NEW YORK STATE DEPARTMENT OF TRANSPORTATION
REVISED REQUEST FOR PROPOSALS
OPERATION OF THE INTERCOUNTRY BUS RAPID TRANSIT SERVICE FOR NYSDOT
Contract #C031487

ATTACHMENT 30
Questions and Answers
(Round One)

Editors Note: Vendor questions regarding the subject RFP are in numbered order

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1. Section 1.2D – Are queue jump lanes envisaged for Routes 59 and 119, or are they simply being investigated?
   Yes – Transit priority lanes, with or without queue jump signalization, are proposed at three intersection locations on Route 59.

2. Section 1.2E - Is it the intention of NYSDOT to include other transit operators in Westchester and Rockland in the HVTMC?
   Yes, it is the intention of NYSDOT to eventually include other transit operators in the HVTMC. The timing of this is yet to be determined.

3. Section 3.4E – May we presume that delays caused by others will not impact milestone achievement in Transit ICM Systems Integration?
   NYSDOT's Transit ICM System Integration RFP will provide information regarding BRT delay information. The selected Contractor is required to monitor, document and account for casual factors leading to service delays or deviations to the service plan.

4. Section 4.4.11.1 – What is the difference between the contractor’s operations control (dispatchers) and the Transit Operations Coordinator at the HVTMC? From the requirements, these would seem to be duplicative.
   Full-time staffing at the HVTMC is required of the transit operator so that all parties can maintain visibility of conditions on the network and work together to implement solutions. The operator has the option of locating their control room functions in the HVTMC if this is logistically easier for them.

5. Section 4.4.11.1 – What are the days and hours that the HVTMC must be staffed by the Contractor? May the staff requirement at HVTMC be relaxed during times when the number of buses is low, such as nights and weekends?
   As described in the 'Deliverable' section, the HVTMC must be staffed for the full span of service of the LHTL intercounty BRT system, including nights and weekends.

6. Section 8.22.2.8 – Mention of potential routing strategies for drivers raises the question of whether the authorized routing include designated variants at the driver’s or dispatcher’s option, or will these be allowed in emergencies only?
   NYSDOT shall provide necessary route deviation information in the event of an emergency. The selected Contractor may discuss with NYSDOT the development of alternative service plans for potential pre-defined non-emergency diversion routes.

7. Section 8.22.2.8 – In the case of non-standard routings, who will validate clearances for oversized vehicles?
   NYSDOT will take on the responsibility for confirming clearances for non-standard routings.
8. Section 8.22.2.5 - This section references a Concept of Operations (ConOps) for the new service. Can this be provided to proposers?
   Yes, this is being released with the LHTL Systems Integrator RFP at the beginning of August.

9. Section 8.22.3.1.A – We question why service deviations and variations in run time are listed as characterizations of transit service. With proper management, these can be minimized and almost eliminated.
The characteristics listed under 8.22.3.1 are all informational needs for the ICM system, not characterizations of its nature.

10. Section 8.22.4.4 - Can the transit representative in the HVTMC be in contact with the Contractor’s dispatcher instead of with individual drivers or with both?
   It is expected that the transit representative in the HVTMC maintain communication with drivers through any method they find most effective.

11. Section 8.22.6.1. – May we assume the KPI indicates Key Performance Indicators?
   Yes, KPI stands for Key Performance Indicators

12. Section 8.22.6.3 – What type of data connections with the CCTVs and PAX information use at the shelters and bus stations?
   Data connections, in regards to communication, will be a cable (coaxial) connection, or a SIM card-based solution provided by the client. Data connections will vary based on the equipment; for instance, RTPI screens are likely to require an XML data stream (vendor-dependent). CCTV feeds will be IP-based, which need to support H264 or H265 encoding, 30 frames per second and provide pan-tilt-zoom (PTZ) control.

13. Section 8.22.6.3 – Is there an option to have the camera enclosures built in by the shelter manufacturer?
   The designs for the shelters are not yet finalized, and these types of comments and questions will help inform the final design. The shelter will already be fully powered with conduit and j-boxes for power and data.

14. Section 8.22.6.6 – We are concerned that streaming video from a bus to a control center may not be mature and readily available technology. Is it NYSDOT’s expectation to be able to view any camera at anytime? What is the maximum number of cameras DOT wishes to view simultaneously?
   1. Yes, it is NYSDOT’s expectation to be able to view any camera at any time
   2. There is no limit on the number of cameras viewed at any one time as this will be relevant to the each individual incident/event, however cameras will not be constantly streaming outside of these occasions

15. Section 8.22.7.1 – Please define the word latency as used in “such latency as to interfere with the boarding process”. We understand the word latent to be “hidden”.
   Latency refers to the delay between the input and the desired outcome. In this section it is referring to the passenger transaction (input) and the boarding process (outcome)
16. What are the expectations for the AVL feeds, 30 seconds or real-time?
   
   30 seconds or less

17. Section 8.22.8.3 – We question use of CAD/AVL to re-route buses, rather than direct and immediate radio communication. Is there a reason that radio use is not desired to be the primary means of dispatcher direction?
   
   Radio communication can be used as the primary means of dispatcher, however this information shall be duplicated in the CAD/AVL system to allow ICMS a real time view of bus operations.

18. Section 8.22.8.3 – Please define ICMS Decision Support System.
   
   The ICMS Decision Support System (DSS) is a key component of the ICM system. The DSS is intended to provide situational awareness of the network and decision making guidance to the HVTMC. The ICMS DSS will identify changes in the network and recommend response plans under various incident scenarios. The response plans include actions for each sub-system connected to the ICMS. A typical response plans may include strategies for VMS, ramp metering, signal re-timing and diversion to transit. In the event of a strategy involving a change to LHTL Transit Operations, the appropriate guidance will be communicated via the ICMS interface to the Transit Service Coordinator.

19. Section 8.23.3.3.C – Please define the limits of the RTPI system in its ability to interpret detours and diversions.
   
   NYSDOT expects the RTPI system to accept route detours and diversions, interpret these and populate the relevant RTPI displays with revised real time information. The limits will depend on the chosen system as some are more developed than others.

20. Section 8.23.3.5.A – May we presume that historic data will be logged in a back office system rather than on board the vehicle?
   
   Yes, the contractor is expected to have a comprehensive back office system

21. Section 8.22.3.8 - This very brief discussion appears to assume the use of an transit signal priority system we believe to be obsolete. In the metro NYC area, this was used in Staten Island for 14 intersections on Bay Street and Victory Blvd., as a “proof of concept”. It was replaced with an entirely different approach and this new approach has been the standard used by MTA/NYCT and NYCDOT on the entire length of Victory Blvd. and all successive BRT/SBS other projects. We respectfully recommend that NYSDOT review its approach to transit signal priority technology for this project.
   
