CALIFORNIA PATH PROGRAM
INSTITUTE OF TRANSPORTATION STUDIES
UNIVERSITY OF CALIFORNIA, BERKELEY

Initial Scoping of Bay Area Smart Mobility Corridors and ITS World Congress

Susan Shaheen
Rachel S. Finson
Cynthia McCormick

California PATH Working Paper
UCB-ITS-PWP-2004-9

This work was performed as part of the California PATH Program of the University of California, in cooperation with the State of California Business, Transportation, and Housing Agency, Department of Transportation; and the United States Department Transportation, Federal Highway Administration.

The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California. This report does not constitute a standard, specification, or regulation.

Final Report for Task Order 4151

November 2004

ISSN 1055-1417

CALIFORNIA PATH PROGRAM
INSTITUTE OF TRANSPORTATION STUDIES
UNIVERSITY OF CALIFORNIA, BERKELEY

Initial Scoping of Bay Area Smart Mobility Corridors & ITS World Congress

Final Report MOU 4151

Susan A. Shaheen, Ph.D.
Innovative Mobility Research, Program Manager,
California Partners for Advanced Transit and Highways
1357 S. 46th Street, Building 452, Richmond, CA 94804-4603
510-642-5059 (O); 510-642-0910 (F); E-mail: sashaheen@path.berkeley.edu

Rachel S. Finson
Research Specialist, Innovative Mobility Research,
California Partners for Advanced Transit and Highways
1357 S. 46th Street, Building 452, Richmond, CA 94804-4603
510-231-9460 (O); 231-9565 (F); E-mail: rfinson@path.berkeley.edu

Cynthia McCormick
Graduate Student Researcher, Innovative Mobility Research,
California Partners for Advanced Transit and Highways
1357 S. 46th Street, Building 452, Richmond, CA 94804-4603
510-231-9511 (O); 510-231-9565 (F); E-mail: cindysue@berkeley.edu

ACKNOWLEDGEMENTS

This work was performed as part of MOU 4151 for the California PATH Program of the University of California, in cooperation with the State Department of Transportation. The authors would like to acknowledge the California Center for Innovative Transportation for their contributions to this study.

The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented. The contents do not necessarily reflect the official views or policies of the State of California. This report does not constitute a standard, specification, or regulation.

TABLE OF CONTENTS

List of Appendices:

1.0 THE INNOVATIVE CORRIDORS INITIATIVE (ICI)

The Innovative Corridors Initiative (ICI) is a multi-year project designed to encourage the early deployment of innovative technologies for Intelligent Transportation Systems (ITS) in California. ITS technologies are defined through a broad array of information and vehicle control technologies that are designed to improve traffic and transit management including safety, user choice, congestion, and incident response. For over a decade, ITS technologies have been gaining acceptance and are now utilized in every major metropolitan area in the United States to enhance transportation system management.

However, the full potential of ITS technologies to revolutionize transportation system management and enhance individual decisions remains to be fulfilled. A critical impediment to realizing the full potential of ITS is the dichotomy between the public sector owning and operating the roadways and transit systems for the public benefit and the private sector inventing and operating ITS technology and services with a profit motive. The ICI project was designed to address this separation between public sector mandate and private industry motivation by creating a forum where the mutual benefits to both sectors could be realized.

Working closely with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) in the San Francisco Bay Area, and the Los Angeles Metropolitan Transportation Authority (MTA), ICI project staff at the California Center for Innovative Transportation (CCIT) coordinated a process by which the public agencies opened up access to their rights-of-way and other facilities for the private sector to deploy innovative ITS technologies on a demonstration basis. The benefits that the public agencies expect include: 1) improved transportation system management through the deployment of advanced ITS on California roadways and transit; 2) better utilization of the system by individuals who can make informed decisions about choice of mode, time of travel and route; 3) accelerated deployment of ITS systems in California; and 4) the development of a new business model for how public agencies can work with industry to maximize benefits for all parties involved.

An additional partner in the project is the Intelligent Transportation Society of America (ITSA), which hosts the North American ITS World Congress'. Through this partnership the private sector will have an opportunity to showcase their innovative demonstration projects during the 2005 ITS World Congress in San Francisco.

The full multi-year project includes:

- Partner development;
- The development of a process to solicit industry to deploy innovative demonstration ITS projects;
- Coordination with ITSA to create an opportunity to showcase the pilot demonstration projects during the 2005 ITS World Congress;
- Management and coordination among the partners and industry for the duration of the project (through the November 2005 World Congress in San Francisco);

- A comprehensive literature review on mainstreaming ITS and relevant public-private partnerships;
- An evaluation of the relevant regulatory arena and current Caltrans business models for allowing industry to access right of way;
- Periodic interviews and surveys with project partners and industry partners (through 2006) to identify lessons learned, and;
- Completion of a final report detailing the process and the lessons learned (December 2006)

MOU 4151 (the subject of this report) encompasses the first year of this multi-year ICI project as outlined in the May 7 and July 16, 2004 memos to Caltrans to clarify the scope of work. Year one included; 1) Partner development (Tasks I and II); 2) The development of the Call for Submissions (CFS) to solicit industry participation (Task III); 3) Outreach for the CFS (Task IV); 4) Report on the initial results of the CFS (Tasks V and VI); 5) Coordination with ITSA to create opportunities to showcase the pilot demonstration projects (Part II, Task I), and; 6) Ongoing coordination among the partners (Part II, Task II).

2.0 PARTNER DEVELOPMENT (TASKS I AND II)

The purpose of Tasks I (Explore and evaluate the benefits of developing an MOU among the partners) and II (Develop an advisory team) was to develop the strong partnership necessary for the success of this multi-year effort. Within Caltrans there were many divisions and districts that could potentially be involved in some aspect of the deployment of the pilot demonstration projects. A solid working relationship between Caltrans headquarters as well as Districts 4 and 7, MTC, and MTA was critical since the projects would deploy in the Districts with either the District and/or the MPO taking lead responsibility. To maximize visibility for industry participants, ITSA which has responsibility for planning the 2005 ITS World Congress was an important partner.

Project staff explored the options for solidifying the partnership, which resulted in two specific tasks; 1) the development of an MOU between Caltrans and ITSA; and 2) the development of an ICI/World Congress Working Group which included all the partners. Both of these mechanisms were designed to be active for the duration of the project, through the November 2005 ITS World Congress in San Francisco and the closure of the demonstration projects. In addition Caltrans developed an ICI Technical Working Committee which consisted of representation of all the functional divisions at Caltrans Headquarters. This committee was to advise the ICI staff and insure that all divisions (maintenance, structures, environment, etc.) that might be impacted by the project understood and supported the ICI goals.

2.1 Memorandum of Understanding (MOU) Between Caltrans and ITSA

ICI project staff drafted an MOU and worked with ITSA and Caltrans management to finalize the agreement between the two parties (Appendix A). The MOU was signed by the Director of Caltrans and the Executive Director of ITSA, signaling concurrence from the highest levels of both organizations. The MOU is to be in effect through December 2005.The purpose of the MOU was to structure a long-term relationship between Caltrans and ITSA, including the benefits, roles and responsibilities for the partnership. The benefit of the partnership for Caltrans

is the2005 ITS World Congress to showcase the demonstration projects. The showcase opportunity was expected to be a good motivator for industry participation. For ITSA, the benefit of the partnership was a close relationship to the California DOT, proximity to the site of the 2005 ITS World Congress, and the prospects of a more exciting venue for Congress attendees.

The MOU addresses the roles and responsibilities of Caltrans and ITSA in establishing their relationship to deliver the 2005 ITS World Congress event, including 1) California's Innovative Corridors Initiative, 2) an Innovative Mobility Experience Showcase, and 3) co-sponsored event venues in the Los Angeles region and other locations in California.

Caltrans' primary roles and responsibilities include: providing information on existing and planned ITS initiatives and activities; providing access to real-time archival traffic/travel data; aid in mapping projects and identifying potential areas for industry deployments; streamlining/clarifying private sector access to freeway rights-of-way and other Department resources; and other administrative tasks such as coordination with public and private sectors.

ITSA's primary roles and responsibilities include: educating and informing ITS America members and ITS World Congress participants regarding the 2005 event; distributing officially designated ITS World Congress event materials; developing and providing corporate strategies for enhancing the 2005 event; providing staff and resources to support the technology demonstration event; providing assistance in identifying funding to support an independent evaluation of partners' deployment efforts; and other outreach tasks with public and private sectors and the greater public.

2.2 ICI/World Congress 2005 Working Group

The ICI/WC 2005 Working Group consists of representatives from all the partner agencies of the project. The Working Group has been meeting approximately every four to six weeks since May 2003 to share ideas about the project, advise the staff on next steps, and make recommendations on how to proceed. The ICI/WC 2005 Working Group representation includes: CCIT, ITSA, Caltrans Division of Research and Innovation, Caltrans Division of Traffic Operations, Caltrans District 4, Caltrans District 7, MTC, MTA, Partners for Advanced Transit and Highways, 2005 Organizing Committee, the Presidio Trust, and Dewey Square Group.

Name	**Affiliation**
Randy Iwasaki	(Then) Deputy Director, Division of Maintenance and Operations (now) Designated Interim Director
Larry Orcutt	(Then) Division Chief, Division of Research and Innovation (now) Deputy Director, Maintenance and Operations
Karla Sutliff	Division Chief, Division of Traffic Operations
Asif Haq	Assistant Division Chief, Division of Traffic Operations
Coco Briseno	Caltrans Division of New Technology & Research (Caltrans ICI Project Manager through May 2004)

Srikanth Balasubramanian	Caltrans Division of Traffic Operations (Caltrans ICI Project Manager beginning June 2004)
Jeff Spencer	Caltrans Division of Research and Innovation
John Wolf	Caltrans Office of Traffic Improvement
Frank Quon	Caltrans District 7. Deputy District Director of Operations.
Albert Yee	Caltrans District 4. Deputy District Director of Operations
Melanie Crotty	MTC Manager of Traveler Coordination and Information
Pierce Gould	MTC Transportation Planner
Raymond Maekawa	MTA Director of Planning Gateway Cities Southeast Area Team
Harry Voccola	Navigation Technologies; Chair, ITS World Congress 2005 Organizing Committee
Gabriel Baum	Navigation Technologies; Chair of the World Congress 2005 Technology Platform Committee
Taso Zografos	Booze Allen Hamilton; Chair of the World Congress 2005 Innovative Mobility Showcase Committee
Neil Schuster	Intelligent Transportation Society of America. President/CEO
Edgar Martinez	ITSA Director of Business Development
Leslie Myers	Dewey Square Group
James Misener	UC Berkeley - PATH/ITS. Program Manager/Principal Development Engineer
Hamed Benouar	UC Berkeley/CCIT, Executive Director.
Susan Shaheen	PATH Program Leader.
Rachel Finson	PATH Research Specialist, ICI Project Manager

3.0 DEVELOPMENT OF THE CALL FOR SUBMISSIONS (TASK III)

Under Task III, project staff was tasked to develop a solicitation to industry to deploy innovative ITS technology pilot demonstration projects. In consultation with the ICI/WC 2005 Working Group, ICI project staff determined that the best method to gain industry participation was an open solicitation in the form of a Call for Submissions (CFS). Through the CFS (Number 0587a33) Caltrans, MTC, and MTA notified industry that they were soliciting proposals that would potentially allow industry access to rights-of-way, data, and other requested facilities for the purpose of implementing pilot demonstration projects of innovative ITS technologies. The CFS is different from a typical request for proposals (RFP) in the following four areas:

1) Unlike a standard RFP, no funds will be awarded as a result of the CFS. The CFS states clearly that industry respondents to the CFS must take full responsibility to implement, operate, and dismantle the pilot demonstration projects. The researchers hypothesized that there could be a mutually beneficial arrangement between the public and private sectors, with industry getting valued access to rights-of-way to test their business products or

services in a real-world situation, and Caltrans managing a more efficient transportation system.

