CITY OF SAN JOSE

# REQUEST FOR INFORMATION

## Pilot for Autonomous Vehicle Technology

**Release Date:** June 1, 2017

**Responder Conference**: June 22, 2017

**Response Due Date:** July 28, 2017

REQUEST FOR INFORMATION

City of San José's interest in obtaining information about piloting autonomous vehicle technology in San José

CITY OF SAN JOSE

Department of Transportation

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# INTRODUCTION AND POLICY OBJECTIVES

## *Overview of the Request for Information*

This Request for Information (RFI) is an effort by the City of San José to understand more about how private sector companies might pilot autonomous vehicle technology within the City. It is the first step in a process to implement one or more autonomous vehicle Demonstration pilot projects in San José.

This document lays out several examples of the types of pilot areas, use cases, and infrastructure available for companies, as well as data-sharing opportunities that the City has considered as possibilities for pilot deployments. Interested companies are encouraged to provide information through this RFI about products, technology, and other solutions that could ultimately help the City, the private sector, and the public transition to an autonomous future in a safe, equitable, and environmentally sustainable way that benefits the public good.

## *Reasons for the Request for Information*

San José is estimated to grow 40% by 2040 - an additional 470,000 residents. Without transformational change to the design, management, and use of our transportation system, the quality of life for our residents will degrade through longer commute times, higher Greenhouse Gas (GHG) emissions, and possibly more traffic fatalities and severe injuries. Autonomous vehicles have the potential to address many of the City's most critical future challenges, including traffic safety, transportation mobility, traffic and congestion, and environmental sustainability. However, without the right technology, policy framework, infrastructure, and incentives, autonomous vehicles could exacerbate some of the challenges we have today.

The purpose of the RFI is to gain information which would lead to piloting autonomous vehicles in San José so that the City can positively and effectively influence, promote, and incentivise the development and implementation of autonomous vehicles in a way that addresses future challenges and advances important transportation goals.

## *The Goals of this Request for Information*

In light of the potential importance of autonomous vehicles to the future of San José, the City is most interested in understanding how autonomous vehicles could advance the goals listed below through one or more pilot projects:

### *Eliminate all traffic related fatalities and reduce severe injuries*

One traffic death is too many. All who travel San José's streets should be safe from injury and death. The City has adopted a Vision Zero Policy with a goal of eliminating all traffic related deaths as soon as possible. By deploying advanced crash avoidance technologies and providing critical data related to traffic safety, autonomous vehicles can be part of a holistic solution for achieving Vision Zero.

### *Reduce the environmental impact of vehicle miles traveled*

As San José experiences unprecedented population growth, shared-use and electric autonomous vehicle options for public use can be key to reducing the overall amount of vehicle miles traveled and the amount of air pollution caused by greenhouse gas emissions.

### *Build a balanced and equitable transportation system*

Every resident of San José should have access to jobs, services, and other life amenities, regardless of their background, status or location. Autonomous vehicles can provide first and last-mile connections to transit and other modes of transportation, and further connect all people to key areas of economic development where job opportunities exist. They can also serve lower-density and more difficult to reach areas of the City. Additionally, autonomous vehicles can provide the more vulnerable or disadvantaged groups within the San Jose community (e.g. the elderly, veterans, persons with disabilities, low-income groups, etc) to an equitable level of access to critical government services (e.g., local hospitals, veteran support services, schools) and other life needs.

### *Create a more livable and walkable city*

Autonomous vehicles have the potential to redefine how public space is utilized. Autonomous vehicles should support the creation of a livable, walkable, and vibrant city where public space is inspiring, safe and accessible by all modes of transportation.

### *Share and utilize data to optimize our transportation system and protect privacy for our residents*

Data is the lifeblood for a transitioning city and necessary to ensure that future transportation system planning, operations, and maintenance align with the overall goals of the City. Data the City collects and generates will be open by default (open data policy http://www.sanjoseca.gov/DocumentCenter/View/55954)

# THE CITY OF SAN JOSE

## *San José is a Unique City*

San José has many competitive advantages as a partner in developing potential pilot opportunities for the testing of autonomous vehicle technologies. The largest city in Silicon Valley with over 2,400 miles of roads and over a million residents - an ideal testbed for companies looking for a variety of road conditions, traffic scenarios, and urban and suburban environments. We are also in close proximity to most autonomous vehicle companies, which means it is easier and more cost effective to test locally. Moreover, San José has the leadership and vision to partner effectively with the private sector. The City laid out a Smart City Vision to become the most innovative city in the US by 2020 with the leadership commitment and resources to make this goal a reality.

### *San Jose's innovative local transportation partner*

Santa Clara Valley Transportation Authority (VTA) is an independent special district that provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region.

