

Request for Proposals (RFP)
Autonomous Vehicle Research Testbed:
On Base Shuttle Pilot



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I. PROPOSAL INTRODUCTION

Proposal Purpose

US Ignite, Inc. (“US Ignite”) is seeking proposals from technology partners to deploy, operate and maintain an autonomous vehicle (“AV”) shuttle to service a designated route on U.S. Army Installation Fort Carson, near the city of Colorado Springs, Colorado (the “Pilot”). The Pilot will be a public-private partnership with US Ignite lasting for one year (the “Pilot Term”) and may be extended for up to one additional, six-month term.

The Selected Proposer shall be responsible for the development of project management documents (as specified), AV shuttle operations, maintenance and service as required during the duration of the Pilot Term.

Project Goals

The Pilot will explore advancements in mobility and automation to optimize operational efficiencies and improve the lives of Soldiers and their Families. Fort Carson’s controlled installation environment also connects to the larger Colorado Springs region, making it an ideal research testbed for at-scale development of next-generation transportation technology.

It is US Ignite’s vision that the project will be used to inform the following overall goals:

- Use research with AVs and sensor-based technologies to help the Department of Defense reduce transportation costs, improve public safety, and deliver faster services on military installation sites
- Serve as an ideal Case Study for other smart installations to leverage AVs
- Develop a methodology for evaluating the operational safety of the system in various deployment settings

RFP Submission

All RFP responses must be received by January 17, 2020 8:00 pm Eastern. Proposals will be reviewed and evaluated in private. Any proposal received after the time stipulated will not be considered and will be rejected or returned to the Proposer.

Proposals should be submitted via email to: meghan.histand@us-ignite.org. Proposals shall be in the proposal format as described in this RFP. Proposers will receive an email from US Ignite confirming receipt of proposal.

The Evaluation Committee reserves the right to reject any and all proposals, and to accept any proposal or proposals as submitted, or as modified, which in the opinion of the Committee will be in the best interest of US Ignite.

DISCLAIMERS

US IGNITE RESERVES THE RIGHT TO WITHDRAW THIS RFP AT ANY TIME AND FOR ANY REASON, AND TO ISSUE SUCH CLARIFICATIONS, MODIFICATIONS, AND/OR AMENDMENTS, AS IT MAY DEEM APPROPRIATE. RECEIPT OF PROPOSAL MATERIALS BY US IGNITE OR SUBMISSION OF A PROPOSAL TO US IGNITE CONFERS NO RIGHTS UPON THE PROPOSER NOR OBLIGATES US IGNITE IN ANY MANNER. US IGNITE RESERVES THE RIGHT TO WAIVE MINOR IRREGULARITIES IN PROPOSALS, IF SUCH ACTION IS IN THE BEST INTEREST OF US IGNITE AND THE FORT CARSON COMMUNITY. ANY SUCH WAIVER SHALL NOT MODIFY THE REMAINING RFP REQUIREMENTS OR EXCUSE THE PROPOSER FROM FULL COMPLIANCE WITH THE RFP SPECIFICATIONS AND OTHER CONTRACT REQUIREMENTS IF THE PROPOSER IS AWARDED THE CONTRACT.

II. ABOUT US IGNITE, FORT CARSON, AND THE PROGRAM

US Ignite Overview

US Ignite is a national nonprofit, a 501(c)(3), that is accelerating the smart city movement – and creating value for an entire ecosystem – by guiding communities into the connected future, creating a path for private sector growth, and advancing technology research that’s at the heart of smart city development. Why is this important? Because local governments need to improve the quality of life and ensure economic development in their communities, particularly during a time of rapid technological change. Businesses recognize the importance of the emerging market around smart communities and need to find commercial strategies that are repeatable, scalable, and sustainable. And foundations and federal agencies need to channel their institutional aims into efforts ranging from cutting-edge research to practical economic development initiatives that deliver measurable benefits. As a trusted partner, US Ignite brings this entire smart city ecosystem together, successfully pairing financial investment with technical and organizational expertise. Through the public-private partnership programs we run, US Ignite is a catalyst for communications network advancement, and for innovation in smart city services that are powered by a new generation of technologies. You can read more about US Ignite’s programs on its [website](#).

US Ignite initiated the AV Research Testbed and AV Shuttle Pilot in October 2019 in coordination with Fort Carson, neighboring Colorado Springs, and the University of Colorado’s Research and Engineering Center for Unmanned Vehicles (RECUV). This endeavor is funded by the U.S. Army Engineer Research and Development Center (ERDC). It is designed to use research with AVs and sensor-based technologies to help the Department of Defense reduce transportation costs, improve public safety, and deliver faster services on military installation sites.

About Fort Carson

Fort Carson is a United States Army installation located in unincorporated El Paso County, Colorado. Fort Carson is the "Best Hometown in the Army – Home of America's Best." One of the Army's youngest installations, Fort Carson, the Mountain Post, is an Army post located southwest of Colorado Springs, Colorado. This post is recognized as one of the world's premier locations to lead, train, and maintain while preparing soldiers to win on the battlefield.

Below are some population statistics regarding Fort Carson (with over 65,000 active duty, family members, reserve military civilians, and contractors living or working on Fort Carson):

- 66% under 30
- 28% under 21 years old
- 14 % are female
- Approx. 60% are married
- 53% of spouses are under 30
- 51% of children under the age of 7

With over 70 percent of service members living off base, the development of new sensor-driven and AV-related technologies in Fort Carson has the power to improve road safety and decrease congestion not only within the installation but also in the surrounding communities, like Colorado Springs. Smart military posts, like smart cities around the country, must explore advancements in mobility and automation that leverage sensors and big data to optimize operational efficiencies and improve the lives of Soldiers and their Families. Fort Carson’s controlled installation environment also connects to the larger Colorado Springs region, making it an ideal research testbed for at-scale development of next-generation transportation technology.

III: INFORMATION FOR PROPOSERS

Proposal Process

Below is vital information and instructions for Proposers regarding this Request for Proposals (the “RFP”)-related questions, RFP submissions, and RFP review.

1. Pre-Proposal Conference: There will be an online pre-proposal webinar held on December 20, 2019 at 1:00 pm Eastern. At this webinar, Proposers will view a brief description of the expected outcomes of the AV shuttle deployment. If you would like to register for the pre-proposal webinar, please email Meghan.Histand@us-ignite.org. The slides and the recording of the webinar will be made available to the public on the US Ignite webpage at www.us-ignite.org/news.
2. RFP Questions: Any questions regarding this RFP should be submitted by e-mail at Meghan.Histand@us-ignite.org, on or before January 6, 2020. Questions received after this deadline may not be considered. All questions and answers made to US Ignite will be posted publicly on the US Ignite webpage at www.us-ignite.org/news.
3. Proposal Contents: A Proposer must submit a complete proposal in the format specified in this RFP. No other format will be considered. A Proposal will consist of two separate documents: 1) Technical Proposal (limit is 20 pages); and, 2) Cost Proposal. Please review IV: PROPOSAL CONTENT in detail to learn more about the required Proposal sections and contents.
4. Proposal Deadline: A Proposer's response to this RFP must be received by US Ignite no later than January 17, 2020 at 8:00 pm Eastern Standard Time. Any Proposal received after this time will not be considered and will be rejected and returned without review. Proposals should be emailed to Meghan.Histand@us-ignite.org.
5. Oral Presentations: Select responsive Proposers may be required to make an oral presentation (in person or via teleconference) of the proposed solution to US Ignite and other project stakeholders. US Ignite will notify select responsive Proposers of the date, time and location for the presentation.
6. On Site Demos: Select Proposers may be invited to provide live demonstrations at the Proposer's facility or other location mutually agreed upon by the Proposer and US Ignite. These demonstrations shall take place during the months of January 2020 or February 2020. More information will be shared with select Proposers at a later date.
7. Review of Proposals: US Ignite will review all proposals submitted and will ensure that all proposals are reviewed in a fair, competitive, transparent, and in-depth manner.