2) With an RFP, one bidder is generally awarded a contract. The CFS is designed to accommodate as many projects that fit the requirements as can be managed by existing agency staff resources.
3) Where the intent of an RFP is to be as specific as possible about the objectives, location, technologies, etc., the CFS did not specify a location, technology or desired outcome. The CFS outlined the parameters and allowed industry to bring ideas and technologies to the table for discussion.
4) Finally, because industry could not know exactly what requests for access to right of way Caltrans, MTC, or MTA might grant, and the agencies could not know in advance what would be requested, a period of negotiation was built into the process. The period of negotiation was designed to allow agencies to provide feedback to the proposers so the project designs could be modified. This step was included to provide a mechanism to deal with the high levels of uncertainty inherent in the CFS.

The differences between an RFP and the CFS are significant and the success of the CFS to achieve the desired goals will be evaluated as part of the overall assessment of the ICI. This task will be ongoing during implementation and via a comprehensive evaluation at the close of the project.

ICI staff worked with Caltrans, MTC, MTA, and CCIT to develop the CFS language. Caltrans contracts and legal departments, as well as the Division of Traffic Operations were key participants in the development of the CFS, serving in an advisory/oversight capacity. The legal staff of all the CFS partners was given an opportunity to review the CFS to ensure it was consistent with internal policy.

The goal of the CFS was to gather necessary information about possible projects while encouraging innovative ideas. The CFS asked respondents to indicate the type and extent of improvements and services offered to the traveling public or public agency, to indicate the proposed roles of Caltrans or partners in the development and operation of the project, and to include a plan for the deployment, operation, maintenance, and subsequent removal of pilot project.

The CFS was released to the public on October 15, 2003. The CFS was posted on the California State Department of Government Services web page as CFS Number 0587a33 entitled “Pilot Projects for Demonstration in Conjunction with the 2005 ITS World Congress.” (Appendix B)

4.0 OUTREACH FOR THE CALL FOR SUBMISSIONS (TASK IV)

The purpose of conducting outreach for the ICI was to inform the public and the relevant industry sectors about the CFS and the opportunity to gain access to public rights-of-way via the CFS. The goal was to give the public time to comment on the CFS during the formation of the solicitation as well as to provide enough time for industry to make

internal decisions about submitting to the CFS and to form partnerships with other interested technology providers.

Participants of the ICI/WC 2005 Working Group conducted outreach to their own members. For ITSA the outreach was in the form of a notice and link on their web site, notices in their newsletter, and an e-mail to their members. MTC and MTA spoke about the ICI project during public forums and committee meetings.

4.1 Outreach Meetings & Newsletter Announcements

In order to inform a broader audience than could be reached by relying on the members of the ICI/WC 2005 Working Group, Dewey Square Group was hired to assist with public outreach. Among other duties, Dewey Square Group arranged meetings with key players in California and placed notices of the CFS and the public workshops in relevant newsletters.

Dewey Square Group arranged meetings with the following:

Sunne Wright McPeak, President and CEO
Bay Area Council and Regional Transportation

Michael Cunningham, Vice President
Bay Area Council and Regional Transportation

Dr. Keith Kennedy
Regional Transportation Initiative, BAC

Dan Bernal, Deputy District Director
US Representative Nancy Pelosi's office

Diane Rubin, Special Assistant
US Representative Nancy Pelosi's office

Laura Stuchinsky, Director of Transportation and Land Use
Silicon Valley Manufacturers Group

Katie Heatley, CEO
Outreach

Alix Burns, Political Director
TechNet

Jim Hawley, Director of California Policy Outreach
TechNet

Gwyneth Borden, Director of Business Development and Government Relations San Francisco Chamber of Commerce

Michael Burnes, Executive Director
San Francisco Municipal Railway

Christopher Genarm, Director of Real Estate and Operations
Lucasfilm, Ltd.

Eric Young, Reporter
San Francisco Business Times

Alan Zamerberg
California Chamber of Commerce

Mark Helmbrecht
Senior Planner, Transportation Program
Presidio Trust

Hillary Gitelman
Director of Planning
Presidio Trust

Thomas G. Bertken, CEO
Bay Area Water Transit Authority

Harold Jones
Port of Oakland

These meetings were an important component to the outreach effort. Dewey Square Group worked with SVMG, TechNet, Bay Area Council and the California State Chamber of Commerce to place notices about the ICI project, the CFS, and the outreach forums in their newsletters.

4.2 Public Outreach Forums

ICI staff worked with Caltrans headquarters, Districts 4 and 7, MTC, and MTA to arrange two public forums about the CFS before the CFS was released. The two public CFS Review Sessions were designed to inform the public of the project and gain industry feedback. The first was held on September 10, 2003, at Caltrans District 4 in Oakland, California, and the second session was held at Caltrans District 7 in Los Angeles, California on October 7, 2003. Attendees at the two sessions included representatives from the auto industry, transportation sector, business community, trade consultants, engineering firms, the information technology sector, the communications sector, state and local government, university researchers, and not-for-profit

organizations. Approximately 150 people attended the sessions. (Appendix C contains a list of attendees.)

During the public outreach session ICI staff recorded all questions and comments and the information was used to guide the development of the CFS. The questions were noted and answered as part of the formal Q and A process associated with the CFS. The CFS also included a formal process for submitting questions, which were answered as addendum 3 to the CFS. In total there were 39 questions. (Appendix D)

5.0 INITIAL RESULTS OF CFS (TASK V AND VI)

(Task VI, a matrix outlining locations, timelines, participants, etc. for each proposed pilot project will be reported on as part of Task 7 because project agreements with industry, including project plans are not complete.)

The deadline for submission to the CFS was January 2, 2004. The CFS resulted in 28 project proposals from private industry to test and self-finance demonstration projects along California corridors. Technical experts from many of Caltrans' divisions and districts were involved in various phases of the proposal review, as well as MTC and MTA specialists. To protect the industries submitting proposals, all persons reviewing the proposals were asked to sign a non-disclosure agreement as well as statements that they had no conflict of interest with the project they were reviewing.

The evaluation criteria included an assessment of; a) the project's benefit to the partner agencies and the traveling public; b) the degree to which the project assists with data collection, processing and dissemination; c) technical and environmental feasibility; d) company/agency qualifications; e) project innovation, and; f) timeframe. (Projects should be deployed by July 1, 2005, and continue operating through the ITS World Congress in November 2005.)

ICI staff and the Caltrans ICI Project Manager reviewed the proposals to make sure they met the basic requirements for submission before circulating them to Caltrans, MTA, and MTC to review. Each organization's ICI Project Manager was responsible for insuring NDA and conflict forms were signed before allowing the appropriate staff to review the proposals. Each agency reviewed the proposed projects and completed an evaluation form. Caltrans District 4 and MTA worked closely together, as did Caltrans District 7 and MTC.

Once the initial evaluation was complete, 24 proposed projects moved to the next phase of the evaluation. Four of the proposed projects did not receive an agency sponsor to move forward and were referred to the ITS World Congress 2005 Technical Platform Committee. ICI staff worked with Caltrans, MTA, and MTC to arrange meetings for the remaining 24 project proposals. After the initial meeting there were three project categories:

1) For projects that appeared ready to move ahead, ICI staff requested a Project Plan and a brief non-confidential project description.
2) For projects that needed to be refined based on the initial meetings, ICI staff requested revised proposals.

3) Projects that did not appear appropriate to move ahead.

Currently each project is at a different stage requiring different types of expertise for the negotiation and final agreement to proceed. ICI staff is working with Caltrans, MTC, and MTA to bring as many projects as possible to the initial agreement contract.

6.0 ONGOING CFS MANAGEMENT & COORDINATION (PART II, TASK I)

Under MOU 4151, ICI project staff and the Caltrans ICI Project Manager have been responsible for the overall coordination and management of the ICI project.

Currently detailed discussions about agreements, plans, specifications, approvals, and installation are in progress. For projects that are advancing, the ICI partners envision a multi-phased process that includes:

1) Negotiation and agreement on project plan, roles and responsibilities, and requested agency resources that will result in an agreement on the plan and project design;
2) Environmental/encroachment permitting and agreement to deploy, operate, and dismantle project;
3) Project implementation by proposer;
4) Operation and showcase during the 2005 ITS World Congress;
5) Dismantle of the project at the close of the demonstration period; and
6) Comprehensive, independent evaluation of the ICI project including key outcomes and lessons learned.

Once agreements to proceed are completed, detailed project management will shift to the appropriate agency (Caltrans, MTC, and MTA) for project implementation oversight.

7.0 COORDINATION WITH ITSA (PART II, TASK II)

ITSA has been a partner in the development of the CFS with the intent to showcase CFS demonstration projects during the ITS World Congress 2005 in San Francisco. ICI project staff participated on the World Congress 2005 Technical Platform Committee and the Innovative Mobility Showcase Committee in order to coordinate CFS project demonstration. ICI project staff attended the San Francisco Organizing Committee as requested to represent the CFS projects during their planning meetings. Finally, ICI project staff worked with ITSA staff to assist them with CFS project representation for World Congress 2005 promotional material.

8.0 LESSONS LEARNED TO DATE

Throughout the course of the project, ICI project staff has identified challenges and lessons learned. Early (first year) lessons learned can be categorized as follows: 1) rapid project submission, evaluation, negotiation, and deployment; 2) lack of CFS specificity; 3) need for dedicated staff resources; and 4) confidentiality. While some of the challenges necessarily come as a result of change, others are more controllable and may be overcome by applying lessons learned during this process to future endeavors.