VTA provides bus, light rail, and paratransit services, as well as participates as a funding partner in regional rail service including Caltrain, Capital Corridor, and the Altamont Corridor Express. As the county's congestion management agency, VTA is responsible for countywide transportation planning, including congestion management, design and construction of specific highway, pedestrian, and bicycle improvement projects, as well as promotion of transit oriented development.

VTA is actively working with innovative partners to identify new opportunities to engage the community in efforts to improve our transportation system. Our newly created Innovation Center and Business Development program provides a framework for this expanded outreach, enhancing the way VTA shares data, tracks industry trends, and ultimately the way that we design, demonstrate, and support projects that will move us forward.

## *Support from the City*

The City is highly motivated to learn more about how autonomous vehicles might be demonstrated in San José. Subsequently, the City is equally interested in implementing one or more pilot Demonstration projects in order to test and assess the policy objectives outlined above. As such, the City is committed to supporting Demonstration efforts in a variety of ways. The support includes, but is not limited to the following:

### *Central point of contact for Demonstration project implementation*

The City has a Demonstration Policy that effectively enables and guides pilot project implementation. In order to ensure policy compliance and to efficiently implement, conduct and evaluate pilot Demonstration projects, the City will provide a point of contact in the Department of Transportation (DOT) to lead and coordinate Demonstration projects for the City. The central point of contact will be assigned to ensure that communication and decision-making between the City and Demonstration partners can occur as efficiently as possible. More information regarding the City's Demonstration Policy found here.

It is important to note that City processes will focus on making the Demonstration pilot viable while minimizing at most the impact on the public, and is limited to the permits and authorizations within the City's invested powers.

*Providing access to advanced databases*

The City can provide Demonstration partners, on an agreed temporary basis, access to databases that might be required to optimize the results of the autonomous vehicles pilot, subject to limitations on privacy and proprietary content outside of the City's powers. As an example, the City might provide access to information on traffic flows and volumes, traffic signal timing data, power supply and infrastructure operations.

Available sources of data that the City is able to provide include:

- Wide signal data stream - available by application;
- GIS mapping of the San Jose area, including mapping of key City transport infrastructure such as traffic signals, number of lanes, intersections, street lights, sewers and manholes;
- Traffic profile - average number of vehicles per day, profile of traffic density over course of the day.

Assuming the public benefits towards the success of the Demonstration pilot are met, the City may provide access for Demonstration partners to appropriate properties listed on the section entitled INFRASTRUCTURE AVAILABLE FOR AUTONOMOUS VEHICLE CONCEPTS on a temporary basis to support the implementation of the project.

This might also include access to properties not listed on this document that might prove to be useful as per suggestion of the autonomous vehicle pilot concept, subject to the limitation that no other immediate use is already committed to the property.

Access to city property is subject to all necessary city approvals.

*Supporting communications campaign and co-branding opportunities*

Demonstration partners would be permitted to use the City of San José brand, subject to negotiated restrictions and limitations, in connection with the marketing of the specified Demonstration.

In addition, the City would work with Demonstration partners to coordinate ongoing efforts by the City to communicate its vision for the future of autonomous vehicles in the region,

supporting efforts to promote and emphasize potential social and economical benefits for San José's residents.

### *Developing ongoing partnership*

Beyond Demonstration pilots, the City may work with the Demonstration partners to identify and take advantage of other opportunities to assess, test and evaluate products, technology, and solutions that advance the understanding, debate and implementation of autonomous vehicles for the benefit of San José's residents and the public.

This includes, but is not limited to evaluating new pilot alternatives, discussing ideas that could lead full implementation of a technology, and building long-term partnerships in the field of autonomous vehicles.

### *Support from the Local Transit Agency*

VTA is interested in collaborating with autonomous vehicle partners that can provide first/last mile connections to public transit, including bus, light rail, regional rail and BART. Autonomous vehicles that pick up/drop off at transit centers and bus stops will need to coordinate with VTA to ensure safe/efficient operations. VTA is interested in collaborating with autonomous vehicle partners to develop a mobile app to enable multi-modal trip planning, vehicle tracking, and fare payment.

VTA's light rail and BRT lines run alongside normal vehicle traffic in major city corridors. To ensure safe operations, VTA would like to work with autonomous vehicle partners in design and test in order to establish that their vehicles understand how to navigate within these systems and have full understanding of all unique traffic operations/signage.

VTA is in the process of updating their route and service to match the new BART station openings in January. To see the new VTA Next Network go to http://nextnetwork.vta.org or http://www.vta.org/projects-and-programs/transit /next-network

VTA has an open data portal which has bus stop, ridership, and other transportation related data https://data.vta.og/

## *Potential pilot areas*

In order to receive information from the private sector regarding opportunities for an autonomous vehicles pilot, the City has considered potential pilot locations and objectives that have been suggested below. It is important to note that locations / objectives are not necessarily limited to the options below, hence this request for information.