   Opticom GPS has been chosen for the system to ensure interoperability with the Westchester Bee-Line, a major regional transit provider that provides key connections from the LHTL service in Westchester County. More details on the system requirements are available in Attachment 26 (Vehicle Specification), Section 47.J.
22. Section 8.23.3.7 – How will off board receipt dispensers and on board ticket validators agree on what the code of the day (hour? other criterion?) will be to accept the receipt?
There is a flat ticket rate, therefore peak and off-peak does not apply. The date of the ticket needs to be printed on the receipt for visual inspection and encoded into the QR code for the on-board validator.

23. Will the State provide furnishings to the Contract for its operations at the ICM Control Center?
Yes, the State will provide all necessary furnishing for the Contractor’s HVTMC resource.

24. Please detail the Contractor’s contractual responsibility for managing Transit Signal Priority during daily operations.
The Contractor is responsible for the transit signal priority equipment onboard the vehicle to be maintained and operational at all times.

25. Are there existing systems in place that the contract will need to leverage in order to communicate with other transit operators (i.e. Metro-North and Bee-Line)?
No, all existing systems have been specified in the RFP.

26. When installing technology solutions at bus stops and shelters, can the sites be modified or relocated?
The station sites cannot be relocated. NYSDOT will install the shelters and associated infrastructure (concrete pads, etc.) and the Contractor will be responsible for installing technology solutions into this new infrastructure. If there are concerns with the capacity of the designs, the Contractor can work with NYSDOT to ensure the station design can accommodate their needs.

27. Please clarify whether CCTV is required at each bus stop location and bus stop shelter.
Yes, CCTV will be required at each bus stop location/shelter.

28. Please indicate the State’s expectation for the length of time CCTV footage will be archived. The length of time also impacts the cost, which the contractor must factor into its proposal. The State does not require CCTV footage to be archived, this will be up to the Contractor to decide for their own operations.

29. Please clarify which party is responsible for installing the bus stop equipment and communication – the State or the contractor?
The Contractor is responsible for installing the technology equipment at the bus shelters. NYSDOT will provide the shelters and the communications connections – it is up to the Contractor to procure the communications contracts.

30. Does the State have a preferred method of communication from the control centers to the vehicles or from road supervisors to vehicles?
GPRS/3G/4G is the preferred communications method. Radio communications can also be utilized, but on bus AVL is expected to communicate with the back office through GPRS/3G/4G.
31. Is there a pre-existing standard system that the operator needs to use in order to communicate to its vehicles and services in case of a city, state or national disaster or emergency?
   There is no pre-existing standard used to communicate with vehicles in case of a city, state or national disaster.

32. Do NYSDOT personnel require access to the contractors operating facility?
   Yes, as stated in Section 4.2.9 of the RFP, ‘NYSDOT reserves the right to inspect the Proposer’s facilities and/or other transit systems where the Proposer has supplied the same or similar services.’

33. Is there a specific security card system and card reader to gain access to buildings and rooms at the ICM?
   The Contractor’s HVTMC resource(s) will be given access cards to allow entry to the HVTMC.

34. The RFP indicates that NYSDOT will own all data. Please confirm that the data referenced is the data provided by the CCTV, communications system, etc provided to support this service, and not the Contractors internal business systems, including e-mail, driver attendance systems, internal budgeting and accounting data, etc.
   NYSDOT will own any intellectual property required to transition to a new operator, as well as any data provided to ICM system. Further, RFP Draft Contract Article 14 states “At the time of completion of the work, the CONSULTANT shall make available to the STATE all documents and data pertaining to the work or to the PROJECT which materials at all times shall be the property of the STATE.” Data is defined as any information generated or produced under NYSDOT Contract #C031487 as a result of the requested services being provided.

35. The RFP indicates that “all Data shall remain in the Continental United States”. Please be more specific as to which data is being referred to? For instance, some e-mail systems or file sharing system are hosted internationally.
   All sensitive, personal, private and mission-critical data shall not be transmitted or stored outside the Continental United States.

36. The RFP states in Section 6.1 that “the Contractor will not transfer Data unless directed to do so in writing by NYSDOT.” Please clarify very broad statement.
   Any transfers of data must be either expressly required under the deliverables and work plans approved by the NYSDOT Project Manager. All not-previously approved data transfers, to any other party must be requested prior to such transfer. The Contractor must err on the side of caution when transferring data.

37. The RFP states that “at the end of the Contract, Contractor may be required to transfer Data to a new Contractor...” Please clarify whether the State, the incoming contractor or the incumbent contractor is responsible for the cost of the data transfer and conversion. The Contractor is responsible for the cost of transfer in a readily usable industry-standard format and should include such costs with their proposal. The Contractor is also responsible for technical assistance to facilitate transfer and data conversion. The Cost of actual conversion shall be the responsibility of the new Contractor.
38. The RFP states that “all Data must be encrypted at all times...” Does this include data on all servers as well as PC’s?
   Yes, all data on all systems shall be encrypted.

39. Please provide the NYSDOT data retention requirements for the specific data associated with this project.
   All data associated with this project shall be retained for the duration of the contract plus a reasonable time beyond the contract to allow for transfer of data back to NYSDOT in useable form, or transfer to a new Contractor. NYSDOT will discuss specific data retention requirements with the selected Contractor during contract negotiations and after contract award (during the contract’s life).

40. Please indicate what types of connectivity solutions will be available in each shelter for internet service (Fiber, cable, other)?
   There will be a mixture of Fiber and 3G/4G connectivity. The Contractor will provide the 3G/4G connectivity and final connections to the Fiber network where this is available.

41. Please provide the number of Closed-circuit Television (CCTV) that are required on each bus and at each depot.
   The number of CCTV required will depend on the type of CCTV installed, mounting positions, field of view, etc., but as a minimum it is expected that each shelter will have one CCTV camera and on-board the buses there will be a view of each deck, as well as rearward and forward-facing views.

42. Please confirm that the requirement of Section 8.23.3.6. Wi-Fi – does not require conflicting information. Item B. requires “The passenger Wi-Fi shall have a 4G modem and support 4G networks.” and item E requires “The passenger Wi-Fi at shelters shall connect through a fixed communication connection.” Is the 4g backup? Please explain.
   The passenger Wi-Fi on vehicle shall have a 4G modem and support 4G networks and the passenger Wi-Fi at shelters shall connect through a fixed connection with the 4G as an alternative, should fixed connections not be available.