Timeline:

The ICI project began in Spring 2003, which left little time for planning and outreach before proposals were to be submitted on January 2, 2004—a date that was extended by one month to provide interested parties additional time to draft proposals. Overall, the CFS development, proposal evaluation, and industry respondent negotiations were more time consuming than anticipated (in part because of the large number of proposals received). Agency partners indicated that more time should have been allocated to proposal evaluation and detailed project negotiations due to the need to engage technical staff on many proposals. Furthermore, meeting scheduling among multiple agencies proved to be challenging.

The CFS timeline has been ambitious, but for the most part, project partners have kept to the schedule. Scheduling is crucial given the upcoming 2005 ITS World Congress. A recommendation for future CFS-style solicitations is to build-in more time for private-sector outreach and project scope and agreement development.

Specificity:

When agency partners crafted the CFS, the goal was to encourage innovation and to not limit the imagination of prospective proposers. Unlike a traditional RFP, the CFS did not specify a location, technology, or desired outcome. Without a specific problem to solve, several respondents submitted vague proposals, which increased the evaluation timeframe.

Many agency participants interviewed felt that more CFS specificity would have resulted in stronger proposals. However, they also recognized the need to create a process that encouraged innovative proposals. The challenge of requiring enough proposal details for proper evaluation, while still encouraging innovation, may be a necessary corollary of CFS-style solicitations.

Staff Resources:

Although no public funds were allocated to this project, all participating agencies have found the ICI required greater staff time than anticipated. This type of project requires dedicated staff from the beginning to ensure that tasks are completed; ideas are communicated; all of the necessary departments are involved; staff is not pulled away from their full-time duties; and the agency achieves a successful business/policy model. A tremendous amount of coordination among partner agencies and within each agency is necessary to reach consensus on each partnership agreement. While the CFS has facilitated cooperation among Caltrans' districts and their respective regional MPO, a mechanism to involve cities, local agencies, and other concerned stakeholders must be put in place to ensure a broad consensus in project development so that products can have Statewide application.

Confidentiality:

To encourage technology or business plan discussion, which might be proprietary, the CFS partners felt it was important to offer industry proposers confidentiality through the CFS process.

However, providing confidentiality (i.e., all evaluators were required to sign non-disclosure agreements and non-conflict of interest statements) was time consuming and limited the number of staff who could review proposals. In the future, it might be beneficial to ask for a non-confidential project description as part of the application process to avoid proprietary conflicts and to allow concerned staff participation during the proposal evaluation process.

Lessons learned from California's ICI elucidate issues related to confidentiality and other institutional, legal, and political barriers to public-public and public-private partnerships that exist and must be eliminated or at least minimized for ITS to be fully integrated into the transportation system.

APPENDIX A

MOU between Caltrans and ITSA

2005 ITS WORLD CONGRESS

MEMORANDUM OF UNDERSTANDING

California Department of Transportation (Caltrans)

and

Intelligent Transportation Society of America (ITS America)

OBJECTIVE

This Memorandum of Understanding ("MOU") made effective _____, 2003 outlines the roles and responsibilities of Caltrans and ITS America in establishing their relationship to deliver the 2005 ITS World Congress real-world demonstration and showcase experience.

The goal of the 2005 ITS World Congress, the 12th such event, is to showcase rapidly evolving innovative technologies and to serve as a focal point for Intelligent Transportation Systems (ITS) industry representatives and others with an investment in or commitment to ITS.

As part of Caltrans' policy to provide the environment and leadership to ensure full partnership among public and private organizations, Caltrans will partner with ITS America to facilitate the ITS demonstration during the 2005 ITS World Congress. Caltrans recognizes that this relationship supports its mission to jointly seek innovative solutions to improve mobility across California.

The 2005 ITS World Congress, to be held in San Francisco in November 2005, is expected to provide over 10,000 participants (including the public) from across the globe a real-life experience with advanced technologies designed to improve safety and efficiency of everyday surface transportation. It will be a venue for companies, developers, service providers, and suppliers to showcase statewide intelligent technology solutions in conjunction with Caltrans and local government partners. This showcase will demonstrate real benefits and economic opportunities that innovative transportation technologies and services can offer.

TIMEFRAME: This agreement will be in force from June __, 2003 through December 31, 2005

KEY ELEMENTS

Key elements of the 2005 ITS World Congress real-world demonstration/experience might include: 1) Caltrans' innovative corridors initiative, 2) an innovative mobility experience showcase, and 3) co-sponsored event venues, such as the San Diego region and other locations throughout California.
No Caltrans funding or resource encumbrances or obligations are created by reason of the execution of this MOU, which will expire on December 31, 2005. Nothing herein should be

construed as a representation that any particular project, or use of any particular Caltrans property would be available for the purposes described in this MOU.

Caltrans' Innovative Corridors Initiative

Key State Highway corridors, emphasizing the San Francisco Bay Area, Los Angeles, and San Diego regions will be made available for pilot projects consistent with Caltrans standards introducing advanced technology, including traffic management systems, travel, and vehicle information. For example, Highway 101—between San Francisco and San Jose—could be labeled the "Corridor of Innovation" and would demonstrate advanced traffic management systems, vehicle control, and communication technologies and services—developed in conjunction with companies along that same corridor.

Innovative Mobility Experience Showcase

A "signature experience" for 2005 ITS World Congress attendees, including the general public, might include a showcase planned to demonstrate how intelligent transportation developments can improve daily life. This future mobility experience could include telematics services (e.g., advanced payment of fast food, tolls, and gasoline); real-time mapping; ITS equipped hydrogen vehicles and buses; shared-use vehicles; smart parking; integrated smart cards; and ITS World Congress interactive kiosks. A possible site for this showcase could be the Presidio National Park, if approved by the administrators of the Park.

Co-Sponsored Event Venues

The San Diego region hosts many state-of-the-art ITS deployment initiatives bridging intermodal transportation management; inter-operability of multiple governmental agency field devices; a soon-to-be-deployed Advanced Travel Information System featuring voice demand 511 telephone access to highway traffic, transit, rail, ridesharing, and bike information; border crossing commercial vehicle operations and security technologies; and more. The San Diego region co-sponsored event venue could be held the week before or after the ITS World Congress. Other regions, such as Lake Tahoe and Los Angeles, could also be included in co-sponsored event venues prior to and following the ITS World Congress event.

Financial

Each party shall bear the costs of its own activities; this MOU contemplates no transfer of funds between parties.

CALTRANS ROLE & RESPONSIBILITIES

- Provide information on existing and planned ITS initiatives and activities statewide for which industry could suggest, develop, and provide solutions.
- Provide access to real-time and archival traffic/travel data.
- Aid in mapping projects and identifying potential areas for industry deployments that complement statewide needs.
- Streamline/clarify private sector access to freeway rights-of-way and other Department resources, e.g., maintenance facilities, park and ride lots, etc., consistent with Caltrans standards.
- Attend appropriate planning functions while representing the Department's right- of-way, encroachment permits, information resources, and Departmental goals/objectives.
- Liaison with Metropolitan Planning Organizations, the California Highway Patrol, Office of Traffic Safety, Division of Tourism, cities and counties, and academia (e.g., California Center for Innovative Transportation (CCIT), California Partners for Advanced Transit and Highways (PATH), and University Transportation Centers (UTCs)).
- Coordinate external public communications in conjunction with ITS America regarding the 2005 ITS World Congress.
- Encourage Caltrans participation in the 2005 ITS World Congress conference event.
- Champion ITS World Congress participation among private firms and public sector agencies in the normal course of business.

ITS AMERICA ROLE & RESPONSIBILITIES

- Coordinate with Caltrans on educating and informing ITS America members and ITS World Congress participants regarding Caltrans' innovative corridors initiative, the innovative mobility experience showcase, co-sponsored event venues (e.g., San Diego region), and develop and distribute officially designated ITS World Congress event materials (e.g., literature, web site, registration, etc.).
- Develop and provide corporate strategies for enhancing Caltrans' innovative corridors initiative, various co-sponsored venues, and showcase participation.
- Provide staffing and resources to support the technology demonstration event to be held in conjunction with the 2005 ITS World Congress.
- Promote and provide opportunities to showcase California businesses.
- Provide assistance in identify funding to support an independent evaluation of partners' deployment efforts to determine public costs and benefits and to produce feasibility study reports for standardizing and streamlining business processes/policies.
- Coordinate external public communications in conjunction with Caltrans regarding the 2005 ITS World Congress, Caltrans' innovative corridors initiative, the innovative mobility experience showcase, and co-sponsored event venues.
- Attend appropriate planning functions, as needed, in California.
- Encourage statewide participation in the ITS World Congress 2005 conference event from public and private sectors as well as the greater public.

SIGNATURES

On behalf of the California Department of Transportation, Jeff Morales, signs this MOU.

Jeff Morales, Director, California Department of Transportation Date

On behalf of the Intelligent Transportation Society of America (ITS America), Neil Schuster, signs this MOU.

Neil Schuster, President, ITS America Date

APPENDIX B

Call for Submissions

DEPARTMENT OF TRANSPORTATION
ADMINISTRATION
DIVISION OF PROCUREMENT AND CONTRACTS MS67
1727 30th STREET
SACRAMENTO, CA 95816-7006
PHONE (916) 227-6000
FAX (916) 227-6155
INTERNET http://caltrans-opac.ca.gov

Fle
Be er

October 15, 2003

CALL FOR SUBMISSIONS (CFS)
CFS Number 0587A33

Pilot Projects for Demonstration in Conjunction with the 2005 ITS World Congress

- NO FUNDS TO BE AWARDED FROM THIS SOLICITATION. A CONTRACT MAY OR MAY NOT BE AWARDED FROM THIS SOLICITATION.

The California Department of Transportation (Caltrans) in cooperation with the Metropolitan Transportation Commission (MTC), the Los Angeles Metropolitan Transportation Authority (MTA), the Intelligent Transportation Society of America (ITSA), the California Center for Innovative Transportation (CCIT) and other entities is soliciting participation to implement pilot projects to test and illustrate traveler services that facilitate mobility, convenience and safety to travelers. This solicitation is envisioned to attract specific ideas on new technologies and systems and provide value to travelers. This Call for Submissions (CFS) is an opportunity to bring common elements of services to the traveling public by leveraging new technologies into the statewide transportation system.