Other Considerations

1. Services Being Procured: This RFP, released by US Ignite, seeks to procure a vendor(s) to deploy, operate, and maintain an AV shuttle(s) on Fort Carson, Colorado. For more information, please refer to Appendix A – Scope of Services, attached to this RFP.
2. Authority to Transact Business in Colorado: Each Proposer shall provide documentation, submitted with its proposal that confirms that the Proposer is authorized to conduct business in the State of Colorado.
3. Insurance: The Insurance and/or Bonding requirements for any Agreement that may be awarded pursuant to this RFP are set forth in Appendix C -Insurance and Bonding Requirements, attached to this RFP.
4. Master Services Agreement and Task Order: If US Ignite elects to make an award(s) to a Proposer(s), then US Ignite will prepare and send a Master Services Agreement (MSA) and Task Order(s) to the successful Proposer(s). No award will be finalized without a fully executed MSA.
5. No Offer by US Ignite: This RFP does not constitute an offer by US Ignite to enter into an agreement. This RFP is simply an invitation for offers from interested Proposers. No offer shall bind US Ignite.
6. Accept and Rejection of Proposals: US Ignite may reject any or all proposals in whole or in part, waive a technicality, make awards in a manner deemed in the best interest of US Ignite and unless otherwise specified by the organization, accept any item in the proposal.

7. Multiple Awards: US Ignite reserves, at its sole discretion, the option to make awards to multiple Proposers. Multiple awards may be made on the total Scope of Services or components of the Scope of Services.
8. Ownership of Proposals: Each Proposal submitted to US Ignite will become the property of US Ignite, without compensation to a Proposer, for US Ignite use. US Ignite will not share proposals with any individuals or entities outside of the US Ignite review team and its key project stakeholders - ERDC, Fort Carson, and RECUV. Proposers should mark any proprietary information within the proposal.
9. Term of Contract: The MSA will be for one year and may be extended for up to one additional six-month term. For the purposes of creating a work plan, Proposers can assume a March 1, 2020 start-date.
10. Business Classifications/NAICS Codes: US Ignite seeks qualified Small Businesses (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, Historically Underutilized Business Zone Small Business (HUBZone SB), Service-Disabled-Veteran-Owned Small Business (SDVOSB), or Woman-Owned Small Business (WOSB) concerns. NAICS codes for this RFP include the following: 441110 (New Car Dealers), 441120 (Used Car Dealers), 423110 (Automobile and Other Motor Vehicle Merchant Wholesalers), 485320 (Limo Drivers), 485310 (Taxi Service), 532112 (Lease of Passenger Cars without Drivers), 532111 (Passenger Car Rental), 485113 (Bus and Other Motor Vehicle Transit), and 485210 (Bus Passenger Transportation).
11. Additional Policies: Please note that the Proposer may need to access Fort Carson and would need to follow Fort Carson's Access Control Policies. Individuals that do not have a Department of Defense (DoD) Identification (ID) Card and require entry onto Fort Carson Installation will be subjected to a National Crime Information Center Check (NCIC Check). The individual must have a valid U.S. or State issued photo ID, or U.S. Passport to show for proof of identity. If the individual is driving a vehicle, he/she must have a valid driver's license with current registration and insurance for the vehicle being driven on the installation. All identification presented must meet the requirements of the Real ID Act. All persons requesting unescorted access will continue to be vetted through the NCIC prior to being issued a locally produced ID or pass. If a visitor requesting access does not have REAL ID Act compliant form of identification and cannot provide supplemental identity proofing documents, they must be escorted at all times while on the installation. Vendors will only be granted access onto Fort Carson Installation if the NCIC III check on the individual shows no disqualifying issues in the check.
12. Hazmat Protocols: The Fort Carson installation will need hazmat and other safety training or emergency response protocols for the AV used - development of these protocols will be the sole responsibility of the Proposer.

RFP Policies and Procedures

1. It is US Ignite's intent to select the Proposer that provides the best solution for the Fort Carson community's needs.
2. US Ignite reserves the right to amend this RFP.
3. Each Proposal will be examined to determine whether it is responsive to the requirements of this RFP. All responsive Proposals will be evaluated in accordance with criteria deemed to be in US Ignite best interests.
4. The Proposer's response to this RFP, as may be subsequently modified in negotiations with US Ignite, may be included as exhibits in any contracts that US Ignite may execute with the Proposer.
5. US Ignite reserves the right to reject any or all of the Proposals, or any part thereof, submitted in response to this RFP, and reserves the right to waive formalities, if such action is deemed to be in the best interest of US Ignite. US Ignite reserves the right to request additional information from any Proposer.
6. While US Ignite is under no obligation to contact Proposers for clarifications, it reserves the right to do so. Depending on the number and quality of the Proposals submitted, US Ignite, at its sole discretion, may elect

to interview all or some of the Proposers during the selection process and to request presentations, including demonstrations of products and services.

7. The decision to award a contract shall be based on the Proposer's ability to provide quality services and products and to comply with all applicable laws, rules and regulations, including without limitation local preferences and suppliers.
8. The award to a Proposer of a contract will be made as judged to be in the best interest of US Ignite and the Fort Carson community.
9. This RFP is not intended and shall not be construed to commit the US Ignite to pay any costs incurred in connection with any Proposal or to procure or contract for any services.
10. All documents submitted as a part of this RFP shall become the property of US Ignite.

IV. PROPOSAL CONTENT

As noted above, a Proposer must submit a complete proposal in the format specified in this RFP. No other format will be considered. A Proposal will consist of two separate documents: 1) Technical Proposal; and, 2) Cost Proposal.

For all documents, except figures, captions, tables, please use only one of the following typefaces identified below:

- Arial, Courier New, or Palatino Linotype at a font size of 11 points or larger;
- Times New Roman at a font size of 11 points or larger; or
- Computer Modern family of fonts at a font size of 11 points or larger.

Technical Proposal Requirements

Each Proposer must submit a Technical Proposal. The Technical Proposal is limited to 20 pages. The following is a summary of the information required to be contained in the Technical Proposal:

1. Cover Page: The cover page should include the following information: The cover page should state the purpose of the submittal and be signed (e-signature preferred) by a representative of the offering organization authorized to bind the Proposer, including the representative's title, address, and telephone number.
2. Organization Overview: Provide a description of your organization and briefly describe what makes your organization a good fit for the RFP, and how your technology makes you unique in the AV industry. Please also provide a statement as to whether the Proposer is involved in any litigation associated with work in progress or during the past five years.
3. References: Provide a list of three professional references US Ignite can contact. Please include the following: a summary of the work provided, the name of the organization, the main point of contact, phone number, and email address.
4. Management Summary: The Management Summary should provide an overview of the Proposer's qualifications to accomplish the project. Note that resumes should be provided in item #10 below (resumes do not count against the 20-page limit). The Management Summary should include a description of the Proposer's capabilities and experience of the Proposer's Team.
5. Teaming and Organization Structure: The Proposer should also provide a table(s) and exhibit(s) that include the following information:
 - a. The proposed key members of the project;
 - b. Description of the key member's roles and responsibilities;