### *San José Diridon Transit Center to Mineta San José International Airport*

*Objective of the pilot:*

- ➢ Provide the missing link between the Mineta San José International Airport and the San José Diridon Transit Center, the City's busiest, most important train station.

*General overview of the area:*

- ➢ An area between San José's main transit center and International Airport. Potential routes could include Highway 87 as part of the route, depending on the needs of the Responder.

*Potential information assessments:*

- ➢ Evaluate autonomous vehicle effectiveness in servicing specific high demand commuter routes (point A to point B);
- ➢ Evaluate whether it is possible to 'plug in' autonomous vehicles to the wider San Jose public transport network and serve as the 'missing link' between air and mass transit services;
- ➢ Evaluate use of highways versus local traffic road.

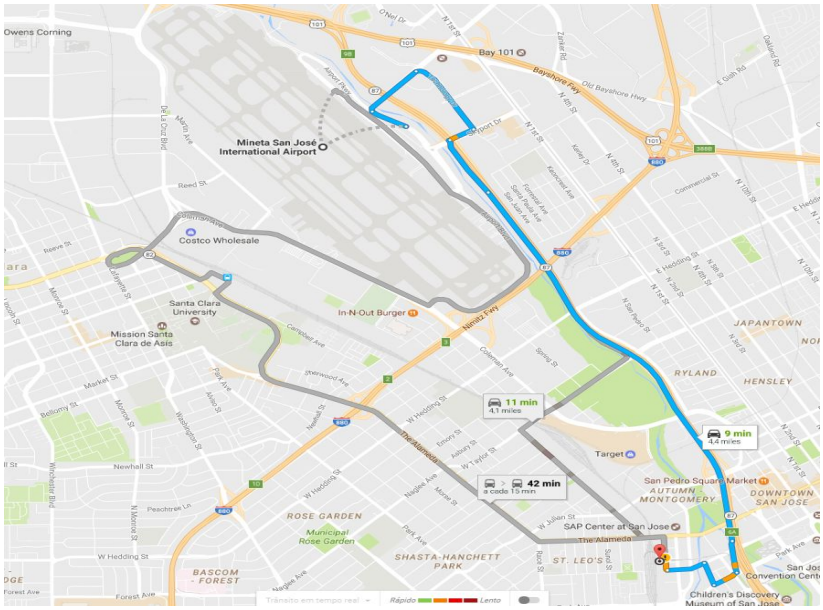
*Databases available and traffic patterns:*

- ➢ For more information on available data, please look above at the section entitled CITY SUPPORT FOR THE AUTONOMOUS VEHICLES REQUEST FOR INFORMATION and refer to the subsection on available data.
- ➢ Density of traffic and peak traffic hours data accessible via open API.

*Specific infrastructure available for this route:*

- ➢ Electronic vehicle (EV) charging capabilities: 4 EV Charging Stations at 45 N Market Street.
- ➢ Parking infrastructure: Possible accommodation at a City parking garage.
- ➢ Designated curbside pick-up space: At SJC terminal, the City would work with SJC to identify areas for pick ups. At Diridon Transit Center, the City would consider allocating City-owned street side space(s) for pick ups.
- ➢ Designated curbside drop-off space: At SJC terminal, the City would work with SJC to identify areas for drop offs. At Diridon Transit Center, the City would consider allocating City-owned street side parking space(s) for drop offs.
- ➢ Other unusual features of the route: At Diridon Transit Center, the pick up and drop off areas feature heavy diverse traffic during morning and evening commute times, featuring heavy bus, pedestrian, and vehicle interactions in a contained multi-model network.

*Map of the area:*




*Potential route*

*San José Diridon Transit Center*

*Mineta San José International Airport*

***Downtown to Stevens Creek Boulevard***

*Objective of the pilot:*

- Connect people to their jobs more efficiently along heavily traveled roads.

*General overview of the area:*

- A major traffic corridor comprised of 3 lanes in each direction connecting distinct areas of the City including Downtown San José to Santana Row/Westfiled Valley Fair Shopping Mall and other commercial, retail and residential areas to the west. The San Carlos/Stevens Creek Corridor features a mixture of existing and expanding commercial, retail and residential properties and adjacent single family home residential areas with commuters to Downtown San Jose.

*Potential information assessments:*

- Evaluate autonomous vehicles in traffic corridors (point A to point B).
- Evaluate interface between local traffic and autonomous vehicles.
- Evaluate street intersections and highly dense population zones.

