REQUEST FOR PROPOSALS

W. 22ND STREET FULLY AUTOMATED PARKING FACILITY

For the

CITY OF BAYONNE, NEW JERSEY

MARCH 11, 2019
I. **PURPOSE**

The City of Bayonne is seeking a qualified service provider to design, construct and operate a fully automated, fully enclosed, parking facility as a supplement to existing City Parking options. The service must be reliable, parking fees must be competitively priced, and plans for maintaining the service over the long term must be present. Operator to outline plans for design, construction, operation and maintenance of the fully automated parking facility.

II. **LOCATION**

The City of Bayonne is the owner of the parcel know as Block 203, Lot 4, which is approximately 11,985 square feet (0.28 acres). The lot is identified on Exhibit ‘A’ - Tax Map Sheet No. 54 attached hereto and made part hereof.

III. **INVITATION TO SUBMIT PROPOSAL**

The intent of this document is to solicit Proposals for the construction and operation of a Fully Automated Parking Facility. The site currently is a paved parking lot. The project development is based upon the construction of a new structure, including new foundations and utilities for the structure that will house the Fully Automated Parking Facility.

The automated facilities shall be designed for a minimum total of 60% of the parking capacity entering or exiting in the peak hour. A single system with the entrance/exit from either Del Monte Drive or W. 22nd Street shall be provided.

1. Entry is anticipated on a ground level parking floor with a minimum of two loading cabins. Each vendor is expected to have a variation on this concept which is anticipated as part of the bidding process.

2. The Automated Vehicle Storage and Retrieval System (AVSRS) chamber including vehicle storage, transfer corridor and transfer station is anticipated to be provided to the vendor as a volume with 11'-0" clear from the top of the mat foundation to the top of the ground floor structure. Structural columns and walls and enclosure walls shall be supplied by perspective bidders.

3. The transfer stations will be entered from the ground parking level. Vehicles may rotate in either the loading bay or in the retrieval aisle.

4. Vehicles are to be rotated before return for exiting so that drivers enter and leave transfer stations without having to back up.

5. Five levels of parking are anticipated with a minimum parking capacity of 112 elevated parking spaces with an additional 28 ground parking spaces for a minimum total of 140 spaces. 28 SUV parking spaces shall be provided on the top level, as well as an additional 28 SUV parking spaces on the ground level, for a total of 56 SUV parking spaces within the parking structure.

6. At the elevator lobby for the Bayonne Equities Building located directly across from the parking structures, Block 204 Lots 2 & 3; residents shall be able to swipe their fob or other appropriate credential to request vehicle retrieval. Large screen (60" Portrait) monitors shall be provided to identify anticipated retrieval time for vehicle and transfer station to which vehicle will be brought. In addition, the vendor should supply smart apps and RFID readers for everyday users.

7. The service must be reliable; parking fees must be competitively priced and plans for maintaining the services provided for a minimum of ten (10) years.

8. Design, furnish and construct a code compliant fully operational fully enclosed fully
Automated Parking Structure. Preference will be giving to bidders who contemplate as many aspects of managing the Parking Structure. It is understood that vendors will need to coordinate and obtain a general contractor for the project. Bayonne is interested in a turnkey solution for the construction, maintenance and operation of the assets.

9. The City of Bayonne intends to be a financial partner with the proposed operator and is willing to seek bonding for this project. In addition, see below regarding the future leased spaces.

10. As part of the resolution of approval for the Bayonne Equities, LLC site plan application (City File No. P-17-014) Block 204, Lots 2 & 3, the applicant will lease fifty-one (51) parking spaces as a part of the Developer’s Agreement between the City and the applicant. As part of the on-going site construction an additional four (4) parking spaces will be leased by the applicant for a total of fifty-five (55) parking spaces.

This Invitation to submit qualifications is intended to allow the City of Bayonne to develop a short list of the most qualified firms.

IV. PROCUREMENT PROCESS & SCHEDULE

IV.1 General Information

The City has structured a procurement process that seeks to obtain the desired results described above, while establishing a competitive process to assure that each person and/or firm is provided an equal opportunity to submit a Proposal in response to the RFP. Proposals will be evaluated in accordance with the criteria set forth in Section VII of this RFP, which will be applied in the same manner to each Proposal received. All Proposals will be reviewed and evaluated by the City’s Selection Committee and its legal and/or financial advisors (collectively, the “Review Team”). The Proposals will be reviewed to determine if the Bidder has met the minimum professional, administrative and financial criteria described in this RFP. Under no circumstances will a member of the Review Team review responses to an RFP for a contract or position for which he/she or his/her firm submitted a response. Based upon the totality of the information contained in the Proposal, including information about the reputation and experience of each Bidder, the City will (in its sole judgment) determine which Bidders are qualified. Each Bidder that meets the requirements of the RFP (in the sole discretion of the City of Bayonne’s Selection Committee) will be designated as a Qualified Bidder, and will be considered for selection by the City.

The RFP process commences with the issuance of this RFP. The steps involved in the process and the anticipated completion dates are set forth in V.2 “Procurement Schedule”. The City reserves the right, among other things, to amend, modify or alter the Procurement Schedule upon notice to all potential Bidders who have provided contact information to the City upon receipt of this RFP. All communications concerning this RFP or the RFP process shall be directed to the City’s designated contact person, in writing.

Designated Contact Person:
Terrence Malloy
Business Administrator
Municipal Building 630 Avenue C
Bayonne, NJ 07002 tmalloy@baynj.org
201-858-6046 (phone)

Proposals must be submitted to, and be received by, the Designated Contact Person of the City of Bayonne, via mail or hand delivery, by the Due Date. Proposals will not be accepted by facsimile transmission or e-mail.

