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January 9, 2014  
 Addendum No. 4

to  
**REQUEST FOR PROPOSALS**  
**BAIFA Express Lane Network**  
**Toll System Integration & Maintenance**  
 dated November 7, 2013

Dear Consultant:

This letter is Addendum No. 4 to the Request for Proposals BAIFA Express Lane Network Toll System Integration & Maintenance, dated November 7, 2013 (RFP). **This is the final pre-proposal addendum issued for this RFP.** Where text is revised, deleted text is shown in strike-through format; added text is *italicized*. The RFP is revised as follows:

<u>Addendum Item</u>	<u>Reference</u>	<u>Change</u>
1.	RFP Appendix 1 Attachment A-1, <u>System Requirement</u> , page 11	Req. 2.2.2.6 Detect, report, and store the time, date, and transponder number of <del>at</del> <i>the last (most recent) 50,000</i> transponder reads at a Read Point regardless of the state of the Lane Controller computer and the Host.
2.	RFP Appendix 1 Attachment A-1, <u>System Requirement</u> , page 16	Req. 2.5.1.3 The TCS shall provide, <i>via an administration Graphical User Interface (GUI)</i> , the ability to select <i>by Corridor</i> the level of occupancy (HOV 2 or HOV 3+) <del>needed</del> required for Discount passage <del>for a particular Corridor</del> and <i>the ability to turn on and off when</i> the occupancy enforcement beacon functionality. <del>is turned on and off via an administration Graphical User Interface (GUI).</del>

The remaining provisions of the RFP remain unchanged. In the event of a conflict between this addendum and the previous version(s), this addendum takes precedence.

Questions and Answers (No. 6) are included with this addendum.

Any questions concerning this addendum to the RFP should be directed to Jim Macrae, Project Manager, at (510) 817-5714 or [jmacrae@mtc.ca.gov](mailto:jmacrae@mtc.ca.gov).

Sincerely,



Andrew B. Fremier  
Deputy Executive Director, Operations

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**REQUEST FOR PROPOSALS (RFP)**

**EXPRESS LANE NETWORK**

**TOLL SYSTEM INTEGRATION & MAINTENANCE**

**Dated January 9, 2014**

**Proposers' Submitted Questions and Answers (No. 6)**

Item #	RFP section or RFP appendix number	Attachment # and title	Page #	Section #	Specific and applicable text	Request for clarification or exception	Response
1	Appendix 1, Reference 3	Communications Network Conceptual Pre-Design	15  15  19	7.1.2.8.3  7.1.2.10.5  7.1.3.3.2	Provide Layer 3 Ethernet switches having a minimum of twentyfour(24) optical 1000 Base-X ports capable of transmitting data at 1,000 Megabits per second. ... (Layer 3 Ethernet Switch)  Support a virtual chassis configuration (i.e., stacking) of up to 10 switches. (Layer 3 Ethernet Switch)  A sufficient number of 10/100/1000BaseT ports with RJ-45 connectors to provide connectivity to all roadside toll system devices requiring a network connection plus 100% additional spare port capacity or a minimum of twenty four (24) 10/100/1000BaseT ports with RJ-45 connectors, whichever is greater. (Ethernet Edge Switch)	The Network Conceptual Pre-Design is described as a 'guidance document' but lays out some highly prescriptive requirements (see examples below), which will add significant cost to the overall solution. Will a respondent's solution be considered non-compliant if it proposes a network design that provides 100% functionality, but seeks to lower the cost by reducing the level of spare capacity?	No, as long as the proposed solution meets the requirements detailed in Attachment A, <u>Scope of Work</u> .
2	Appendix 1	Attachment A-1 System Requirements	56	5.3.2.2	The TSI shall use one of the following multichannel pre-approved H.264 encoders to interface with Caltrans' Cameleon video system and video wall.	Can BAIFA confirm that the TSI can use an equivalent 1-port encoder to connect the CCTV camera to the network, i.e, the Moxa VPort 461-T , the IMPATH i5401-E, or the AXIS Q-7411?	No, BAIFA cannot confirm equivalent encoders at this time.
3	Appendix 1	Attachment A-1 System Requirements	25	3.5	Toll Roadway Operations Center	Can BAIFA provide a layout of the Toll Roadway Operations Center? This would be useful in planning out how the video wall, monitors, and workstations could be positioned.	BAIFA does not have layouts for the Toll Roadway Operations Centers created. BAIFA will work the TSI during the design phase for planning the layout.
4	Appendix 1	Attachment A-1 System Requirements	56	5.3.2.2	The TSI shall use one of the following multichannel pre-approved H.264 encoders to interface with Caltrans' Cameleon video system and video wall.	Can BAIFA clarify that since the Scope of Work calls for us to use one of three encoders, does this mean that the CCTV cameras need to be analog?	No, the intention is that CCTV video feed shall interface with Caltrans Cameleon encoders.