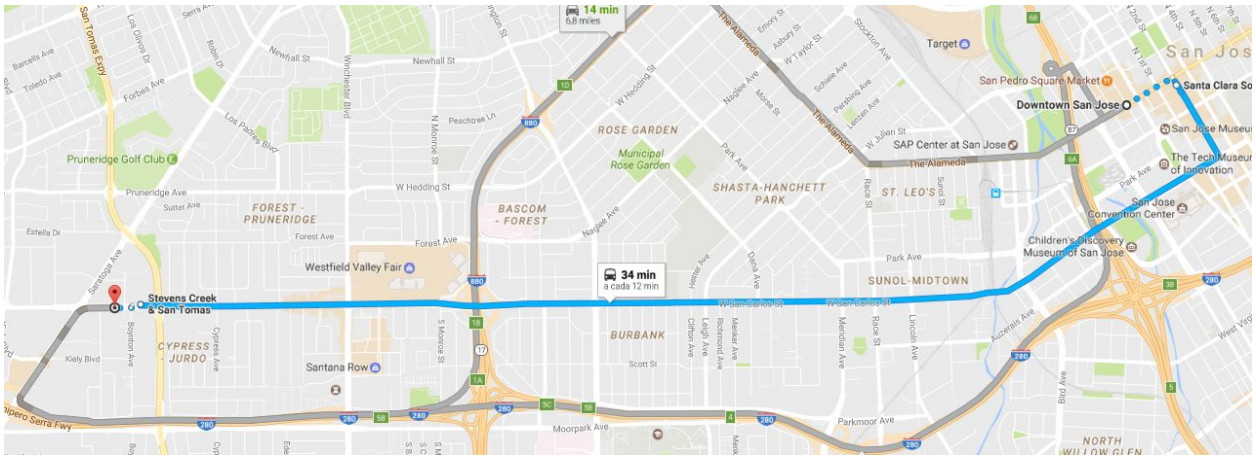
*Databases available and traffic patterns:*

- For more information on available data, please look above at the section entitled CITY SUPPORT FOR THE AUTONOMOUS VEHICLES REQUEST FOR INFORMATION and refer to the subsection on available data.
- Density of traffic and peak traffic hours data accessible via open API.

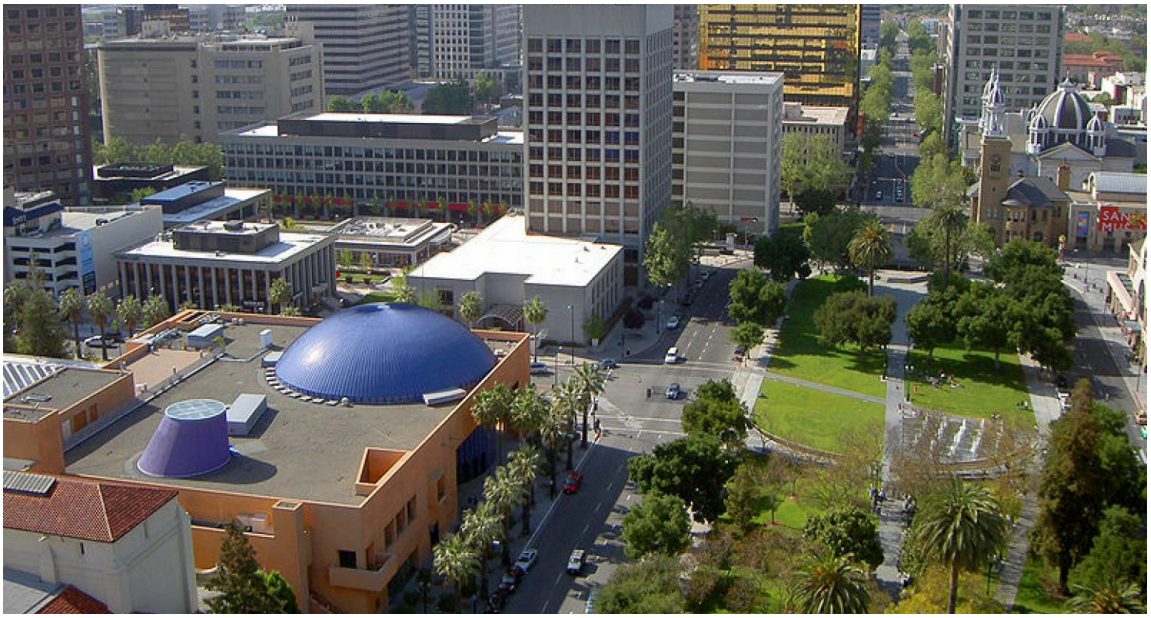
*Specific infrastructure available for this route:*

- Electronic vehicle (EV) charging capabilities: 3 EV Charging Stations at 225 E. Santa Clara Street.
- Parking infrastructure: Possible accommodation at 200 E. Santa Clara Street Garage.
- Designated curbside pick-up space: None identified at this time.
- Designated curbside drop-off space: None identified at this time.
- Other unusual features of the route: None identified at this time.

