

City of Seattle  
Addendum  
Updated on: 5/8/2020

The following is additional information regarding Request for Proposal #TR0-5020 titled Urban Goods Vehicle Sensors Project. This addendum includes both questions from prospective proposers and the City’s answers and revisions to the solicitation. This addendum is hereby made part of the solicitation and therefore, the information contained herein shall be taken into consideration when preparing and submitting an offer.

Item	Date Received	Date Answered	Question	City’s Answer	RFP Revisions																
1	3/27/2020	4/20/2020 Revised 4/28/2020	With current work situations due to Coronavirus, will there be an extension on the RFP, such as end of April? If not, is there any impact to the project timeline at this point?	See revised Table 1 – Solicitation Schedule.	<p style="text-align: center;"><b>TABLE 1 – SOLICITATION SCHEDULE</b></p> <table border="1"> <thead> <tr> <th>Event</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>RFP Issued</td> <td>Mar. 18, 2020</td> </tr> <tr> <td>Pre-Proposal Conference</td> <td>Mar. 31, 2020</td> </tr> <tr> <td>Deadline for PBT Toxin Notice</td> <td>May 4 April 8, 2020</td> </tr> <tr> <td>Deadline for Questions</td> <td>April 29<del>8</del>, 2020 no later than 5:00 PM</td> </tr> <tr> <td><b>Proposals Due to the City</b></td> <td><b>May 13, 2020 no later than 2:30 PM</b></td> </tr> <tr> <td>Announcement of Successful Proposer(s)*</td> <td>April 22<del>May 20</del>, 2020</td> </tr> <tr> <td>Anticipated Contract Agreement*</td> <td>April 29<del>May 27</del>, 2020</td> </tr> </tbody> </table> <p style="text-align: center;">*Estimated dates</p>	Event	Date	RFP Issued	Mar. 18, 2020	Pre-Proposal Conference	Mar. 31, 2020	Deadline for PBT Toxin Notice	May 4 April 8, 2020	Deadline for Questions	April 29 <del>8</del> , 2020 no later than 5:00 PM	<b>Proposals Due to the City</b>	<b>May 13, 2020 no later than 2:30 PM</b>	Announcement of Successful Proposer(s)*	April 22 <del>May 20</del> , 2020	Anticipated Contract Agreement*	April 29 <del>May 27</del> , 2020
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2	3/27/2020	4/20/2020	Can we mount equipment on existing infrastructure, for example light poles? If so, what is the weight capacity of such infrastructure? If not, are we allowed to put up infrastructure, such as poles?	Regarding the access to power, we must reiterate that there is, unfortunately: 1) no power available from Seattle City Light (SCL) poles, and 2) no power available from Seattle Department of Transportation (SDOT) signal boxes. We have discovered that SCL's safety regulations are extremely strict (more so than in other municipalities) and do not allow for solar panels to be mounted on their poles. SDOT will allow the vendor to install poles following SDOT Street Use rules and permitting requirements, available online. Given the constraints of both SDOT and SCL, it appears to us that battery options for sensor and gateway elements may be the best solution, however we are willing to work with vendors on other potential solar solutions. <a href="http://www.seattle.gov/transportation/permits-and-services/permits/construction-use-in-the-right-of-way">http://www.seattle.gov/transportation/permits-and-services/permits/construction-use-in-the-right-of-way</a>	N/A																
3	3/27/2020	4/20/2020	How can utilities be accessed? Would Seattle City Light be the option for electrical service?	See response to <a href="#">Question 2</a> .	N/A																
4	3/27/2020	4/03/2020	Are there any off street lots or locations that could be part of this project?	No. This RFP is only for equipment in public right of way in Commercial Vehicle Load Zones and in alleys.	N/A																
5	3/27/2020	4/20/2020	Please clarify what is meant by door configuration: “The City’s preference is a System that can provide additional data elements regarding vehicle type and behavior. For example... Door configuration”? Is this referencing a rear lift gate or ramp vs a side lift gate or ramp? Why is this important for the project?	“Door configuration” has been removed as a preferred data element.	Item F.3.C of Section 7, Statement of Work, has been revised as follows: 3. The City’s preference is a System that can provide additional data elements regarding vehicle type and behavior. For example: a. Vehicle length b. Vehicle type <del>c. Door configuration</del> <del>d. Vehicle presence in adjacent spaces</del>																
6	3/27/2020	4/03/2020	Do you have any baseline data on double parking, parking tickets, etc. ?	The City is working on processing data collection at four commercial vehicle load zones in the study area to report on average occupancy and duration. The City does not have rates of double parking or citations.	N/A																
7	3/27/2020	4/03/2020	Have you conducted business interviews around the congestion?	SDOT and University of Washington project staff have been meeting with area representatives in the Belltown study area as well as with various urban goods delivery and freight delivery companies.	N/A																