Subsequent to issuance of this RFP, the City (through the issuance of addenda to all firms that have received a copy of the RFP) may modify, supplement or amend the provisions of this RFP in order to respond to inquiries received from prospective Bidders or as otherwise deemed necessary or appropriate by (and in the sole judgment of) the City.
V.2 Procurement Schedule

**ACTIVITY DATE**

1. Issuance of Request for Proposals .................................................. March 11, 2019
2. Deadline for bidders to submit questions ........................................ April 8, 2019 (4PM EST)
3. Response to bidder questions ......................................................... April 15, 2019 (4PM EST)
4. Due Date for Receipt of Proposals .................................................. April 30, 2019 (4PM EST)
5. Review/Recommendations of Review Team* .................................. w/o May 6, 2019
6. Interviews* .................................................................................. w/o May 13, 2019
8. Anticipated Date for Award of Contract.* ...................................... May 20, 2019

Dates for items marked with “*” are approximate; subject to change upon the needs of the City.

V.3 Conditions Applicable to RFP

Upon submission of a Proposal in response to this RFP, the Bidder acknowledges and consents to the following conditions relative to the submission and review and consideration of its Proposal:

A. Operator to obtain all necessary permits for construction of the Automated Parking Facility. All costs incurred by the Bidder in connection with responding to this RFP shall be borne solely by the Bidder.

B. The City reserves the right (in its sole judgment) to reject for any reason any and all responses and components thereof and to eliminate any and all Bidders responding to this RFP from further consideration for this procurement.

C. The City reserves the right (in its sole judgment) to reject any Bidder that submits incomplete responses to this RFP, or Proposals that are not responsive to the requirements of this RFP.

D. The City reserves the right to supplement, amend or otherwise modify the RFP through issuance of addenda to all prospective Bidders who have received a copy of this RFP, and who have provided their contact information to the City.

E. The City may request additional information from Bidders, including requiring Bidders to send representatives to the City for interviews.

F. Any Proposals not received by the City by the Due Date will be rejected.

G. Neither the City, nor its respective staff, consultants nor advisors shall be liable for any claims or damages resulting from the solicitation or preparation of the Proposal, nor shall there be any reimbursement to Bidders for the cost of preparing and submitting a Proposal or for participating in this procurement process.

V.4 Rights of City

The City reserves, holds and may exercise, at its sole discretion, the following rights and options with regard to this RFP and the procurement process in accordance with the provisions of applicable law:

A) To determine that any Proposal received complies or fails to comply with the terms of this RFP.

B) To waive any technical non-conformance with the terms of this RFP.

C) To change or alter the schedule for any events called for in this RFP upon the issuance of notice to all prospective Bidders who have received a copy of this RFP.
D) To conduct investigations of any or all of the Bidders, as the City deems necessary or convenient, to clarify the information provided as part of the Proposal and to request additional information to support the information included in any Proposal.

E) To suspend or terminate the procurement process described in this RFP at any time (in its sole discretion). If terminated, the City may determine to commence a new procurement process or exercise any other rights provided under applicable law without any obligation to the Bidders.

The City shall be under no obligation to complete all or any portion of the procurement process described in this RFP.

V.5 Addenda or Amendments to RFP

During the period provided for the preparation of responses to the RFP, the City may issue addenda, amendments or answers to written inquiries. Those addenda will be provided by the City to all respondents who have provided the City with their contact information, and will constitute a part of the RFP. All responses to the RFP shall be prepared with full consideration of the addenda issued prior to the submission due date.

V.6 Cost of Preparing Proposals

Each Proposal and all information required to be submitted pursuant to the RFP shall be prepared at the sole cost and expense of the Bidder. There shall be no claims whatsoever against the City, its staff or consultants for reimbursement for the payment of costs or expenses incurred in the preparation of the Proposal or other information required by the RFP, including the costs of obtaining any necessary permits.

VI. SUBMISSION REQUIREMENTS

VI.1 Proposal Format

Responses shall cover all information requested in section VI (outlined below) to be answered in this RFP. Responses which, in the judgment of the City, fail to meet the requirements of the RFP or which are in any way conditional, incomplete, obscure, contain deletions from requested information, or contain errors may be rejected.

A) Engineering/Design

1. 5/28/19 Scope clarification meetings complete. Letter(s) of intent issued to successful vendor(s)
2. 6/3/19: Initial coordination meeting with vendors for foundation & transfer station loads, MEP/FP coordination
3. 6/24/19: Initial formal submissions due from vendor(s) finalize coordination of point load size and location and available locations to run MEP/FP
4. 7/29/19: Team Issues CD’s for Parking Structure coordinated with Fully automated systems
5. Date for final shop drawing submittal to be determined, but the preferred dated would be no later than 8/26/19


See Appendix 1 for the more detailed functional, performance and design guidelines necessary to configure and bid the Automated Parking Systems (APS) for the City of Bayonne. The maximum building width, height, and length as well as other project details can be found on the concept drawings. This bid will be for the automated parking system machinery, motors, lifts, transport devices, guide rails, vehicle storage racks, fire department access to all storage compartments, maintenance access to all storage compartments, final electric connections to all components, programmable logic controllers, sensors, software, and computer hardware for automatic control of all transport devices, and parking controls
without human intervention and will include site work outside the APS building footprint, the building enclosure, architectural façade, structural frame for the building, building foundations, electrical service, and telephone/internet service to an electric room in the building, mechanical ventilation, plumbing, fire protection, emergency power, furnishings, fixtures, emergency generator and equipment.