Caltrans and its partners have issued the enclosed CFS to foster private/public partnerships that will develop emerging intelligent transportation systems (ITS) technologies to enhance mobility, traveler choice and safety. Technologies to collect, process and distribute accurate real-time information are especially welcome. You are invited to review and respond to this **CFS Number 0587A33**, entitled "Pilot Projects for Demonstration in Conjunction with the 2005 ITS World Congress." In submitting your documents, you must comply with the instructions found herein.

Reference the attached CFS for detailed information regarding:

- Background
- Project Description and Purpose
- Project Requirements
- Proposal Format and Content

- Questions and Answers
- Proposal Submission / Evaluation Process
- General Information

If you have questions, the contact person for this CFS is:

Rachel Finson, Innovative Corridors Initiative (ICI) Project

California Center for Innovative Transportation

rfinson@path.berkeley.edu
Fax Number: (510) 642-0910

Interested parties should submit documents to:

California Center for Innovative Transportation (CCIT)
Attention: Rachel Finson
2105 Bancroft Way, 3rd Floor, MC 3830
Berkeley, CA 94720-3830

This CFS contains the entire terms and conditions relating to demonstration program, and no other terms, conditions or representations should be considered unless issued in writing as an addendum to this CFS.

Documents for ICI projects throughout California must be received no later than 5:00 P.S.T. on **December 1, 2003**.

Documents for projects in the Innovative Mobility Showcase/campus-like setting (described on page 8 of this CFS) received by December 1, 2003 will receive priority consideration. Documents will also be accepted and evaluated after December 1, 2003.**Table of Contents**

Background

The California Department of Transportation (Caltrans) and its partners are interested in enhanced, value-added services that are self-supporting and would be showcased during the 2005 Intelligent Transportation Systems (ITS) World Congress. The ITS World Congress Trade Show is held annually in different locations all over the world. Madrid, Spain sponsors this year's event; Japan plays host in 2004, and in 2005 the event will be held in San Francisco, California, USA. The ITS World Congress Trade Show consists of numerous venues for participants to learn about technologies and share information. The venues include workshops, presentations, an exhibit hall and technical tours.

The objective of this CFS is ITS pilot demonstration projects that can be showcased throughout California during the 2005 ITS World Congress in San Francisco and other parts of the State. Caltrans and its partners believe that significant benefits to Californians can be reaped by leveraging new technologies into the statewide transportation system. The projects resulting from this CFS are expected to demonstrate, on a pilot basis, current and emerging ITS technologies and test the benefits to all parties. Services could include – but are not limited to – more efficient modal connectivity; enabling the full spectrum of mode choice to travelers; en-route advisories; improving safety and faster incident response times; border crossing and weigh-in motion technologies; and enhanced or virtual Transportation Management Centers.

Respondents to this CFS should demonstrate how their participation would benefit the traveling public and what State or local facilities they would require from Caltrans and/or partners for demonstration. Respondents shall identify the State or local facilities they plan to use.

California Department of Transportation (Caltrans):

Caltrans is the manager of interregional transportation services; more specifically, Caltrans has the traditional role of owner and operator of the 15,000 mile State Highway System. Caltrans promotes California's economic vitality and enhances its citizens' quality of life by providing for the movement of people, goods, services and information. Caltrans is responsible for the delivery of the State's Transportation Improvement Program; planning, designing, building, operating and maintaining California's state highway systems. In addition to a changing mix of transportation modes - such as highways, rail, mass transit, bicycle, pedestrian, and aeronautics, Caltrans coordinates the solutions to complex issues such as land use, environmental standards, and the formation of partnerships between private industry and local, State and Federal agencies to promote productivity, reliability, safety, flexibility and performance in the State of California. For more information see: www.dot.ca.gov

Metropolitan Transportation Commission (MTC):

MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency—a State designation—and for federal purposes, as the region's metropolitan planning organization (MPO). As such, it is responsible for the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. MTC is also responsible for regional operating projects, such as

TravInfo®/511org, TransLink® and Freeway Service Patrol. MTC is also authoring the Regional ITS Architecture for the San Francisco Bay Area to define long-term priorities, needs and investment strategies for ITS. For more information see: www.mtc.ca.gov.

The Los Angeles County Metropolitan Transportation Authority (MTA):
MTA is unique among the nation's transportation agencies as it serves as transportation planner and coordinator, designer, builder, and operator for one of the country's largest, most populous counties. More than 9.6 million people – nearly one-third of California's residents – live, work, and play within its 1,433-square mile service area. MTA is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. For more information see: www.mta.net.

Intelligent Transportation Society of America (ITSA):
The mission of ITS America is to coordinate and foster a public/private partnership to make the U.S. surface transportation system safer and more effective by accelerating the identification, development, integration, and deployment of advanced technology. ITS America membership is approximately 50% private sector companies and 50% academia, government, and associations. These organizations represent more than 60,000 individuals involved in ITS programs. For more information see: www.itsa.org.

California Center for Innovative Transportation:
The California Center for Innovative Transportation (CCIT) is a center within the University of California (UC) at Berkeley Institute of Transportation Studies. The Center was founded by UC with support from Caltrans and industry. The goal at CCIT is to facilitate and accelerate the implementation and commercial deployment of advanced transportation products and services to improve traveler safety, comfort and convenience — all necessary components of a vibrant and growing economy. CCIT houses the Innovative Mobility Research (IMR) group and is linked to the UC Statewide testbeds such as the Irvine traffic management testbed, as well as Caltrans Transportation Management Centers. CCIT collaborates with industry, academic institutions and other public agencies to develop, test and deploy products that are in their latest phases of research and ready for implementation. CCIT facilitates access to state of the art facilities for testing and refining products. For more information see: www.calccit.org.

The 2005 World Congress on Intelligent Transport Systems
In 2005 in San Francisco, ITS America will host the World Congress on ITS, the largest annual international event focusing on technology solutions for improving surface transportation safety and efficiency. San Francisco was selected as the 2005 venue because of its status as one of the world's great cities, as well its outstanding ability to showcase innovative solutions for moving people and goods. Ten thousand people—world transportation and technology leaders, researchers, businesses and consumers—are expected to visit the 2005 World Congress in an effort to learn more about the systems that improve our daily lives.

B) Project Description and Purpose

Integrated information technologies can improve the efficiency of California's transportation system. Caltrans, MTC, MTA and other partners are interested in accelerating the deployment of ITS technologies, encouraging innovations, and furthering seamless integration of ITS technologies. Areas of interest include, but are not limited to, roadways, public transit, rail, smart parking, mobility services and commercial goods movement.

The purpose of this CFS is to extend an invitation to industry, transportation agencies, the goodsmovement industry, and local governments that might want to participate in the ITS pilot demonstrations in conjunction with the ITS World Congress in San Francisco in 2005. This CFS solicits proposals for enhanced, value-added ITS services and technology.

In appropriate situations, Caltrans, MTC, MTA and other partners may offer access to State or local facilities. In return Caltrans, MTC, MTA and other partners hope to gain access to better real-time information that will improve transportation options for individual travelers as well as provide for enhanced transportation management. The goal is to maximize throughput on the current transportation infrastructure and increase choices among modes, which will result in reduced congestion and a more efficient system. Another goal is to reduce collisions as well as the severity of incidents.

- Caltrans, MTC, MTA and other partners may provide access to facilities based on identified need. Access to these resources will be determined on a case-by-case basis. Any use of State or local facilities may be subject to successful application for an encroachment permit issuance environmental approval pursuant to the California Environmental Quality Act (CEQA) and any other applicable statutes and regulations.

- No respondent will receive exclusive access to public assets.

- Caltrans, MTC will not advertise on behalf of the respondents.

- Caltrans may, at its discretion, conduct independent evaluations of the projects.

EXAMPLE SERVICES

The examples shown below are not intended to limit the content of responses to the CFS; rather, they are intended to illustrate the types of project proposals of services that could be submitted by respondents:

Traveler Information Services –

- Dynamic Multimodal Routing and Trip Planning
- "Smart Parking," i.e., availability of parking, payment
- Incident / Special Event Reporting
- Location Information: Hydrogen Infrastructure, Tourist Information

- Weather Information Services
- Arterial Travel Time

Personalized Services –
- Dynamic Route Advisory
- Carsharing and Other Shared-Use Vehicle Services (e.g., Segway HTs and e-bikes)
- Public Transportation Trip Itinerary Planning
- Convenience Features: Web Access to Travelers, Transactional Services
- Real-time transit information

Traffic Management –
- TMC Enhancements: "Virtual" TMC, Flow Balancing, Information Routing
- Improvements to Incident Response
- Innovative Ways of Using Traffic Data Currently Collected by Caltrans
- Real-time traffic information, including vehicle speed and volume

Safety –
- Vehicle Position Services
- Roadside-to-Vehicle Communication

Common enabling technologies may include, but are not limited to: use of probe vehicles, wireless communications, message sign displays, and computational/routing mobility equipment in the region where it is implemented.

For examples of existing ITS projects in the San Francisco Bay Area see **Appendix A**, "Current ITS Developments in the Bay Area**".** For examples of existing ITS projects in Southern California see **Appendix B**, "Current ITS Developments in Southern California."

Project Requirements

I) Proposal submittals will be categorized into one of three project forms.

a) Innovative Corridors Initiative (ICI) in the San Francisco Bay Area: Caltrans and CCIT, based at the University of California, will manage the ICI in partnership with requisite local agencies.

The ICI refers to the various roadway and railway elements operated by different jurisdictions and various travel modes for goods and people movement. The goal of the ICI deployments is to demonstrate the technologies, systems and ideas on a pilot basis for eventual wide-scale deployment, if appropriate. The ICI projects selected from this CFS must be implemented by July 1, 2005 in preparation for the November 2005 World Congress in San Francisco.

b) Innovative Corridors Initiative (ICI) Throughout California: Pilot projects in other regions of the State (e.g. Los Angeles and San Diego) are encouraged to demonstrate ITS across California. These pilot projects could be demonstrated/showcased during the 2005 World Congress event in San Francisco and/or before or after the World Congress as co-venues in

regions with high tourist appeal. These projects will be subject to the same goals and selection process as projects in the San Francisco Bay Area.

c) Innovative Mobility Experience Showcase. In conjunction with the 2005 ITS World Congress, an "Innovative Mobility Experience Showcase," located in a campus-like setting will demonstrate the future of transportation. The Innovative Mobility Experience Showcase is expected to be the venue for technologies that may not need to be demonstrated as part of the ICI. For example, these projects will include technologies that are not yet ready for deployment, but show future possibilities. This venue could also include smaller scale ITS technologies. This campus-like setting will provide an ideal opportunity to showcase integrated technologies to the public and professional audiences and may serve as a catalyst to future real-world deployments. They may also highlight vehicle control technologies, such as precision docking and advanced vehicle safety systems. These Innovative Mobility Experience Showcase projects may also result in a transportation infrastructure legacy for the campus site, if appropriate.