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8	3/27/2020	4/03/2020	Do you have traffic flow data available for us to study, especially around the use of alleys?	The University of Washington conducted a research study of alleys in the downtown Seattle area. The report is available to download here: <a href="https://depts.washington.edu/sctlctr/research/publications/seattle-center-city-alley-infrastructure-inventory-and-occupancy-study-2018">https://depts.washington.edu/sctlctr/research/publications/seattle-center-city-alley-infrastructure-inventory-and-occupancy-study-2018</a>	N/A
9	3/27/2020	4/20/2020	Have you conducted any interviews with the delivery companies utilizing these loading zones about their needs?	UW has conducted interviews and ride along with local delivery companies and is using what they learned to inform their development of a delivery driver focused app.	N/A
10	3/27/2020	4/03/2020	Are there any digital/on street metering at any of these loading zones or on the streets around them? If there are, what are they and what are the wireless frequency they are using?	The blockfaces with the Commercial Vehicle Load Zones (CVLZ) also have paid parking as well as other curbspace regulations. Seattle has multi-space pay stations (pay by license plate) as well as PayByPhone payment. The Commercial Vehicle Load Zones allow for a CVLZ annual permit (decal in vehicle) or payment at the pay station on the blockface. Almost all vehicles at the CVLZ have a permit – or are not authorized to use the zone (not a commercial vehicle).  The paystations are solar powered and use 4G modems.	N/A
11	3/27/2020	4/03/2020	What are the typical types of goods being delivered and types of delivery trucks?	There is a wide variety of goods and services as well as size and type of delivery trucks. Typical deliveries are packages (all sizes), food and drink, other restaurant/bars goods, as well as building service vehicles (plumbing, electrical) and garbage pick-up. There are a variety of businesses and residential development in the area.	N/A
12	3/27/2020	4/03/2020	Where are the majority of these goods delivery originating from?	The City does not have this information.	N/A
13	3/27/2020	4/03/2020	When will “CVLZ To Expand,” “CVLZ To Move” and CVLZ To Consolidate” happen? Will this occur before the project start date or after?	All changes in the study area have been completed. An updated map has been provided.	See revised Map, uploaded in the Online Procurement Portal.
14	3/27/2020	4/03/2020	Where will the sites that are moving be relocated to? Are the arrows pointing at the new location? Some of the arrows appear to point to curb bump-outs and intersections.	All changes in the study area have been completed. An updated map has been provided.	See revised Map, uploaded in the Online Procurement Portal.
15	3/27/2020	4/20/2020	Where are the alley loading areas located? The RFP states that “...the Vendor shall install, test, and operate sensor equipment in the ten alleys within the pilot area, in a portion of the ten alleys within the pilot area.” No designated locations within the alleys are indicated.	The City will not be marking CVLZs in the alleyways. The City does not want the entire alleyway monitored, only the entrances and exits of alleys shall be monitored. The City and UW will identify those alleys that are most feasible for the Vendor to monitor given existing conditions and the alley’s use for delivery.	Section 7, Statement of Work has been revised as follows: <small>Note: The City will not be marking CVLZs in the alleyways. The City does not want the entire alleyway monitored, only the entrances and exits of alleys shall be monitored by the Vendor. The City and UW will identify those alleys that are most feasible for the Vendor to monitor given existing conditions and the alley’s use for delivery.</small>
16	3/27/2020	4/03/2020	After each round is there another set of information requested, or do you just base on what was initially submitted.	Each round of evaluations uses the same information initially submitted as part of a firm’s proposal response. However, throughout the evaluation process, the City reserves the right to seek clarifications from any Vendor. The City may also request revised proposals from firms in the competitive range.	N/A
17	3/27/2020	4/20/2020	Minimum qualification: Offeror shall provide a sample of parking occupancy data that shows accuracy levels of 90% or greater from the three example city installations. QUESTION:	Ideally data provided will have a time stamp for the sensor event and a timestamp for when the data was written into the database.	N/A

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			As a demonstration of a detection accuracy level over 90%, is it enough to provide the parking occupancy data from three city installations, in a period of time from 4.00 a.m. to 23.00 p.m., and a declaration of the sensors' producer stating that the occupancy data detected are correct? If that is not enough, please let us know what type of additional data you need.		
18	3/27/2020	4/03/2020	<p>REQUIREMENT: The system shall use an independent network with its components linking the central computer system and sensors.</p> <p>QUESTION: What does it mean "independent network"? To be completely independent, the gateways used to build the network should not be equipped with a SIM card to transfer the data to the central computer system but, instead, use a dedicated LAN network built for this purpose in the installation area. Is this the architecture you have in mind or do you allow the use of SIM cards in the gateways for the transfer of the data?</p>	Independent network in this context means that any network needs of the vendor's solution shall not include any portion of the City's network.	N/A
19	3/27/2020	4/20/2020	<p>REQUIREMENT: The City prefers a solution that uses a rechargeable battery and solar combination for any large system components. Power is limited in the right-of-way, and policies do not allow connecting to Seattle City Light's streetlight or SDOT's traffic signal power network.</p> <p>QUESTION: Does this mean that the power supply connection has to be requested to the local power supplier company? Is it possible to install the gateway on public light poles? Is it possible to use photovoltaic panels of big dimension (e.g. 50 W or more) to recharge the gateways' batteries?</p>	See response to <a href="#">Question 2</a> .	N/A
20	3/27/2020	4/03/2020	<p>REQUIREMENT: The Vendor shall ensure the data connection to the System is maintained at 98% uptime. If the data connection to the system server or back end fails, then the Vendor can store the data at the local device or supporting field equipment (e.g. gateway) until reconnection with the server can be established or the Vendor can manually remove the data from the local device via a Bluetooth or wireless connection to the device with a laptop. Six months or more of data storage shall be available at the local device or gateway.</p> <p>QUESTION:</p>	The requirement for data storage on a local device is for redundancy if connection is lost to the network or cloud so that data is not lost while the connection is down.	N/A