MINIMUM QUALIFICATIONS

A. Manufacturer Qualifications:
   1) Manufacturers shall have been continuously in operation for past five years.
   2) Manufacturers shall have current version of each primary component currently operating successfully in five or more parking facilities of similar size and activity.
   3) Manufacturer shall employ a Quality Management System complying with the program described in ISO 9001-2008, or similar system.
   4) If all components are not from same manufacturer, Contractor shall be responsible for warranty and performance of these components, as they relate to proper functioning of complete system as required herein including demonstrating successful performance of proposed system, subsystems and equipment.
   5) System shall incorporate equipment of proven reliability that is documented from similarly sized installations that provide features and performance comparable to that required herein.

B. Installer Qualifications:
   1) Successful installation and maintenance of equipment manufacturer’s products for minimum of three years.
   2) Written acknowledgement of installation and maintenance qualifications from APS system manufacturer(s).
   3) Successful completion of manufacturer’s training in the proper installation and maintenance of manufacturer’s systems, subsystems and equipment specified herein.
   4) Installer shall employ a Quality Management System complying with the program described in ISO 9001-2008 or similar system.
   5) Manufacturer approved equipment service center in sufficient proximity to respond on-site to service calls within three hours.

C. Licensed Professionals: Engage licensed professionals who shall apply their professional seal and sign those design documents, reports, or other materials and work required to be sealed when submitted to Owner, Engineer or other jurisdictional authorities.

INSTRUCTIONS TO RFP RESPONDERS

The project includes full design, engineering, manufacturing, procurement, and installation services including all labor and materials required for the completion of the APS in accordance with the requirements of this document and shall fully comply with all related national, international, and local codes including the following codes and standards:

- State of New Jersey Mechanical Code 2015 Edition
- General Ordinances of the City of Bayonne
- ASME B30.13 - Storage Retrieval (S/R) Machines and Associated Equipment
- NFPA 88A 2015 Edition
- NFPA 79 Electrical Standard for Industrial Machinery
- ASA.A113.1 - Safety Code for Mechanized Parking Garage Equipment
- ANSI - American National Standards Institute
- ISA 101.01-2015 Human Machine Interfaces for Process Automation Systems
- UL508A - Underwriters Laboratory Standard for Industrial Control Panels
- ASTM - American Society of Testing Materials
Bidders are requested to provide price proposals, firm qualifications and concept sketches for an Automated Parking Structure (APS) within a proposed structure, to be furnished and constructed by the bidder.

Eight (8) hard copies of the proposal along with an electronic format (flash drive) shall be submitted and received on or before April 30, 2019 (4PM EST). Submitted information shall be identified with the project title, the supplier’s name, address and telephone number and addressed per below.

A. Description of minimum APS Vendor’s qualifications including:

1) Firm History for manufacturer. State how many years in business and where manufacturing facility is located.
2) Financial summary statements for last five years.
3) Firm history and staffing for proposed local installation and support team.
4) Examples of facilities installed in similar conditions to the weather conditions in New Jersey. If no examples, describe any anticipated modifications in order to address rain, snow and ice conditions typical of New Jersey.
5) Size of current or proposed repair and maintenance staff in the Northeast.
6) List of client references (contact details) with details of the works performed.

B. A copy of previous approvals for systems open or under construction. If not previously approved, strategy for obtaining approval.

C. List of similar facilities including year opened, number of parking spaces, location of facility (no more than 10 facilities required). May list facilities already under construction or in fabrication.

D. Vendor Concept Plans: Based upon the attached conceptual drawings (Exhibit B) indicating the APS compartment location and size: for the footprint and number of levels, submit a conceptual plan of your system would be configured, how many transfer stations, parking and major equipment. How many incoming and outgoing vehicles could be transferred in the same peak hour. Define typical structural requirements. The steel doubles as the super structure for any skins, cladding and roof systems. Vehicles shall be supported by metal framing provided by the APS vendor which are supported on the structural mat.

E. Detailed functional description of the proposed APS, including APS capabilities.

F. Proposed general schedule that includes geotechnical testing, design & engineering, procurement, fabrication, installation, training, start-up, and acceptance testing.

G. Describe software, controls, and operating strategy for the proposed APS. This should include detailed workaround methods in the event of an APS failure. APS shall have 99.8% satisfactory operation relative to the number of storage and retrieval operations on a monthly basis.

H. State equipment warranties for the proposed APS and any exceptions to coverage.

I. Confirm ability to provide 24-hour support, 7 days week, with a half hour response time. Confirm options for providing one-hour response time. Describe support program, number, and location of support personnel, identifying process, performance, and satisfaction metrics. Identify backup transportation services for stranded vehicles and delivery of those vehicles to the affected partons.

J. Provide a sample five-year maintenance contract. Describe maintenance services that will be performed. Describe parts, if any, which Owner would be required to purchase if they fail within the first five years.
K. Describe Owner responsibilities, if any, for installation and start-up. It is the intention of this RFP that the bidder furnish, install, operate and maintain the parking facility for a minimum of ten (10) years.

L. Submit references for three equivalent/similar APSs.

M. Submit typical power requirements for a facility. KWH/transfer station or KWH/parked vehicle.

N. State any exceptions to these requirements clearly and explain the benefits of proposed alternatives.

APPENDIX 1: PERFORMANCE TECHNICAL SPECIFICATIONS

PROJECT OVERVIEW

The intent of this RFP is to solicit proposals for an APS vendor that will provide a turnkey automated means of handling parking of the designated vehicles of employees and residents of the City of Bayonne. The APS shall be designed to support a single input from the parker for the safe storage or retrieval of each vehicle. No attendants shall be required for normal parking once the vehicle is parked in a transfer station.