*Map of the area:*




*Potential route*



*San José Downtown*


*Santana Row along the San Carlos/Stevens Creek Corridor*

***North San Jose Transportation Innovation Zone (TIZ)***

*Objective of the pilot:*

- Explore integration of autonomous vehicles technology within the North San Jose Transportation Innovation Zone (TIZ) while testing other critical and strategic connections.

*General overview of the area:*

- This multi-mile network of combined auto, bus, rail, bike and pedestrian use provides a setting for testing autonomous vehicles to solve transportation challenges by addressing congestion and safety in a modern, tech-savvy urban environment.

*Potential information assessments:*

- ➢ Evaluate autonomous vehicles integration with a multi mile, multi-modal network.
- ➢ Evaluate autonomous vehicle integration operations with other critical and strategic connections within the city.

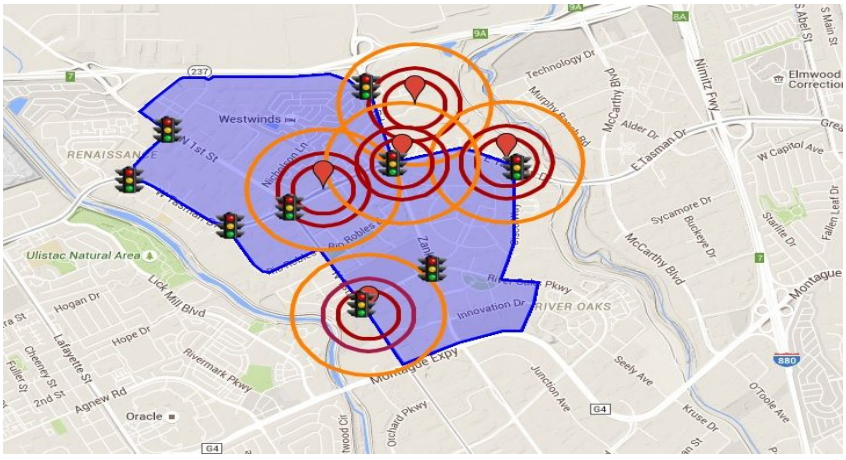
*Databases available and traffic patterns:*

- ➢ For more information on available data, please look above at the section entitled CITY SUPPORT FOR THE AUTONOMOUS VEHICLES REQUEST FOR INFORMATION and refer to the subsection on available data.
- ➢ Density of traffic and peak traffic hours data accessible via open API.

*Specific infrastructure available for this route:*

- ➢ Electronic vehicle (EV) charging capabilities: 3 EV Charging Stations at 1608 Las Plumas Ave
- ➢ Parking infrastructure: Parking available at 1608 Las Plumas Ave
- ➢ Designated curbside pick-up space: None identified at this time
- ➢ Designated curbside drop-off space: None identified at this time
- ➢ Other unusual features of the route: Series of DSRC devices installed along Montague Expressway

*Map of the area:*




*Map of the North San José Transportation Innovation Zone*


*North East corner of TIZ is located in VTA secure Cerone Bus Yard*

*Overview of North San José Transportation Innovation Zone*

*Homeless Veterans Emergency Housing Facility connection to Alum Rock Transit Center*

*Objective of the pilot:*

- Enable San José's veterans to gain access to the Alum Rock Transit Center where they can access VTA Light Rail and bus service, which is in close proximity (~2 miles) to the Veterans' Emergency Housing Facility.

*General overview of the area:*

- Alum Rock Avenue is fronted with mostly commercial development and includes a mixture of 1-3 lanes in each direction with a moderate degree of complex traffic interactions, including a business district and pedestrian activity. The surrounding neighborhoods are primarily low density housing and low levels of traffic.

*Potential information assessments:*

- Evaluate autonomous vehicles ability to operate in a shuttle service capacity, ferrying groups of passengers to key transit hubs.
- Test the ability of autonomous vehicles to integrate with existing city transportation infrastructure in order to more effectively service the needs of specific vulnerable or disabled populations.