5	Appendix 1	Attachment A-1 System Requirements	11	2.2	Automatic Vehicle Identification (AVI) Subsystem	<p>The only firm with a multiprotocol reader capable of supporting both Title 21 and 6C protocols that is field-deployed and currently certified by OmniAir has indicated that it will not be providing quotes to third parties for this procurement. Given these circumstances, would BAIFA consider removing the requirement for the TSI to furnish AVI reader equipment under this procurement and provide the TSI with BAIFA-procured AVI readers to install as Customer Furnished Equipment (CFE)?</p> <p>If proposing a Title 21 and 6C multiprotocol reader that has never been installed and later attempting to obtain an OmniAir certification for that reader is not a concern, our research indicates there are other emerging firms that may be able to provide a multiprotocol reader capable of supporting the Title 21 and ISO 18000 6C protocols. Since the only firm that supplies an OmniAir certified reader that meets the current RFP specification is unwilling to provide a quote to third parties on this procurement, and if BAIFA leaves the AVI reader procurement within the TSI contract, will BAIFA consider removing the proposed AVI solution from the technical evaluation criteria since only one competing vendor will be able to propose a proven AVI technology for this procurement? Removing these evaluation criteria would remove any unfair advantage given to the sole provider of the specified, currently certified technology.</p>	<p>After consideration, BAIFA will not make any changes. For clarification, please see Addendum 2, Item 30 indicating that OmniAir certification of multi-protocol readers is not required at time of proposal but rather by Milestone 1-3, Preliminary Design Approval, which is January 23, 2015, per Addendum 3, Appendix 3, RFP Appendix 1, Attachment B, <u>Schedule &amp; Project Milestone Dates</u>, pages 2-6. The change allows bidders to include non-certified readers in their proposals as long as certification is met by January 23, 2015, which, based on BAIFA's research, is adequate time.</p>
6	Appendix 1 Scope of Work	Attachment A-1	8	1.3.4.5	All field wiring shall be terminated on screw lugs or connectors and all connectors shall be keyed or polarized to prevent incorrect connections.	Will BAIFA accept clear labeling of all Ethernet cables, since the standard Ethernet connectors are not keyed and cannot be keyed and be compatible with commercial network devices (e.g. routers, switches)?	Yes, BAIFA will accept Ethernet cables that are clearly labeled as long as standard commercial connectors are used.
7	Appendix 1 Scope of Work	Attachment A-1	11	2.2.2.4 & 2.2.2.6	<p>2.2.2.4 Read and buffer, at minimum 50,000 transponder reads, in the event that communication to the Lane Controller is unavailable.</p> <p>2.2.2.6 Detect, report, and store the time, date, and transponder number of all transponder reads at a Read Point regardless of the state of the Lane Controller computer and the Host.</p>	<p>Please clarify the potential conflict between the requirements for AVI Reader storage as stated in 2.2.2.4, which calls for storing (buffering) 50,000 transponder reads when communications with the Lane Controller are unavailable versus the requirement for storage as stated in 2.2.2.6, which calls for an undefined amount of storage for transponder reads in the AVI Reader "regardless of the state of the Lane Controller computer and the Host." Is it really intended that the AVI Reader retain transponder reads under normal operating conditions even after those transponder reads have been successfully acquired by the lane controller?</p>	Please see clarification for this requirement in Addendum 4, Item 1.