The Supplier’s software and controls shall track the location of each vehicle stored in the facility and return the vehicle when requested upon initiation of the retrieval process by the valet, if applicable, employee or resident. The Supplier’s proposal must describe their recommended vehicle tracking and control methodology. The APS shall provide adequate entry/exit compartments for a peak two way traffic flow for RFP minimum number of vehicles per hour required for each APS based upon the speed of the APS equipment and a dwell time (time for patrons to vacate transfer compartment) averaging 60 seconds. The maximum average retrieval time, not including dwell time, shall be 1.25 minutes with a transfer station maximum average turnover of 1.25 minutes. The system shall have redundancy for all critical components. A minimum of two lift mechanisms shall be provided. The APS must include a means of reorienting patron’s vehicles to correctly orient with the vehicle forward. The proposal should provide a detailed description of the safety equipment/controls that shall ensure safe automated operation. Provide a detailed description of the type of parking control activation system that shall be provided.

General sequence of operation:

Anticipated Vehicle Parking:

A. The transfer compartment door shall open automatically when available or when a vehicle approaches, and the compartment is available for parking. A system of green and red traffic signals shall be used to designate the availability of each transfer compartment.

B. The driver will position the car in the transfer compartment with automated drive in guidance provided by sensors from the APS and/or wheel guides on the floor.

C. After the driver has removed children, pets, and personal belongings, they shall exit the transfer compartment and approach the parking control station outside of the transfer compartment and adjacent to the transfer compartment door. Parker will present a key fob, proximity card or punch a code into a key pad that closes the transfer compartment door and activates the system. This information shall be recorded in the computer system.

D. Once safety detection devices, including but not limited to laser screens, motion sensors and car measuring devices, have verified all personnel are out the transfer station, the door shall close, and lock and the storage cycle shall begin.

Anticipated Vehicle Retrieval:

A. Each parker shall be provided a means to uniquely identify each of the vehicle(s) within the Bayonne Equities lobby to the APS (i.e.; key fob, password, card reader, code, etc.).

B. Once initiated, the APS shall retrieve the car and located it in a transfer compartment with the front of the vehicle facing toward the exit door.

C. Once the vehicle is in position in the transfer compartment, the door shall open.

D. Once the vehicle enters the transfer compartment, the exit garage door shall open and remain
open until another vehicle enters or the compartment is needed to return another vehicle.

E. If the car is not removed within a predetermined time frame and the APS verifies that no patron is in the transfer compartment, the door shall close, and the car shall be restored.

CONCEPT REQUIREMENTS

Refer to drawings which outline the dimensional criteria as well as locations of access and egress.

AUTOMATED PARKING SYSTEM REQUIREMENTS

A. Automated Car Storage/ Retrieval Equipment and/or Lift(s).
B. Vehicle entry/exit equipment with size/weight/position verification and drive-in guidance.
C. APS controls/ computer with remote access.
D. Parking Access Equipment.
E. Engineering, manufacturing, and installation labor.
F. Commissioning (Testing & Acceptance) and Startup support.
G. Documentation & Training.
H. Project and site management.
I. Safety Fencing and Signage.

PERFORMANCE CRITERIA

A. APS shall be designed to operate 24 hours a day, 7 days a week, APS shall have a service life of at least 20 years with proper maintenance as defined by the OEM.
B. The Supplier shall state the estimated APS throughout the capacity in vehicles per hour. The throughput of APS is the minimum number of cars that the APS can store or retrieve (measured in any random one-way traffic), in the timeframe of one hour. A reasonable average dwell time of 30 seconds per vehicle in the transfer compartment shall be assumed.
C. The APS shall include a Graphical User Interface (GUI) to show the geometry of the APS with occupancy and equipment positions in real time. The GUI shall be capable of running fully automated without human assistance, it shall also have manual and possibly semi-automated modes to allow for maintenance and the capability to assist in diagnostics of critical mechanical and electrical equipment with alarm recognition, alarm location, and alarm recovery. This interface shall be remotely monitorable by Vendor, Owner and other operational staff via internet enabled application.
D. An acceptance test shall be scheduled after initial start-up to verify performance criteria mutually agreed upon in the contract. The acceptance test shall be conducted over two (2) continuous days, or 48 hours. The equipment sign-off and payment shall be issued after 30 consecutive days of operation meeting sustained APS uptime of 99.8% not including downtime associated with preventative maintenance. APS uptime is defined as machine run time less machine fault time divided by available hours.

Downtime is clocked when any major component of the APS is inoperable resulting in reduced parking capacity or vehicle turnover rates. If any major component of the APS is inoperable, the entire APS is considered inoperable. The time to clear or reset an alarm condition shall be clocked at actual time provided a maintenance operator is in the area.
E. APS shall be user-friendly and impose zero hazards to operating and maintenance personnel. APS shall be designed to be skill-appropriate (high school graduate, minimum).
F. APS shall support redundancy. Supplier to describe redundancy methods in proposal.
G. Supplier shall provide details on APS support. The Owner prefers no more than a 60 minute response time to repair any major component failure. This may require a dial-in capability to the manufacturer (or technical operator) to meet the response time and handle any alarms generated by the APS. Supplier shall identify the source for qualified maintenance operators in New Jersey.

ENVIRONMENTAL REQUIREMENTS

A. APS shall operate at temperatures that range between -20º degrees F and 120º degrees F with a maximum relative humidity of up to 95 percent. To measure this requirement the components are classified by their operational locations:
   1. Inside Cabinet & Inside heated portion of the structure: 32º to 110ºF.
2. Inside Cabinet & in unheated portion of the structure: 10º to 110ºF.
3. Outside Cabinet & Outside Building: -20º to 120ºF.
4. Cabinets shall be supplied with HVAC units when required to ensure proper heating/cooling of components inside the enclosures. Components need to be de-rated for environmental location.

B. APS shall operate in an environment that contains airborne particles including, but not limited to, sand, silt, dust, auto exhaust, truck exhaust, etc. Airborne particles are in non-explosive concentrations. Control panels shall be NEMA 12.

