



City of Cambridge

PURCHASING DEPARTMENT

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Amy L. Witts
Purchasing Agent

All Bidders

From: City of Cambridge

Date: April 1, 2016

Re: File No. 7191- Request for Proposal for Consultant Services to provide a Community Wide Greenhouse Gas Inventory- Addendum No. 1

The following questions were submitted and answered.

Question

Regarding the Comparative Evaluation Criteria Item #1: Demonstrated Experience Using the Global Protocol for Community Wide Emissions; very few cities in the U.S. have used this specific protocol for GHG inventories. Will the Evaluation Committee consider use of the U.S. Community Protocol developed by ICLEI equivalent when rating responses?

Answer

All cities that have signed on to the Compact of Mayors, of which there are 124 in the U.S., are required to use the Global Protocol for Community Wide GHG Inventories. The Evaluation Committee will consider the proposer's experience using other GHG Inventory protocols, including the U.S. Community Protocol developed by ICLEI, however, proposers with experience using the Global Protocol for Community Wide GHG Emissions will be given a more advantageous rating than those without. A proposer that does not have experience with the Global Protocol will still be expected to deliver on the scope of work, which includes producing a GHG inventory that meets the standards of the Global Protocol.

Question

Please describe any household travel survey data available for Cambridge residents in addition to those surveyed as part of the Massachusetts Travel Survey.

Please describe available travel demand modeling or vehicle counts or vehicle inventories (including number of hybrid, battery electric and conventional vehicles that include the City of Cambridge).

Please describe any projection the City has made of vehicle – miles traveled and vehicle mix.

Answer

Data sets that the City has used in the past to estimate total vehicle ownership, ownership by vehicle type, VMT and mode split, include the American Communities Survey, MAPC Vehicle Census, City cordon counts, the State's Transportation Model, Cambridge City Smart Survey data that covers three city neighborhoods, and commuter data through the Parking and Transportation Demand Management ordinance. However, all of these data sets present challenges in terms of the reliability of the data over time, the accuracy of the data, and the completeness of the data for the purpose of completing a GHG inventory. In addition to proposals that develop methodologies using existing data sources, the City is interested in proposals that include development of more robust data sources, if they are readily available and can be acquired within the budget as specified in the RFP (e.g. City specific models from CTPS).

Joan Dillon
Assistant Purchasing Agent

Addendum No.1