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			<p>The storage of data on a local device (e.g. gateway) can be risky since, in case of malfunction or breakdown, all the data stored could be lost. Is this a compulsory requirement?</p> <p>Instead, storing the data on Cloud allows to have them always available and safe, even for longer period of times than 6 months.</p>		
21	3/27/2020	5/07/2020	<p>Intercomp has 18 years of experience in parking sensor for vehicle detection and owns US patents (No. 6885311 and No. 7391339) for a smart parking solution that allows an efficient management of on-street parking. The solution has been developed in collaboration with the Massachusetts Institute of Technology and the American company Vehicle Sense from Boston.</p> <p>Intercomp smart parking solution is implemented in Italy and abroad in several commercial installations from 2005.</p> <p>The current sanitary emergency that Italy is facing due to Covid 19 pandemic has unfortunately delayed the completion of the US FCC certification for Intercomp smart parking sensors.</p> <p>The new deadline for the US FCC certification is foreseen to be completed by July 2020, depending on how long the current restrictions will stay in place in Italy.</p> <p>Said that and given the deadlines have been defined for the project implementation, can Intercomp present a proposal for this tender?</p> <p>Is our estimated deadline of July 2020 for the availability of an FCC certified smart parking sensor compatible with the time foreseen for the project implementation?</p>	Yes	
22	3/26/2020	4/28/2020	<p>How is the COVID-19 Pandemic affecting this Pilot Project?</p>	<p>The City has been adjusting solicitation timeframes as necessary to accommodate the impacts of the pandemic, as depicted by the addenda.</p>	N/A
23	3/26/2020	4/20/2020	<p>So that vendors have enough time to prepare a thoughtful and considered response, including a full review and redlines of the terms and conditions (e.g. statement of work, schedules, special provisions, general provisions, contract template, etc.) will the city consider granting a 4 week extension for submissions?</p>	<p>Yes. See response to <a href="#">Question 1</a>.</p>	N/A
24	3/26/2020	4/03/2020	<p>Can the city share the total budget for the entire pilot project that will be procured through this RFP?</p>	<p>See Exhibit B Grant, uploaded in the Online Procurement Portal.</p>	N/A

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			Additionally, can you share what portion of the budget will be paid by the U.S. Department of Energy grant?		
25	3/26/2020	4/20/2020	How much flexibility with the proposers have to negotiate unforeseen costs associated with expanding the solution to other areas within the city?	The unit rates submitted in Proposal Form No. 7, Pricing, will remain fixed for the entire term of the contract, including option periods. Please see revised Proposal Form No. 7, Pricing, which allows for unit rates which were previously lump sum (revised 4/03/2020).	N/A
26	3/26/2020	4/03/2020	Will the city be marking CVLZ's in the alleyways? If so, where will they be located within the alleyways? If not, does the city want the entire alleyway monitored?	The City will not be marking CVLZs in the alleyways. The City does not want the entire alleyway monitored, only the entrances and exits of alleys shall be monitored. The City and UW will identify those alleys that are most feasible for the Vendor to monitor given existing conditions and the alley's use for delivery.	Section 7, Statement of Work, has been revised as follows: <a href="#">Note: The City will not be marking CVLZs in the alleyways. The City does not want the entire alleyway monitored, only the entrances and exits of alleys shall be monitored by the Vendor. The City and UW will identify those alleys that are most feasible for the Vendor to monitor given existing conditions and the alley's use for delivery.</a>
27	3/26/2020	4/28/2020	Background (value proposition, bullet point 1, page 3) How does the city plan to measure this?	The University of Washington team will be primarily responsible for the analysis and will develop and analyze various metrics, including but not limited to, number of unique vehicles, duration and turnover of vehicles in zones, and operational performance of sensors. These are metrics related to the usefulness and efficiency of the CVLZs.	N/A
28	3/26/2020	4/20/2020	What incentive is there for the drivers to spend less time in the CVLZ?	The City (Seattle Department of Transportation, SDOT) and the Urban Freight Lab are undertaking this project to study the usage of commercial vehicle load zones (i.e., usage, frequency, and duration). This data set from the sensors will help us understand typical loading zone use patterns that can inform other projects that improve delivery efficiency. One such project is to install lockers available to any carriers in the study area. UW research to date has shown efficiencies with the lockers - when placing goods in a locker versus delivering to tenants throughout the building saves time for the driver, including length of time spent at the CVLZ. More information is at the UW site: <a href="https://depts.washington.edu/sctlctr/news-events/announcements/new-research-shows-effectiveness-new-delivery-strategy-locker-systems">https://depts.washington.edu/sctlctr/news-events/announcements/new-research-shows-effectiveness-new-delivery-strategy-locker-systems</a>	N/A
29	3/26/2020	4/20/2020	Minimum Qualifications (Section 4, Item 2, page 3) Will the city provide an example of the parking occupancy data that shows accuracy levels of 90% or greater that the city expects to receive from each vendor? What specific information does the city want included in the sample?	See response to <a href="#">Question 17</a> .	N/A
30	3/26/2020	4/20/2020	Statement of Work (para 3, page 5) Can the city provide the specs on the wire used in the overhead trolley wires? (i.e. Gauge, shielding, distance to the ground, etc.)	The wire gauge: 4/0 Type of shielding: No shielding Nominal distance to the ground from the wires: 18'6" is what it should be however, it should be verified before commencement of work due to several elements (weather or crown of road). Nominal voltage in the wires: 750 VDC	N/A
31	3/26/2020	4/20/2020	Statement of Work (para 3, page 5) Can the city provide the specifics on the voltage running through the overhead trolley wires?	See answers to <a href="#">Question 30</a> .	N/A
32	3/26/2020	4/03/2020	Statement of Work (C. System Design, Item 5, page 6) Is this Data Latency from the Sensor over its wireless	Latency is from the sensor to the Vendor's backoffice data storage location where the data is then usable by the backoffice.	N/A