8		Attachment C, Performance Requirements and Penalties	1	1.2.3	<p>Para. 1.2.3 states that the Read Point Performance Requirements apply "To vehicles traveling through a single or a multiple lane Read Point, including vehicles straddling lanes or traveling up to two feet into either shoulder (i.e. express lane vehicles)."</p> <p>Compare this to Scope of Work paragraph 2.2.2.1, modified by Addendum 2 to read, "Correctly associate transponders to vehicles when the vehicles are traveling in the express lane, defined as a vehicle whose tires are within the express lanes or whose tires are on the pavement striping delineating the express lanes, or traveling in the express lane shoulder."</p> <p>The Scope of Work implies that the entire shoulder must be covered with the sensors, and according to the drawings package, some of the shoulders are wider than a standard 12 ft travel lane (up to 16ft.)</p>	Does BAIFA require vendors to instrument the wide shoulders or does the Performance Requirements statement about vehicles two feet into the shoulders have precedence? A recommended optional solution is to restrict the width of these very wide shoulders in the region of the tolling zone to prevent vehicles driving around the monitored zone as defined in the Performance Requirements document. Please clarify how to apply the Proposed Left Paved Shoulder Width comment to determine the actual proposed width of the left express lane shoulder.	BAIFA is not requiring instrumentation of the express lane shoulder. Please see Addendum 3, item 10 revising requirement 1.2.3.
9	Appendix 1	Reference 2 Diagrams, Drawings & Schematics	General	I-80 Toll Equipment Location Table	In the I-80 Toll Equipment Location Table, the "Proposed Left Paved Shoulder Width" column contains wording that is difficult to accurately interpret. An example is at Station 263+50, which states, "Take 1.1'shld from EB, take 0.9' shld from WB." This (we assume) references the previous column which shows an existing left shoulder width of 5.0'.	Please clarify how to apply the Proposed Left Paved Shoulder Width comment to determine the actual proposed width of the left express lane shoulder.	The assumption made in the example is correct. The wording in the "Proposed Left Paved Shoulder Width" column of the I-80 Toll Equipment Location Table references the modification of the existing shoulder width for the given roadway direction.
10	Appendix 1	Addendum 2	Page 11 of PDF	Table 2	Table 2: Proposal Organization and Mandatory Page Limits	We would like to submit cut sheets showing the specifications for the equipment we plan to provide, but given the tight page limits on this proposal and the removal of section 2.6 from the proposal response outline in addendum 2, we cannot do so. Will BAIFA permit Vendors to include a proposal appendix consisting of nothing but product specification sheets?	No.
11	Appendix 1 Scope of Work	Attachment A-1	16	2.5.1.3	The TCS shall provide the ability to select the level of occupancy (HOV2 or HOV3+) needed for Discount passage for a particular Corridor and when the occupancy enforcement beacon functionality is turned on and off via an administration Graphical User Interface (GUI).	The portion of the sentence after the word "and" seems to be incomplete. Can you please clarify this sentence?	Please see clarification for this requirement in Addendum 4, Item 2.

