

**The Philadelphia Parking Authority  
701 Market Street, Suite 5400  
Philadelphia, PA 19106**

**RFP No. 18-26  
Speed Enforcement System  
Addendum Two**

To: See Email Distribution List

From: Mary Wheeler  
Manager of Contract Administration

Date: February 8, 2019

No Pages: 4

This addendum is issued on February 8, 2019 prior to the proposal due date to add, delete, modify, clarify and/or to respond to questions submitted by prospective offerors regarding the work included in the above referenced solicitation.

**CLARIFICATIONS, CHANGES AND ADDITIONS TO THE RFP DOCUMENTS**

- 1. Addendum #1, Question #29 revised Response:** The Authority may have available office space along the unit block of North 8<sup>th</sup> Street, but the offeror is not obligated to rent this space.
- 2. Addendum #1, Question #20 revised Response:** The most recent report that the Authority was able to obtain is from 2012. The report stated that the average speed on Roosevelt Boulevard is 30 to 40 mph depending on the location on the Boulevard.
- 3. See attached additional information.**

**QUESTIONS**

- 1. Question:** In Addendum 1, the Authority stated that it does not want the camera systems to be rotated. Since rotations will not be part of the scope, does the Authority still require pricing for unattended housing and system relocations?  
**Response:** You may include it in the proposal, as the current scope of service could be adjusted in the future.
- 2. Question:** Can the Authority please provide contact information for PennDOT personnel responsible for approving the photo speed technology?  
**Response:** Dan Farley (dfarley@pa.gov)
- 3. Question:** In Addendum One, the answer to Question 23 seems to indicate that PennDOT can supply the certification letter at some point after the proposal is submitted? The RFP states the systems must be approved prior to proposal submission. Can the Authority please clarify?  
**Response:** PennDOT certification must be obtained prior to proposal.

- 4. Question:** At this time there does not seem to be any vehicle speed or volume data available from which to estimate how many citations might be issued per camera and per lane over the course of a month or year. Since many variable costs are directly related to how many citations are issued e.g. printing, mailing and postage costs for each citation - without this data it is very challenging to arrive at a competitive fixed price per system per month as required by the Authority. Will the Authority consider alternative pricing proposals that still comply with SB172 requirements?
- Response:** No. The Authority will not consider alternative pricing proposals.
- 5. Question:** For the required performance and labor and material payment bonds - how does the Authority define the calculation for the total value of the contract?
- Response:** See response to Question #10.
- 6. Question:** Regarding the opening paragraphs of the RFP Work Statement, could the Authority provide the text for Chapter 12-3400 of the Philadelphia Code?
- Response:** The terminology does not currently exist. Chapter 12-3400 has not yet been approved by Philadelphia City Council.
- 7. Question:** Does the requirement that Offeror prepare and mail citations conflict with the PA statute Sec. 3700(i)(3) and (j)(2) which requires that the "system administrator shall prepare a notice of violation...The notice of violation must be issued by a police officer employed by the police department...?"
- Response:** No. The system administrator (the Philadelphia Parking Authority) may hire and designate personnel as necessary or contract for services to implement the automated speed enforcement system. These services include the processing of notices of violation and penalties.
- 8. Question:** Could the authority further define the phrase "assembled in the United States" used in Work Statement Section A.4.4 as it relates to the Speed Camera System?
- Response:** For the purpose of this RFP, the Philadelphia Parking Authority adopts the Federal Trade Commission's definition of "Assembled in the USA" as follows: For a claim that a product is assembled in the United States, the product is last substantially transformed in the United States, the product's principal assembly takes place in the United States, and United States assembly operations are substantial.
- 9. Question:** We don't see "Section 8.4(b) included in the RFP related to the removal schedule. Can the Authority please provide?
- Response:** The section referenced should be 8.3(b).
- 10. Question:** Appendix B - Sample Contract, Article XXII Performance Bond and Labor and Material Bond specifies that the bond amount "shall commence at 100% of the annual estimated value of the Agreement". Whereas, section I-23 Performance Bond and Labor and Materials Bond requests that the bond amount equal one hundred percent of the Contract Amount. Shall the requirements outlined in the Sample Contract supersede Section I-23?
- Response:** Yes.
- 11. Question:** Section I-23 Performance Bond and Labor and Materials Bond requires a Payment Bond and a separate Labor and Material Payment Bond. Would the Authority accept a single bond (covering both payment/performance and labor/material) in an amount outlined under Article XXII, 22.2?
- Response:** This is acceptable.
- 12. Question:** Seeking additional clarity on the term of the contract. SB172 was signed by Governor Wolf on October 19, 2018 providing a pilot speed program for Cities of the first class. Section 3370 (q) Expiration: states... " This section shall expire five years from its effective date." A PennDOT press release dated October 19, 2018 states in part..." The law provisions for the City of Philadelphia pilot program take effect in 60 days. ", providing an effective

date of December 18, 2018 for Section 3370 and an expiration date of December 17, 2023. RFP Section A 20.1 provides states the term will begin upon completion of a fully executed contract and will automatically expire on September 1, 2022, with two (2) one-year options to renew at the sole discretion of the Authority, subject to the other provisions of the Contract. This language is supported by Article XVI Term and Termination, Section 16.1 Term, in the sample contract provided by the Authority. If the Authority were to exercise both option years, the contract term extends beyond December 17, 2023.

Would the Authority agree that in light of the authorizing legislation expiration date, the term of this contract cannot extend past December 17, 2023?

**Response:** The Term of the Contract will automatically end on September 1, 2022. However, the Authority may choose, at its sole discretion, to extend the Term to September 1, 2023 or September 1, 2024. The Term may extend past December 17, 2023 in the event the Legislature amends 75 Pa.C.S. 3370 (q) and extends the duration of the automated speed enforcement system.