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			network to the Data Collector/Gateway? Or, is this the Data Latency from the Web application to a user's desktop/viewing device?		
33	3/26/2020	4/20/2020	Statement of Work (C. System Design, Item 7, page 6) Can the city provide further clarification on what they mean by a "full self-healing mesh network" and include the specific requirements?	Self-healing in the mesh network, as in if one point goes down, communication is simply rerouted through another point.	N/A
34	3/26/2020	4/03/2020	Statement of Work (C. System Design, Item 9, page 6) Can the city provide examples of other similar services that use solar power along with rechargeable batteries successfully in their environment?	The City currently uses IPS Group Inc.'s MS1 on-street multispace pay stations successfully.	N/A
35	3/26/2020	4/20/2020	Statement of Work (C. System Design, Item 9, page 6) Is there alternative power sources at any of the CVLZ locations other than Solar? (I.e. AC Power)	See response to <a href="#">Question 2</a> .	N/A
36	3/26/2020	4/20/2020	Statement of Work (C. System Design, Item 9, page 6) Are there restrictions on where equipment can be mounted in each CVLZ location or in the alleyways? If so, can the city provide these restrictions?	See response to <a href="#">Question 2</a> .	N/A
37	3/26/2020	4/20/2020	Statement of Work (E. Data, Item 1, page 6) Can the city estimate the amount of collaboration time they expect to have between the successful vendor and the parties on a monthly basis?	In general, the amount of collaboration time will be higher in the beginning as we work to get the system design completed and then installed. Once the system is completely installed and all of the needed data is being provided the monthly collaboration time should reduce significantly.	N/A
38	3/26/2020	4/20/2020	Statement of Work (E. Data, Item 1, page 6) Is there a specific format in which the data needs to be sent to the data warehouse? In what interval does the data need to be sent to the data warehouse?	See attached sample data dictionary, in XML or JSON format would be acceptable. The City and its partners prefer to get the data from the vendor via a vendor's API for real time data reflecting changes in parking occupancy.	
39	3/26/2020	4/03/2020	Statement of Work (E. Data, Item 3, page 7) Can the city elaborate on what "vehicle types" it is looking for? Please provide an example.	The Federal Highway Administration classification for vehicle types should be used. <a href="#">More info here. Scroll down for graphic.</a>	N/A
40	3/26/2020	4/20/2020	Statement of Work (E. Data, Item 3, page 7) Can the city elaborate on what it is looking for in regards to door configuration? Please provide an example.	See response to <a href="#">Question 5</a> .	N/A
41	3/26/2020	4/03/2020	Statement of Work (E. Data, Item 3, page 7) Can sensors be installed in adjacent spaces in order to detect if vehicles are parked there?	Yes.	N/A
42	3/26/2020	4/20/2020	Statement of Work (E. Data, Item 4, page 7) Can the city provide an example of what they expect the raw data to look like?	See response to <a href="#">Question 38</a> .	N/A
43	3/26/2020	4/03/2020	City Contract (Section 18. Security, page 31) The link to the city's security policy is displaying an error stating that the page is not found. Can the city provide a correct link or the pdf document for vendor review?	 ISSP-Web.pdf	N/A
44	N/A	4/03/2020	N/A	N/A	See revised Proposal Forms:

