



Q&As - Autonomous Vehicle Research Testbed: Service Vehicle Pilot

Question: Are the roads on the base private or public?

Answer: The roadways are neither private property or public roadways. They are considered [Defense Access Roadways](#) and are under the management of the Department of Defense and Federal Government. The general safety requirements of public roadways apply but decisions and access are controlled by the discretion of the Federal Government. The NHTSA is not required but highly desirable as an indicator of due diligence for safety factors and alignment with the strategic direction of TSA policies as it relates to Autonomous Vehicles.

Question: Are there any Internet or utilities we can leverage?

Answer: Yes, there is Internet and utilities that can be leveraged.

Question: What are the types of cargo that would be moved?

Answer: Cargo may include, but is not limited to the following: packages, military gear, fitness equipment (weight plates), personal items of soldiers, luggage, and food service supplier. A specific use case will be identified based on the proposer's AV capabilities.

Question: If there are maintenance facilities on the base that we can leverage? Do they have automotive grade machines (e.g. lifts)?

Answer: Garage space and maintenance tools such as lifts are not available on the base at this time. Temporary storage and maintenance sheds can be erected to support the operations of the AV. The storage area will be in close proximity to the AV service area and Level 2, or 240 Volts, electrical service will be provided.

Question: Our Vehicle Operators have AV operator licenses which is a special designation and is only granted after rigorous standards are passed (e.g. accredited training, etc.) Would a CO driver's license still be necessary?

Answer: Driver's license will be needed, but does not have to be issued from Colorado.

Question: What does the road infrastructure look like on the base? Are there traffic lights, stop signs, cross walks, etc.?

Answer: The roads on the base do include all typical features such as traffic signals, intersections, and cross walks and support standard mixed vehicle use. If the AV is off highway, such as an ATV/tractor/gator, operation on the roadways can be avoided.

Question: Is it possible to use the facilities located in Fort Carson for vehicle storage, or maintenance?

Answer: Proposers should work with the following assumptions at this time.

- a. A secure storage area will be provided
- b. The storage area will be in close proximity to the AV service area
- c. Level 2, or 240 Volts, electrical service will be provided
- d. Secure, temporary storage and maintenance structures are available and will be installed as needed.

Question: Is it possible to utilize any existing housing on the barracks for our vehicle operators and a shift supervisor?

Answer: There is no available housing on Fort Carson as the barracks are fully occupied by soldiers.



Question: Is there interest in vehicle platforms that can address more than one use case simultaneously? E.g. ride hailing and equipment delivery? If so, would these providers be better positioned to win the RFP?

Answer: Yes, please feel free to propose more than one use case. US Ignite may award a contract to more than one proposer(s), depending on budget and the use cases pitched by proposers.

Question: While we understand that this is a firm-fixed price contract, it would greatly help us prioritize this effort internally if we were to better understand the approximate range of the award. Is there a minimum or maximum we should be using for our analysis?

Answer: At this time, US Ignite is not able to share a minimum or maximum budget.

Question: What are the desired days/hours of operation? Monday – Friday? Weekends?

Answer: Standard days/hours of operation on the base are 8-hours per day, Monday through Friday. Given the unique applications requested in the RFP the service hours will be adjusted to fit the use case, including evening or weekend operations.

Question: Are the vehicles required to be registered in the State of Colorado?

Answer: The vehicles do not need to be registered in the State of Colorado.

Question: Are the vehicles required to be handicap accessible / wheelchair accessible?

Answer: Though preferred, the vehicles do not need to be handicap accessible / wheelchair accessible.

Question: Will there be fixed or designated pickup and drop off points?

Answer: There do not need to be fixed or designated pickup and drop-off points, though these points can be established.

Question: On page 19, #20 you mention V2I technologies. Are there any existing technologies within Fort Carson (dedicated short-range communication, etc.)?

Answer: The testbed will include a dedicated private wireless network to provide communications and data transfer to the AVs. The goal is to have the use case within the service area of the network. If outside that network there are no other V2I technologies currently in use on the installation.

Question: Will US Ignite accept proposals from an integration lead that could bring in multiple vehicle vendors and manage a program made up of multiple pilot projects, or is Ignite envisioning each proposal to be a single vehicle pilot project?

Answer: Multiple vendors under a single integrator is acceptable. The integration lead will be fully responsible for managing any sub contractors under the proposal submitted.

Question: For airfield applications, could US Ignite describe any on-board operator requirements for the automated service vehicle?

Answer: There is no strict requirement for the airfield application, US Ignite is open to proposals that use an on-board operator, remote monitoring or other solutions.

Question: Will US Ignite accept more than one proposal from vendor?

Answer: Yes, US Ignite may award contracts to more than one vendor.

Question: Is there any R&D funding to increase technology capability in areas to better align with US Ignite needs?

Answer: US Ignite does not have R&D funding at this time.

Question: Could you provide more information on the support expectations during the pilot program, or should the support be proposed as part of the application process?



Answer: The proposer is entirely responsible for the operation of the AV. No personnel from Fort Carson or US Ignite are available to support the operation of the proposed AV. Given the Service AV is providing a service to the soldiers of Fort Carson it is reasonable to assume that they will be actively participating in the use case. I.e. soldiers may load/unload a delivery AV, or coordinate the AV operation schedule with the proposer's staff.

Question: What is relationship between this RFP and the previous RFP for the automated point-to-point shuttle? Does Ignite encourage a team to submit with a similar concept if a proposal for previous RFP has been submitted?

Answer: Please note that this procurement is a separate procurement from the On Base Shuttle Pilot RFP. US Ignite intends to award contracts under the now closed (submissions under review) On Base Shuttle Pilot opportunity and this active Service Vehicle Pilot opportunity.

Question: Is there any funding cap or limit for proposed projects?

Answer: The budget for this portion of the Autonomous Vehicle Testbed Project is approximately \$300,000. In the future, we anticipate receiving more funding for follow on phases, which will be communicated through the release of additional RFPs.

Question: We received the update on the new April 10th Full Proposal submission date. We are wondering if the project's period of performance (Pilot Term) dates still remain the same or if those are being considered for a change due to the COVID-19 situation? Our Full Proposal response needs to be determined based on when US Ignite now expects the awarded project to commence; the RFP currently states "the Proposers can assume a late April 2020 start-date" - is this still the case?

Answer: At this time, we do not anticipate a late April 2020 start date due to the COVID-19 pandemic. Proposers should assume a start date of no earlier than June 15, 2020. Proposers should assume a 6-month initial period of performance, and the possibility of up to a 6-month option period.

Question: Based on Google Earth, this appears to used primarily for helicopters. Is this correct? Can you provide any information regarding the typical volume of traffic? Including fixed wing aircraft?

Answer: There are 117 rotary wing and 4 unmanned fixed wing aircraft that operate out of Butts Army Airfield. The airfield is continuously active supporting daily training missions. While the tower is not manned overnight the airfield is available to aircraft 24 hours a day. The airfield has approximately 1000 acres of concrete and asphalt runways, taxiways and helipads that are inspected 2 times per day. The rotary wing aircraft utilize the non-paved areas (turf, grass, dirt) within the airfield for landing, hovering and other maneuvers. Airfield operations are also interested in clearing foreign object debris (FOD) from the non-paved areas as well along the perimeter fencing. The area experiences high winds so there is a lot of trash and debris carried from the nearby construction and service areas. Concrete is continuously broken away at the expansion cracks of the tarmac, due to the shifting soils, requiring frequent monitoring and cleanup. This link from Fort Carson provides some additional descriptions of the airfield. <https://www.carson.army.mil/organizations/dptms.html>