Technology providers chosen to participate in the ICI and/or Innovative Mobility Experience Showcase must coordinate their participation in the exhibit hall with the World Congress organizers in order to have their company products demonstrated as part of the World Congress.

Proposals for innovative concepts across California, including rural areas, are strongly encouraged. For example, concepts that provide data to enhance the management of Caltrans and partner operations but require minimal use of existing resources (e.g., use of probe vehicles and wireless communications) are encouraged. Proposals that address real-time and archival information for performance measurement and planning are also encouraged.

Additionally, while proposals may be directed toward either the Innovative Mobility Experience Showcase or ICI, Caltrans and partners reserve the right to direct them to one or the other, or both. Moreover, Caltrans or its designee will perform the role of system architect and coordinator, interacting with respondents to request change and facilitate teaming among respondents. Proposals requiring work on or use of State or local facilities shall be in conformance with the requisite agency's construction and safety policies, guidelines and standards. Any hardware, equipment and/or software will be removed as necessary at the direction of Caltrans and/or its partners who owns the facility in which the equipment or software was installed.

II) Project Plan

Interested developers must submit a proposal which indicates the type and extent of improvements and services offered to the traveling public or public agency. The plan must define the financial responsibilities of the private developer/operator and the proposed roles of Caltrans or partners in the development and operation of the project. The project plan must describe the type of work, if applicable, needed to be done on State or local facilities along with the type of access needed to State or local facilities.

III) Resource Plan

All project proposals must include a resource plan indicating what resources the respondent intends to provide the project (financial, hardware, software and personnel) as well as required partner resources, such as Caltrans right of way or access to MTC, MTA or other partner facilities. For projects with multiple partners, each partner's role and contribution must be outlined.

IV) Management and Financial Qualifications of Proposer

The qualifications and experience of each of the participating organizations and key management personnel must be described. If a joint venture arrangement is to be used, each of the joint venture partners must present a description of qualifications and experience relevant to their role in the proposed development and/or operation. Proposals should demonstrate that the respondent understands that they will be solely responsible for funding the project for the specified pilot demonstration and will provide necessary insurance, if applicable.

V) Technical Experience

Proposals should describe respondents' experience in developing, implementing and operating systems/facilities similar to those being considered for this project. Include experience, if any, on comparable public/private joint development projects or public activities service operations.

Proposal Format and Content

The proposal shall fully describe the commitments of the respondent relative to the initial and long-term development, demonstration, operation, maintenance, and subsequent removal of pilot project.

Proposals submitted in response to this CFS shall conform to the format set forth below and in the order shown

Proposals must at a minimum, address:

- Benefit to the traveling public both in the movement of goods, people and information and safety;
- Operational concept, including requirements on system capacity and workload for Caltrans and other transportation providers;
- Specific technologies;
- Identified partners and contribution;
- Description of pilot implementation; and

- General development, demonstration and operation plan and timeline, to include, at a minimum, a discussion on models showing the economic benefits for all partners.

Proposals shall not exceed 20 pages. Additional information may be requested.

Cover/Transmittal Letter

1. The proposal submittal shall be transmitted with a cover letter signed by a party authorized to represent the company or partner companies.
2. The cover letter must contain the following information:
   (a) The project title;
   (b) the name of the entity submitting the proposal;
   (c) all project partners;
   (d) the technology to be implemented and desired location; and
   (e) the expected outcomes (i.e. reduced congestion, improved mode choice, etc.).
3. The cover letter shall provide the name, title, address, and telephone number of individuals with authority to negotiate and contractually bind the proposing organization. The transmittal letter will constitute certification by the respondent that the respondent complies with State and Federal nondiscrimination requirements. An unsigned proposal or one signed by an individual not authorized to bind the respondent will be rejected. However, the selection by Caltrans and/or partner agency will not be binding until an Agreement has been executed and approved by Caltrans and or/partner agency.
4. The Table of Contents and List of Exhibits shall indicate the page number of each section and exhibit.
5. The following information must be placed on the lower left corner of the submittal shipping package:

   CFS#
   Project Title
   Respondent's/ Name/Firm
   Attention: (Rachel Finson)
   DO NOT OPEN

6. Proposals may be either mailed or delivered by hand to the office noted on the cover of this CFS. Proposals may not be sent by fax machine. Proposals are not to be submitted to Caltrans, MTC, or MTA and will not be returned to respondent.

Questions and Answers

Respondents with questions about the requirements of this CFS must submit those questions in writing to the address shown below. Question submittal must include the individual's name, the name and address of the firm. All questions must be received no later than **November 7, 2003**. Questions will be answered in writing by November 24, 2003.

MAILED **OR** FAXED TO:
Fax No.: (510) 642-0910
California Center for Innovative Transportation (CCIT)
Attention: Rachel Finson
2105 Bancroft Way, 3rd Floor, MC 3830
Berkeley, CA 94720-3830

After the deadline for question submittal has passed, written responses to questions will be collectively compiled, and e-mailed as an Addendum, to each individual or firm who downloaded this CFS from the Internet or who requested this CFS by calling the recorded bid line: (916) 227-6090. A hard copy of written responses will be provided upon request, and an electronic version will be uploaded to Caltrans's website (see web link below). Refer to Section G, **Time Schedule**, to get this CFS's schedule of events and dates. It is the responsibility of the respondent to inquire about an expected Addendum. Respondents can contact the contact person named above or check Caltrans's website:

http://www.caltrans-opac.ca.gov/contract.htm

Proposal Submission/Evaluation Process

Proposal Submittal, Modification, Resubmittal, and Withdrawal

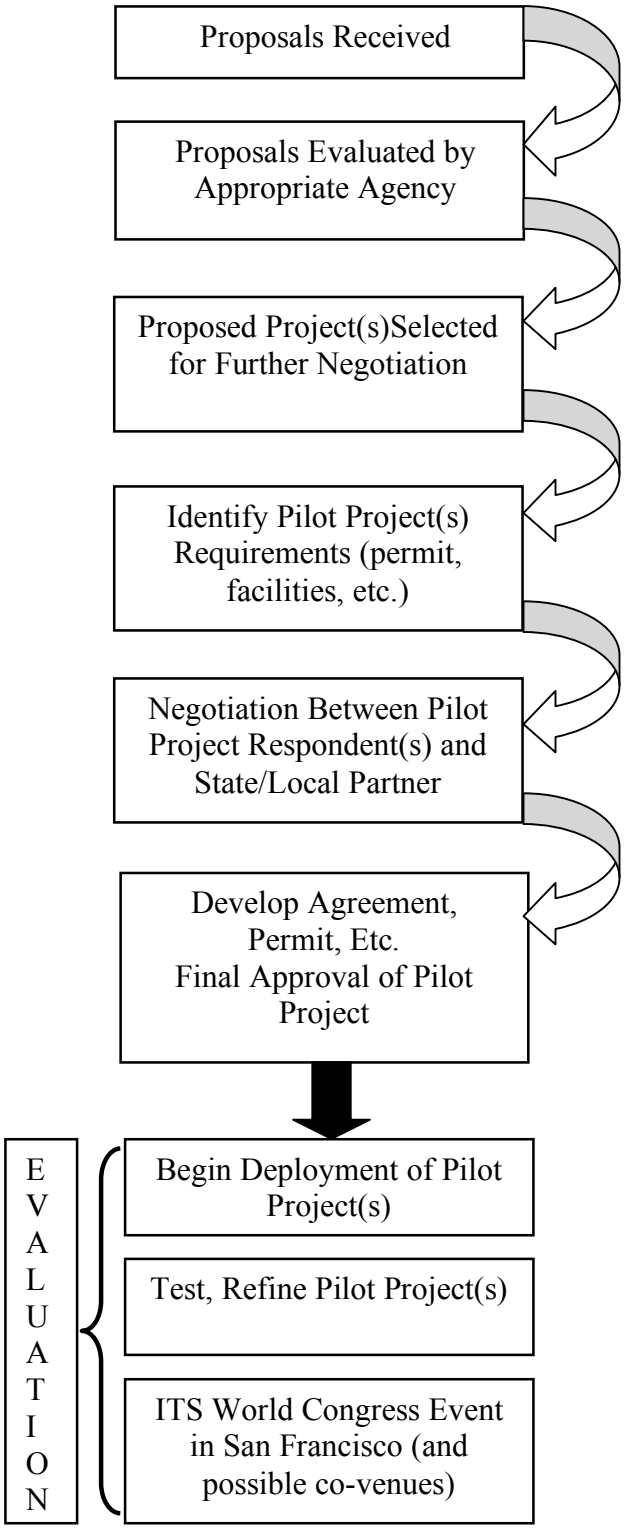
Respondents are to submit an original proposal marked "ORIGINAL " and seven (7) copies of the proposal to:

Rachel Finson, Innovative Corridors Initiative (ICI) Project
California Center for Innovative Transportation (CCIT)
2105 Bancroft Way, 3rd Floor, MC 3830
Berkeley, CA 94720-3830

Respondents submitting proposals may modify or withdraw the proposal at any time prior to the submittal deadline. Such modification or withdrawal of a proposal shall be in writing and signed by the same person signing the original proposal.

If the modification requested is only an addition to a proposal, seven (7) copies of the modification shall be submitted in a sealed package, boldly marked "Addition To (project title)", and signed, and addressed the same as the original proposal.

The following flowchart identifies the process to be used for ICI pilot projects.



Evaluation Process

The selection will consist of representatives, from Caltrans, as well as any local or regional agencies and technical experts. Proposals will be screened against the basic project requirements (see page 7 of this CFS). Proposals that meet the basic project requirements will be evaluated against the evaluation criteria listed below. Proposals that meet the project requirements and are approved based on the evaluation criteria will move into a project development phase which will include all requisite agencies and proposing parties to finalize the details of the project and develop an agreement among the project partners.

Evaluation Criteria

1. Benefit to Caltrans, other partner agencies and the traveling public including economic and environmental benefits, reduced congestion, improved safety, incident management and travel time, and enhanced information for trip decision-making and traffic management. In addition Caltrans will evaluate how the project submissions assist the agency in meeting its five key goals: productivity, reliability, safety, flexibility, and performance.

2. Caltrans and partner agencies will evaluate the project submissions on the degree to which these projects assist with data collection, processing and dissemination, including data quality and integrity.