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					Form 1 – Vendor Questionnaire Form 3 – Mandatory Technical Requirements Form 7 - Pricing All have been uploaded in the Online Procurement Portal.
45	3/31/2020	4/03/2020	There was a mention of the Federal Grant as Exh B or C but it wasn't included. Can it be provided?	Yes.	See Exhibit B Grant, uploaded in the Online Procurement Portal.
46	3/31/2020	4/20/2020	Do the sensors have to be in-ground or can we use our cameras on poles to do the job.	See response to <a href="#">Question 2</a> .	N/A
47	3/31/2020	4/20/2020	How do you reconcile a preference for in-ground sensors with alley entrance/exit detection. Can you elaborate?	Existing infrastructure and policy restrictions limit the type of equipment that the City can install in the right-of-way. Because of these unique conditions the City is looking to partner with a vendor that is willing to work with the City and its partners to find solutions that comply with the City's unique rules and restrictions.	N/A
48	3/31/2020	4/03/2020	What is to be included for the alleys in this proposal.	See response to <a href="#">Question 26</a> .	N/A
49	3/31/2020	4/20/2020	If it is not a camera system, can things like LTE gateways or sensor receivers be mounted on poles?	See response to <a href="#">Question 2</a> .	N/A
50	3/31/2020	4/03/2020	Would it be acceptable if the system does not violate the surveillance ordinance?	The surveillance ordinance Seattle Municipal Code 14.18 may be accessed at <a href="https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT14HURI_CH14.18ACUSSUTE">https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT14HURI_CH14.18ACUSSUTE</a>	N/A
51	3/31/2020	4/20/2020	Will you consider an extension in the due date? Maybe 2-3 weeks...Its difficult to do physical site visits (for the formal engineering process) given the responsibility to practice social distancing.	Yes. See response to <a href="#">Question 1</a> .	N/A
52	3/31/2020	4/03/2020	Would a system that captures vehicle images only be compliant with the surveillance concerns? Thank you for sharing the link to the ordinance.	See response to <a href="#">Question 50</a> .	N/A
53	3/31/2020	4/03/2020	Are we supposed to provide pricing and/or a technical solution for alleys in this proposal?	See response to <a href="#">Question 26</a> ; see also revised Form 7 – Pricing, uploaded in the Online Procurement Portal.	Form 7 — Pricing, uploaded in the Online Procurement Portal.
54	3/31/2020	4/03/2020	Is it possible to use photovoltaic panels of big dimension (e.g. 50 W or more) to recharge the gateways' batteries?	See response to <a href="#">Question 2</a> .	N/A
55	4/07/2020	4/20/2020	Please explain in more detail the area of interest to be monitored. Is it the exact parking space/area or entire curb. If exact parking space, please help clarify the exact locations so we can scope an appropriate installation location. If location, and it will be moved how can we get the exact location to better understand installation.	Please reference the update study area map for zone locations. This updated map shows the approximate locations of the CVLZs in the study area, refer to map legend for CVLZ notation. These zone parking spaces are not delineated on the road but the curb is painted to indicate the parking area.	Revised Map, uploaded in the Online Procurement Portal.
56	4/08/2020	4/20/2020	Are we limited to certain structures for mounting the SmartSpots: i.e. lighting/street poles only?	See response to <a href="#">Question 2</a> .	N/A
57	4/08/2020	4/20/2020	Are there other options for power near these zones?	See response to <a href="#">Question 2</a> .	N/A
58	4/08/2020	4/20/2020	Does the One (1) hard copy and one (1) USB flash drive copy mandatory or the official version through the Online Procurement Portal is enough?	The official version through the Online Procurement Portal is sufficient. Offerors do not need to submit one (1) hard copy and one (1) USB flash drive.	Section 10, Submitting a Proposal has been revised as follows: <b>B. One (1) hard copy and one (1) USB flash drive copy (OPTIONAL)</b>
59	4/08/2020	4/20/2020	Will the vendor be responsible for any new signage required within the CVLZs?	No.	N/A

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60	4/08/2020	4/20/2020	In discussion with our local technician, roadside right of way work will require street use permits (review time is typically 4-6 weeks with Seattle). This will also require temporary no parking signs & permits / barriers. The RFP indicates the city will not be responsible for permits, how are required permits to be handled?	Vendor will need to work with the City's Street Use Department to get the required permits.	N/A
61	4/08/2020	4/20/2020	Will the city be responsible for blocking off the CVLZ's or will that be on the installer? If a CVLZ is blocked by an illegally parked vehicle, will the city be responsible for removal?	See response to <a href="#">Question 60</a> .	N/A.
62	4/08/2020	5/06/2020	We manufacture and develop our sensors and software in Germany. We have operations/offices in Atlanta and Chicago. If [we] submit a response, will it be considered valid and eligible for award and contract based on Form 8 – Buy America Certificate.	Yes. The Buy America requirements no longer apply. See revised Form 8 – Federal Forms.  While the Buy America requirements no longer apply, the City preference for solutions with devices or proposed sensors that are manufactured and/or assembled in the United States remains. As such, offerors are still requested to describe whether any system components meet U.S. manufacturing preferences and how, as detailed in <b>Form 4 – Proposed Solution</b> .	Section 9 of the RFP has been revised as follows: <b>▲ D. Federal Submittals</b> As the awarded contract will be funded, in part, by the U.S Department of Energy (DOE), the below submittals are required. Submit Form 8 – Federal Forms, which include: <del>○ Buy America Certificate,</del> ○ Certification Regarding Debarment, Suspension and Other Responsibility Matters, ○ Certification Regarding Lobbying, ○ Proposer's List, and ○ Disclosure of Lobbying Activities.  See revised Form 8 – Federal Forms.
63	4/15/2020	5/06/2020	Section 9.D of the RFP document requires that bidders complete a Buy America Certificate. The Buy America Requirements, Title 49.Chapter V. Part 661.7.(c) states "Under the provision of 49 U.S.C. 5323(j)(2), the Administrator may waive the general requirements of 49 U.S.C. 5323(j) if the Administrator finds that the materials for which a waiver is requested are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality.". Will SDOT and the Administrator provide this waiver to any vendors whose product is manufactured outside of the United States? Will SDOT and the Administrator provide guidance on proper completion of the RFP forms in light of this waiver?	See response to <a href="#">Question 62</a> .	N/A
64	4/15/2020	4/20/2020	According to Google Earth, many of the luminaires in the Belltown Study Area are decorative. Will the City allow respondents to hang radios, solar panels, cabinets, etc. on these poles?	See response to <a href="#">Question 2</a> .	N/A
65	4/15/2020	4/20/2020	The section labeled Statement of Work, Section C. System Design, item 9. states that the City prefers a solution that uses a rechargeable battery and solar combination for any large system components. This requirement will make the system vastly more expensive than systems scoped using existing power. Is this expense included in the project budget?	See response to <a href="#">Question 2</a> .	N/A