- c. A summary of other relevant projects and experience; and
 - d. The Proposer's Organizational Chart.
6. AV Shuttle Experience:
- a. Discuss Proposer's experience, qualifications, and skills (deployment, operation, and maintenance) as they relate to AV projects. The Proposer should provide past examples of use cases that relate to work similar to what US Ignite is trying to achieve in the Pilot.
 - b. Describe the Proposer's history, length of time in business, locations, types of services offered and direct experience in providing the services detailed in the RFP.
7. Work Plan, Schedule, and Overall Support: Please review Appendix A – Scope of Services in detail when crafting your response.
- a. Provide Proposer's work plan to illustrate the firm's competence and capacity to perform the services outlined in Appendix A – Scope of Services. The work plan should include risk identification and mitigation strategy.
 - b. Provide a Project Plan of all work to be completed. The schedule should be formatted in weeks from the notice to proceed. Proposers should assume a late-February 2020 start date. The Project Plan should also contain the Proposer's intended approach for pre-acceptance testing, vehicle delivery, and deployment, post-acceptance testing, timeline and development of project deliverables, inclement weather response, ability to program any changes in route, staffing needs, a high-level work plan, schedule, and other documentation as appropriate.
 - c. Provide a description of the type of vehicle to be deployed, including evidence of whether the AV is Federal Motor Vehicle Safety Standard (FMVSS) compliant or if an exemption has been approved, and the Operational Design Domain (ODD).
 - d. Describe Proposer's ability to provide local, on-site support, vehicle and system maintenance, and ongoing program management for the items detailed in Appendix A – Scope of Services.
 - e. Include in Project Plan procedures for adjusting to and programming new routes, should US Ignite/Fort Carson request a route change.
 - f. Explain how proposer will address challenges for Pilot, such as weather extremes, camouflaged personnel, building, and vehicle paint scattering LIDAR, limited charging stations
 - g. Describe an Operations Plan to provide 5-day service with 2 vehicles operating M-F, 0600-1800 to include charging, service and inspection schedules, on-board safety operator schedules and daily on-site supervision procedures.
 - h. Describe the remote supervision and fleet management system.
 - i. Provide a description of the daily operational safety and emergency plans, including Hazmat Protocols.
8. Partners: Describe any partners (i.e., subcontractors) that you plan to involve in the project. US Ignite encourages the proposal to involve small businesses or small disadvantaged businesses.
9. Small Business (SB) or Small Disadvantaged Business (SDB): Indicate whether the prime organization (subcontractor organization) qualifies as a Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, Historically Underutilized Business Zone Small Business (HUBZone SB), Service-Disabled-Veteran-Owned Small Business (SDVOSB), or Woman-Owned Small Business (WOSB) concerns.

10. Resumes of Proposed Staff: Provide resumes for the Project Manager and other key members of the proposed project team. The page limit for each resume is 2 pages. Resumes of proposed staff do not count against the 20-page limit and should be provided as an attachment.
11. Attachments: The following attachments should be signed, including: Appendix D - Financial Disclosure and Appendix E - Certification of Bonding Ability. These documents do not count against the 20-page limit.

Cost Proposal Requirements

Each Proposer must submit a Cost Proposal using the form provided by US Ignite in Appendix B - Cost Proposal. The Cost Proposal will become part of the MSA and Task Orders if an Agreement is awarded pursuant to this procurement.

The Cost Proposal must support the Scope of Services contained in the RFP and fully encompass all activities in the Proposer’s proposal. US Ignite intends to issue a fixed-price contract for one year (with a 6-month option period), to a suitable Proposer(s) who demonstrates the capacity to deliver the quality scope of services and is the most responsive to the requirements of the RFP.

US Ignite will provide payments monthly for a total of twelve months. Please note that US Ignite will pay fees supported by evidence of bona fide services rendered. US Ignite will not enter into a retainer agreement which pays fees in advance to an organization or individual to secure or keep services when required.

Checklist of Proposal Elements

Proposal Documents	Components	Required?
Technical Proposal	Cover Page	Yes
	Organization Overview	Yes
	References	Yes
	Management Summary	Yes
	Teaming and Organization Structure	Yes
	AV Shuttle Experience	Yes
	Work Plan, Schedule, and Overall Support	Yes
	Partners	Yes
	Resumes	Yes
	Small Business or Small Disadvantaged Business Status	Yes
	Attachment - Appendix D - Financial Disclosure	Yes

	Attachment - Appendix E - Certification of Bonding Ability	Yes, if option A circled on Appendix D
Cost Proposal	Appendix B - Cost Proposal	Yes

V. PROPOSAL EVALUATION

US Ignite will first verify that the submitted proposals satisfy the proposal content requirements and qualify to be evaluated by the Evaluation Committee.

An Evaluation Committee will review all proposals in accordance with this RFP. US Ignite and its project partners will review all proposals submitted and will ensure that all proposals are reviewed in a fair, competitive, transparent, and in-depth manner. All evaluation factors outlined in this RFP are equally important and can have an impact on the overall recommendation for an award.

Evaluation Criteria

Phase 1: Technical and Cost Proposal

In Phase 1, each evaluation criteria is scored on a scale of 1-5 (1 – Poor., 2 – Fair, 3 – Good, 4 - Very Good, 5 – Excellent). The evaluation criteria (all equally weighted) include:

1. Knowledge of project requirements as described in the Technical Proposal, Prior AV Shuttle Experience, References, and ability to meet the requirements outlined in Appendix A – Scope of Services;
2. Work Plan, Schedule, and Overall Support as described in the Technical Proposal;
3. Qualifications, range of experience of the organization(s), proposed key staff as described in the Organizational Overview, Management Summary, the Teaming and Organization Structure, and the Resumes sections of the Technical Proposal; and,
4. Project costs and overall value as described in the Cost Proposal.

Bonus evaluation points will be provided to proposals that involve a prime organization or subcontractor organization that qualifies as a Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, Historically Underutilized Business Zone Small Business (HUBZone SB), Service-Disabled-Veteran-Owned Small Business (SDVOSB), or Woman-Owned Small Business (WOSB) concerns. Proposals that involve the above aforementioned small business category concerns, where at least 50% of the proposed contract budget goes to a small business concern will receive three bonus evaluation points added to the total evaluation score computed in #1-#4 above. Proposals that involve the above aforementioned small business category concerns, where at least 25% of the proposed contract budget goes to a small business concern will receive one bonus evaluation point added to the total evaluation score computed in #1-#4 above. It is very important to remember that commitments to small businesses made at the time of proposal submittal or contract negotiation become part of the resulting contract and must be maintained throughout the term of the contract.

Phase II: Demos

Based upon the results of Phase I, US Ignite will invite one or more top Proposers to provide a demonstration of the AV solution presented in the Proposer’s submission (the “Demo”). The Demo shall take place in a location of the Proposer’s choosing as best demonstrates the desired route capabilities. The Proposer shall also allow US Ignite to inspect the Proposer’s facilities as part of the Demo presentation.

No Demo shall be scheduled until Proposer has provided US Ignite with evidence of insurance in amounts and types deemed sufficient by US Ignite and called US Ignite as an additional named insured. All proposer costs associated

with the Demo shall be the sole responsibility of Proposer. US Ignite will cover the expenses related to US Ignite team travel to the Demo site.

By accepting a US Ignite invitation to provide a Demo, the Proposer expressly agrees to indemnify, defend and hold US Ignite harmless from any and all damages, claims or losses of every kind (collectively "Loss") except to the extent such Loss is caused by the gross negligence or willful misconduct of US Ignite.