43. Section 8.22.5.3: The onboard systems will send and receive route, schedule, and position information on feeds operated by and provided by other agencies. This will likely require the intervention of the systems integrator to ensure mutually acceptable feeds providing accurate information.
   a. This seems to contradict with other requirements, as the onboard system to support CAD/AVL, APC, and RTPI does not require data from other transit agencies.
   CAD/AVL and APC data will be passed directly to the ICM system to map the buses in real time to allow the real-time passenger information (RTPI) system to stay updated. This also provides an additional source of travel time data to both the data fusion engine and the live micro-simulation model. As a direct result of this information NYSDOT will be able to determine the effectiveness of Transit Signal Priority and use the results to modify traffic signal timings. The data can also be used to derive the performance statistic for the bus routes, such as availability and achieved headway, as well as any other performance metrics identified in the transit contract.
RTPI requires data to provide passengers with information on other transit connections in the region, such as schedules and on-time status from MTA Metro-North data (as detailed in Section 8.23.3.3.B). The ICM Systems Integrator (being chosen through another RFP NYSDOT is releasing) is tasked with working with the Transit Operator to integrate data feeds to and from the ICM system.

b. Please confirm that NYSDOT expects the proposed onboard system to support CAD/AVL, APC, and RTPI to operate the fleet in supporting the transit service for the Dark and Light Blue route as well as the Dark and Light Gold routes, as identified in Section 8.21.7 of the RFP. This is correct.

c. If data from “other transit agencies” is required onboard the bus, please clarify what types of data and the purpose of this data?

   Real-time passenger information requires information to provide passengers with information on other transit connections in the region, such as schedules and on-time status from MTA Metro-North data (as detailed in Section 8.23.3.3.B). The ICM Systems Integrator (being chosen through another RFP NYSDOT is releasing) is tasked with working with the Transit Operator to integrate data feeds to and from the ICM system.

44. Section 8.23.3.1: ICM System Components and Requirements – Automatic Vehicle Location (AVL) Subsection 1: The system shall integrate with the ICMS and be viewable on the ICMS GIS dashboard. The AVL solution provider will be required to work closely with the ICM System Integrator to ensure this is achieved.

   Can you please provide details on the ICMS GIS dashboard?

   a. What is the ICMS GIS dashboard, is this a video wall?

      The dashboard is part of the ICMS Graphical User Interface. One of the options for this interface is that it can be displayed on a video wall in the HVTMC to highlight metrics if requested by NYSDOT.

   b. Is the vendor to provide the GIS dashboard?

      No, it will be procured as part of the ICM system (by the Systems Integrator being chosen through another RFP NYSDOT is releasing) and data from the transit operator will be mapped onto it.

   c. Is this customer facing?

      No, this will just be available in the HVTMC.

45. Section 8.26.47, Subsection C, Real Time Passenger Information (RTPI): It is noted that the On Vehicle Display (OVD) shall employ TFT, OLED, or other high resolution displays and have one or two lines of text. These specifications are very limited and reduce competition. Would NYSDOT also accept LCD sign or a 2-line LED sign?

   These need to be dynamic. While LCD should be fine, NYSDOT prefers not to want the limiting old-tech linear LED signs.
Infrastructure Procurement and Maintenance

46. Section 3.1 – Will there be stations (which we interpret to mean enclosed buildings) or simply shelters, or simply stop signs/benches at all stops on the routes? Please specify which stops will receive what level of investment?
   NYSDOT will provide new bus shelters and related pedestrian improvements at all of the stops envisioned for the transit routes.

47. Section 4.2.1 – Providing Capital Infrastructure – Request for additional information regarding expansion and who will be responsible for the new purchase of equipment. Are there supplemental funds when service is expanded (i.e. shop equipment, bus shelters, facility expansion and electronic equipment including software updates)
   When service is expanded, NYSDOT will provide all on-street capital infrastructure, including shelters and the communications links for the Contractor to use. The Contractor will be responsible for procuring, installing and maintaining all transit technology in the shelters and in the vehicles, and for procuring any additional vehicles that are needed to expand the service. NYSDOT will seek a supplemental agreement for the additional scope and cost associated with expanding the service.

48. Section 4.4.5.2 – At what point must title to ITS equipment (in-shelter technology) be transferred to NYSDOT?
   The title to ITS equipment must be transferred to NYSDOT upon system(s) acceptance by NYSDOT.

49. Section 4.4.6.5 – This section suggests the contractor must determine the fleet size; elsewhere, 19 peak vehicles are alluded to. Which takes precedence?
   Initial analyses of the routes and their peak vehicle requirements have been conducted by NYSDOT; however, the contractor is expected to determine optimum fleet size to fit their schedule and service plan submitted with the RFP response.

50. Section 4.4.7.1 (Also Sections 4.4.4.1 and 4.4.8.2) - Does contractor have cost liability for vandalism or fare equipment robbery attempts?
   The Contractor should cover this liability under the General Liability and/or any other applicable insurance.

51. Section 8.19 Paragraph 2 – While the Contractor will be responsible for “maintaining the functionality” of the on-time information, certain systems are provided by others, and may impact this functionality in ways beyond the control of the Contractor. May we anticipate appropriate relief?
   The operator is expected to maintain the systems so that they are able to receive information feeds and then display them. The Contractor is responsible for the work of it’s employees and any subcontractor contracted under this Contract. If there is a disruption to another operator’s feed, this will be taken into account in NYSDOT’s quarterly review of system performance.
52. Section 8.19 Paragraph 3 – What proportion of the multi-user facilities at Spring Valley, Palisades Center (Macy’s) and White Plains are to be maintained by the Contractor?
There will be new shelters built for the system at all stops indicated in the Transit Service Plan, and these shelters and their associated amenities and technological components are to be maintained by the Contractor.

53. Section 8.23.3.7 (To be installed at bus stops) – It is unclear if NYSDOT will be responsible for furnishing, stocking, unloading, securing, and accounting for tickets and revenues therefrom.
The Metrocard fare collection machines do not dispense tickets nor accept cash. They simply collect fares from pre-filled MetroCards and issue proof-of-payment receipts. These are the same machines utilized on the MTA’s Select Bus System. The Contractor will be responsible for the ongoing maintenance of these machines, including stocking paper for the proof-of-payment receipts.

54. Section 8.23.3.7 – Please clarify what level of vandal resistance and fraudulent access protection is required.
The RFP indicates that the State will provide Bus Stops and Shelters and that the contractor must provide technology at these locations and transfer ownership to the State.
a. Which entity is responsible for the cost of repairing damage to bus stops and shelters caused by vandalism, vehicle accidents, acts of nature, or other causes?
b. Which entity is responsible for the cost of repairing damage to associated technologies caused by vandalism, vehicle accidents, acts of nature, or other causes?
The proposer needs to determine an appropriate level of design to protect their obligations under the agreement and any limits under the appropriate liability insurance.