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66	4/15/2020	4/20/2020	The section labeled Statement of Work, Section D. Installation, Operation and Maintenance, item 3. states that the Vendor shall replace or fix at no additional cost to the City any failed or damaged sensors or field hardware within 24 hours of any inoperable condition. Does this include damage or failure from knockdowns, vandalism or the like? And does the 24 hour response time include weekends and holidays?	No, if sensor or equipment is damaged due to an outside source, such as vandalism, the vendor would not be required to replace at no cost to the City. No, the 24-hour response time does not include weekends and holidays.	Section 7, Statement of Work, has been revised as follows: 3. The Vendor shall replace or fix at no additional cost to the City any failed or damaged sensors or field hardware within 24 hours of any inoperable condition. The Vendor shall work with the City in the City's final decision on whether the damaged sensors or field hardware, will be replaced or fixed. <a href="#">If sensor or equipment is damaged due to an outside source, such as vandalism, the vendor would not be required to replace at no cost to the City. The 24-hour response time does not include weekends and holidays.</a>
67	4/15/2020	4/20/2020	Is a TMDD standard interface acceptable for the City's data feed specifications as listed in the Statement of Work, Section E. Data?	See response to <a href="#">Question 38</a> .	N/A
68	4/15/2020	4/20/2020	Reference: Section 4. Minimum Qualifications. The City requests a one-page or appropriate-length document as part of our proposal response, to clearly show compliance to the minimum qualifications. Is this a separate standalone document in addition to Form 2?	Form 2 fulfills the Minimum Qualifications. Offerors are not required to submit a separate standalone document in addition to these forms.	N/A
69	4/15/2020	4/20/2020	Reference: Section 5. Mandatory Technical Requirements. Similar to Section 4. Minimum Qualifications, the City request a one-page or appropriate-length document as part of our proposal response, to clearly show compliance to the mandatory technical requirements. Is this a separate standalone document in addition to Form 3?	Form 3 fulfills the Mandatory Technical Requirements. Offerors are not required to submit a separate standalone document in addition to these forms.	N/A
70	4/15/2020	4/20/2020	With the deadline for questions coming up in two days and not having answers to crucial questions (for us that is access to power and if we could mount sensors on utility poles), I'm wondering if there will be an additional extension of the timeline?	Yes. See response to <a href="#">Question 1</a> .	N/A
71	4/15/2020	4/28/2020	After reading the provided Seattle Municipal Code 14.18 it appears that the key point of the Code is this section (emphasis added):  "Surveillance" or "surveil" means to observe or analyze the movements, behavior, or actions of identifiable individuals in a manner that is reasonably likely to raise concerns about civil liberties, freedom of speech or association, racial equity or social justice. Identifiable individuals also include individuals whose identity can be revealed by license plate data when combined with any other record.  To help further clarify our question regarding the equipment which we would mount on a light/utility pole to gather the data, it would not in any way, in raw format as received by the sensors, or as data after being	Vendors should put forward proposals that they believe meets the City's requirements and laws.	N/A