In Phase II, each evaluation criteria is scored on a scale of 1-5 (1 – Poor., 2 – Fair, 3 – Good, 4 - Very Good, 5 – Excellent). The evaluation criteria (all equally weighted) include:

1. Ability for the AV(s) and the Proposer to meet the requirements outlined in Appendix A – Scope of Services and perform in a live demo situation.
2. The Proposer's approach to addressing the Appendix A – Scope of Services and detailing how the proposer will meet the project requirements. The Proposer should prepare a PowerPoint presentation for US Ignite to present at the Demo.
3. Project costs and overall value as described in the Cost Proposal.

US Ignite will award the RFP to the Proposer or Proposers that are most qualified based upon the results of Phase I and Phase II.

VI. TIMELINE FOR EVALUATION AND SELECTION

US Ignite and its partner stakeholders will review all proposals submitted and will ensure that all proposals are reviewed in a fair, competitive, transparent, and in-depth manner. If a Proposer is invited to make a presentation to US Ignite, the costs for such a presentation will be the responsibility of the proposer. After review of the submissions, US Ignite may request to meet with organizations prior to selecting a Proposer. US Ignite plans to select the Proposer within one month after the submission deadline and reserves the right not to select any organization if conditions change between the time of the RFP release and completion of the review process.

No contractual obligation on behalf of US Ignite whatsoever shall arise from the RFP process. Additionally, this RFP does not commit US Ignite to pay any cost incurred in the preparation or submission of any response to the RFP.

US Ignite may reject any or all proposals in whole or in part, waive a technicality, make awards in a manner deemed in the best interest of US Ignite and unless otherwise specified by the organization, accept any item in the proposal. US Ignite reserves the right to award one or more contracts, if necessary.

Target Date	Description
December 12, 2019	RFP made available to select organizations and posted on the US Ignite website
January 6, 2020	Proposal Inquiry Period Ends
January 17, 2020	Responses are due to meghan.histand@us-ignite.org by 8:00 pm Eastern Standard Time

Beginning January 18, 2020	Responses to be evaluated by US Ignite. Follow-up interviews as necessary
Late-January 2020 and February 2020	Site Visits at select Proposer locations
By February 14, 2020	Vendor selected
By March 1, 2020	Master Services Agreement and Task Order(s) finalized and period of Performance begins (or sooner)

VII. PROJECT BACKGROUND

Since the DARPA Grand Challenge powerfully demonstrated that autonomous vehicles (AV) were a reality in 2005, there has been a growing range of companies developing technologies in this area, from Internet-based companies like Uber and Google to car companies like GM and newcomers such as Tesla and Navya. Today, only 9% of households do not own a vehicle, while 58% have two or more vehicles (according to a recent EIA report). The promise of AVs is to dramatically lower vehicle ownership through ride-sharing while increasing transportation safety. To further usher in AVs, the Department of Transportation (DoT) released an AV policy – this policy encourages continued technological advancement while observing safety. To accelerate these technologies, states like Michigan have also funded large testing facilities, including at the famous Willow Run manufacturing plant. Additional R&D funding for AVs like Michigan’s is needed to drive AV adoption and reduce the environmental impact of the transportation sector.

As the private sector continues to race ahead in advanced transportation and technology solutions, the Department of Defense is in a unique and urgent position to leverage these new developments to achieve greater efficiencies, enable better outcomes for service members, and renew US leadership in advanced technology development. Out of its \$1 billion in annual transportation costs, DOD spends \$435 million each year for non-tactical passenger vehicles and light trucks alone, with a use rate of just 7 percent, while a young enlisted military personnel spends at least a third of his/her income on vehicle ownership (with a 4 percent use rate).

Using a combination of AVs, smart transportation sensors, and data analytics can help the specific issues at Fort Carson while creating a new opportunity to scale these technologies to a wider set of installations. Fort Carson also faces a number of safety, budgetary, and transportation challenges that can be addressed by R&D support for smart transportation sensors and AVs.

In transportation today, operational teams, researchers, and policymakers can have a huge impact on the environmental, health, and traffic challenges of a base, city or region by suggesting new vehicle pollution regulations or public transportation investment. Cities are more likely to adapt these in-depth policies and regulatory changes because they are based on global best practices and modeled on decades of data. In contrast, Smart Transportation services, or New Mobility, are rapidly emerging to upend decades of transportation investment and infrastructure – leaving cities and researchers without a common way to measure and evaluate the impact of smart transportation applications and services.

Today, there are new mobility pilot programs with AV shuttles and IoT sensors rolling out across the country, but they are focused on an individual area of research and result in a broad range of disparate data. What is needed for cities and researchers, is to bring together that mosaic of data and make it useful for data sharing, analytics, cybersecurity, and visualization for residents, government employees, industry, and academic researchers.

Our goal is to enhance the usage of AV shuttles and IoT sensors for smart transportation, improving cities' planning and real-time decision-making while reducing the overall environmental impact of the transportation sector. Communities are looking to quickly identify current gaps in their smart city data, applications, cybersecurity, and modeling tools to design a cohesive smart transportation strategy with their industry, university, and nonprofit partners. US Ignite and RECUV are uniquely positioned to encourage collaboration among a broad range of stakeholders in order to provide local smart transportation efforts the runway they need to succeed and drive new opportunities for adoption.

The components will include a best-in-class data repository for cities to share government economic, social, demographic, mapping and GIS data along with industry data, and real-time smart city sensor data sets. This effort will also integrate sensor networks and sources, including tools shared by cities to ensure user privacy and security. US Ignite and RECUV will also identify best-of-breed smart city modeling and simulation tools that let a community predict the likelihood of future events as well as integrate data visualization tools for smart transportation data.

US Ignite and RECUV will work with its partners to develop a data and evaluation framework for sharing the output from these existing and future smart transportation projects (see below). This will result in the creation of a much-needed research framework for cities, industry, and universities:

1. Work with Fort Carson to define broader vision around smart transportation and new mobility. Design and iterate on a research framework with stakeholders, including measurable input, output, and outcome data for evaluation.
2. Leverage data from existing sensors networks, current EV, AV, ride-sharing, and other pilots today to develop a baseline set of metrics and evaluate impact.
3. Create large real-time data repository, modeling tools, cybersecurity, and dashboard for base and city leaders around new mobility.
4. Develop and share best practices for bases and cities, states, and others.
5. Monitor targeted research and policy recommendations to decision-makers and researchers.

APPENDIX A - SCOPE OF SERVICES

Introduction – Overview

US Ignite is seeking proposals from technology partners to deploy, operate and maintain an autonomous vehicle (“AV”) shuttle to service a designated route (route to be determined) on U.S. Army Installation Fort Carson, near the city of Colorado Springs, Colorado (the “Pilot”). The Pilot agreement will be a public-private partnership with US Ignite lasting for one year (the “Pilot Term”) and may be extended for up to one additional, one-year term .

The goal of the Pilot will be to explore advancements in mobility and automation to optimize operational efficiencies and improve the lives of Soldiers and their Families. Fort Carson’s controlled installation environment also connects to the larger Colorado Springs region, making it an ideal research testbed for at-scale development of next-generation transportation technology. The AV should be fulfilled by a multi-passenger, shared use, with climate control and a variety of other features

The project will include the following phases – deliverables associated with each of the phases are detailed below:

Stage 1: Prior to AV Delivery

Stage 2: Prior to AV Testing

Stage 3: Prior to Serving Passengers

Stage 4: During AV Operations

All Stages: Throughout the period of performance

Operating and System Requirements

Below is a summary of the AV operating and system requirements. US Ignite would like to procure a minimum of one AV and a maximum of two AVs.