55. Section 8.23.3.7 – Who will provide security at stops, shelters, stations, and on board buses?
CCTV at each bus shelter will provide a feed that can be viewed by the HVTMC. There will also be CCTV on-board buses as well as the standard law enforcement protocols.

56. Is it correct to assume the NY DOT has designed all bus stops in compliance with ADA and Title VI requirements?
All bus stops and shelters are being designed in line with ADA requirements and national and international best practices of accessibility and inclusivity.

57. Please confirm which bus stops the Real-time Passenger Information (RTPI) are to be installed and whether this list constitutes each bus stop or only those with shelters.
All bus stops are currently designated to have shelters. All shelters will require RTPI to be procured, installed, and maintained by the Contractor.

Fare Payment

58. Section 4.2.10 – Are fare changes, including any proposed by the contractor, subject to Title VI and Disparate Impact analysis, and if so, is this a contractor responsibility?
Yes fare changes are subject to Title VI and it is the Contractor’s responsibility.
59. **NEW Section 4.4.10.2** – Please clarify if Metro-North Unitickets to be accepted on the new bus service are offered on connecting Pascack Valley trains via Spring Valley and connecting Main Line/Bergen County Line and Port Jervis trains via Suffern as well as connecting Hudson Line trains via Tarrytown and Harlem Line trains via White Plains?

*Metro-North Unitickets are only planned to be pursued for the Hudson Line and Harlem Line services as the LHTL intercounty bus service’s focus is trans-Hudson trips.*

60. **Section 4.4.10.2** – Since it is considerably faster for a Rockland County commuter to Manhattan to utilize Coach USA (Rockland/Red and Tan) service from Nanuet Park and Ride and other locations than to utilize the new bus service to a railhead and thence train to New York City, are there any plans for through or joint fares between the LHTL and any of the Coach USA (Rockland/Red and Tan or Short Line) or even Monsey Trails north-south services which intersect it? Likewise, MNR Limited trains from Spring Valley or Suffern put passengers in Manhattan in an hour, much faster than a connection over Tarrytown or White Plains. Is this to be recognized?

*There are no plans to pursue joint fares between the LHTL intercounty BRT service and any of the private interstate bus companies that serve the region.*

61. **Section 4.4.10.2** – Is there any requirement to accept electronic payments onboard?

*Electronic payments are only to be accepted through the off-board fare payment machines.*

62. **Section 4.4.12.2.** – Will fare arrangements with Rockland County Community College and other colleges be continued? If so, is it anticipated that students will use their ID card? Will on-board fare collection be required to reject expired cards?

*In 4.4.12.3, it says that ‘The Contractor is encouraged to develop a range of discounted and institutional tickets that is similar to what is offered today, as well as work with local business and institutions to create new fare types.’ The Contractor’s approach to these services will be scored under the ‘creativity and innovation’ evaluation criteria in Section 6.1.3.3.*

63. **Section 8.21.8** – Will the MTA MetroCard be acceptable for local trips within Rockland County?

*Transport of Rockland does not accept MetroCard.*

64. **Section 8.21.9.1** – We are concerned about the high proportion of passengers paying cash or buying what amounts to single ride transportation. However, for those using the off-board machines, not only is off-board payment an extra step for passengers, who must arrive at stops that much earlier (thus negating any time saving of reduced dwell time), but the aggregate cost of purchasing, servicing, and securing TVMs and ticket validators might even exceed the cost of putting a second employee (conductor or fare inspector) on almost every bus! Further in this regard, Modification 1 to the RFP states that fare enforcement personnel may be used on board to verify that all persons hold validated transportation. Will enabling legislation permit them to issue citations to passengers without proper transportation?
There is no legislation enabling operators to issue citations to passengers.

65. Section 8.23.3.7 – Please clarify what varieties of MTA MetroCards will be accepted by NYSDOT-supplied fare collection machines.
   The fare collection machines accept all varieties of MetroCards.

66. Section 8.23.3.7 (To be installed onboard) – Must fareboxes accept MTA MetroCards? If so, what varieties?
   It is not required that the on-board fareboxes accept MetroCards. The off-board fare collection machines will satisfy this function.

67. Section 8.23.3.7 (To be installed onboard) – What denominations of bills and/or coins must fareboxes accept?
   This decision is up to the contractor.

68. Section 8.23.3.7 (To be installed onboard) – Is it the Contractor’s choice of what means of registration there will be for cash deposits in fareboxes, and means of extracting and accounting for cash deposits?
   Yes, this is the contractor’s choice.

69. NEW Section 8.23.3.7 (To be installed onboard) – If rear door is to be used for entry, how is driver to enforce passengers not validating transportation, or to identify those with validation issues, in a situation with multiple entries through both doors simultaneously?
   In Section 4.4.12.4, the contractor has been given a choice of providing either driver-controlled inspection of tickets and passes through front-door boarding or provision of ticket inspectors on all routes to enforce fare payment, and explaining why they chose one over the other in their proposal.

70. Section 8.26.47 – Paragraph 2 (a) indicates that “The fare collection machines (at bus shelters) will be procured and installed by the Contractor.” NEW Section 8.21.9.1 indicates that “Off-board payment machines (supplied by NSDOT) will be able to accept MetroCard...” The (supplied by NYSDOT) is a typo and will be removed from the RFP (See Revised RFP dated 8/22/2016). The fare collection machines at bus shelters will be procured and installed by the Contractor.

71. Please clarify who shall provide the off-board fare collection machines.
   The fare collection machines at bus shelters will be procured and installed by the Contractor.

72. Section 8.28.3 – We are concerned that passengers directed to other locations in the absence of a fare collection machine will be in danger of missing their bus, and further, in physical danger (which could translate to liability for the State and the Contractor) if they cut across streets or traffic lanes to access the machine, and then return to the stop for the direction of intended travel. Further, we are concerned that machine failures with but one
or two machines available will seriously affect the service (as this is written, every one of the
dozens or so NJ Transit ticket vending machines on the 8th Avenue side of Penn Station New
York, the busiest railroad station in the western hemisphere, has been out of service for
credit and debit card sales for a week).

NYSDOT has conducted an analysis to determine how many fare collection machines are
needed and in which locations along the route. Passengers will also have the option to pay
on-board with cash or through the mobile app, should the ticket machine be out of order.
The Contractor is responsible for pricing out a suitable maintenance regime.