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			processed by our proprietary software, be capable of identifying individuals.  I know that was a significant question raised during the call and I hope that this might clarify that we have a correct understanding of the concern which SDOT has to abide by regarding surveillance		
72	4/15/2020	4/20/2020	If city infrastructure can be used (lampposts) what is the voltage?	See response to <a href="#">Question 2</a> .	N/A
73	4/15/2020	4/20/2020	Is there power at the lamppost 24/7?	See response to <a href="#">Question 2</a> .	N/A
74	4/15/2020	4/20/2020	What kind of enforcement is the city using for loading zones? Is there a third party being used?	The City uses its own enforcement personnel.	N/A
75	4/15/2020	4/20/2020	The proposal states 33 CVLZ/ truck/ Load Zones were counted. The new design highlights 36. Can you clarify how many loading zones there are? Does that number include the alleys that are requested?	There are currently 36 Commercial Vehicle Load Zones in the study area, proposers should use that number for planning purposes. This does not include any number for alleys.	N/A
76	4/15/2020	4/20/2020	Can you please mark the alleys the city would like to monitor?	See answer to <a href="#">Question 26</a> .	N/A
77	4/17/2020	5/06/2020	“Streetlights all have a common electrical receptacle at the top. It’s like a plug on your wall at home.” Just in case it might help by asking a very specific question, I'm wondering if it might be a possibility to tap in via that plug?  Also to add one more specific detail. We would only need 12 watts of power at each sensor mounting location. That would be equivalent to a LED light bulb (60-watt incandescent equivalent).	Seattle City Light (SCL) street light network in the downtown core is an older system and the poles do not have the common electrical receptacle on them. To allow an electrical connection of a 3 <sup>rd</sup> party requires that the pole be replaced with an updated pole that allows for a customer and service side with physical separation. This cost of this upgrade is very expensive and time consuming that the project cannot afford. Please response to <a href="#">Question 2</a> .	
78	4/22/2020	5/06/2020	The answer to Question 2 of Addendum 4-20-2020 states solar panels will not be allowed to be mounted on poles. Does that also include the mounting of any other power source such as battery pack modules explicitly designed lamppost implementation and blend with streetscape? The answer to Question 2 also states that the City will be willing to work with vendors on other potential solar solutions. Does that meant that the City will consider low voltage ran to the existing pole from a power source nearby?	Yes, this includes battery pack modules. This introduces an unregulated power source that is not controlled by SCL and causes safety hazard to the field personnel. Low voltage runs to existing poles have the same safety concerns.	
79	4/22/2020	5/06/2020	Are sensors, that are designed explicitly for lamppost implementation and blend with streetscape, allowed to be mounted on lamppost?	See response to <a href="#">Question 2</a> .	
80	4/22/2020	5/06/2020	Can they be mounted on other existing infrastructure along the street (i.e building)?	At the permission of the building or asset owner.	
81	4/21/2020	4/28/2020	About the PBT, where could we get it? I'm not finding at the portal.	See updated Section 11 language.	The following has been incorporated into the RFP as Section 11.T:

					<p><b>“PBT Free Specification - Persistent Bioaccumulative Toxic (PBT) Chemicals – Mercury, Dioxin, PCB, PBDE, Lead, PVC and other</b></p> <p>The City of Seattle adopted Resolution #30487 in 2002. This Resolution requires that City Purchasing differentiate products that contain PBT chemicals and those that release PBT chemicals during production or disposal, from those products that do not, and requires City Purchasing reduce acquisition of products that contain or release PBT chemicals. PBT chemicals are defined as mercury, dioxin, PCB, PBDE (polybrominated diphenyl ethers, i.e. flame retardants), or others as identified on the State of Washington, Department of Ecology PBT priority list (for the complete list, see <a href="http://www.ecy.wa.gov/programs/hwtr/RTT/pbt/">http://www.ecy.wa.gov/programs/hwtr/RTT/pbt/</a>).</p> <p>Unless specifically allowed within this solicitation, all equipment, supplies and other products submitted as part of a proposal are to be free of Persistent Bioaccumulative Toxic chemicals including mercury, dioxin, PCB and others as listed in the DOE PBT priority list. If an interested Vendor has a product that contains or releases any PBT materials as defined above, Vendor may notify the City RFP Coordinator by the date specified on the schedule (see Page 1). Should the City determine that the product being acquired by the City does not have a reasonable or economically feasible substitute, the City may amend this PBT-Free requirement to allow for -- or provide a maximum of 10% preference for -- products that include or release the least amount of such PBT chemical as practical. The City may reject responses with PBT content or release, if the responses is not in accordance with this PBT-Free specification or has not amended the specification otherwise. Additional information about such products is available at <a href="http://www.ecy.wa.gov/toxhaz.html">http://www.ecy.wa.gov/toxhaz.html</a>"</p>
82	4/27/2020	5/08/2020	<p>The Addendum of 04-20-2020 states:          SDOT will allow the vendor to install poles following SDOT Street Use rules and permitting requirements, available online...          It then provides the following link:  <a href="http://www.seattle.gov/transportation/permits-and-services/permits/construction-use-in-the-right-of-way">http://www.seattle.gov/transportation/permits-and-services/permits/construction-use-in-the-right-of-way</a></p> <p>The linked website titled “Construction Use in the Right-of-Way” does provide a great deal of information. However, the information pertains to the application for permits and does not provide information on what types of poles are permissible and what the guidelines are for siting them.</p> <p>TSPS would like to mount a sensor, that is not much larger than a cellphone, and a battery pack on a pole. In some locations where tree plantings are adjacent to the CVLZ the pole would need to have an arm extending from the pole a few feet to ensure the sensor has an unobstructed field of view. Knowing the guidelines for siting the poles would help us to determine what field of view would be possible. We would also like to find out if an arm could extend outward from the pole beyond the</p>	<p>Offerors are responsible for confirming the viability of their proposals and getting vetted by Street Use. The City has included a trial period in which the City intends to end the trail period after all permitting requirements are met. See <a href="#">Question 93</a>.</p> <p>In response to the horizontal arm, see <a href="#">Question 87</a>.</p>	