1. AV should be delivered by April 1, 2020 to allow for set-up, testing, and training (Stage 2) to commence in April/May 2020. Proposers should assume a 3-month testing period (April 2020) and a 9-month operations period (starting in July 2020). US Ignite will require a pass-fail evaluation prior to the AV servicing passengers. US Ignite will select a third-party vendor via competitive procurement to procure an independent third-party to conduct this evaluation.
2. The shuttle should continuously transport riders on the Fort Carson base – the specific route(s) will be determined at a later date. Two sample routes for proposal development are included below. For the initial pilot runs, the shuttle should maintain roadway speeds close to posted speed limits (i.e., between 10 MPH and 20 MPH). Post speed limits are as follows for standard vehicles: 10 MPH when passing troops, 20 MPH in housing areas, and 30 MPH in all other areas unless otherwise posted.
3. The AV should board and transport passengers safely at predefined stop locations (to be determined) with curbside boarding or another method to allow mobility-impaired individuals to access the vehicle.
4. The Proposer must implement measures to protect all road and sidewalk users, including all pedestrians (including but not limited to, service members in camouflage, children, disabled persons, etc.), bicyclists, motorcyclists, and other vulnerable road users. Likewise, the Proposer must implement measures to minimize possible damage caused by the AV to the road, road signs, sidewalks, and roadside infrastructure to the maximum possible extent.
5. The shuttle shall be Level 4 Autonomy or higher with an operator on-board.
6. Proposer shall be solely responsible for operating, maintaining and supervising the AV service. The Proposer

shall provide adequate staffing to provide these resources and describe these resources in Technical Proposal.

7. AV Shuttle Service will likely be operated from 6:00 pm to 10:00 pm (or up to an 8-hour time block between the hours of 6:00 am-10:00 pm), seven days a week.
8. The AV Shuttle Service shall operate at a 30-minute route frequency. On routes of 1-3 miles. Routes examples provided below.
9. AV Shuttle should have a minimum capacity of 5 passengers (excluding operator), though higher (10+ passengers) capacity vehicles are preferred.
10. AV Shuttle must follow all State of Colorado State Laws on AVs. Please see Colorado SENATE BILL 17-213 for more information.
11. AV should be appropriately designed and constructed to operate safely and efficiently within the unique environment of Fort Carson. There are no steep hills along the proposed routes. This will include measures to interact safely with pedestrian crosswalks and troops in formation that may be using the shared roadway.
12. AV shall make both visual and audible next stop announcements.
13. AV shall have the ability to be climate controlled (air conditioning and heat).
14. If AV is electric, it must have the ability to be charged with a 208/240 outlet. The Proposer shall be responsible for keeping the vehicles charged or fueled. Proposers have the option to bring their own charging stations on the installation.
15. AV shall have 4G or better wireless connectivity with the ability to stream video and other data in real-time to secure endpoints. AV should have an open architecture to allow for future potential integrations.
16. The Proposer shall agree to share operational data recorded on the AV with appropriate entities as agreed on and take reasonable measures to protect data. Proposers shall also agree to share operational data and trip data, including number of passengers, with those same entities.
17. The AV shall be able to operate or make an informed decision to temporarily cease operations by decision of AV or human supervisor, during inclement weather – this includes rain and snow. The Proposer shall monitor local weather patterns and be aware of any approaching severe weather events or other conditions that may impact vehicle operations.
18. The Proposer will be responsible for AV Operators who shall be considered employees, contractors, or agents of the Proposer. The Proposer should also provide standards and qualifications implemented by Proposer (i.e., valid driver's license, no more than X traffic violations and preventable accidents in the last X years, pass a criminal background check, etc.).
19. The Operator will be physically on the AV at all times of operation and shall be responsible for:
 - a. Assisting passengers, including providing mobility assistance
 - b. Receiving and recording passenger feedback (via survey or verbal feedback). Note: It is not recommended that on-board safety operators conduct surveys or engage in discussion with passengers while supervising vehicle operation.
 - c. Operating a ramp, door, and/or charging/fueling station, if not automated
 - d. Performing road testing of a vehicle
 - e. Cleaning the interior and exterior of the AV

- f. Intervening in the operation of the AV, as needed
20. The Proposer shall be responsible for developing Standard Operating Procedures for the vehicles and operations staff. US Ignite will select a third-party vendor via competitive procurement to audit these Standard Operating Procedures.
 21. The Proposer shall install and maintain the latest vehicle software update at all times at no additional cost to US Ignite.
 22. AV system shall be impenetrable to attempted access by outside parties for the purpose of modifying system operations or otherwise accessing data governing the system.
 23. Proposer shall either provide or work towards self-certification of their vehicle consistent with Federal Motor Vehicle Safety Standards (FMVSS) and the AV system consistent with the USDOT National Highway Traffic Administration 15-point safety assessment for deploying automated vehicle technologies.
 24. Proposer shall have the ability to coordinate AV shuttle's operation with existing traffic signal infrastructure through Vehicle to Infrastructure (V2I) technologies
 25. If a proposer cannot certify that their proposed vehicle complies with all applicable FMVSS, an exemption from the National Highway Traffic Safety Administration (NHTSA) must be obtained.
 26. The Proposer shall work in earnest with US Ignite to identify and/or support research opportunities.
 27. The AV shall be equipped with cameras capable of viewing and recording the entirety of the passenger compartment.
 28. The data collected from the vehicle shall be shared with US Ignite and other key project stakeholders that include ERDC, Fort Carson, and RECUV working on behalf of the client to achieve project deliverables as per agreed upon terms for the amount of data and the frequency of data collection. Preference would be given to vendor providing the most data collected by the AV. This is including, but not limited to, internal and external visual, radar, LIDAR, and /or alternative sensor modalities, incident data as well as all other telemetry that characterize the performance of the AV, its passengers, and surrounding vehicles / environment such as speed and state of charge / fuel level. Each sensor measurement shall include a measurement time with a common reference. While the particular storage format is at the Proposer's discretion, the Proposer will provide tools required to view/edit the data and sufficient documentation to enable offline analysis. US Ignite may perform random performance audits to make sure the offering is inline with the requirements.
 29. It is preferred that the vehicle sensor suite shall include a high-accuracy localization system such as GPS utilizing RTK or similar position fix technology to obtain 10cm accuracy. It is also preferred if the reported position of the vehicle shall be included in the sensor data stream at a rate no slower than 10 Hz.
 30. The proposer shall make available all provisions necessary to obtain live sensor data onboard the AV for use in online analysis, as well as providing for physical, electrical, and logical connections to an onboard analysis compute platform.
 31. The Proposer shall provide a plan and supporting data for any required sensor calibrations and make such calibration data available. These data shall include both sensor intrinsics and extrinsics.
 32. The Proposer shall make available reliability information regarding the onboard autonomy, including reporting of all incidents where the AV has an unintended stop, emergency braking and onboard operator intervenes the operation of the vehicle for any reason. Such reports shall include sufficient context such as relevant sensor readings and autonomy internal state so as to permit corrective actions to be developed or identify shortcomings.