C. APS shall operate in environment that contains a slight breeze from fans and/or outside elements. Identify if APS must be climate controlled and indicate maximum working temperature of APS.

D. APS shall safely operate in an environment that serves the general public.

GENERAL DESIGN REQUIREMENTS

A. Equipment shall be inherently safe to operate and include safety guards over or around all shear, squeeze, or pinch points. Guards over rotating parts are also required. Automatically started & stopped equipment shall be ASME/ANSI compliant with appropriate safety devices and features.

B. The minimum size/capacity of all the storage spaces and the machinery in the APS for standard passenger automobiles shall be 6’ – 6¾" x 17’ – 0¾". A larger space will be required for all SUV parking.

C. The machinery shall be capable of handling a minimum weight of 6,000 pounds per vehicle for standard and SUV passenger automobiles. Appropriate measures must be provided to deny access to cars exceeding the capacity of the APS.

D. The transfer compartment shall be designed to isolate patrons from moving doors and machinery and other incoming vehicles. Safety locks/emergency switches shall be installed to stop any machinery if a person or animal is detected in this area.

E. As transfer compartments are the exchange location for patrons, special attention shall be directed to ease the ‘drive-in’ and positioning of the car by the patrons including appropriate physical and visual aids.

F. Means for catching of debris and drippings from the incoming cars shall be considered to avoid potential damage to machinery or other vehicles.

G. Recesses in the floor area shall be minimized to the need of guiding the patrons in the “drive-in” process. All other areas shall be flat for pedestrian traffic. Gaps between moving parts and platforms must be limited to ½” in width.

H. The transfer compartment area shall be equipped with sensors to ensure the right positioning of the vehicles and determine the presence of oversized vehicles, protruding mirrors or racks, which exceed the size limitations of the APS. Motion detectors and CCTV cameras or similar devices shall be installed inside the transfer compartments to ensure that no person or animals are inside the transfer compartment or the car when the machine starts moving.

I. Equipment shall operate at a noise level below which conversation is possible outside of the automated parking vehicle storage and transfer area.

J. Mission critical devices shall have power sources filtered and supported by UPS to avoid brown or black out conditions. UPS to be supplied by bidder.

K. Replacement parts from standard manufacturers must be noted as non-proprietary and identified as to source on all parts lists and bill of material. Proprietary parts must be supplied with detailed drawings to allow the Owner to source assemblies or components through other Suppliers, if necessary. Owner will sign an appropriate Non-disclosure agreement.

L. To ensure needed repairs can be performed in a timely manner, the Owner may purchase a maintenance contract, covering the operating times of the Facility including a sufficient on-site spare parts package. Supplier shall describe recommended maintenance contracts in the proposal.

M. Provide code compliant architectural plans for the building to house the structure. The maximum height of the structure shall be a maximum of 46’ from existing grade. The structure shall contain ground level parking, as well as four (4) elevated parking levels. All required utilities for electric, water and gas, as required, shall be designed and delineated on the plan. In addition, the building shall have a code complaint fire suppression system. It is anticipated that a minimum of one (1) sprinkler head per vehicle will be required.

N. Provide code compliant civil drawings for the exterior of the building. All sidewalk and curbing
should be removed and replaced. ADA compliance is required.

O. The plans should provide a separate design plan for an emergency generator for the structure. An alternate price shall be supplied for furnishing, installing and commissioning the emergency generator.

P. All documents required for a turnkey automated parking structure shall be supplied and constructed by the prospective bidder.

EQUIPMENT DESIGN GUIDELINES

A. Any hoisting chain or wire rope shall be a size, type and style appropriate for a hoisting application, and the weight and accelerations of the lifting mechanisms shall adhere to safety factors per code and per required industry standards and practices.

B. All gears and pinions should be constructed of steel, having adequate strength and durability to meet the requirements for the intended class of service. All gear ratings shall be based upon the American Gear Manufacturers Association (AGMA) standard.

C. All bearings shall be heavy-duty or roller type, manufactured by reputable manufacturers. All bearings shall be pre-packed with grease and require infrequent (bearings in gearboxes are exempt from this requirement). All bearings shall be specified and rated using methods published by the Anti-Friction Bearings Manufacturers Association (AFBMA).

D. All welding shall conform to the American Welding Standard (AWS) D14-1.

E. All structural steel, tubing, fittings, sheet metal assemblies, and all other unpainted components must be protected from corrosion and shall be primed and painted. Prior to priming and painting, appropriate surface preparation shall be performed. The primer and top-coat paint shall be commercial grade gloss enamel, of the manufacturer’s standard color. The finish paint shall be brushed or sprayed to a uniform thickness of at least 1.0 mil. Provide an alternate to hot dip galvanize all support structure, parking floors, pallets, etc.

F. The electrical equipment shall consist of motors, controls, relays, circuits, cabling and similar devices. All speed changes in the traveling, hoisting or storing operations, in addition to interlocks and safety features, shall be performed automatically, using an on-board programmable controller, with additional relay redundancy for critical safety interlocks. Electrical equipment and wiring shall be designed to conform to the requirements as set forth in the National Electrical Code. Primary service voltage shall be identified by the bidder. Vendor is to indicate desired voltages based on normal standards for North America.

G. All electrical components, including contactors, relays, fuses, etc. shall be supplied by reputable manufacturers such as Allen-Bradley, Siemens or equivalent. These components should be assembled in a NEMA 4 enclosure. A main power disconnect shall be included on the outside of the enclosure. The enclosure shall be shock mounted to the machine, thereby minimizing the effects of vibration on machine control components. All components and wiring in the cabinet shall be marked according to the electrical diagrams provided in the service manual.

