REQUEST FOR PROPOSALS NO. PS20160427

TRAVEL MONITORING SYSTEM

QUESTIONS AND ANSWERS NO. 1

ISSUED ON June 1, 2017

Q1	Is it the intent of the City to purchase multiple travel monitoring systems for the first year trial evaluation?
A1	**Yes, the City intends to use one or more travel monitoring systems for the first year trial evaluation.**
Q2	Part A Section 8.3 - Can the City provide a breakdown of how the technical score is to be evaluated?
A2	**Proposals will be evaluated according to Part A Section 8.0 Evaluation of Proposals. Please refer to Annex 1 - Detailed Requirements for additional details.**
Q3	Part A Section 8.3 - Can the City provide a formula for how the financial score is calculated?
A3	**Proposals will be evaluated for overall best value to the City. Please refer to Part A Section 8.2 for additional details.**
Q4	Part A Section 8.3 opens up the possibility for "interviews, make presentations, ..." is there an approximate timeline for this?
A4	**It is uncertain at this time, subject to the number of proposals received and the time required to assess them.**
Q5	Part B Section 1.3 mentions "report on individual road users", and then Part B-2 "individual road user metrics" - can the City elaborate on what they mean?
A5	**The Systems must be able to track an individual user throughout the selected corridor to provide the City with the individual's travel time or any other related metrics that the system is able to generate. However, no personal information should be collected or shared.**
Q6	What is the time resolution of data (every minute, every 5 minutes, every hour, etc.) the City is looking for?

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A6	**Every minute**
Q7	Part B Section 1.6 - the second paragraph implies that the Proponent could potentially not only not get paid, but could be liable to the City for hardware removal costs because the "system does not meet the Proponent's anticipated error margin...". I believe this is extremely problematic for all bidders and the City. I would request the City to reconsider the whole paragraph 1.6, with the following considerations: * Travel time of an individual vehicle is somewhat random due to unknowable stochastic processes involved (signal timing and coordination, left/right turn queues, parking, etc.). Accuracy generally needs to be in terms of "within X% error Y% of the time". * I strongly believe the City should define that accuracy (the X and Y) and the precise methodology of how the X and Y will be measured, especially considering the travel time tests will be done by the City. * The City needs to understand the "accuracy" of the measurement is not only a function of the system, but also a function of the underlying traffic conditions. The "accuracy" cannot be better than the underlying travel time reliability of the corridor, which can be different for different corridor.
A7	**The City will test the system manually by driving the corridors on the same day and at the same time the system is displaying or recording the travel time. We have asked vendors to suggest their preferred method of testing in Part B paragraph 1 of Section 1.6.**
Q8	Part C Appendix 3 - How do you calculate the total bid price of the project for the purpose of evaluating the financial score?
A8	**Part A Section 7 covers pricing requirements. Part C Appendix 3 and Annex 2 – Pricing cover how pricing is to be presented for evaluation. Proposals will be evaluated for overall best value to the City.**
Q9	We note that in the Hardware (Optional) worksheet of the detailed requirements cell C11 is calling for the equipment to be compliant to a regulation unique to the United States (FCC Title 47). This leaves the impression Vancouver favours products from US manufacturers. Please modify this to the Industry Canada regulation for emission of electronic devices. Also note, these IC regulations are mandatory for Bluetooth equipment deployed in Canada.
A9	**Category 4.8 – Interference on the The Hardware (Optional) tab of PS20160427- RFP-Travel Monitoring System Annex 1 – Detailed Requirements is hereby updated to read as follows:** **State the hardware component and associated equipment shall meet the conducted and radiated emissions requirements of the Federal Communications Commission (FCC) Title 47, Subpart B, Section 15 and Industry Canada Interference-Causing Equipment Regulations concerning the emission of electronic noise by Class A digital devices.**

End of Questions and Answers No. 1