*Databases available and traffic patterns:*

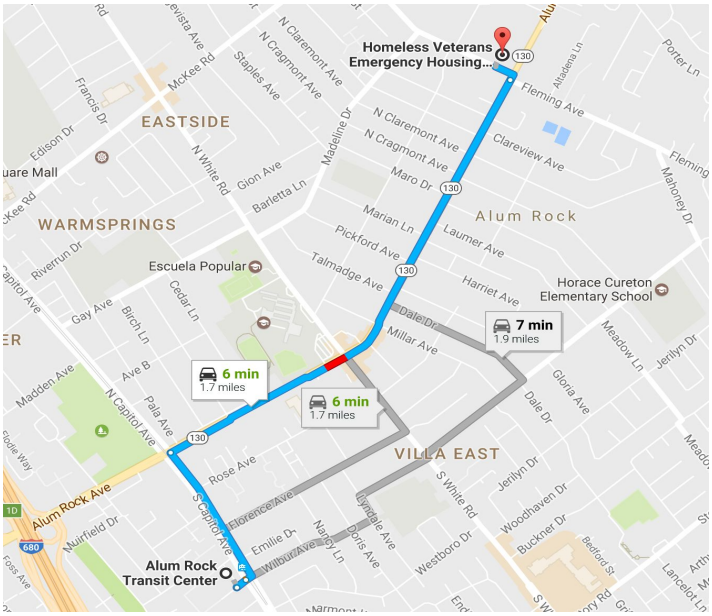
- For more information on available data, please look above at the section entitled CITY SUPPORT FOR THE AUTONOMOUS VEHICLES REQUEST FOR INFORMATION and refer to the subsection on available data.
- Density of traffic and peak traffic hours data accessible via open API.

*Specific infrastructure available for this route:*

- Electronic vehicle (EV) charging capabilities: None within the beginning or final destinations, however EV Charging Stations at 1608 Las Plumas Ave are available for use.
- Parking infrastructure: 1608 Las Plumas Ave.

- ➢ Designated curbside pick-up space: At the Housing Center, pick up will be allocated in accordance with needs.
- ➢ Designated curbside drop-off space: At the Housing Center, drop off will be allocated in accordance with needs.
- ➢ Other unusual features of the route: Alum Rock Ave. is a designated Vision Zero Safety Corridor.

*Map of the area:*




***Downtown San José***

*Objective of the pilot:*

- ➢ Explore a downtown area and autonomous vehicle uses in a rich, multi-modal downtown environment.

*General overview of the area:*

- ➢ Downtown San José features a business dense environment and heavy multi model use environment. Key features include Diridon Station, San José State University, City Hall, Caesar Chavez Park, Hotels, Cultural Sites, SAP Center, and San Pedro Square Market. Fiber Wifi in downtown allows for speedy data processing.

*Potential information assessments:*

- ➢ First and last mile to transit hubs.
- ➢ Test autonomous vehicles ability to make 'on-demand' trips from non-predetermined starting points, to a fixed final destination.
- ➢ Test a 'car-pool' approach as an alternative means of providing the public access to local city services and infrastructure.

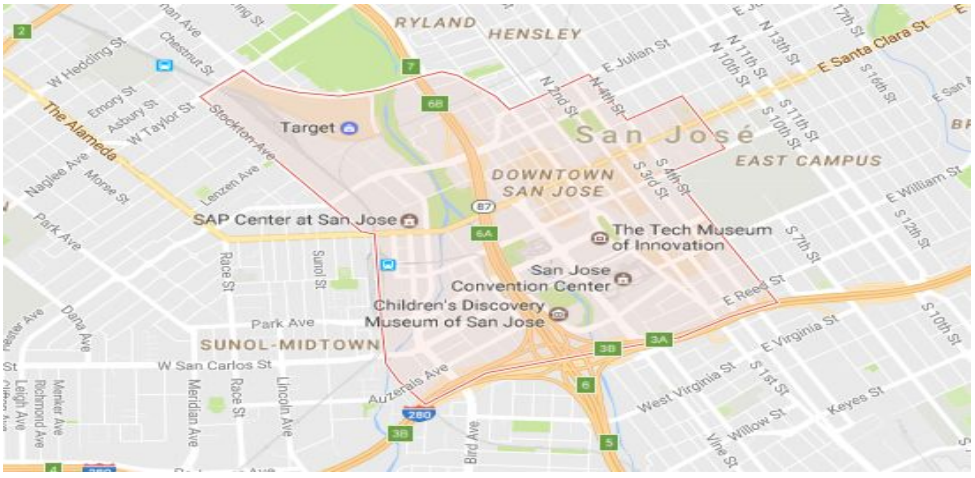
*Databases available and traffic patterns:*

- ➢ For more information on available data, please look above at the section entitled CITY SUPPORT FOR THE AUTONOMOUS VEHICLES REQUEST FOR INFORMATION and refer to the subsection on available data.
- ➢ Density of traffic and peak traffic hours data accessible via open API.

*Specific infrastructure available for this route:*

- ➢ Electronic vehicle (EV) charging capabilities: Many opportunities for EV charging upon request.
- ➢ Parking infrastructure: Several potential opportunities for overnight storage.
- ➢ Designated curbside pick-up space: None identified at this time.
- ➢ Designated curbside drop-off space: None identified at this time.
- ➢ Other unusual features of the route: One way roads, heavy pedestrian environment.