H. The following safety devices shall be included with any traveling or hoisting machine and shall comply with current ASME/ANSI, OSHA, and NEC regulations. At a minimum, the following safety devices shall be included:

1. Overload Sensor (detects overweight loads)
2. Slack Rope/Chain
3. Overspeed Braking APS
4. End-of-Travel Bumper Sensors
5. Hoist Over Travel
6. Motor Overload
7. Load Alignment
8. Bin-Full Sensors
9. Emergency-Stop Push Buttons
10. Height Sensors

COMPUTER APS REQUIREMENTS

The Hardware and software shall be capable of supporting concurrent APS management and report generation activities. Computer hardware and software provided must support immediate recovery from events, including, but not limited to transaction logging, protected memory for movement tracking and database recovery.
The core software shall run on a Windows, UNIX, or Linux operating APS (OS) or other APSs capable of sustainable operation over long periods without rebooting. All source code is to be provided to the Owner.

A third-party database shall be provided, as necessary to complete the functionality required for the project. The database shall be used to keep and track information internal to the APS such as vehicle location and machine moves. GUI interfaces shall be connected to the OS through a third-party software capable of PC operations and easy screen construction (user friendly). APS software shall provide levels of data access and APS access security.

User screens as required shall be part of the software delivery, such as standard maintenance screens and reports. These shall include tools to move a vehicle in semi-auto, taking equipment off-line, event and error reporting.

All changes to memory resident data shall be recorded to the hard disk at regular intervals. This shall allow disk files to maintain tables of all APS status conditions so APS recovery (by cold or warm start) shall rebuild the memory data tables and resets parameters for the current APS load state, error conditions, and the last move command(s).

The APS does not require a high availability, automatic fail over APS configuration. The configuration and testing of a second computer APS licensed as a cold backup and configured with the operating APS and Supplier applications is required. Each hard drive shall have a secondary mirrored hard drive and mirroring software such that each drive has a mirrored backup. Should the primary computer APS have a hardware failure an operator would restore the cold backup computer APS.

**RACK DESIGN GUIDELINES**

(If used, typical rack structure includes the following components).

A. Bracing  
B. Load supports  
C. Base plates  
D. Shims  
E. Anchor bolts  
F. Shop finishing  
G. Shop welding and fasteners  
H. Fire protection sprinkler supports

Rack frames shall consist of main vertical columns with horizontal and diagonal bracing for rigidity. The main columns shall be structural or roll-formed steel sections. The frames shall be fixture welded or bolted to ensure accurate, consistent construction. The base plates shall be fixture welded to the bottom of the columns. This consistent construction ensures proper alignment and plumbness.

The bottoms of all rack columns shall be welded to suitably sized base plates that are designed, in accordance with AISC procedures, to uniformly distribute the column load over the base plate area. The column base plates shall be anchored to the floor by expansion anchor bolts capable of resisting the horizontal shear and tensile forces caused by horizontal and vertical loading on the rack. Design of base plates and anchor bolts and load imposed at any connection to structure shall be coordinated with project Structural Engineer, retained by bidder.

The rack (and all other painted surfaces) shall receive an industry standard finish. The rack surfaces to be painted shall be cleaned of dirt, grease, rust, loose mill scale or other contaminants before painting. The rack shall have a minimum of one coat (1.0-millimeter minimum) of standard color finish paint.

The storage rack shall support the maximum vehicle design load and sprinkler APS piping. The rack shall also be designed to withstand local Building Code and Seismic Zone requirements.

The design and construction of each load-bearing component in the Unit load rack shall be capable of
sustaining the maximum specified safe load with a safety factor of not less than 1.65.

All welding shall conform to the latest edition of AWS Standard D1.1. All welders shall be certified. Strict inspection shall take place during erection of the rack to ensure that proper tolerances are maintained.

Quality Control: Frames, shall be inspected for quality of workmanship in the following areas:

A. Dimensional conformance
B. Smooth edges
C. Weld quality
D. Rust free
E. Paint quality and to specifications
F. Bolt torque
G. Cleanliness
H. Neatness of appearance
I. No damaged items used
J. Meets all applicable code requirements

During installation, the rack shall be inspected for the following items:

A. Location with respect to the proposed building
B. Location with respect to other equipment
C. Plumbness
D. Bay-to-bay distance
E. Overall rack length, width and height

DOCUMENTATION REQUIREMENTS

Supplier shall provide shop drawings and product data including the following as a minimum, in hard copy (3) and on electronic CD-ROM format (1):

A. Design drawings, signed and sealed by a New Jersey PE, shall be provided as necessary for Building Permits
B. Design drawings, signed and sealed by a New Jersey Licensed Architect, shall be provided as necessary for Building Permits
C. APS Layout
D. Computer Block Diagram
E. Mechanical Assembly Drawings
F. Electrical schematics (JIC format) and Wiring Diagrams
G. As-built bills of material keyed to the corresponding engineering drawings for quick identification of components listed on an engineering drawing. The inclusion of manufacturer and manufacturer’s part and model numbers to permit rapid component replacement and replenishment of engineering spares.
H. Operations & Maintenance Manual including:
   1. APS Overview
   2. Descriptions of the components and their operation
   3. Safety precautions
   4. Preventative maintenance, alignment, adjustment, repair and replacement procedures
   5. Error/fault messages, Recovery and Troubleshooting
   6. Listing of terminology pertinent to the project
   7. Record of original equipment manufacturer (OEM) for components utilized
I. Software Operator’s Manual including:
   1. Procedures for the daily operation of the APS to include a APS overview, general operating procedures, and APS operation through the screens
   2. The access and utilization of auxiliary interfaces (e.g. Report Screens)
   3. References and descriptions of all available menus
   4. Explanations of error messages and error recovery strategies
   5. An index to related APS publications
J. Third Party Literature – Supplier shall obtain and deliver original equipment manufacturer (OEM)
literature provided with individual parts, modules and software purchased by the Supplier for the project. This literature shall be itemized in the manuals and may be delivered separately. In cases where third-party literature shall be itemized in the manuals and maybe delivered separately. In cases where third-party literature may only be available by downloading an electronic copy from their web site, references shall be made to those particular website and an electronic copy to be included with the final deliverables.