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			<p>sidewalk and a short distance over the street in order to obtain the required field of view.</p> <p>In an effort to find out if this is permissible I contacted the department listed on the "Construction Use in the Right-of-Way" site which was provided to receive guidance on locating the appropriate information. It took multiple efforts, partly due to an email address change, and since submitting the question on the 21st asking for assistance in acquiring the appropriate regulations for siting a pole I have not received a reply.</p> <p>We would appreciate your assistance to find the applicable information regarding the location where a pole can be placed and if the pole can have an arm extending beyond the sidewalk and over a portion of the roadway along with any requirements for a minimum/maximum height if it extends over the roadway.</p>		
83	4/27/2020	5/06/2020	In Form 3, question # 3, Mandatory tech requirements, item 6 indicates that the sensors must provide "Vehicle turnover" data points. Could SDOT elaborate on what data they would like regarding vehicle turnover. Would this include simple in and out counts and duration the vehicle was parked for these events or would this need to include analyzing the data to provide information on how often the parking space occupancy turns over?	Yes, the vendor would need to calculate turnover - determined by dividing the number of loading zones into the number of vehicles parked in those zones in a stated time period.	
84	4/29/2020	5/06/2020	Can the City provide identification and measurements (Length of Load Zone) of each of the loading zones? This information will allow for a much more accurate response with a detailed sensor location plan.	Zones have an approximate width between 7 feet to 8 feet. See the updated map for zone lengths shown in feet. See attached map.	
85	4/29/2020	5/08/2020	Is it permissible to install a pole with a height between 15 feet and 20 feet?	Yes, as long as the pole and mounted equipment are approved through the City of Seattle Street Use approval process.	
86	4/29/2020	5/06/2020	How close to the curb can the pole be installed? We would like to position it as close as possible.	Installing anything in the sidewalk normally requires 3 feet of clearance from the curb face as well as complying with other Street Use requirements.	
87	4/29/2020	5/08/2020	Is it permissible for the pole to have a horizontal arm attached which would extend a few feet into the street to help obtain a clear view of the commercial vehicle loading zone in locations where tree plantings make it more difficult to obtain an unobstructed view?	No.	
88	4/29/2020	5/06/2020	To follow up regarding being "willing to work with vendors on other potential solar solutions," would the	Yes, as long as Street Use requirements are met.	N/A

			<p>included solar array and battery pack image be an example of an acceptable power supply solution to mount on a pole which we are permitted to install?</p> <ol style="list-style-type: none"> <li>1. The dimensions of the solar array are 14" x 12".</li> <li>2. The battery pack dimensions are 11" x 8.5" x 3.5"</li> </ol>		
					
89	4/29/2020	5/08/2020	Is SDOT able to grant authority to place a pole for mounting a sensor and solar array within the designated alleys included in the study area?	Yes, as long as the pole and mounted equipment are approved through the City of Seattle Street Use approval process.	N/A
90	4/29/2020	5/06/2020	Does SDOT have the ability to grant authority to mount a sensor and solar array on a building within the alleys that are part of the study area?	Mounting of equipment onto a private building will require permission from the building owner. If the equipment hangs over or into the ROW or alley Street Use requirements will also need to be followed.	N/A
91	4/29/2020	5/06/2020	It appears that the trees in the 10-block study area are not trimmed to a maximum height. Is this correct? This will help in planning to ensure sensors may be placed to obtain the correct field of view of the study areas.	Trees are trimmed but not on a regularly frequent schedule.	N/A
92	4/29/2020	5/06/2020	<p>The "Budget Information" section of "Exhibit B Grant.pdf" lays out three "Budget Periods". Which line-item(s) of this budget are allocated to cover this RFP and for which Budget Periods?</p> <p>For example, in "Section B - Budget Categories", is the budget for this RFP captured under line-item "f. Contractual", or "e. Supplies", or other? And is the full</p>	<p>Offerors are encouraged to price proposals based on the information provided in the solicitation.</p> <p>Purchase and installation of the sensors is allocated under e.supplies for budget period 1 and maintenance is allocated under h.other for budget periods 1, 2, and 3.</p>	N/A

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			budget for this RFP captured in Budget Period 1? Or is the budget for this RFP spread across 2-3 budget periods?		
93	N/A	5/08/2020	N/A	To accommodate permitting requirements, the City is adding a trial period.	<p>The following has been incorporated into the RFP as Section 13.E:</p> <p>E. Trial Period and Right to Award to Next Highest Ranked Proposer A trial period shall apply to contract(s) awarded as a result of this solicitation. During the trial period, the vendor(s) must perform in accordance with all terms and conditions of the contract and in particular ensure its proposed solution meets all permitting requirements. The City intends to end the trial period after all permitting requirements are met. Failure to perform during this trial period may result in the immediate cancellation of the contract. In the event of dispute or discrepancy as to the acceptability of product or service, the City's decision shall prevail. The City agrees to pay only for authorized and accepted orders received up to the date of termination. If the contract is terminated within the trial period, the City reserves the option to award the contract to the next highest proposer subject to successful negotiation with that proposer. Any new award will be for the remainder of the contract and will also be subject to this trial period.</p>