FREQUENTLY ASKED QUESTIONS (FAQ)

Connecting SeaTac's Community: Improving Travel Safety Through Developing a Comprehensive Safety Action Plan and Implementing a Vulnerable User Safety (VUS) Demonstration Activity
City of SeaTac CIP No. ST-834-3
Federal Award No. 693JJ32640089

This FAQ supplements the City's RFQ advertised on November 25, 2025. Questions shown are updated as of December 8, 2025:

Question: Do you want a budget breakdown or ranges for any of the main tasks (NEPA/SEPA, public/stakeholder outreach, CSAP, construction, design)?

Answer: Your SOQ should focus on the selection criteria first and foremost. If you want to add other information into your SOQ, that is okay. Just be mindful of the page limit. If your firm is selected, your contract budget will be negotiated with the City.

Question: Does SeaTac have an inventory of intersections with existing cameras that can be used for this project, or should we assume the purchase and installation of cameras will be included in the project cost?

Answer: Purchase of the video detection cameras are anticipated to occur as part of the construction contract for the demonstration phase (Phase 2).

Question: Is the staff listed within the 10-page maximum RFQ the only staff allowed to work on the project, or can additional team members be added later as needed?

Answer: The staff included in your RFQ should be core staff members with the expertise necessary to perform the requested services. So the answer is yes, additional staff members can be added later as needed.

Question: Does the cost of this project include construction?

Answer: This consulting contract is for professional engineering services only. The consultant that is awarded this contract will develop plans and specs which will be advertised for competitive bidding.

Question: How much of the $2m grant money will be allocated for the upcoming consultant contract for the CSAP?

Answer: Roughly $200,000 in grant assistance has been allocated to offset CSAP efforts.

Question: Will the CSAP be used to inform other plans by the City? (e.g. active transportation, CIP, neighborhood plan, transportation master plan)

Answer: Yes. The City does not view this document as just a prerequisite for future SS4A grant opportunities.

Question: Does the City intend to use other Urban Logiq services to support CSAP development?

Answer: The City anticipates leveraging Urban Logiq. If it needs to be supplemented with other tools, the City is open to this.

Question: How might the City engage with the Port of Seattle as part of the CSAP development process?

Answer: The City anticipates a couple workshops as the design progresses. Could be virtual or in-person. This is something that would be discussed as part of the contract negotiation process after a firm is selected.

Question: Will the Transportation and Public Works Council Committee be providing oversight of the CSAP development?

Answer: Can't answer this in detail at this time, but the City anticipates Committee participation to some extent. This is something that would be discussed as part of the contract negotiation process after a firm is selected.

Question: Will the 2022 Local Road Safety Plan be used as the starting point for developing CSAP? Did the City find the LRSP useful?

Answer: Yes, the LRSP will be a good starting point for development of the CSAP. Regarding the second question, yes, the City has found the LRSP useful when scoping past transportation CIP projects.