TRAINING REQUIREMENTS

Training shall be provided on site for qualified operators & maintenance personnel. Training shall be a combination of classroom type training and hands-on maintenance training with the equipment and computer APS. The Supplier shall include recommended training in proposal. A Training Plan outline shall be submitted for review and approval. Maintenance manuals shall be used for reference during the training sessions. All OEM documentation and training deliverables shall be delivered directly to the Owner (in CD electronic form and/or hard copy as available) per current OEM standards.

STARTUP SUPPORT AND COMMISSIONING REQUIREMENTS

Supplier shall be responsible for all Commissioning of the APS and shall have a mechanical technician, electrical technician, and installation site lead on-site till acceptance and sign-off. Supplier shall provide on-site startup support until the performance requirement of 99.8% uptime is met. The support shall be 24x7 during this time, and a minimum of six (6) weeks should be planned.

SUPPORT REQUIREMENTS

Upon acceptance, all equipment shall be supported for a 2-year warranty period. During this time a trained, qualified Owner support representative shall be available to take calls and direct personnel to appropriate actions or activities. Supplier shall provide pricing for adding warranty in 1-year increments.

OWNER RESPONSIBILITIES

A. Clear access to the work area during installation.
B. Assistance in the coordination of material movement during project implementation.
C. Responsible for paying any taxes, fees, permits or licenses of any kind directly to the governing body requiring such.

BIDDER RESPONSIBILITIES

A. Providing fire protection, alarming APSs, and associated signage with in the building.
B. Providing a floor that is rated for the loading requirements of the APS equipment.
C. Providing required clean regulated power to the designated areas for APS construction and operation. Power source shall be coordinated with local utility company.
D. Building drawings and appropriate Site Safety Requirements.
E. Providing power, internet and phone line to a site office.
F. Providing adequate lighting within the building to allow safe installation and operation of equipment.
G. Providing all required Ethernet, Dat Highway cabling, conduit and installation for networks.
H. Providing telephone line and internet access with VPN connection for remote support.
   1. Internet connection with 5 static IP addresses, with a minimum of 20 MPS upload and 20 MPS download speeds.
   2. The System will be provided with one router/modem specified by the Internet Service Providers (ISP) that has at least 4 RJ-45 ports.
   3. Signage/Lighting. Walkway signage and pathway identification to assist users to enter and exit safely into the Transfer Stations. Pathways to and the interior of the Transfer Stations shall be illuminated in accordance with local building ordinances.
I. Alternative Power Sources
   1. Bidder will furnish on-site back-up generator with manual and automatic power transfer switches.
   2. The generators will be capable of running for 8 hours between refueling. Bidder shall
OPMERRRANAL PLAN

The proposal must include an operations plan to implement the itinerary developed to satisfy sections V, VI and Appendix 1 of this document. This must include the following:

- Parking prices and infrastructure for parking payment;
- A staffing plan that includes minimal staff to handle administration and maintenance;
- Monitoring service levels and meaningfully handling customer feedback;
- Handling of service disruptions; and
- Plans for handling emergency situations.

OPERATIONS TIMELINE

Please note that extra points will be added to proposer’s score for expedient facility maximum turnover. The proposal must include a detailed timeline for implementation of the service. This timeline must clearly display when the parking service would launch. This timeline must cover the period from January 1, 2021 to December 31, 2030, and must clearly identify when the parking service would commence. Proposals must indicate a parking start date following award of contract.

OPERATING BUDGET

The proposal must include an operating budget, covering the period from January 1, 2021 to December 2030 that contemplates the projected costs and revenues associated with the parking service. A narrative financial plan that describes the budget must be included. Submission of a minimum two (2) years audited financial statements (3 years preferred). Bidder should define how much of their annual budget is contingent upon subsidy and, if so, define the anticipated source of the subsidy. The amount of subsidy required to maintain the parking service, based on an annual basis for three (3) years should be enumerated.

ORGANIZATIONAL DETAILS

The proposal must include the following details regarding the respondent’s organization:

- A formal letter, on company letterhead, expressing interest in operating the service outlined in the respondent’s proposal;
- The name and contact information - including mailing address, telephone number, and email address – for the respondent’s authorized point of contact for this RFP;
- An overview of the respondent’s organization, including key persons, partners, and a general description of the organization. Resumes and credentials of the organization’s principals must be appended to the proposal;
- A description of relevant corporate partnerships and any corporate relationships applicable to this proposal;
- Disclosure of any conflict(s) of interest;
- A description of the organization’s parking structure operating experience, including three (3) client references;
- Financial statements for the respondent organization and any partner entities germane to the proposal: Two years audited financial statements (3 years preferred);
- A demonstration of the ability to meet all State, Federal and local regulatory requirements including safety and security plans; and
- A demonstration of the ability to meet all insurance provisions and requirements consisting of Comprehensive General Liability Insurance including Premises and Operations Liability,
Contractor’s Protective Liability and Completed Operations and Product Liability. This list is not intended to be exhaustive. Insurance shall name the City of Bayonne, and CME Associates, as additional insured. Liability insurance should be Personal Injury @ $10,000,000.00; Property Damage @ $20,000,000.00. In accordance with the Laws of the State of New Jersey, Workers’ Compensation Insurance must cover all contractors and employees of the parking operation.