73. Section 8.23.2.7 – Is it anticipated that MTA MetroCard sales will be available anywhere in
Rockland County?
As part of its agreement with NYSDOT, the MTA MetroCard will look to identify potential
MetroCard merchants in Rockland County. These are commonly established at existing
stores, much like the vendors throughout Westchester County identified on this website:
http://tripplanner.mta.info/metrocardmerchants/

74. Section 8.16 On Time Performance – Paragraph 6 – The term “enforcement of off board
payment” is used. Please define what means would be considered acceptable to enforce
this, in light of continued availability of fareboxes, apparent inability to accept cash in
offboard vendors, and the likelihood that a high proportion of riders will continue to use
single fares paid at the time of travel.
In Section 4.4.12.4, the contractor has been given a choice of providing either driver-
controlled inspection of tickets and passes through front-door boarding or provision of
ticket inspectors on all routes to enforce fare payment, and explaining why they chose one
over the other in their proposal.

Vehicles

75. Section 3.1 – Project Objectives – Why did NYSDOT decide to request a double decker bus?
Was this done with only a staff review? Why the double decker style was chose over a BRT
articulated bus that is used with other transit systems? Is there a review that indicates
prototype double decker buses investigated by staff to ensure there are no non-negotiable
vertical constraints along the path of travel and at stops, including the Tappan Zee Bridge?
Did NYSDOT receive a letter of intent stating that all manufacturers can meet the deadlines
and bus specification requirements?

We have serious concerns about the vehicle specified in Attachment 26, regarding elements
of safety, security, applicability and viability (including any Buy America, Buy New York, or
sourcing requirements). Specifically, we have seen only limited successful application of the
double deck concept in North America (see attached roster of modern double deck buses in
transit and suburban service in North America – double decks comprise but six tenths of one
percent of the total transit bus fleet in North America). We have seen several calamitous
accidents including loss of life when route deviation was undertaken in low clearance areas.
We have personally experienced potential personal injuries on steps between decks, as well
as delays to schedules occasioned by passengers trying ascend and descend simultaneously,
or too close to the actual stop to alight without delay. We have seen rampant vandalism on upper decks, even with cameras and periscopes in use. We can envisage security situation involving controlled substances being bought, sold and used on upper decks, and possibly other criminal intent in this remote area from the driver. We have seen difficulties in controlling the vehicle under high wind conditions such as occasionally occur on the river crossing, and also at higher speeds under severe weather conditions (rain, ice, snow). We request reconsideration of the specified vehicle, using an “or equal” concept to provide efficient, economic, attractive, customer-friendly, schedule-friendly vehicles, with appropriate passenger capacity, equal ability to process the ingress and egress of passengers and fare payment or validation or inspection, and a better capability and familiarity as to maintenance, parts supply, and of course, longevity in front-line service.

1. The choice to use double decker buses was decided early in the planning phases of the project, and has been carefully vetted in terms of safety, performance, and maintenance support. It remains one of the foundation blocks of the LHTL project.
2. NYSDOT and its consultants performed an audit of the corridor in November of 2014 to confirm bridge clearances and ensured there were no non-negotiable vertical constraints from bridges and overpasses.

76. Section 3.1 – Project Objectives – Is there a law when towing a double decker bus on the various routes?
   Contractors should work with their towing and recovery subcontractors to stay within legal requirements if and when it may be necessary to move a disabled double decker vehicle.

77. Section 4.4.3.4 - Does this section apply to service vehicles described in Section 4.4.3.2, and to other service vehicles which may be required but have not been specified herein? Section 4.4.3.4 only refers to vehicles for revenue service (See Revised RFP dated 8/22/2016).

78. Section 4.4.3.5 – Some federal regulations are applicable only if this is a federally financed project. Please clarify which regulations attach to this project.
The only federal requirements that would apply to non-federally funded transit projects are:
- Drug & Alcohol Testing 49 CFR Parts 40 and 382
- Americans with Disabilities Act (ADA)
The project is subject to State regulations in addition to the federal requirements listed above.

79. Section 4.4.4.1 – Notwithstanding the use of the phrasing including the singular “facility” in the first sentence, and given the use of “facilities” in the rest of this paragraph, may we assume that there will be no objection to providing the service from multiple facilities if we determine that this is the most efficient means of doing so?
   There will be no objection to providing the service from multiple facilities.

80. Section 4.4.6.6 – The response time of 20 minutes from occurrence to accidents/incidents may not always be feasible due to traffic and a number of other scenarios. Would NYSDOT accept 45 minutes as an alternative?
45 minutes is acceptable considering the geographic expanse of the coverage area.

81. Section 4.4.16.9 – Does this requirement contemplate Contractor-provided automatic external defibrillators (AEDs)? If so, please define the quantities and locations at which they will be required.
There is no requirement to have AEDs on the vehicles.

82. Section 8.25.4.4 – We are concerned that buses built by an offshore manufacturer (even if assembled in the United States) may require OEM assistance at some point, which conceivably could violate the CONUS requirement. How should we address this issue?
The Contractor can request a waiver of the restriction against transmitting data outside of the Continental United States. A waiver for transmission of vehicle diagnostic data, unaccompanied by any other sensitive, personal, financial data which does not present a significant breach of Information Security, would likely be eligible for such a waiver.

83. Section 8.26 – These appears to be an Alexander Dennis Enviro 500 Spec. Can you confirm that this is the bus you are requesting for this project?
While the Alexander Dennis Enviro 500 would satisfy the requirements of this specification, it may not be the only vehicle that meets the requirements of this RFP. Some Alexander Dennis photos and diagrams were used as examples in the preparation of the vehicle technical specification for the sake of expeditiousness.

84. Section 8.26 – In one section the specifications reference a third axle but on page 239 the drawing provided only shows 2 axles. Can this be clarified?
This diagram was copied in from the APTA White Book and is an aid in illustration of approach, breakover and departure angles. It was assumed that vehicle manufacturers and proposers would find the drawing informative enough to understand the requirements.

85. Section 8.26 – There is no mention of alternative fuel vehicles in the specifications. Is NYSDOT making any funds available to add hybrid-electric or other alternative fuel powertrain options for this project?
Alternative fuel will be at the option of the respondent. It was not in the spec, nor is NYSDOT funding it. There are programs administered by NYSERDA that respondents may wish to pursue. NYDOT is unsure if an alternative propulsion system design for this vehicle exists.

86. Section 8.26 – Is there anyone in the NYSDOT Maintenance Function or in the Audit Function that would be a resource for any additional questions regarding the vehicle maintenance program and/or reporting requirements for that program?
While it is unclear what is being requested of NYSDOT Fleet or Audit, NYSDOT will address specific questions regarding the C0314789 RFP before the extended Q&A deadline.

