

Addendum No. 1 to RFP 18-21



CITY OF SOMERVILLE, MASSACHUSETTS
Department of Purchasing
JOSEPH A. CURTATONE
MAYOR

To: All Parties on Record with the City of Somerville as Holding RFP 18-21, **Air Quality and Vehicle Impact Analysis**

From: Michael Richards, Assistant Purchasing Director

Date: December 8, 2017

Re: Extend Submission Deadline, Answer Questions, Append List of Bid Holders and Pre-Bid Conference Attendees

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Please acknowledge receipt of this Addendum by signing below and including this form in your proposal package. Failure to do so may subject the proposer to disqualification.

The deadline for submissions has been extended. Sealed proposals are to be delivered by **11:00am on Tuesday December 19th**.

NAME OF COMPANY / INDIVIDUAL: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE/FAX/EMAIL: _____

SIGNATURE OF AUTHORIZED INDIVIDUAL: _____

ACKNOWLEDGEMENT OF ADDENDA:

Addendum #1 _____ **#2** _____ **#3** _____ **#4** _____

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Q. What is the timeframe for the project? There's mention of a January 17th date in the scope of services? How long will the analysis period be? When will the analysis period begin and end? Are you looking for solutions that capture an entire year or a snapshot?

A. Grant funds are eligible for use through February 1, 2021. The City's grant agreement identifies a budget of \$50,000 for consultant services for direct air pollution data collection and \$50,000 for consultant services for vehicular traffic pattern data collection. The intent of the project proposal is to capture a representative snapshot of baseline conditions in the winter season of 2017/early spring 2018. The January 17th date is meant to be an approximation, noting that beginning of the project is dependent on how quickly a vendor is selected and a contract executed. If budgets allow, the City wishes to repeat the data collection effort in winter / early spring 2018 as well. We do welcome new thoughts regarding conducting the study in the winter versus the summer, though we do see added benefits to conducting the analysis in the winter months as research has demonstrated that pollutant formation can be amplified by cold ambient air temperatures. We anticipate additional contracts for services may be needed after this baseline study is completed.

Q. For potential future phases of work, do you anticipate those will be publicly bid as well?

A. Future phases depend on the source of funding and other options to consider. We may consider using exemptions afforded under the procurement law, though it is too early in the process to determine which direction we're heading.

Q. When does the casino open?

A. The published schedule projects an opening in June 2019

Q. If winter analysis is important and the contract process is delayed, would you consider extending the contract period to include spring 2018 and early winter 2018 as a snapshot?

A. Yes. We have discretionary grant funds for the project for three years so there is a possibility to include a study next year. It is not critical that the analysis is completed in the winter; we are flexible and open to thoughts from the vendor community regarding repeating the study process and feasibility within the budget described.

Q. Are there thoughts on which pollutants the City is most interested?

A. Academic and community-based health research in Somerville over the past decade has largely focused on fine particulate and ultrafine particulate pollutants. (PM₁₀, PM_{2.5}, UFP). These pollutant types are a priority, but the City is interested in vendor proposals to evaluate other traffic-related pollutants, particularly those that can serve as proxies as well as others regulated under the federal Clean Air Act via the National Ambient Air Quality Standards (NAAQS).

Q. Are there existing traffic counters around the area and will they be maintained in the future?

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A. MassDOT maintains a permanent count location on I-93. The City operates a newly-installed traffic signal in Assembly Square equipped with thermal-based video detection systems capable of collecting and storing volume, speed and classification of vehicles.

In addition to these resources, the City commissions traffic data collection on an as-needed basis. The City is currently constructing a library of historic traffic count data from roughly 2002-2017 (including peak-hour Manual Turning Movement Count data as well as 24-hour Automatic Traffic Recorder average daily traffic data). In the Winter Hill and East Somerville neighborhoods projected to be most impacted by casino-related traffic, this library includes dozens of locations, some of which have been counted twice over the past 10-15 years, and some of which have been counted 5-7 times over that same period. Locations will be discussed with vendors during contracting, but for budgeting purposes we anticipate a need for between ten (10) and twenty (20) Automatic Traffic Recorder (ATR) locations.

Q. With the traffic tubes, what does that process entail? Is there a permitting process? How long do you leave them out?

A. There is no permit required. Typical Automatic Traffic Recorder (ATR) traffic counts tend to consist of 24-hour, 48-hour, 72-hour or 7-day deployment of collection tubes at a given location. Since Saturdays are acknowledged in the casino's permit filings as a big day for visitor trips, the City anticipates that at 72-hour counts will be needed at minimum. We typically deploy traffic tubes in mid-September through October and late April to May, but given our understanding that traffic-related pollutants often peak during winter months, we will accept proposals for traffic counts between January and March. Some traffic count vendors are offering camera data collection instead of tubes. Lastly, it should be noted that state and local jurisdictions also utilize permanent counting locations. The City will entertain these types of proposals within our project budget for this work. Any traffic data collection should include speed, volume and vehicle class.

Q. Do you anticipate using traffic modeling or volume-based data?

A. Volume-based data. Origin-destination data and associated modelling will be considered; see next question.

Q. There was mention of cell phone data being using as a tracking tool?

A. State agencies and municipal planners are beginning to use commercially-available data products related to origin-destination routing that rely on mobile device GPS records. The products we have used in Somerville represent percentages of motorists whose trips start from, pass through, or end in a user-defined capture area. Since the data represent a percentage, they tend to be cross-referenced with traditional traffic count data to establish flow volumes. As an example, these services might allow a user to generate assumptions around what percentage of vehicles on I-93 inbound began their trip in New Hampshire vs. Woburn vs. a particular neighborhood of Medford.