Project Deliverables

The selected Proposer must provide a turn-key AV shuttle service solution, including responsibility for providing, deploying, operating, and maintaining AV service. If a contract is awarded, the selected Proposer should also meet the following deliverables:

Stage 1: Prior to AV Delivery (Due by March 30, 2020)

1. Final Project Plan
2. Safety Management Plan
3. Data Interface Plan

Stage 2: Prior to AV Set-up, Training, and Testing (Due by April 30, 2020)

4. Test Plan
5. Service Plan
6. Operator Training Plan

Stage 3: Prior to Serving Passengers (Due by June 30, 2020)

7. Test Report
8. Marketing and Education Plan
9. Communications and Engagement Plan

Stage 4: During AV Operations (Starting in July 2020)

10. Reports as to the operation of the AV on a regular basis, to be determined after the award.
11. Data to support transit information provision and vehicle performance reporting
12. Passenger survey responses (survey will be provided by US Ignite)

All Stages

13. Monthly Progress Reports and Yearly report
14. Monthly invoices to US Ignite

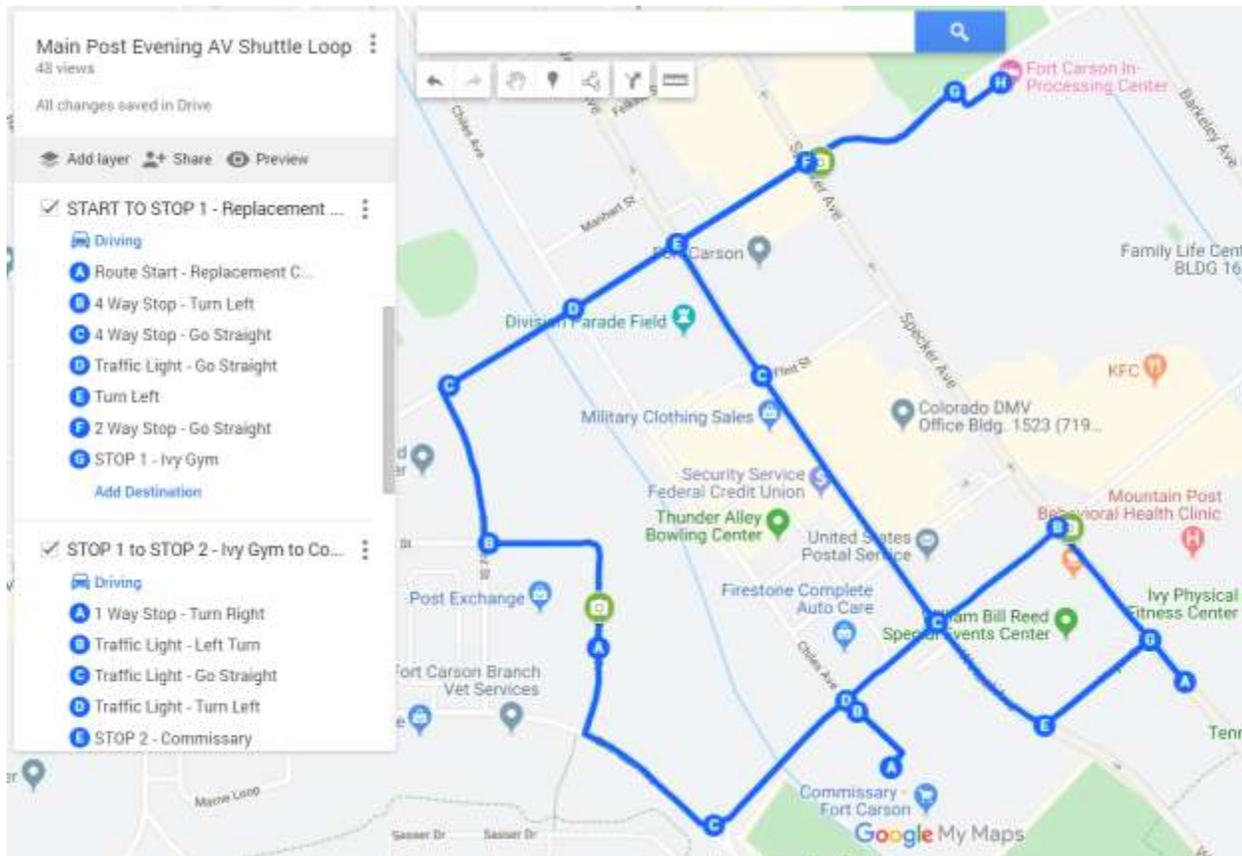
All deliverables will be reviewed and approved by US Ignite and its partners prior to the commencement of each project stage.

Proposed Shuttle Routes

Two separate routes and service areas have been identified for the AV Shuttle operations. Route Option #1 is located centrally on the installation to provide transportation between the In-Processing Center, Ivy Physical Fitness Center, Commissary and Base Exchange. Route Option 2 is located in the southern part of the cantonment area near the Butts Army Airfield. This shuttle route will provide service to multiple barracks and brigades, a dining hall and the airfield. The final route selection, number of stops served, and configuration of the stops will be determined through discussions with the selected Proposer regarding the AV shuttle's capabilities and desired operational efficiencies. Both of these routes utilize existing roadways, parking lots and intersections in conjunction with regular vehicle traffic.

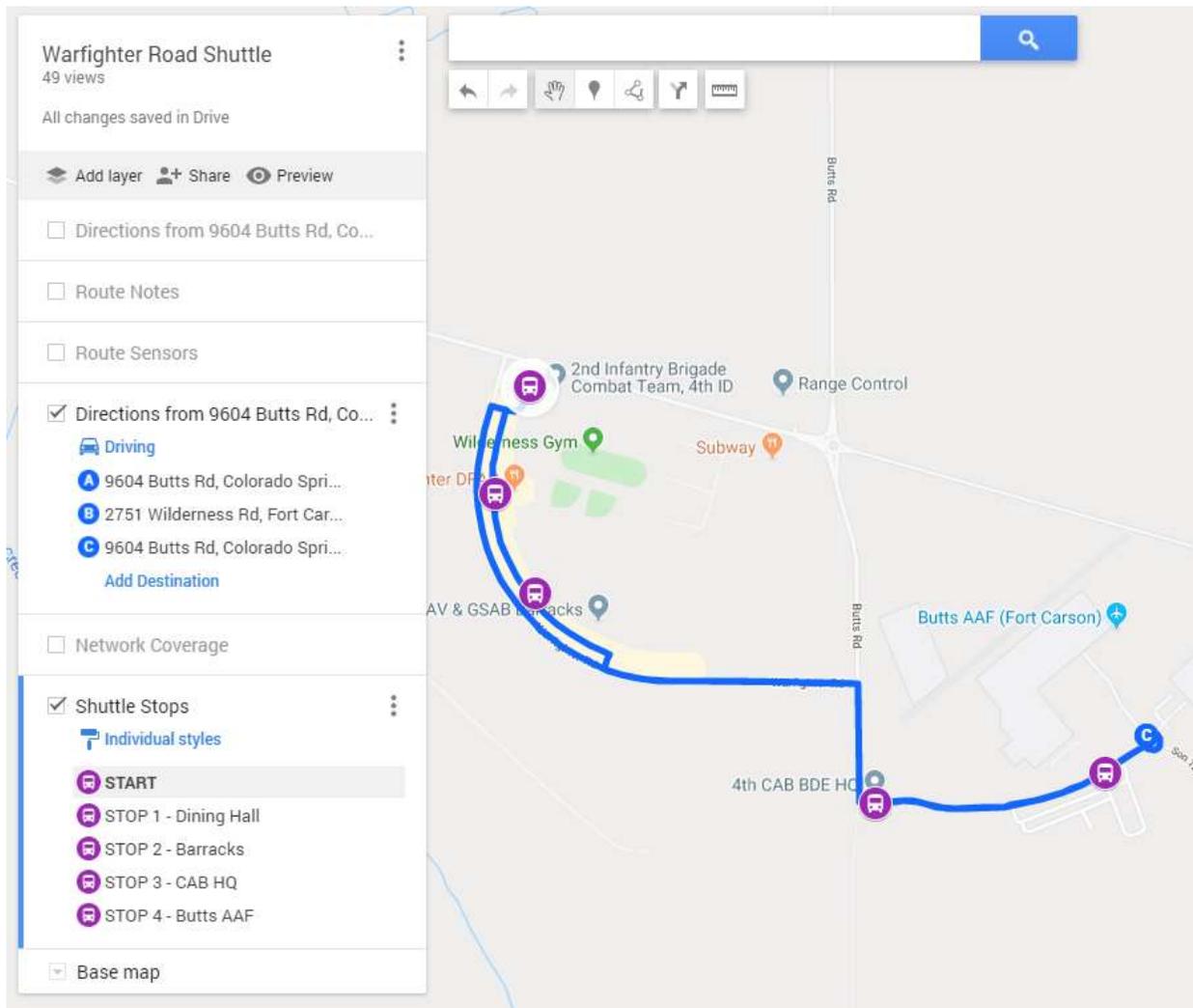
Option #1: Evening Shuttle Loop, 7 days a week from 6:00 pm – 10:00 pm