87. Section 8.26 – This is a detailed bus specification. We question whether this is either illegal or simply unwise. If the specification is designed to accommodate only one specific
manufacturer, that might be considered uncompetitive and hence illegal. Indeed,
specification apart, there appears from our research to be a single manufacturer capable of
building to US requirements, and this in turn has created our concerns about sourcing.
At least two and possibly more manufacturers on the global market are capable of providing
vehicles that will fulfill the needs of this RFP.

88. Section 8.26.9 – The dimensions indicate a maximum height. As many of the structures in
the counties are of arch design, please indicate the maximum height at the eaves.
Clearance heights for the bridges and other structure crossing the roads along the routes
have been confirmed. The bus drivers would be expected to travel only in lanes marked for
the height of their vehicle, the same practice of all vehicles of this height.

89. Section 8.26.9 – We are concerned that this has been checked on all routes and plausible
deviations. Will NYSDOT warrant that these dimensions will clear on any and all possible
routes for the intended service?
Clearance heights for the bridges and other structure crossing the roads along the routes
have been confirmed. The bus drivers would be expected to travel only in lanes marked for
the height of their vehicle, the same practice of all vehicles of this height.

accommodation for bikes in the interior of the bus. In actual operation, will customers with
bikes be given a choice on bike stowage on-board the vehicles?
Exterior bicycle racks are required on each vehicle. Interior bicycle accommodation is
desired. Proposers are asked to describe their plan for interior bicycle accommodation (if
any) as part of their proposal.

91. Section 8.26.44- What is the requirement for the number of seats in the bus? There is one
mention of the upper deck with 55 seats (page 307) but no mention of the number of lower
deck seats required. Can you specify?
The Technical Specification (Attachment 26) states in Section 44.E.2: ‘The vehicle
manufacturer shall work with NYSDOT's design consultant's design team and seat
manufacturer's engineering team to design the most appropriate seating layout to
accommodate the largest number of seated passengers while also accommodating efficient
circulation for fully-abled passengers as well as those who have disabilities.

After close of the second Q&A round, NYSDOT will release an RFP modification which will
read as follows: ‘The Contractor shall propose the most appropriate seating layout to
accommodate the largest number of seated passengers while also accommodating efficient
circulation for fully-abled passengers as well as those who have disabilities.’

92. Section 8.26.47.H – We question why 110VAC charging is not provided. This is common on
Greyhound and Bolt Bus coaches, and is much-used and appreciated by customers.
USB charging ports are required at each seating position. Proposer may choose to provide
additional types of charging if they so choose.
93. Section 8.26.47 (Paragraph 5) – Please define “automated fareboxes”. See also comment on placement of NFC provisions.
   Automated fareboxes refer to fareboxes that automate the ticketing system – an automated version of manual fare collection. This does not refer to a specific brand or type of farebox that performs this function.

94. Section 8.16 On Time Performance – Has the performance standard taken account of delays accruing to passenger injuries using steps on the double deck vehicles, or even the extra time for passengers to use the stairways, as well as conflicts between ascending and descending passengers?
   The performance standards have been set for the system based on industry standards and are expected to be achievable by the transit operator. Section 4.4.6.14 describes the corrective measures action for the contractor if assessed liquidated damages.

95. The double decker specification requires a non-American product be purchased. Does the State acknowledge that Buy American provisions do not exist for this contract?
   Correct, the Buy American provisions do not apply to this contract.

96. Please provide the State’s expectations for vehicle replacement within the 14-year base term as well as if the contract is extended to the additional 6 option years. Does NYDOT have an estimate of the useful life of the specified vehicle? Assuming it is less than 14 years would the proposer then have to provide the cost for a replacement fleet? Asset Amortization and Renewal Risk – the specified vehicle service life and the contract life do not match, and will clearly require fleet renewal with a potential two years (and a maximum of eight) in which to amortize the second group of vehicles. This simply makes the financial model unworkable.
   Regardless of the term of the Contract, the vehicles should be replaced no later than the rated service life which is estimated at 12 years. It is the Contractor’s responsibility to maintain an acceptable fleet throughout the term of the Contract.

97. Please provide the State’s required spare ratio of the revenue fleet.
   The Contractor shall provide this in the Proposal.

98. Given the specifications for the vehicle that seem to be only able to be met by one out-of-state vehicle manufacturer, will approved equal vehicles be allowed/accepted, including vehicles with the same or greater seating capacity made in the State of New York? If so, how will these vehicles be evaluated or what is the method of receiving approvals prior to proposal submission.
   At least two and possibly more manufacturers in the global market are capable of providing vehicles that will fulfill the needs of this RFP. Additionally, New York State manufacturer bias is not included in this contract. Proposers may request clarification on any aspect of this RFP.
99. If the Contractor deems that the schedules merit a smaller capacity vehicle at various points during the service due to lower capacity would NYSDOT entertain a mixed fleet option of larger double-decker transit buses and single deck coaches?

Performance Standards/Liquidated Damages

100. Section 4.4.6.8 – Does a Force Majeure exception include bridge/lane/roadway closures, and severe (but not catastrophic) weather?
The second paragraph of Attachment 16 defines what would be considered force majeure. Incidents not specifically named here will be taken into account in NYSDOT’s quarterly review of system performance, should they occur and have an impact on service.

101. Section 8.16, On Time Performance - No performance measure is shown for delays in arrival at the final terminal. Is this intentional?
The final terminal is included in the time points indicated in 1.1 and 1.2, and 1.5 notes that the bus should ‘arrive[s] at the final terminal not more than 5 minutes

102. Section 8.16, On Time Performance – It is required that “Dwell time at stops should be minimized so that the average boarding time is no greater than two (2) seconds per passenger”. Does this include door opening and closing time as well as activation of kneeling feature and waiting to depart until boarding customers are seated, or take into account wheelchair and semi-ambulatory passenger boarding and alighting?
Yes, this takes into account all of the activities mentioned above, as the measure is an average time across stops. The contractor’s operating plan should talk about how they are going to achieve this measure.

103. Section 8.16 – Is bus movement while passengers are on stairs between decks permitted?
Yes.

104. Section 8.16 On Time Performance – Will NYSDOT be providing all stations, shelters and stops with level boarding curbs?
No, the proposed bus stop platforms will not feature level boarding curbs. The specified buses must be low-floor and equipped with wheelchair boarding ramps.