Q. There was mention of soil, water, etc. and other environmental health factors – can you expand on that?

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A. The City wishes to establish a robust spatial understanding of traffic-related pollutants and human health exposure. Existing research performed in Somerville has emphasized the importance of local meteorological conditions in exacerbating or mitigating concentrations of traffic-related pollutants, so wind speed and direction and other weather data will be considered as advantageous to this baseline data collection effort. If vendors are aware of established methodologies for soil or water sampling techniques that can support this evaluation of traffic-related pollutants, we may wish to consider those strategies.

Additional resources and studies related to area of impact

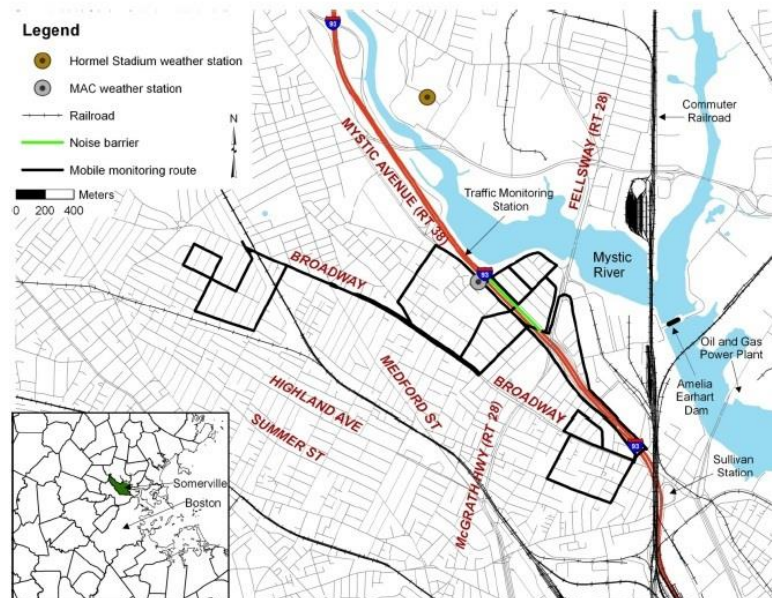
An air monitoring study was conducted in Somerville and nearby areas from 2009 to 2012.

- A summary of the study can be found at:
<https://sites.tufts.edu/cafeh/files/2015/09/Research-Summary-Project-Image.jpg>
- A map of the study area is below.
- Additional resources that the City found helpful in drafting the bid for this study:
 - <http://sites.tufts.edu/cafeh/progress/academic-publications-and-factsheets/>
 - <http://www.hnefund.org/impacts/>

Community Assessment of Freeway Exposure and Health (CAFEH)
Mobile Monitoring Route

For more information on these routes, contact Allison.Patton@Tufts.edu

Study Area - Somerville



Pop. Density:
11,200 km⁻²

(Padró-Martínez *et al.*, in preparation).

RFP 18-21 Air Quality and Traffic Impact Analysis - List of Vendors Interested

Name	Company	Address	Phone	E-mail Address
	LPES Inc	Smithfield, VA	757-357-0730	tlavallee@lpesinc.com
Steve Hoyt	Environmental Analytical Service	San Luis Obispo, CA	805-781-3585	stevehoyt@easlab.com
	Alpha Analytical Lab		800-624-9220	info@alphalab.com
	Analytical Services, Inc.	Williston, VT	802-878-5138	pwarden@analyticalservices.com ; beldred@analyticalservices.com
	Katahdin Lab	Scarborough, ME	(207) 874-2400	aharbottle@katahdinlab.com ; glull@katahdinlab.com
Tom Halverson	Pace Labs	Minneapolis, MN		info@pacelabs.com ; Tom.Halverson@pacelabs.com
Katie Wells	ALS Environmental			katie.wells@alsglobal.com
Pat Merolla	SGS Accutest	Marlborough, MA		Patrick.Merolla@sgs.com
	Aerobiology Laboratory	Washington, DC	877-648-9150	inquire@aerobiology.net
John Durant				John.Durant@tufts.edu
Ellin Reisner	STEP			reisnere51@gmail.com
Eri Sundquist	SSTI		608-265-6155	erics@ssti.us
Phineas Baxandall				pbaxandall@massbudget.org
Mariana Arcaya				marcaya@mit.edu
Shan Jiang				shaniang@mit.edu
John Wilhelmi	Eastern Research Group, Inc.	Boston, MA	781-674-7312	John.Wilhelmi@erg.com
Dorret Oosterhoff	Kittelson & Associates, Inc.	Boston, MA		doosterhoff@kittelson.com ; emoshier@kittelson.com
Nathan Silva	Ambilabs			nsilva@ambilabs.com
Matt Jones	TRC		978-656-3643	mjones@trcsolutions.com
Joseph Sabato	Epsilon Associates		978-461-6265	jsabato@epsilonassociates.com



CITY OF SOMERVILLE, MASSACHUSETTS
Department of Purchasing
JOSEPH A. CURTATONE
MAYOR

BID # RFP 18-21 DATE: 11/28/2017 TIME: 10:00am

The following individuals were in attendance for a pre-bid meeting for:

Air Quality and Traffic Impact Analysis

Name	Company	Email Address	Phone Number
MATT JONES	TRC	mjones@trcsolutions.com	978-656-3643
Joseph Sabato	Epstein Associates	jsabato@epsteinassociates.com	978-461-6265
Ellen Moshier	Kittelson & Assoc.	emoshier@kittelson.com	857-265-2153
John Durant	Tufts University	john.durant@tufts.edu	617-627-5489

Under the penalties of perjury, the above list represents the names of all bidders in attendance at the pre-bid meeting and I declare that said list is a complete and accurate list of attendees.

Michael Richards
Asst. Purchasing Director

Witness