3. Project feasibility, including technical, environmental, and timeframe. Respondents should demonstrate that their proposed pilot project is technically feasible, can receive environmental approval, and can be implemented by July 1, 2005. Caltrans and partners are interested in pilot demonstration projects that will accommodate evaluations. Pilot demonstrations should operate for sufficient time to test the technology/systems, to gather data and prepare evaluations.

4. Company/Agency Qualifications

5. Innovative Technology: Are the proposed technologies innovative or do they demonstrate an innovative use or enhancement of an existing technology? Does the proposed project assist with integrating ITS applications?

Acceptance and Rejection of Submissions

Caltrans and/or its partners retain the right to disregard a minor deviation from the requirements and may, at its sole discretion, request supplemental information or clarification of that information submitted.

A selection committee will evaluate those proposals that are in conformance with the ”Evaluation Process” noted above. The evaluation criteria used to qualify prospective proposals are described in **Section F**, “Evaluation Process.”

Negotiations with Selected Proposer

Caltrans or its partners may elect to negotiate with the selected respondents, leading to a written Agreement with Caltrans and/or one of its partners about implementing the proposal. Any agreement as a result of this CFS will be subject to all necessary State, Federal and Agency approvals. If an agreement cannot be reached, negotiations will cease and no contractual agreement written or implied will exist. Caltrans and/or its partners reserve the right to reject any proposal for non-compliance.

Selected respondent(s), shall, within ten (10) calendar days after written notification of selection, meet with Caltrans and/or its partners to begin negotiating the Agreement, application for an encroachment permit (if appropriate), and compliance with applicable federal and state statutes and regulations Caltrans and/or its partners will negotiate with the selected respondents the length of the pilot project and evaluation. A sunset date for the pilot project demonstration and evaluation will be included in the Agreement.

Caltrans
Within thirty (30) calendar days from the successful conclusion of negotiations, the selected respondent(s) shall execute and deliver to Caltrans six (6) signed copies of the final negotiated Agreement and a Performance Guarantee as described below. The negotiated final Agreement shall be on forms provided by Caltrans. The successful respondent shall also furnish proof, satisfactory to Caltrans, of the authority of the person or persons executing the Agreement and a Performance Guarantee issued on behalf of their organization.

Partner Agencies
It is expected that partner agencies will incorporate a similar type process for the negotiated agreement as Caltrans. However, due to varying agency requirements and not knowing which agencies will participate in the CFS, the process and possibly the content of the negotiated agreement may differ from the Caltrans process stated above.

Performance Guarantee

All bonds, and written commitments shall be issued by a company registered with the State Insurance Commission to conduct business in the State of California and acceptable to Caltrans. All bonds and written commitments shall be in a form acceptable to Caltrans and shall ensure faithful and full observance and performance by the developer of all terms, conditions, covenants and agreements relating to the construction of the described facility improvements described in the Agreement.

Bonds may not be required in all cases. This requirement shall be assessed on a case by case basis.

Indemnification

This CFS shall not commit Caltrans and/or its partners to negotiate and execute any Agreement. Caltrans and/or partners reserve the right to accept proposals that, in the sole judgment of Caltrans and/or partners are in the best interest of the State and regions. Caltrans and/or partners

reserve the right to reject any or all proposals or to modify or cancel, in part or in its entirety, this CFS.

Caltrans and/or partners will not reimburse submitting organizations for any costs incurred in the preparation or submission of Proposals or the negotiation process, or the implementation of any projects.

Intellectual Property Rights/Proprietary Rights

All issues regarding intellectual property rights, including, but not limited to, patents, copyrights, trademarks, collective trade marks, collective membership marks, certification marks and service marks shall remain the responsibility of those submitting proposals. This CFS will not address any issues of or relating to intellectual property. Any agreements entered into subject to this CFS shall be contingent upon a waiver and release and an agreement to defend, indemnify, and hold harmless the State of California, its partners, agents, affiliates and its employees with respect to any issues regarding intellectual property rights.

Confidentiality

Selection committee members shall not discuss any aspect of the evaluation proceedings or content of proposals with anyone not designated as a selection committee member or Chairperson for this CFS. This includes but is not limited to discussing any details regarding project application.

Generally, at the time any "bid" or "submittal" is opened, it becomes public information. There is an exception for proprietary information/trade secrets in the California Public Records Act. Respondents should make this claim at the time the proposal is submitted. Caltrans agrees to not reveal any information voluntarily that is claimed as privileged; however persons submitting a proposal should confer with their own legal counsel to determine whether any information claimed as privileged would be considered privileged under the California Public Records Act (Government Code section 6250 et. Seq.).

Amendments to the Requested Proposal

Caltrans and partners reserve the right to amend this CFS by addendum prior to the final date of proposal submission.

General Information

Schedule

The schedule related to this CFS is as follows:

EVENT	DATE
CFS available to prospective Respondents	October 15, 2003
Written Question Submittal Deadline	November 7, 2003
Responses to Questions	November 24, 2003
Final Date for Proposal Submission	**December 1, 2003**
Completion of Proposal Evaluations*	January 30, 2004
Detailed Discussion, Negotiations, Agreements, Plans, Specifications, Approvals, and Installation	January 30, 2004 – July 1, 2005
Projects must be deployed	July 1, 2005
World Congress 2005	November, 2005

*By this date all respondents will be notified if their proposal has met the project requirements and the selection criteria. Proposals that meet both the project requirements and the selection criteria will move into more detailed discussion that may result in an agreement among the project partners. If the proposal does not meet the basic requirements and selection criteria or does not result in a mutual agreement among the parties the proposed project will not be deployed.

State's Exclusive Discretion

This CFS does not commit Caltrans or partners to execute an Agreement, to pay any costs incurred in the preparation of a proposal to this request, or to procure or contract for services or supplies. Caltrans and partners reserve the right to accept or reject any or all proposals received as a result of this request, to negotiate with any qualified firm, or to modify or cancel in part or in its entirety the CFS.

No Third-Party Beneficiaries

There are no third-party beneficiaries, intended or unintended, of either this CFS or any agreement arising herefrom.

APPENDIX C

List of Public Forum Attendees

CFS Review Session 09/10/03 Industry Attendees

Name	Organization	Position
Akhtar Jameel	Daimler Chrysler Research & Technology North America, Inc.	President/CEO
Gabriel Baum	Navigation Technologies	Vice President, Technology Operations
Harry Voccola	Navigation Technologies	Chairman Senior Vice President
Allan Epstein	US Property Development	President
Amine Haoui	Sensys Networks	
Andre Gueziec	SF Bay Traffic/Triangle Sofeware LLC	
Barry Rodinsky	Econolite Control Products, Inc.	
Bill Klyczek	Econolite Control Products, Inc.	Autocscope Regional Support Specialist
Bruce Ballard	RMSI Strategic Alliances	Director

Bruce Johnston	AT&T Wireless-Mobile Multimedia Services	Application Solution Consultant
Charles H. Wells	OSI Software Inc.	Director R&D
Chris Wilson	Daimler Chrysler Research & Technology	VP ITS Strategy Programs
Chuck Merino	Mastec	Director of Marketing
Darold Whitmer	Intrado Inc.	V.P. Customer Relations
Dave Jannetta	Mobility Technologies	President
David V. Arnold	Wavetronix, LCC	CEO
Doug Finlay	SpeedInfo	CEO

Ed Costello	IBiquity Digital Corporation Advanced Applications Development	**Could not attend but email for summary so that they can still proceed with a proposal. 9/10/03**
Ellen Williams	nicheventures.com	
1 Rep joining Ellen Williams as indicated in email 9/4/03	Nossaman, Gunther, Elliot & Knox	
Farid Semmahi	Traficonusa.com	Technical support manager
Glenn Massarano	Siemens ITS	Systems Engineer
Harsh Verma	GLOCOL.net	Director R&D
James Oyang	Pharos Science & Applications Inc.	President
Jeff Schnur	Agilent Technologies	
Jim Davidson	E-Views Safety Systems, Inc	Founder
Jim Delia	Cisco Systems, Inc.	Major Account Manager

Judy May	Cisco Systems, Inc. Enterprise Marketing-Transportation Solutions	
Larry Sweeney	Tele Atlas North America, Inc.	Vice President and GM
Mark Kriss	Agilent Technologies	
Michale Coates	Green Car Group	
Michele R. Herbst	Technology Group Navigation Technologies	Director R&D
Peter Dwyer	PB Farradyne Northern California/Nevada	Area Manager. Referred by Rachel via email 9/3/03
Richard Wickline	E-Views Safety Systems, Inc	President
Robert Marg	Cisco Systems, Inc.	Systems Engineer
Steve Donovan	Presidio Segway	
Steve Wollenberg	Circumnav Networks	
Syd Bowcott	Iteris	PE Associate Vice President
Tom Nelson	Wavetronix, LCC	Western Region Director of Sales

CFS Review Session 09/10/03 Government Attendees

Name	Organization	Position
Cyrus Minoofar	Alameda County Congestion Management Agency	Senior Transportation Engineer
David Huynh	City of Fremont	Engineering Division
David Wanjiru	California Highway Patrol	Information Management Division
Frank Burton	Samtrans/Caltrain	
Kathleen Swindler	City of San Francisco	SFgo
Kylie M. Grenier	San Francisco Municipal Railway	IT Program Manager
Lily Lim-Tsao	City of San Jose	
Michael Berman	MTC	TravInfo®/511

Albert Yee	Caltrans District 4	Deputy District Director of Operations
Ann Flemer	MTC	
Coco Briseno	Caltrans	
Edgar Martinez	ITSA	Director of Business Development
Elaine Barone		
Hamed Benour	CCIT	Executive Director
Jaime Maldonado	MTC	
Jeff Georgevich	MTC	
Jeff Spencer	Caltrans	

Jim Lee	Innovative Mobility Research, California Center for Innovative Transportation	
Melanie Crotty	MTC	
Neil Schuster	Intelligent Transportation Society of America	
Rachel Finson	Innovative Mobility Research, California Center for Innovative Transportation	
Sze Lei Leong	MTC	
Wei-Su Liou	Innovative Mobility Research, California Center for Innovative Transportation	
Wes Wells	MTC	

CFS Review Session 09/10/03 Trade, Consultants, Research/Academic Attendees

Name	Organization	Position
Alexander Skabardonis	UC Berkeley CEE Institute of Transportation Studies	Adjunct Professor, Research Engineer
Bob Andosca	California Alliance for Advanced Transportation Systems (CAATS)	President/CEO
Doug McFarlin	Silicon Valley Manufacturing Group	Member, SVMG ITS Taskforce
Jean-David Margulici	Silicon Valley Manufacturing Group	Joining Laura Stuchinsky. Emailed IMR 9/3/03
Jim Misener	PATH/ITS	Principal Development Engineer
Kevin Aguigei	DKS Associates	Principal
Laura Stuchinksy	Silicon Valley Manufacturing Group	Director, SVMG Transportation & Land Use
Melissa Millsaps	Silicon Valley Manufacturing Group	Member, SVMG ITS Taskforce