- Site and building maintenance or bond for damages if they occur
- ADA compliance

MARKETING PLAN

The proposal must include a detailed plan to market the service. This plan must include messaging that the respondent would use to market its service to the public. Marketing materials for similar offerings by the respondent may be appended to the proposal.

CAPITAL CONTRIBUTION

The City of Bayonne intends to be a financial partner with the proposed operator and is willing to seek bonding for this project. In addition, see below regarding the future leased spaces.

As part of the resolution of approval for the Bayonne Equities, LLC site plan Block 204, Lots 3 & 4, application (City File No. P-17-014), the applicant will lease fifty-one (51) parking spaces as a part of the Developer’s Agreement between the City and the applicant. As part of the on-going site construction an additional four (4) parking spaces will be leased by the applicant for a total of fifty-five (55) parking spaces.

SIGNED RESPONSES

All responses must be signed by an authorized representative of the respondent company. This representative must be capable of making decisions regarding the respondent’s participation as the parking structure operator for the City of Bayonne.

INCOMPLETE SUBMISSIONS

Any submission that does not expressly address each of the items in this section of this document will not be considered.

QUESTIONS

All questions related to this RFP are to be addressed in writing - no phone calls – to:

Terrence Malloy  
Business Administrator  
Municipal Building  
630 Avenue C  
Bayonne, NJ 07002

And copy of all questions should be sent to:

Robert J. Russo  
City Engineer’s Office  
3141 Bordentown Avenue  
Parlin, NJ 08859

or via email to tmalloy@baynj.org and RRusso@cmeusa1.com. Information obtained from any other source should not be considered reliable or official. Questions must be received by April 8, 2019 (4PM EST). Answers to questions will be made publicly available on April 15, 2019 (4PM EST).
**RFP SUBMISSION CLOSING DATE**

Eight (8) hard copies of the proposal along with an electronic format (flash drive) shall be submitted and received on or before **April 30, 2019 (4PM EST)** to the following recipient:

Terrence Malloy  
**Business Administrator**  
**Municipal Building**  
**630 Avenue C**  
**Bayonne, NJ 07002**

Responses and their envelopes should be clearly marked with the name and address of the respondent and the project title: **“W. 22ND STREET FULLY AUTOMATED PARKING FACILITY”**

**VII. SELECTION PROCESS**

Proposals will be evaluated for their completeness, competitiveness, and innovative approach to the service. Preference will be given to responses that offer a reasonably-priced, sustainable service, and make the best use of City of Bayonne facilities.

**A) Selection Committee**

The selection committee will be comprised of City of Bayonne Business Administrator, City Law Director, Two Municipal Council Members, DPW Director & Purchasing Agent.

**B) Selection Rubric**

After verifying that all elements from Section VII of this document are present, the selection committee will score responses using the rubric displayed below. The committee will select the respondent with the highest overall score.

<table>
<thead>
<tr>
<th>Selection Rubric</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Itinerary</strong> – Respondents will be scored based on the size of the facility, the amount of vehicles that can be store, turnover time, maintenance and operation.</td>
<td>20</td>
</tr>
<tr>
<td><strong>Parking Pricing</strong> - Respondents will be scored based on competitive ticket pricing and financial incentives for residents and commuters.</td>
<td>15</td>
</tr>
<tr>
<td><strong>Operational Plan</strong> - Respondents will be scored based how well the operational plan addresses the logistics of the service, including ticketing, maintenance, etc.</td>
<td>10</td>
</tr>
<tr>
<td><strong>Resiliency of Service</strong> - Respondents will be scored based on the emergency plans identified in their proposal, and the plan submitted for handling service disruptions.</td>
<td>5</td>
</tr>
<tr>
<td><strong>Marketing Plan</strong> - Respondents will be scored based on the quality of their marketing plan and its alignment with the goals of the service and the City of Bayonne</td>
<td>5</td>
</tr>
<tr>
<td><strong>Pricing</strong> – Respondents will be scored on most economical ticket pricing while meeting or exceeding the project goals.</td>
<td>5</td>
</tr>
<tr>
<td><strong>Implementation Schedule</strong> – Meeting or exceeding commuter service start-up date February 2021</td>
<td>10 bonus</td>
</tr>
</tbody>
</table>
C) **Contract**
Following selection of the winning proposal, a contract between the City of Bayonne and the respondent will be drafted, accepted, and signed by both parties as soon as practicable following approval by the City of Bayonne. The term of this contract will be ten years, extended automatically up to five (5) years if service levels established in the contract are met. Should Bayonne and the selected operator not execute a contract on a timely basis, due to any delay by the selected respondent, Bayonne retains the right to contract instead with its second choice respondent.

D) **Timeline**
The selection process will follow the timeline indicated below:

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP Release</td>
<td>March 11, 2019</td>
</tr>
<tr>
<td>Questions Received</td>
<td>April 8, 2019 (4PM EST)</td>
</tr>
<tr>
<td>Answers to Questions Posted</td>
<td>April 15, 2019 (4PM EST)</td>
</tr>
<tr>
<td>RFP Submissions Due</td>
<td>April 30, 2019 (4PM EST)</td>
</tr>
<tr>
<td>Review/Recommendations by Selection Committee</td>
<td>w/o May 6, 2019</td>
</tr>
<tr>
<td>Interviews</td>
<td>w/o May 13, 2019</td>
</tr>
<tr>
<td>Anticipated Contract Award Date</td>
<td>May 20, 2019</td>
</tr>
<tr>
<td>Contract Signed</td>
<td>To be determined</td>
</tr>
</tbody>
</table>

E) **Partnerships**
Partnerships between firms are permitted. However, a single entity must lead the effort as respondent to this RFP.

The City of Bayonne is an Equal Opportunity Employer.
EXHIBIT A
EXHIBIT B