**13. Question:** Per Addendum 1, Questions 37, the Authority confirmed that the signs and poles referenced in Section A.4.3 are warning signs. What is an estimated cost for these poles, signs and installation? If an estimated cost is unknown, what was the cost for poles, signs and installation for the red light program?

**Response:** The cost for poles were \$23.45 each. The cost of the signs remains unknown, as PennDOT is making changes for which we do not have the specifications. The installation cost is \$35.16 per man, per hour. These figures are PPA in-house costs and should not be used for estimating.

**14. Question:** Does the Authority intend to select locations for speed enforcement that currently have red-light cameras installed? If yes, would the current red-light camera vendor be allowed to use the existing installed red-light camera systems for speed enforcement?

**Response:** No, the Authority envisions that the cameras would be placed between intersections and not at the intersection.

**15. Question:** Section A.21.2 of the RFP provides that the Offeror should submit a monthly fixed fee per “installed system.” The response to Question 19 indicates that the “cost per camera” should be submitted in response to Section A.21. The response to Question 25 defines a system as “a single camera.” Is it correct that the pricing to be submitted should be per camera rather than per location (i.e., installed system means per camera not per location)?

**Response:** Correct, the pricing should be per camera.

**16. Question:** In the scenario described in response to Question 34, if an Offeror does require four cameras to cover all 12 lanes, does the Authority expect to pay a separate monthly fixed fee for each of the four cameras, two fixed fees (i.e., one for N/B enforcement and one for S/B enforcement) or a single fixed fee for the entire location?

**Response:** Yes, the Authority expects to pay a separate monthly fixed fee for each camera installed.

**END OF ADDENDUM TWO**

| Area                   | Lanes       | Approx. Traffic Count           |                                 |
|------------------------|-------------|---------------------------------|---------------------------------|
|                        |             | AM<br>10/20/2015<br>7:30a-8:30a | PM<br>10/20/2015<br>4:30p-6:00p |
| Southampton to Horning | North Inner | 1,303                           | 1,429                           |
|                        | North Outer | 1,162                           | 1,173                           |
|                        | South Inner | 995                             | 1,099                           |
|                        | South Outer | 1,534                           | 1,594                           |
| Red Lion to Tomlinson  | North Inner | 1,106                           | 996                             |
|                        | North Outer | 931                             | 830                             |
|                        | South Inner | 682                             | 1,101                           |
|                        | South Outer | 856                             | 959                             |
| Red Lion to Cornwell   | North Inner | 1,264                           | 1,232                           |
|                        | North Outer | 943                             | 930                             |
|                        | South Inner | 1,107                           | 1,365                           |
|                        | South Outer | 836                             | 1,133                           |
| Grant to Fulmer        | North Inner | 1,338                           | 1,344                           |
|                        | North Outer | 860                             | 912                             |
|                        | South Inner | 1,193                           | 1,500                           |
|                        | South Outer | 729                             | 959                             |
| Grant to Goodnaw       | North Inner | 1,329                           | 1,273                           |
|                        | North Outer | 944                             | 1,027                           |
|                        | South Inner | 1,167                           | 1,405                           |
|                        | South Outer | 796                             | 992                             |
| Welsh To Goodnaw       | North Inner | 1,289                           | 1,260                           |
|                        | North Outer | 941                             | 1,043                           |
|                        | South Inner | 1,142                           | 1,342                           |
|                        | South Outer | 840                             | 1,087                           |
| Welsh To Woodward      | North Inner | 1,390                           | 1,434                           |
|                        | North Outer | 1,112                           | 1,160                           |
|                        | South Inner | 1,315                           | 1,405                           |
|                        | South Outer | 990                             | 1,221                           |
| Rhawn to Solly/Holme   | North Inner | 1,671                           | 1,657                           |
|                        | North Outer | 1,016                           | 1,005                           |
|                        | South Inner | 1,651                           | 1,676                           |
|                        | South Outer | 1,126                           | 1,039                           |
| Rhawn to Borbeck/Ryan  | North Inner | 1,584                           | 1,558                           |
|                        | North Outer | 868                             | 906                             |
|                        | South Inner | 1,579                           | 1,591                           |
|                        | South Outer | 1,123                           | 1,094                           |
| Cottman To Faunce      | North Inner | 1,477                           | 1,616                           |
|                        | North Outer | 1,080                           | 1,436                           |
|                        | South Inner | 1,742                           | 1,544                           |
|                        | South Outer | 1,017                           | 916                             |
| Cottman To Friendship  | North Inner | 1,477                           | 1,616                           |
|                        | North Outer | 1,373                           | 1,679                           |
|                        | South Inner | 1,840                           | 1,593                           |
|                        | South Outer | 1,397                           | 1,169                           |
| Levick to Harbison     | North Inner | 1,215                           | 1,651                           |
|                        | North Outer | 1,112                           | 1,662                           |
|                        | South Inner | 1,558                           | 1,406                           |
|                        | South Outer | 1,397                           | 868                             |
| Mascher to Front       | North Inner | 2,007                           | 2,503                           |
|                        | North Outer | 944                             | 1,728                           |
|                        | South Inner | 2,299                           | 1,971                           |
|                        | South Outer | 2,142                           | 1,210                           |
| Mascher to Bank        | North Inner | 2,124                           | 2,512                           |
|                        | North Outer | 978                             | 1,779                           |
|                        | South Inner | 2,483                           | 2,167                           |
|                        | South Outer | 2,027                           | 1,200                           |
| Ninth To Wyoming       | North Inner | 2,038                           | 2,488                           |
|                        | North Outer | 958                             | 1,807                           |
|                        | South Inner | 2,510                           | 2,002                           |
|                        | South Outer | 2,244                           | 1,110                           |