*Map of the area:*



***Private, closed, less complex location***

*Objective of the pilot:*

- Test in a private, closed, less complex location to help advance the development and safety of autonomous vehicles.

*General overview of the area:*

- The City will work to identify an area(s) that will support the development and testing of autonomous vehicles.

# INFRASTRUCTURE AVAILABLE FOR AUTONOMOUS VEHICLE CONCEPTS

The City of San Jose has a wide variety of infrastructure available for autonomous vehicle Demonstration concepts. This list includes

- City owned sites
- Charging stations
- Parking
- Traffic data
- Traffic signal operations data and camera feeds available at the Transportation Management Center
- Vehicle storage
- City sponsorship and advocacy

*Complete list of charging stations:*

| Locations | Number of charging stations |
|---|---|
| 150 W San Carlos St | 5 |
| 45 N Market St | 7 |
| 44 S 4th St | 6 |
| 70 S 4th St | 8 |
| 95 N 3rd St | 7 |
| 280 S 2nd St | 6 |
| 200 E Santa Clara St | 9 |
| 225 E Santa Clara St | 2 |
| 226 E Santa Clara St | 1 |
| 1601 Senter Rd | 1 |
| 507 S Almaden Ave | 1 |
| 1608 Las Plumas Ave | 3 |

*Additional online resources*

Below are a list of online resources to assist in providing a full context regarding the City of San José's Policies, Guidelines, and Goals.

- Envision San Jose 2040 General Plan: https://www.sanjoseca.gov/DocumentCenter/Home/View/474
- Vision Zero: http://www.sanjoseca.gov/index.aspx?NID=4773
- Demonstration Policy: http://www.sanjoseca.gov/index.aspx?NID=2389
- Smart City Initiative: https://www.sanjoseca.gov/index.aspx?nid=5289
- Stevens Creek Urban Village Plan: https://www.sanjoseca.gov/DocumentCenter/View/66362
- San Jose Open Data: http://data.sanjoseca.gov/home

- AverageDailyTrafficVolume: http://data.sanjoseca.gov/dataviews/226261/average-daily-traffic-volume-2005-2015
- ADTTrafficVolumeNodes: http://data.sanjoseca.gov/datasets/167135/adt-traffic-volume-nodes/

# INFORMATION REQUESTED BY THE CITY OF SAN JOSE

This Request for Information (RFI) is an effort by the City of San José to understand more about how private sector companies might pilot autonomous vehicle technology within the City. It is the first step in a process to implement one or more autonomous vehicle Demonstration pilot projects in San José. The following section provides a guideline for the specific information requested by the City through this RFI.

***One or More Responses Acceptable***

A company may provide information regarding one or more pilot concepts. Each pilot concept, if substantially different than others in terms of location, type of vehicle or technology, functional purpose, or other significant characteristic, should be explained in its own submission for ease of review and understanding.

***Length of the Response***

Responses should be between 5 and 10 pages in length to sufficiently provide the information requested.

***Summary of Pilot Concept***

Provide an overview or summary of the pilot concept. The summary should include information in regards to the general description and scope of the concept as well as

details in terms of the type(s) and number of autonomous vehicles involved, operation days/hours, etc.

### *Projected Launch Time and Length of the Pilot Concept*

Provide a tentative launch timeline as well as a proposed duration of the pilot concept.

### *Proposed Location of Pilot Concept*

Provide information regarding where the pilot is being proposed, e.g. general location(s), boundaries, route(s), starting/ending destinations, etc.

### *Specific Automated Vehicle Technologies, Systems and Solutions*

Provide a descriptions and information about the automated vehicle technologies, systems, solutions and/or other characteristics that are part of the pilot concept, such as types, makes and models of vehicles, SAE levels of automation being deployed, and other specific details.

### *Description of Alignment with the Goals of this RFI*

Provide a description of how the pilot concept will align with and help the City understand how autonomous vehicles could advance important transportation goals describe previously in this RFI and listed below:

- ➢ Eliminate all traffic fatalities and reduce severe injuries
- ➢ Reduce the environmental impact of vehicle miles traveled
- ➢ Build a balanced and equitable transportation system
- ➢ Create a more livable and walkable city

- ➢ Share and utilize data to optimize our transportation system and protect privacy of our residents (See Sharing of Data section below for specific information requests on this goal)

### *Ability to Share Data*

Provide information regarding the data requested from the City as part of the pilot concept. Include clear identification of absolute 'must haves', without which the pilot cannot proceed. Also provide formatting and time period information for which the data is required.