Michael Fontaine	Evolve Technology Group	Director, ITS Programs
Randi Dixon	California Alliance for Advanced Transportation Systems (CAATS)	Vice President/ Operations
Shel Leader	ITS/Communications	
Taso Zografos	Booz Allen Hamilton	

CFS Review Session 10/07/03 Industry Attendees

Name	Title	Organization&Contact
Alan Clelland	Director Consulting	**Siemens ITS** alan.clelland@itssiemens.com
Brian Pickerall		**ARINC** Tel:1(310)-751-3322 bpickera@arinc.com
Dan Nual	President	**Traftools** Tel:1(818) 509-7520 dan@traftools.com
Derek Pines		**NET** Tel:1(714)-562-5725 dpines@nateng.com
Fred Minagar	Principal & Chairman	**Minagar & Associates, Inc.** Tel:1(949)-727-3399 minagarf@minagarinc.com
Mark Chang	Senior Consultant	**Booz Allen** Tel:1(213)-312-5011 chang_mark@bah.com
Michael Mougar		**MTM Logistics** 1(619)-891-3009
Mike Wlodykya		**Traftools** Tel:1(818) 509-7520 mike@traftools.com
Robert Uyeki		**Honda R&D** ruyeki@hra.com
Scott D. Cook		**Booz Allen Hamilton** Tel:1(619)-725-6561 cook_scott@bah.com
Shannan Smith	Associate	**Planning Company Associates** Tel:1(626)-440-9377 ssmith@planningcompany.com
Steven Bradley		**PB Farradyne** bradleyst@pbworld.com
Teri Argabright		**Iteris, Inc.** Tel:1(760) 740-9397 taa@iteris.com
Tony Velasquez	Engineering Manager	**Parsons** Tel:1(626)--440-3440 tony.velasquez@parsons.com

Tracy Manzo		**Cheval Research** Tel:1(619)-922-5800 tracy@chevalresearch.com

CFS Review Session 10/07/03 Government Attendees

Name	**Title**	**Organization&Contact**
Bill Winter		**LACO DPW** wwinter@ladpw.org
Bob Huddy		**SCAG** huddy@scag.ca.gov
Derek Pines		**NET** Tel:1(714)-562-5725 dpines@nateng.com
Jane White		**LACounty** Tel:1(626)-300-4740 jwhite@ladpw.org
Jeff Pletyak	Civil Engineering	**LACDPW** Tel:1(626)-300-4757 jplety@ladpw.org
Jesse Glazer		**FHWA** Tel:1(213)-202-3955 jesse.glazer@fhwa.dot.gov
John Barna		**PCA** Tel:1(626)-440-9377 jbarna@planningcompany.com
John Fisher		**LADOT** Tel:1(213) 580-1189 jfisher@dot.lacity.org
Joseph Kekula		**City of Lynwood** Tel:1(310)-603-0220
Karen McMurray		**City of Burbank** kmcmurray@cc.burbank.ca.us
Ken Johnson		**Burbank** Tel:1(818)-238-3965 kjohnson@cc.burbank.ca.us
Mark Miller		**California PATH** mamiller@path.berkeley.edu
Sean Skehan		**LADOT** sskehan@dot.lacity.org
Sina Zarifi		**SCAG** Tel:1(213)-236-1853 zarifi@scag.ca.gov

Steve DeGeorge		**UCTC**
Veay ? Cartwright		**Port of Longbeach**
Verej Janoyan		**LADOT** Tel:1(213) 580-5359 vjanoyan@dot.lacity.org
Vicente Cordero		**LADOT** vcordero@dot.lacity.org

CFS Review Session 10/07/03 Partner Attendees

Name	**Title**	**Organization&Contact**
Allen Chen		**Caltrans** Tel: 1(213)897-8922 allen.chen@dot.ca.gov
Cynthia Gibson		**MTA** Tel:1(213)-922-4424 cgibson@mta.net
Ed Khosravi		**Caltrans** Tel:1(949)-724-2453 ed_khosravi@dot.ca.gov
Fred Yazdan		**Caltrans**
James Pinhairo		**Caltrans/D12** james.pinheiro@dot.ca.gov
Jim de la Loza		**MTA** delalozaj@mta.net
Joe Hull		**Caltrans/D11** joe.hull@dot.ca.gov
Larry Orcutt		**Caltrans**
Mohammed Bendelhoum		**Caltrans D8** Tel:1(909) 383-6452 mohammed.bendelhoum@dot.ca.gov
Peter Liu		**MTA** liup@mta.net
Peter Wong		**Caltrans/D7** peter.wong@dot.ca.gov
Raymond Maekawa		**MTA** Tel:1(213)-922-3016 maekawaraymond@mta.net
Shahin Sepassi		**Caltrans/D11** shahin.sepassi@dot.ca.gov
Susan Chapman		**MTA** chapmans@mta.net
Syed Raza		**Caltrans/D8** syed.raza@dot.ca.gov

Terry Wong		**Caltrans** Tel:1(213) 897-1348 terry.wong@dot.ca.gov
Thomas West		**Caltrans HQ** Tel:1(916)- 654-2243 tom.west@dot.ca.gov

CFS Review Session 10/07/03 Trade, Consultants, Academic/Research Attendees

Name	**Title**	**Organization&Contact**
Alan Clelland	Director Consulting	**Siemens ITS** alan.clelland@itssiemens.com
Brian Pickerall		**ARINC** Tel:1(310)-751-3322 bpickera@arinc.com
Dan Nual	President	**Traftools** Tel:1(818) 509-7520 dan@traftools.com
Derek Pines		**NET** Tel:1(714)-562-5725 dpines@nateng.com
Fred Minagar	Principal & Chairman	**Minagar & Associates, Inc.** Tel:1(949)-727-3399 minagarf@minagarinc.com
Mark Chang	Senior Consultant	**Booz Allen** Tel:1(213)-312-5011 chang_mark@bah.com
Michael Mougar		**MTM Logistics** 1(619)-891-3009
Mike Wlodykya		**Traftools** Tel:1(818) 509-7520 mike@traftools.com
Robert Uyeki		**Honda R&D** ruyeki@hra.com
Scott D. Cook		**Booz Allen Hamilton** Tel:1(619)-725-6561 cook_scott@bah.com
Shannan Smith	Associate	**Planning Company Associates** Tel:1(626)-440-9377 ssmith@planningcompany.com
Steven Bradley		**PB Farradyne** bradleyst@pbworld.com
Teri Argabright		**Iteris, Inc.** Tel:1(760) 740-9397 taa@iteris.com

Tony Velasquez	Engineering Manager	**Parsons** Tel:1(626)--440-3440 tony.velasquez@parsons.com
Tracy Manzo		**Cheval Research** Tel:1(619)-922-5800 tracy@chevalresearch.com

APPENDIX D

CFS Questions and Answers

DEPARTMENT OF TRANSPORTATION
ADMINISTRATIVE SERVICE CENTER
Office of Procurement & Contracts MS-67
1727 30th STREET
SACRAMENTO, CA 95816-7006
PHONE (916) 227-6000
FAX (916) 227-6155
INTERNET http://caltrans-opac.ca.gov

December 15, 2003

Addendum Three

Call For Submissions - Number 0587a33

Pilot Projects for Demonstration in Conjunction with the 2005 ITS World Congress

Your attention is directed to the following addition to the above-noted Call For Submissions.

Questions and Answers

This Question and Answer section is a guide intended to assist potential respondents to the CFS. Potential respondents should familiarize themselves with all provisions of the CFS. In the event of conflict between this Questions and Answers section and the CFS, the provisions of the CFS shall prevail and control.

Questions 1-31 were compiled as a result of two public CFS Review sessions (September 10 and October 7) and a transportation brainstorm that Silicon Valley Manufacturers Group hosted on September 25 for industry members. Questions 32-39 were submitted after the October 15, 2003 release of the CFS.

Question 1: Will the public agencies provide/offer "in-kind" resources (expertise, data, access, etc.)? The in-kind support and buy-in from the public agencies are critical to the success of partnerships (going beyond willingness to cooperate).

Answer 1: The public partners could provide in-kind support, such as expertise, access to right of way and other facilities for the pilot demonstration projects that are deployed as a result of the CFS. The exact type of support will depend on the project and will be discussed among the project partners and the relevant public agencies on a project-by-project basis.

Question 2: Has there been any thought to the consequences of putting out a demonstration and then taking it away? The public may grow to expect the demonstration.

Answer 2: The goal behind a pilot demonstration is to implement a limited deployment and evaluate the effectiveness of meeting the goals and

objectives of the pilot project and public agency – see response to Questions #3 and #16.

Question 3: Will public agencies try to "leave behind" products (meaning procurement of products)? Will the public agencies pay to leave things behind?

Answer 3: The public agency participants are not committing to any procurement or to pay to leave projects in place. The appropriate owner/operator of the various technologies may be contacted to discuss a longer-term deployment. Future operation and maintenance of the proposed project could be negotiated on a project-by-project basis.

Question 4: Can proposers pursue other funding sources for pilot projects (federal funds, field operation test funds, etc.)?

Answer 4: Prospective project partners can independently pursue all and any sources of funds. No funds will be awarded as a result of the CFS process.

Question 5: How will companies be evaluated (will small companies have opportunities)?

Answer 5: All prospective project partners will be evaluated on their company/agency qualifications, goals, technology, sustainability and maintainability. Small companies will have the same opportunities as larger companies.

Question 6: How will the public agencies judge technical qualifications (for example, many companies may claim that they have the best wireless systems/products -- how will that be determined)?

Answer 6: The public agencies will rely on their considerable collective expertise to judge technical qualifications. Experts in appropriate fields will be part of the proposal evaluation team evaluating the proposals.

Question 7: Can companies partner in proposing projects?

Answer 7: Partnerships are encouraged, especially partnerships that bring together two or more sets of expertise and technology to provide a new or unique offering.

Question 8: How will other public agencies be included in the evaluation/selection of potential pilot projects?

Answer 8: All proposals will go through a screening, which will include determining the lead agency and other partner agencies. The appropriate agencies will be, based on the content of each proposal, included in evaluating the proposals.

Question 9: Will the commitment implied by Caltrans here be passed on to the lower, working level?

Answer 9: Caltrans wants this endeavor to succeed. Caltrans is working at all levels to coordinate its resources, processes and procedures to make it successful. With this CFS, Caltrans is trying to implement a new way of interacting with industry.