105. Section 8.16 On Time Performance - Paragraph 3 – It is indicated that On Time Performance Standards take into account acceptable service delays and incidents and accidents. While the realm of minor delays and accidents/incidents is understandable, please explain how severe incidents (such as crane collapses) are taken into account in development of the standards.
Severe incidents are covered under force majeure, as described in the second paragraph of Attachment 16.

106. Section 8.16 On Time Performance – Paragraph 3 – As a rule of traffic engineering, road traffic tends to increase by 2% - 2.5% per year. Thus, over the contract period, road traffic
may be expected to increase by 32% - 40%. In addition, road traffic spikes on a cyclical basis based on seasonality, day of week, and special events. Please indicate how these variations and increases have been taken into account in performance standards and relief therefrom. The Integrated Corridor Management strategy that will be undertaken in the corridor seeks to continually improve network performance through better situational awareness and response to incidents. Additionally, as written in section 4.4.6.11, ‘NYSDOT also reserves the right to review and modify these performance requirements and metrics as deemed necessary to facilitate continuous improvement of service.’ These reviews will ensure that performance standards are realistic as the years progress. (Revised RFP dated 8/22/2016)

107. Section 8.16 Other Requirements – Paragraph 1 – May we presume that “prior approval” will be given in the case of consistent, systemic, or fleetwide defects in the vehicles, determined not to be caused by the Contractor’s maintenance thereof? Section 8.17.7 – We are concerned that some items which are specified in detail in the vehicle specification could conceivably cause a Contractor to violate the road call frequency standards. May we anticipate appropriate relief?

NYSDOT is leaving the choice of vehicle up to the Contractor. There is more than one vehicle on the global market that fits the requirements of this specification. It is the responsibility of the Contractor to insure that they choose the vehicle that has the best quality, reliability, durability and general track record to use for this service. While this contract is not subject to all of the FTA requirements it is in the proposer’s best interest to use the purchasing diligence requirements of FTA regulations to help prevent the kinds of problems with components the proposer is describing. Further, the Contractor should protect itself by insuring that the vehicles are constructed properly and maintained in a state as close to perfect as reasonable and to report any systemic issues to NYSDOT as soon as they come up.

In Attachment 16: "Operating Performance Standards," the second paragraph of the introduction discusses Force Majeure, which includes any events happening because of "any other cause beyond the Contractor's control." This paragraph describes the protections available to a Contractor from damages in events that are truly out of its control. If on the other hand, a systemic problem could have been prevented by the Contractor applying an adequate amount of due diligence in the choice, purchasing process and maintenance of the vehicles, then the penalty assessed by NYSDOT would be fair and proper.

108. Section 8.16 Other Requirements – Paragraph 4 – In regard to “failure to maintain, may we presume that relief will be given for failures of systems out of the Contractor’s control, such as TSP, WiFi, and the like?

The RFP is firm regarding that all on-board systems provided by the selected Contractor across the fleet shall be operational and functioning as per system specifications at least 98% of the time, with the specifics of this aspect of the contract to be negotiated with the selected Contractor prior to contract execution (wherein any discussion regarding the granting of any relief will occur to NYSDOT’s satisfaction).
109. Section 8.18 Paragraph 1.7.4 – please define precisely the Base and Stretch Target percentages.
   The base and stretch targets are at the discretion of NYSDOT and will be set before the launch of the service.

110. Section 8.24 – Some liquidated damages appear excessive and may well provoke challenges.
   The liquidated damages in the RFP are based on precedent. (Revised RFP dated 8/22/2016)

111. Section 4.4.6.3 – We respectfully suggest quarterly review of schedules rather than annual; as impacts can occur frequently and should be handled appropriately.
   Review of schedules has changed from annually to quarterly.

112. Section 8.16 On Time Performance Paragraph 3 – Please confirm if the embedded allowances for routine service delays take into account seasonal/cyclical traffic fluctuations (Fridays before summer weekends, three day holiday weekends, heavy travel holidays such as Thanksgiving Wednesday and Sunday, etc.).
   On-time performance will be a quarterly assessment performed by NYSDOT that will take an average of all time points recorded. This will help to even out seasonal/cyclical traffic fluctuations. NYSDOT will also consider mitigating circumstances in its assessment of liquidated damages. A quarterly On-Time Performance Report was added to the Revised RFP.

113. The liquidated damages provisions as written create a double jeopardy risk for the Contractor in that multiple damages can be assessed for the same incident. We request the State consider re-evaluating the performance requirements that precipitate Liquidated Damages. Some are duplicative, excessive or are based on unrealistic measurements. For example:
   a. Underperforming routes, by definition, do not meet on-time performance standards. There is already a LD for on-time performance.
      Underperforming routes is defined as any route that achieves less than 90% on-time performance for two consecutive months. The RFP details the actions that need to be taken by the Contractor to bring the underperforming routes into compliance. If the actions of the contractor are not successful then the liquidated damages for underperformance may be assessed. Section 4.4.6.14 describes the corrective measures action for the contractor if assessed liquidated damages.
   b. On-time performance LDs are assessed on a per-stop basis. If a bus is late at one stop, and cannot skip a stop or face additional penalties, it is likely the bus will be late for the remainder of the stops and perhaps for multiple trips. There is no cap on penalties making for unlimited risk.
      On-time performance will be a quarterly assessment performed by NYSDOT that will take an average of all time points recorded. NYSDOT will be setting time points for the routes – not all stops will be assessed as on-time performance time points. Section 4.4.6.14 describes the corrective measures action for the contractor if assessed liquidated damages.
114. On-time performance expectations are higher than the norm for bus transit in New York or for that matter any urban system and are more reflective of a rail service. Given the lack of grade separation, conflicts with other traffic etc., please re-evaluate this expectation by polling the on-time performance experience of TZ Express, MTA Bus and other similar providers in the area.

On-time performance standards have been taken from the Transit Capacity and Quality of Service Manual (Revised RFP dated 8/22/2016)

115. Please reevaluate the State’s dwell-time expectation of 2 seconds per passenger. Having operated double decker buses this dwell time is unachievable given the time to step into the vehicle, pay fare, and walk to the passenger seat (some of which are upstairs) safely, or board using a wheelchair or other assistive device.

This standard has been removed from the RFP. (Revised RFP dated 8/22/2016)

116. What is the appeal process for Liquidated Damages?

Section 4.4.6.14 describes the corrective measures action for the contractor if assessed liquidated damages.

Marketing/Advertising

117. Section 4.4.9.6 – Are advertisements permitted on the BRT service web site?

Yes, web advertising can serve as a revenue source. As stated in Section 4.4.9.4, ‘All material to be disseminated to the public...must adhere to the MTA Advertising Standards (available at http://web.mta.info/mta/realstate/ad_tele.html) and be reviewed and approved by NYSDOT prior to use and dissemination. NYSDOT expressly reserves the right to disapprove any marketing material content for any reason, in NYSDOT’s sole discretion.’