Additionally, the City is interested in obtaining data for its own use. Examples of data sharing requested by the City include the following:

- ➢ Transportation system planning data:
  - ○ Speed (by road segment and time);
  - ○ Volume;
  - ○ Travel time;
  - ○ Pick up and drop off location and time;
  - ○ Vehicle occupancy;
  - ○ Revenue and non-revenue vehicle miles travelled;
  - ○ Vehicle dwell time;
- ➢ Equity and mobility options data:
  - ○ Number date and time of unfulfilled, declined and cancelled rides;
  - ○ Vehicle Availability by type;
- ➢ Safety data:
  - ○ Collision occurrence;
  - ○ Collision severity;
  - ○ Rapid acceleration;

- Rapid deceleration;
- Autonomous vehicle operation disengagement (time and location);
- Safety of other commuters and pedestrians;

Describe the willingness and approach to sharing data requested by the City and any other data that might be provided and be beneficial to the City.

*Ease of Implementation*

Provide an assessment of the ease of implementation of the pilot. Include key risk factors and/or roadblocks to implementation of the pilot. Provide information regarding and required use of City infrastructure and/or any other requirements. List equipment and/or infrastructure requested, including identification of absolute 'must haves', without which the pilot cannot proceed. The information should also include the length of period for which use is requested; and any other requirements.

Regarding pilot concepts that might require alterations to City infrastructure or property, the City is most interested in information about pilot concepts that do not require such considerations. If the concept would require alteration, the City is requesting additional information:

- The scale of the required alteration;
- The level of the likely disruption (if any) caused to San José residents e.g., if a road has to be regraded, to what extent is this expected to increase traffic / commute times ;
- The likely length of time required to make the alteration (i.e., if the required alteration will take 6-12 months to construct / complete);
- Whether there are existing legal regulations / contractual relationships that govern the City's ability to efficiently authorize the required alteration (e.g., existing

contractual relationships between San José and its third-party power providers limit the City's ability to create additional entry points to the existing power grid).

- ➢ Total cost of the alteration.

### *Improvement of, and / or Contribution to, City Infrastructure*

Provide any information related to the improvement of existing infrastructure and / or the development of new city infrastructure. Examples of the information the City is interested in obtaining includes:

- ➢ Whether the concept will lead to the creation of new City infrastructure available for the future enjoyment of San José residents (e.g., does the concept involve the installation of new electric vehicle charging bays);
- ➢ The nature and scale of the improvements.

### *Pathway to Scale*

Provide information regarding the potential of the pilot concept to be scalable over time. Examples of the information the City is interested in obtaining includes:

- ➢ Scalability - whether the pilot has broader applicability beyond the pilot itself, such that it could potentially be expanded to either other locations, or other use-cases;
- ➢ Intent to scale - where the Responder has the intention to leverage the pilot in order to develop and deploy a larger scale solution;
- ➢ Forward planning - whether the Responder has considered (at least at a high level) a potential road-map to scaling the pilot (in the event that the pilot were to be successful).

*Project Management Resources and Support*

Provide a description of the resources that could be provided by the Responder related to the planning, deployment and management of the pilot concept. Examples of the information the City is interested in obtaining include:

- ➢ Whether the Responder is willing and able to act as a real partner in the pilot process, with the ability to take the initiative on initial pilot planning, development of detailed plan of pilot requirements and objectives, and management of the ultimate execution of the pilot ;
- ➢ Whether the Responder is able to dedicate an employee (either partially or completely) to the planning, management and oversight of the pilot;
- ➢ Any additional financial or capacity contributions that the Responder is able to provide in order to ensure the success of the pilot, including, for example, a financial contribution to cover the cost of a final evaluation of the pilot.

*Additional Information*

Provide any additional information that would assist the City in understanding the pilot concept.

# THE RFI PROCESS AND SCHEDULE

The RFI process consists of the following phases:

| Phase | Key Dates |
|---|---|
| Release of RFI | 06/01/17 |

| | |
|---|---|
| Questions regarding the RFI submitted to the Designated Point of Contact | 06/15/17 |
| Responder's Conference | 06/22/17 |
| Q&A document released by the City | 06/30/17 |
| RFI Responses due | 07/28/17 |
| City to identify and announce pilot concepts for consideration as Demonstration projects | 08/31/17 |
| Further development/refinement of pilot concepts towards potential Demonstrative projects | 09/29/17 |
| Demonstration Project Development/Implementation Phase | After 09/29/17 |

## *Responding to this Request*

Responders have several opportunities to engage with the City to ask questions prior to submitting their information. Questions may be sent to the **City Designated Point of Contact, Jill North** (jill.north@sanjoseca.gov), prior to June 15th.

Responders may also attend the Responders Conference on June 22nd to submit questions.

The City will release a Q&A document on June 30th.

**Submission of information is due July 28th.** Responders should submit their completed concepts to the BidSync online portal.

Concepts that meet Demonstration Policy objectives will be announced on August 31st.