Question 10: Will there be funding?

Answer 10: There will be no funds awarded as a result of the CFS. CFS respondents should identify their sources of funding in their proposals. Caltrans does not have any plans to obligate any funds on these proposed projects.

Question 11: Will future opportunities be available upon successful completion of pilot projects?

Answer 11: At this time, Caltrans and/or its partners want to focus on pilot project selection, implementation and project evaluation. Caltrans and/or its partners certainly hope there will be possibilities for future opportunities upon successful completion of pilot projects.

Question 12: What are the criteria for selection?

Answer 12: The criteria for selection are noted on page 14 of the final CFS.

Question 13: What are the minimum thresholds to assess company viability?

Answer 13: The costs to prepare proposals, pilot project deployment and removal are the responsibility of the proposer. Company viability and expertise must match the nature and ambition of each project to assure successful completion.

Question 14: Who will be evaluating the proposals?

Answer 14: A committee of qualified individuals will evaluate the proposals. Appropriate technical experts from Caltrans, as well as any local or regional agencies, will be included in evaluating the proposals.

Question 15: The process you describe is fine for new projects, but there are several projects, which are underway and already funded by other agencies. I think you have to open the door for such projects. If I were to follow the process here, it doesn't give me enough time to complete projects. One and one-half years is barely enough time for a project of this magnitude. There is language in the back of the CFS about indemnification and contracts. It will take me four to five months to go through my city council and that process, which takes away from project development time. Realistically, the process schedule as laid out is fine, but I'm not sure about the timeline. My point is to open the door to projects, which are already funded, already have schedules, are already under development and just need to be submitted and delivered by June 2005.

Answer 15: We most definitely want to showcase existing projects. However, Caltrans and its partner agencies are interested in receiving proposals for projects that improve incident response; improve corridor safety; deal with fog related issues; utilize call boxes or other devices for detection and enhanced traveler information; implement virtual weigh stations where weigh-in-motion is combined with video to identify overweight vehicles and disseminate information upstream to law enforcement; use infrared or other technologies in conjunction with video to automatically

screen and inspect commercial vehicles to make enforcement activities safer and more effective. A matrix accompanying the CFS catalogues many of the existing projects in several regions throughout California. Only project proposals requesting access to State or other public facilities need to go through the CFS. If your proposed project does not require access to State or other public facilities, you do not need to respond to this CFS. There will be other opportunities to work directly with ITS America and the 2005 ITS World Congress organizers to arrange to showcase projects that do not come under this CFS process.

Question 16: What's the term of this initiative? Will it be torn down right after the conference?

Answer 16: Please see our earlier response to Questions #2 and #11. At this stage, proposers should include the costs of removal in their proposed project costs. At the same time, Caltrans and/or its partners want to evaluate the project's performance. Each public agency could potentially extend the project life on a case-by-case basis for further project evaluation.

Question 17: The World Congress is going to be in the Bay Area. How do you envision porting people down to Southern California to do the viewing or to give tours? What's your plan for that?

Answer 17: Viewing or touring is the responsibility of ITS America. Caltrans may make some arrangements for tours of projects within its right of way.

Question 18: There is a very noted emphasis on traveler information systems. Can you guarantee projects that may not provide direct traveler information systems but could eventually provide benefits to traveler information systems will be adequately considered?

Answer 18: All projects that are submitted in response to the CFS will be considered. Each project will be evaluated on a case-by-case basis to determine the benefits. We are looking at traveler information systems, as well as other project areas. See response to Question #15 for further information.

Question 19: You have the proposal evaluation criteria laid out in the draft document. Could you give an indication of the weighting of the criteria? What percentage will go to each criterion?

Answer 19: Equal weight will be given to all five evaluation criteria.

Question 20: One of the hurdles to get through is an environmental approval. Could you explain the process to get that approval and what you expect the steps to be?

Answer 20: All projects will follow the appropriate federal, state or local environmental rules and regulations. Caltrans and its partner public agency staff will work with the respondents and the appropriate environmental process to resolve any issues and obtain expedited approvals. Caltrans has committed to providing a streamlined encroachment permit review process for proposed projects in their rights-of-way to mitigate time constraints in project design and approval. Again, regulations will be applied, but the process will be quicker.

Question 21: How many projects will Caltrans select?

Answer 21: There is no pre-determined number of projects. Caltrans and its partner agencies will select the projects that fit the CFS criteria. The goal is to select as many projects as possible. However, each lead agency will need to determine their ability to coordinte the projects, including providing expertise and staff time. Agencies will take on as many projects as they believe they can successfully oversee.

Question 22: Will all of the projects be on-road demonstrations?

Answer 22: The location of the projects will depend on the submittals received in response to the CFS. Projects can be proposed for public roadways, transit, trains, etc. Caltrans and its partner agencies are not predetermining the location of projects.

Question 23: There were several questions related to confidentiality and preservation of intellectual property rights.

Answer 23: All CFS proposal evaluators will sign a non-disclosure agreement. Evaluators will be directed not to discuss any aspect of the proposal evaluation proceedings or content of proposals with anyone not designated as a selection committee member or Chairperson of the CFS. This includes, but is not limited to, discussing any details regarding project application. Caltrans shall not reveal any information claimed as privileged by the respondent, except as required by applicable law; however, persons submitting a proposal should confer with their own legal counsel to determine whether any information claimed as privileged would be considered privileged under the California Public Records Act (Government Code section 6250 et. Seq.). Proposals will only be released to evaluators that have a direct relationship with the proposed project, either as a lead agency or through expertise in the field.

Question 24: Who are the points of contact in Caltrans and the Metropolitan Transportation Commission (MTC) to address questions that may come up in the proposal preparation process?

Answer 24: Once the CFS was released on October 15, 2003, Caltrans and its partner agencies, including MTC, cannot discuss specific details of

proposed projects. All questions are being answered as part of the formal public question and answer session. As indicated in the CFS, questions were to be received by December 1 and responded by December 15, 2003.

Question 25: What happens if a proposal is rejected? Is the proposal destroyed?

Answer 25: There is no plan at this time to destroy proposals that are not accepted. Once received, proposals will not be returned to submitters -—see response to Question #23 regarding confidentiality.

Question 26: If a proposal is awarded can Caltrans pass it to another partner/company for implementation?

Answer 26: Projects will only be implemented by the proposing company/agent.

Question 27: Does the company awarded a project retain its exclusive rights to the intellectual property and data ownership?

Answer 27: All issues regarding intellectual property rights, including, but not limited to, patents, copyrights, trademarks, collective trade marks, collective membership marks, certification marks and service marks shall remain the responsibility of those submitting proposals. Any agreements entered into subject to this CFS shall be contingent upon a waiver and release and an agreement to defend, indemnify, and hold harmless the State of California, its partners, agents, affiliates and its employees with respect to any issues regarding intellectual property rights.

Ownership of data will be determined during the detailed discussions between the public agency and the respondent on a case-by-case basis for those proposals that met both the project requirements and the selection criteria. Caltrans anticipates that data are likely to remain the exclusive rights of the project proponent with access to that data by Caltrans and other public agencies as deemed necessary during the term of the pilot project.

Question 28: How is Caltrans planning to coordinate projects on the public-sector side between the various agencies involved? Who has project ownership and responsibility for project management?

Answer 28: Each project will be overseen by the appropriate lead agency, whose jurisdiction the project is located in. The day-to-day tasks of implementing the projects will be the responsibility of the project proposer.

Question 29: What tests will roadside equipment be subjected to prior to installation and deployment?

Answer 29: All roadside equipment will have to meet basic state and federal safety and applicable National Cooperative Highway Research Program (NCHRP) requirements and criteria.

Question 30: Can Caltrans provide safety guidelines to help people understand what is likely to be approved or rejected?

Answer 30: The safety guidelines are project dependent. It is therefore too early to provide them. All work/details on how installation will take place including the removal of project will be identified during the negotiation and deployment planning phases.

Question 31: How can potential applicants find out what data are available from Caltrans for possible use in a pilot project?

Answer 31: Respondents should make their request in their proposal. Caltrans may share some data depending on the nature of the request.

Question 32: If our proposal is accepted, does the negotiation agreement cover financial costs that will be incurred by the proposing company? Are the costs paid to Caltrans or to my company? The project we are considering will cost a few million dollars. Where do these funds come from?

Answer 32: As indicated in the CFS, no funds will be awarded as a result of the CFS. Project proposals should indicate financial self-sufficiency.

Question 33: If we want to implement the same project in multiple locations, do we need to send in multiple proposals?

Answer 33: No, one proposal for the same project in multiple areas is sufficient. Be sure to note in the proposal all of the preferred locations. As indicated in the CFS, Caltrans and its partners reserve the right to shift the location of projects. This may be necessary if too many projects are proposed for the same location or if another location may be deemed as more appropriate.

Question 34: Should we talk to the Caltrans District offices about the project we want to propose?

Answer 34: No. It is not necessary to contact the Caltrans District Office. All Caltrans Districts have been informed of the CFS and the process and will participate as necessary after proposals are received.

Question 35: We are unclear on how to portray the necessary budget. Do we note requested resources in a monetary fashion?

Answer 35: All proposals must include a resource plan indicating what resources the respondent intends to provide to the pilot project (financial, hardware, software and personnel) as well as required partner resources, such as Caltrans right of way or access to MTC,

MTA or other partner facilities. No particular format is required. Proposals need to fully describe financial self-sufficiency.

Question 36: Are we committed to implementing the project once we send in the proposal or can we back out after we begin the negotiation with Caltrans?

Answer 36: Submitting a proposal through the CFS process does not commit the proposer to implement a project. If, during the negotiation period the proposer determines that they cannot initiate and complete the project, they can withdraw their submission. Once an agreement is signed between Caltrans and/or its partner agencies and the proposer, the agreement will be subject to all constraints and responsibilities outlined in the agreement. We believe it will be in the best interest of all parties to include a commitment in the agreement, to complete the project.

Question 37: Do the projects need to be at the site of the conference?

Answer 37: The purpose of the CFS is to solicit projects throughout the state of California.

Question 38: Can we use existing recent deployment of our wireless product as the test site?

Answer 38: A recent deployment of the product can be used provided the pilot project proposed has a new application, use, etc. The CFS is intended to encourage new projects and deployments.

Question 39: How large a deployment is acceptable – 2 radios, 20 radios, or does it matter?

Answer 39: The respondent to the CFS should determine the appropriate project size to accomplish the goals of the pilot project being proposed.

All other terms and conditions of the original document remain unchanged.

If you have any questions, please e-mail me at rfinson@path.berkeley.edu

Sincerely,

Rachel Finson
Project Coordinator