot.ca.gov/hq/esc/oe/index.html#standards>

The below website provides information about the various Caltrans equipment specifications:

<http://www.dot.ca.gov/hq/traffops/electsys/TEES.htm>

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Access the information on this line:

* 1999-2004 Standards (Metric Units - Not updated after 7/1/08): [Plans](#), [Standard Specs](#), [Amendments to the Standard Specs](#), [SSPs](#), [Style Guide](#)

Q14: Please clarify how the phase-in, phase-out services will be reimbursed to the SI. Will these services be provided on a time and materials basis? Will the JPA be responsible for reimbursement to the SI or will the successor have to enter into a separate agreement with the SI to provide such services?

3.18 CONTINUITY OF SERVICES - The SI shall, upon the JPA ED's written notice:

- (a) Furnish phase-in, phase-out services for up to 90 days after the Contract expires; and
- (b) Negotiate in good faith an agreement and plan with a successor to determine the nature and extent of phase-in, phase-out services required.

A14: Any phase-in and phase-out services which are required at the expiration of the Contract will be the subject of a separate agreement between the SI and the JPA. *The type of contract between the JPA and the SI will be determined at the time of negotiations.* The successor's involvement in the negotiations mentioned in Section 3.18 is strictly to determine the extent of such services that are required. *The SI will not have to enter into a separate agreement with the successor.* Addendum #1 ~~will clarify~~ clarifies this Section.

Q19: As discussed in Section 7.6 of the RFP and depicted on the associated construction plans, the Roadway Contractor will be responsible for providing the Type 170 controller used for the Vehicle Detection System. What firmware will be installed with these controllers and is there an Interface Control Document available that shows how the ETS Contractor can interface to these devices.

A19: The Roadway Contractor will install Type 170 controllers and cabinet model #334 at each of the VDS sites along southbound I-680. The Type 170 controller firmware is the standard software that Caltrans uses in their vehicle detection systems. *The SI shall coordinate with the controller vendor to ensure that the firmware developed meets all of the ETS RFP requirements.*

Question 63 was asked during the Pre-Bid Meeting, but we inadvertently did not answer the question.

Q63: *What are the specific responsibilities for SI operations staff during Phase IV and Phase V of the project as specified in Sections 7.7 and 7.8 of the RFP?*

A63: *Throughout Phase IV (System Performance Evaluation) and Phase V (Warranty Period) of the contract, the TDC CSRs and Manager will be expected to perform a*

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variety of work tasks. Provided below is a list of work tasks expected of the CSRs and the TDC Manager during Phases IV and V of the I-680 Express Lane ETS Contract. This list is not intended to be all-inclusive.

- *Answer I-680 Express Lane related questions. These calls might either come directly from customers that visited the JPA website or from customers that were referred to the TDC by BATA CSC staff.*
- *Send FasTrak program applications to customers seeking to join the program.*
- *Query the BATA FasTrak database (read-only) for account information to convey to customers that have questions about trips that they made on the I-680 Express Lanes. General FasTrak related questions are expected to be referred to and handled by BATA CSC personnel.*
- *Generate for the JPA the various I-680 Express Lane traffic, revenue and other system reports that are available at the TDC.*
- *Assist in the evaluation of the toll revenue reconciliation process between BATA and the JPA. Keep detailed records of this process to ensure that all revenue due the JPA is received and recorded properly.*
- *Routinely check to ensure that system data back-ups are conducted properly.*
- *Act as the interface with JPA marketing staff to ensure that the marketing plans are conveyed to customers correctly. TDC CSRs will be heavily involved in the compilation and dissemination of marketing documents that might be developed.*
- *Initiate and report corrective actions in the event of system failure.*
- *The TDC Manager and/or CSRs will also work closely with JPA in analyzing data that is collected from the Express and GP lanes and in determining how the dynamic pricing algorithms might need to be modified to enhance the toll rate setting process.*