- Objective - provide after hours transportation service to key facilities
- Total estimated route length - 2.5 miles
- Expected route duration - 20 minutes
- Link to Google map https://drive.google.com/open?id=1SL_M0axHN9cNmPQaulCOWKy_-Ziwf4In&usp=sharing



Option #2: Airfield Shuttle Loop, 5 days a week during select peak periods

- Objective - Provide transportation option at peak times; start of shift, lunch, PT, end of shift
- Total estimated route length - 2 miles end to end, 4-mile round trip
- Expected route duration - 25 minutes
- Link to Google map
https://www.google.com/maps/d/u/0/edit?mid=1rEKlmbFpzig2SBzyTwuo_tYbrwLOSyMIQ&ll=38.68284184083679%2C-104.77626045&z=15



Route Features Comparison Table		
Route	Option 1 - Evening Shuttle Loop	Option 2 - Airfield Shuttle Loop
Max Posted Speed Limit	30 MPH	30 MPH

Traffic Lights	4 traffic lights	No traffic lights on route
4 way stop intersection	2 intersections	6 intersections
2 way stop with cross traffic	Yes	Yes
Pedestrian crosswalk	Yes	Yes
Protected right turn	Yield to merge	No yield to merge
Unprotected left turn	Yes	Yes
Route requires forward and reverse travel capability	Route can be circulated in one direction, no reverse required	Route can be circulated in one direction, no reverse required
Elevation	No significant elevation	No significant elevation
Parking Lots	Multiple	Multiple

APPENDIX B - Cost Proposal

Each Proposer must submit a Cost Proposal using the table provided below. This Cost Proposal will become part of the MSA and Task Orders if an Agreement is awarded pursuant to this procurement.

The Cost Proposal must support the Scope of Services contained in the RFP and fully encompass all activities in the Proposer's proposal. US Ignite intends to issue a fixed-price contract for one year (with a 6-month option period), to a suitable Proposer(s) who demonstrates the capacity to deliver the quality scope of services and is the most responsive to the requirements of the RFP.

Proposers should provide cost estimates in Fixed-Price amounts. US Ignite would also like to see what economies of scale can be realized if a second AV is added. Proposers should provide cost estimates for the following:

- Fixed-Price Cost for Year 1 for AV #1 (required), meaning one AV Vehicle would be operating on the installation
- Fixed Price Cost for Year 1 for AV #2 (optional), meaning two AV Vehicles would be operating on the installation
- Total Fixed Price Cost for Year 1 for AV #1 (required) and AV #2 (optional)

Item #	Description	Fixed-Price Cost for Year 1 (12-month period) AV #1	Fixed-Price Costs for Year 1 (12-month period) AV #2 (Optional)	Total Cost (Fixed Price Amounts for Year 1 (12-month period) for AV #1 and AV #2 (Optional))
A	<i>Plans prior to Vehicle Delivery and Testing:</i> Cost to create the Project Plan, Safety Management Plan, Data Interface Plan, Testing Plan, Service Plan, and Operator Training Plan	\$		\$
B	<i>Testing:</i> Costs of operations during both the three-month testing phase, including, insurance/liability, and security	\$	\$	\$
C	<i>Plans prior to Full Operations:</i> Cost to create Test Report, Marketing and Education Plan, and Communications and Engagement Plan	\$		\$
D	<i>Operations:</i> Costs of operations during the 9-month operations phase, including, insurance/liability, and security.	\$	\$	\$
E	<i>Maintenance and Service:</i> Costs for maintaining, servicing, and charging/fueling the vehicles.	\$	\$	\$

<i>F</i>	<i>Vehicle Operators:</i> Costs for hiring, training, and managing onboard operators to monitor the vehicle, intervene when necessary, and interact with passengers, including all training materials	\$	\$	\$
<i>G</i>	<i>Other Reports:</i> Cost to create AV Operation Reports, Reports on data to support transit information provision and vehicle performance reporting, and Passenger survey responses (survey will be provided by US Ignite), Monthly Status Reports, Monthly Invoices to US Ignite	\$	\$	\$
<i>H</i>	<i>Other Items (Optional):</i> Please detail any other items that you would like included in your Cost Proposal 1. Other Item #1: 2. Other Item #2: 3. Other Item #3:	\$ \$ \$	\$ \$ \$	\$ \$ \$
<i>Total Cost (Sum of Items A-H)</i>		\$	\$	\$

Small Business/Small Business Concerns	Total Contract Percentage/Total Contract Value	Names of Small Businesses//Small Business Concerns Involved in Proposal
Please provide the percentage and total contract value that will be committed to one or more of the following, if applicable: Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, Historically Underutilized Business Zone Small Business (HUBZone SB), Service-Disabled-Veteran-Owned Small Business (SDVOSB), or Woman-Owned Small Business (WOSB) concerns	Partner #1 % \$ Partner #2 % \$	

APPENDIX C - Insurance Requirements

Before commencing any contract work, the selected Proposer shall procure insurance to operate a motor vehicle in the State of Colorado under Colorado law covering each vehicle and its operator in amounts and types specified below. This insurance shall be maintained during the life of the contract, unless otherwise specified. It is the responsibility of the selected Proposer to provide evidence of their insurance policies and defined limits prior to contract award. Due to the uncertainties regarding AV insurance, at a minimum, Commercial General Liability, Automobile Liability, Professional/Technical, Errors and Omissions, and/or Miscellaneous Liability Insurance, and Workers' Compensation and Employers' Liability insurance certificates are to be provided and must be available for confirmation before the contract can be awarded. The insurance shall comply with the following requirements:

A. Workers' Compensation and Employer's Liability: The selected Proposer shall provide and maintain workers' compensation insurance in compliance with Colorado's Workers' Compensation laws, and any other applicable workers' compensation or disability laws.

B. Commercial General Liability Insurance: The selected Proposer shall provide and maintain commercial general liability insurance in an amount not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate. Coverage shall be on an occurrence form and include contractual liability. The selected Proposer shall provide US Ignite advance notice of a policy cancellation on the project. The policy shall require that the insurer endeavor to notify US Ignite of the policy cancellation. US Ignite, all approving parties, and all of their employees shall be additional insured parties. Such insurance shall be primary and non-contributing with any other valid and collectible insurance or self-insurance available to US Ignite.