12	Appendix 1 Scope of Work	Attachment A-4, Business Rules	19	7.1.5	Posted revenue will be reported by posted date and business date and by account types including ETOL, ITOL, CTOC, LTOL, ONETOL, and VTOL.	This Business Rule references several account types that don't appear to apply to this project. Trips are to be reported as ETC or IBT (Section 3.13). ETOL, et al would seemingly have more meaning for non-trip based systems. We can tag individual transactions within a trip as ETOL (AVI) or LTOL (LPN), CTOL (interop) and ITOL (if we are provided with info that associated tags and lpns). However, the BAIFA TCS cannot know for sure if someone is a violator (VTOL) or a ONETOL, since it appears that we will have no account type information (using the existing ICD as a general guideline). Is this BR really applicable to the BAIFA TCS? If so, please provide some guidance as to its applicability.	All the account types referenced in the business rule are relevant to the project (please see Appendix 1, Reference 1, <a href="#">Glossary of Acronyms, Terms and Definitions</a> , Section 2 for clear definitions). Trip Transactions will post to these various account types at the RCSC. Based on the new ICD that will be cooperatively developed by the selected TSI and the RCSC vendor, the RCSC will report back account type information for each Trip Transaction as it posts at the RCSC. As stated on the cover page of Appendix 1, Reference 8A, <a href="#">RCSC Interface Control Documents (ICDs)</a> , the ICD was included for information purposes only. The selected TSI vendor and the RCSC vendor will work together to develop a final RCSC ICD as part of the design process as required in Appendix 1, Attachment A-2 <a href="#">Implementation Requirements</a> , Section 4.3. Using account posting information for each transaction acquired through the RCSC interface will enable the TCS to report out on posted revenue by account type.
13	Addendum 2	Addendum 2	3	Item 11	Can BAIFA clarify whether the TSI will be provided Internet access to the Host so that CHP officers can interact with the protected enforcement web portal? If not, will there be other network/security considerations required to host the Web Portal in another BAIFA network segment?	Further to this clarification in Addendum 2, is BAIFA providing DMZ equipment for the CHP web portal, or is the TSI expected to provide this?	The TSI is responsible for providing any solution to support the web portal, including hardware, network equipment and measures to protect the network from unauthorized access, which includes solutions such as a DMZ.
14	Addendum 2	Addendum 2	11	Item 50	Scope of Work Demarcation: Civil vs. Toll System Integrator; Due to environmental reasons I 80, SR 94 & SR 84 cannot have for conduit roadside network.	Please clarify if the civil contractor will need to install conduits for power and communications from the roadside cabinet to the gantry and lane equipment on I-80, SR 92 and SR 84?	The civil contractor is responsible for installing conduit from the roadside cabinet to the gantry and lane equipment on the I-80, SR-92 and SR-84. The TSI must pull the power and communications lines.
15	RFP Appendix 1 (SOW)	SOW Attachment A-1: System Requirements	p22 of 167 in PDF	2.3.1.1	2.3.1.1 The ability to capture two (2) images of the rear license plate (if present) of each vehicle that passes through a Read Point in the express lane under all light conditions. If a license plate is not present or human readable, the system shall capture an image of the vehicle.	Please confirm that the VES system is not required to capture license plate numbers nor vehicle images for any vehicle passing by a Read Point that does not have all wheels within the express lane boundary markers.	Correct, the VES system only needs to capture vehicles with all of their tires within the express lane and/or on the express lane delineated pavement stripping.

16	Appendix 1	Reference 2, C: Straight Line Diagrams (I-80 Straight Line Diagram)  Reference 2  Reference 6	5  26  131	A	There seems to be a discrepancy in the number of Toll Rate LED Panels for the I-80 section. The I-80 straight line diagram (location 80E-R15.96) shows two (2) Toll Rate panels for the VTMS; however, Appendix_1_Scope_Reference_1-3 (page 26) and Appendix_1_Scope_Reference_5-6 (page 131) both show only one (1) Toll Rate Panel.	Can BAIFA please clarify the correct quantity of toll panels at this location?	The Tolling Equipment Location Table for I-80 shows the correct quantities for LED panels. The I-80 Straight Line Diagram LED panel depiction is incorrect.
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