San Francisco County Transportation Authority

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Questions & Answers

Request for Qualifications to Provide On-Call Modeling Services

Date: September 15, 2017

To: Interested Firms and Individuals

From: Joe Castiglione – Deputy Director for Technology, Data, and Analysis

Subject: Request for Qualifications to Provide On-Call Modeling Services (RFQ 17/18-01)

The Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA) received the following questions submitted by 5:00 p.m. on September 12, 2017.

1. *Are the Disadvantaged Business Enterprise (DBE) requirements fulfilled based solely on business ownership, or do employees also count towards the goal?*

   The DBE requirement is fulfilled by having DBE certification. As stated on Page 13 of the RFQ, a DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program by the SOQ due date. According to the California Unified Certification Program, a DBE is defined as a small business that is at least 51% owned by one or more socially and economically disadvantaged individuals and whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged owners.

2. *Do the DBE requirements apply to individual teams, or just the total mix of teams selected?*

   The DBE requirements apply to individual teams and to both contracts (contract with the Transportation Authority and contract with TIMMA).

3. *What is the architecture of the data warehouse? Is it local or cloud based?*

   The data warehouse is implemented using the OpenGeo suite, which includes PostgreSQL, PostGIS, GeoServer and other technologies. It is hosted locally.

4. *Is there a plan for the location-based services data collection, i.e. do you want us to create an app? Or are you looking for someone to procure and process LBS data from third party sources?*

   Currently there is no specific plan for LBS data collection. We anticipate a strong possibility of LBS data collection efforts during the period of performance of an on-call contract issued for this RFQ.

5. *Regarding the DaySim activities, would the selected team only be responsible for calibrating and not implementing?*

Yes, it would largely be calibration and validation as we already have a model up and running. However, given that there is no specific scope, the selected team could be asked to help with implementation.

6. *Regarding the proposed DBE goal of 5%, would there be a 5% requirement for each task?*

No, it would be a 5% DBE requirement for the overall three-year contract. However, staff will be tracking the selected team's progress toward the 5% goal with each task.

7. *Would the proposed DBE goal of 5% be for the total value of the contract or for the separate Transportation Authority and TIMMA contracts?*

It would be a 5% requirement for the $400,000 Transportation Authority contract and a separate 5% requirement for the $200,000 TIMMA contract.

8. *Can you discuss the agent-based micro simulation mentioned in the RFQ?*

The RFQ refers to the San Francisco Chained Activity Modeling Process (SF-CHAMP), which is an agent-based simulation model. We also have a Dynamic Traffic Assignment model that simulates individual vehicle trips. You may be referring to our expected need for traffic operations consulting services. These may include a need for traffic microsimulation modeling to evaluate traffic operations. The Transportation Authority and TIMMA do not maintain traffic microsimulation models in-house.

9. *Can you clarify the extent of the Activity-Based Travel Model Activities, specifically the last bullet point referring to economic, land use, and demographic forecasting? Would the selected team be expected to have experts in that area?*

We recognize that this is a different area of expertise than the rest of the activities in the Activity-Based Model skills area. We may have some needs for forecasting work in these areas, so teams with relevant experts would be valued, but this is not a requirement and we cannot guarantee that we would include these services in any task orders.

10. *Regarding the Transportation Network Company activities, are their plans to collaborate with the companies?*

We are always interested in establishing partnerships and our relationships with the companies continue to evolve. We believe a partnership would be beneficial to both parties.

11. *Regarding the selection of task orders, would the Transportation Authority invite selected teams to compete?*

If we select a single team qualified in a given area they would likely just be selected for a task order, but if there are multiple teams qualified in a given area we may request them to submit mini-proposals for that task order.