C. Proposed or Furnished Vehicle Liability and Automobile Liability: The selected Proposer shall provide and maintain automobile liability insurance covering all owned, leased, borrowed, rented, or non-owned vehicles used by employees or others on behalf of the selected Proposer for the conduct of the selected Proposer's business, for an amount not less than \$1,000,000 Combined Single Limit for Bodily Injury and Property Damage. The term "automobile" shall include private passenger autos, trucks, and similar type vehicles. The policy shall be amended to include the following extensions of coverage:

1. Contractual Liability coverage shall be included to cover the assumed liability of the indemnity recited in this paragraph;
2. The selected Proposer shall provide US Ignite advance notice of a policy cancellation on the project. The policy shall require that the insurer endeavor to notify US Ignite of the policy cancellation; and
3. US Ignite, all approving parties, and all of employees shall be additional insured parties.

D. Valuable Papers and Records Insurance: Insurance covering valuable papers and records shall be included only if specifically required in the Agreement.

E. Umbrella Liability: Umbrella coverage in excess of the underlying liability policies in an amount not less than \$5,000,000 per occurrence. The policy shall include the following extensions of coverage:

1. A thirty (30) day notice of cancellation to US Ignite; and
2. The following form of primary general and automobile liability coverage:
 - a. US Ignite, all approving parties, and all of their officers, agents, and employees shall be additional insured parties;
 - b. Products and completed Operations; and
 - c. Contractual Liability.

F. Professional/Technical, Errors and Omissions, and/or Miscellaneous Liability Insurance: The Proposer will be required to provide coverage for all claims the successful Proposer may become legally obligated to pay resulting from any actual or alleged negligent act, error or omission related to the successful Proposer's professional services performed under the contract, including liability loss resulting from a cyberattack against the security of the software to operate the AV. Unless otherwise specified in this RFP, the successful Proposer will be required to carry the following minimum limits: \$2,000,000 – per claim; \$2,000,000 – annual aggregate.

Any deductible will be the sole responsibility of the successful Proposer and may not exceed \$50,000 with the written approval of US Ignite. If the successful Proposer desires authority from US Ignite to have a deductible in a higher amount, the successful Proposer will be required to make such request in writing, specifying the amount of the desired deductible and providing financial documentation, acceptable to US Ignite, so that US Ignite can ascertain the ability of the successful Proposer to cover the deductible from its own resources.

The retroactive or prior acts date of coverage must not be after the effective date of the contract and the successful Proposer must maintain such coverage for a period of at least three years following the completion of work. If such insurance is discontinued, then extended reporting period coverage must be obtained by the successful Proposer to fulfill this requirement.

G. Subrogation: Proposer agrees to waive all rights of subrogation or recovery against US Ignite arising out of any claims for injury(ies) or damages resulting from the work performed by or on behalf of Proposer under this agreement and/or the use of any US Ignite premises or equipment in the performance of this agreement.

H. Notice of Cancellation: Should any of the above-described insurance policies be cancelled, non-renewed, or be reduced in coverage or limits before the expiration date, the selected Proposer shall provide US Ignite advance notice of a policy cancellation on the project as soon as practicable. The issuing company shall endeavor to notify US Ignite of the policy cancellation.

I. Indemnification: The following provisions apply with respect to all insurance coverages required above. The insurance coverages required in this section shall not limit the Proposer's liability or limit the indemnification provisions set forth herein.

1. PROPOSER AGREES TO AND SHALL INDEMNIFY AND HOLD HARMLESS US IGNITE, ITS BOARD OF DIRECTORS AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, LOSSES, DAMAGES, CAUSES OF ACTION, SUITS AND LIABILITY OF EVERY KIND, INCLUDING ALL EXPENSES OF LITIGATION, COURT COSTS AND ATTORNEY'S FEES, FOR BODILY INJURY, SICKNESS, DISEASE OR DEATH OF ANY PERSON, OR FOR DAMAGES TO ANY PROPERTY, INCLUDING CONSEQUENTIAL DAMAGES OR LOSS OF USE THEREOF, BROUGHT OR RECOVERABLE BY THIRD PARTIES AGAINST US IGNITE, ITS BOARD OF DIRECTORS AND/OR EMPLOYEES AND ARISING OUT OF OR RESULTING FROM ANY NEGLIGENT ACT OR OMISSION BY PROPOSER IN THE PERFORMANCE OF THIS CONTRACT. PROPOSER AGREES TO PROVIDE ACKNOWLEDGEMENT OF INDEMNIFICATION WITHIN TEN DAYS FROM RECEIPT OF DEMAND FOR INDEMNIFICATION FROM US IGNITE.
2. THE INDEMNITY PROVIDED FOR IN THIS ARTICLE SHALL HAVE NO APPLICATION TO ANY CLAIM, LOSS OR DAMAGE, CAUSE OF ACTION, SUIT OR LIABILITY BROUGHT OR RECOVERABLE AGAINST US IGNITE, ITS BOARD OF DIRECTORS AND/OR EMPLOYEES TO THE EXTENT THE INJURY, DEATH OR DAMAGE RESULTS SOLELY FROM A GROSS NEGLIGENT ACT OR WILLFUL BEHAVIOR BY US IGNITE.

APPENDIX D - Financial Disclosures

Part A: General Information

Proposer Information	
Name of the Proposer:	
Name of individual, entity or partnership completing this Form:	
Relationship of individual, entity or partnership completing this Form to the Proposer:	
Contact information of individual, entity or partnership completing this form, including address, phone number, and email:	

Part B: Financial Stability Assessment

Proposer must provide a financial guarantee in the amount of \$2,000,000 in the form of either a Performance and Payment bond or a Letter of Irrevocable Credit. In the table below, circle the type of financial guarantee that will be provided (Circle A or B) and complete the respective form or provide the documentation as described below.

Financial Stability Assessment: Circle A or B
A) Performance and Payment Bond: Complete Appendix E: Certification of Bonding Ability
<i>OR</i>
B) Letter of Irrevocable Credit: Provide documentation from a financial institute attesting to Proponent's ability to obtain a Letter of Irrevocable Credit.

Part C: Declaration

I declare that I have examined this Affidavit Disclosure form and all attachments to it, if applicable, and, to the best of my knowledge and belief, and all statements contained in it and all attachments, if applicable, are true, correct and complete.

Authorized representative of a responding entity:

Printed Name of Entity: _____

Signature of authorized representative: _____

Title: _____

Date : _____

APPENDIX E - Certification of Bonding Ability

Proposers MUST submit a completed copy of this form executed by the Proposer's surety, if Option A is circled in Appendix D -Financial Disclosure.

I, [individual's name], on behalf of [insert surety company full name], a [insert an insert type of entity

LLC, LLP, corporation, etc.] ("Surety"), hereby represent and certify each of the following to US Ignite on this day of [insert date]:

(a) Surety is licensed by the Colorado Commissioner of Insurance of the State of Colorado to transact surety business in the State of Colorado;

(b) Surety has reviewed this RFP and its corresponding Appendices.

(c) Surety certifies that if, as of the date written above, ("Proposer") was selected as the successful Proposer for the Project, Surety would provide bonding to the Proposer for this Project in accordance with the corresponding Appendix C - Insurance Requirements; and

(d) Surety only: The Surety states that Proposer's uncommitted bonding capacity (not taking into

account this Project) is approximately _____ Dollars (U.S.). Surety's

statement set forth in this Section (d) does not represent a limitation of the bonding capacity of Proposer or that Proposer will have the bonding capacity noted above at the time of contract execution for this Project.

By executing this certification, Surety represents that all of the information provided by Surety herein is true and correct as of the date set forth above.

Surety: [insert company name on line provided below]

By: _____

Print Name: _____

Title: _____