118. Section 4.4.9.3. - If there are video and/or other electronic visual and/or audio media in the bus shelters, may they contain advertisements – whether or not the contractor derives any revenues therefrom?

Absolutely no advertising will be allowed in bus shelters.

Transit Service Planning

119. Section 3.1 – Project Objectives: What alternatives are in place if a double decker bus route is diverted? What alternatives does NYSDOT have outlined if double decker buses are diverted or restricted from the Tappan Zee Bridge? What solutions are for events outside human control, such as sudden natural disasters, for which no one can be held responsible if there are road closures preventing vehicles from providing service.

Alternative routings will be developed and agreed with NYSDOT and the Contractor in accordance with the Integrated Corridor Management Decision Support System. In Attachment 16 of the RFP, there is a description of the Contractor’s responsibility regarding delays that are considered to be included under force majeure, including severe weather events and other disasters, natural or otherwise.
Section 4.4.10.1 – Do the stipulated connections with MNR trains take precedence over the headways mandated by Attachment 21?

At peak times (defined as when there are MORE than 4 trains per hour in the predominant direction at Metro-North stations), the 15-minute headways take precedence. In the off-peak (defined as when there are LESS than 4 trains per hour in the predominant direction at Metro-North stations), connections with scheduled trains take precedence.

Section 4.4.10.1 – Are the stipulated connections with MNR trains effective at Spring Valley with MNR Pascack Valley trains and at Suffern with MNR Port Jervis Line Trains and NJT Main and Bergen County Line Trains, as well as the Hudson and Harlem Lines east of the Hudson?

The priority train connections are the Metro-North stations in Tarrytown and White Plains. Passengers looking to connect to west-of-Hudson train lines are far more likely to use the less-expensive Transport of Rockland services to travel to these stations.

Section 4.4.10.1 – Please define those routes in Rockland County which are considered “major transit providers” to and from which connections should be maintained by LHTL Intercounty BRT.

The LHTL should provide seamless connectivity to as many complementary transit services as possible. However, given the quantity of transit providers in the LHTL region, synchronizing BRT schedules with all regional routes may not always be practical. As a guideline, the BRT operator shall adhere to the following hierarchy of transit service coordination when building schedules:

1. Metro-North
2. TOR
3. Bee-Line
4. NJ Transit
5. Other public or private bus providers (NYSDOT to verify with the selected Contractor).

Section 4.4.10.1 - Will NYSDOT ensure that the Contractor receives timely information about delays of feeder buses in Rockland County so that inter-county BRT bus departures could be delayed as little as possible, while still making connections (and liquidated damages be avoided)?

Currently the feeder buses have no AVL equipment and do not feed any real time information into the ICMS. As such, information on delays will not be available to the Contractor.

Section 8.19 Paragraph 3 – Please indicate which stops are near side and which are far side at each intersection and which intersections will have transit signal priority.

Based on current design, the following list provides near side and far side designations with its associated direction of travel.

Eastbound route:
Stop 2: Airmont Rd at Rt 59: (traveling northbound) - far side
Stop 5: Exit 14 Park & Ride: (traveling eastbound) - far side
Stop 8: Central Nyack: (traveling eastbound) - far side
Stop 9: Nyack (Artopee Way): (traveling westbound) - near side
Stop 10: South Nyack: (traveling eastbound) - near side
Stop 11: Tarrytown/NY119: (traveling southbound) - mid-block
Stop 13: Tarrytown/Broadway: (traveling southbound) - near side
Stop 15: Westchester County Center: (traveling eastbound) - near side
Stop 16: Main St: (traveling eastbound) - near side
Stop 17: Galleria Mall at Main St: (traveling eastbound) - near side

**Westbound route:**
Stop 2: Airmont Rd at Rt 59: (traveling westbound) - far side
Stop 5: Exit 14 Park & Ride: off road, within Park & Ride
Stop 8: Central Nyack: (traveling westbound) - near side
Stop 9: Nyack (Artopee Way): (traveling northbound) - near side
Stop 10: South Nyack: (traveling westbound) - near side
Stop 11: Tarrytown/NY119: (traveling northbound) - mid-block
Stop 15: Westchester County Center: (traveling westbound) - far side
Stop 16: Hamilton Ave: (traveling westbound) - mid-block

One shelter for both eastbound and westbound routes:
Stop 1: Chestnut Street: (traveling eastbound) - near side
Stop 3: Monsey Park & Ride: off road, within Park & Ride
Stop 4: Spring Valley Transit Center: off road, within Transit Center
Stop 6: Palisades Center Park & Ride: off road, within Park & Ride
Stop 7: Macy’s: off road, within parking lot
Stop 14: Tarrytown MNRR Station: off road, within Depot Plaza
Stop 18: Martine Ave at Court St: (traveling westbound) - mid-block
Stop 19: Main St at Broadway: (traveling eastbound) - near side

All signalized intersections along the proposed bus routes will be equipped with Transit Signal Priority.

125. **Section 8.21.1** – Is the Transit Service Plan, beyond the material included in this section, a public document available to Proposers, or is this the entirety of the Plan? Attachment 21 contains the guidelines by which the BRT operator shall build a detailed transit service plan. Precise schedules, routings, etc. will form a significant component of each proposer’s bid package and will be assessed by NYSDOT’s evaluation committee.

126. **Section 8.21.1** – Under other bus connections in the second paragraph, is there any reason that Coach USA (Short Line, OWL, and Red & Tan/Rockland), Greyhound, Clarkstown Mini-Trans, Spring Valley Jitney, Monsey Trails, and Village of Kiryas Joel Transit are omitted?
Metro-North is the priority connection of the LHTL, and other services shall be considered where possible.

127. Section 8.21.3.2 – In describing the present transit network, is there any reason the carriers indicated in the above Question are omitted? Please see the response to Question 127.

128. Section 8.21.3.2 – In light of the duration of the contract, it is likely that NJ Transit and Metro-North may be involved in passenger service restoration on the CSX West Shore route, which cuts through the corridor almost directly behind Palisades Center. Should a stop at a potential West Shore Service station be contemplated, or is the station at Palisades Center Parking Lot J being designed for this use? Should passenger service be restored on the CSX West Shore route, effective transfers to and from the LHTL intercounty bus system will be considered by NYSDOT.

129. Section 8.21.3.2 – In light of the duration of the contract, it is likely that the west of Hudson Metro North service may well have direct access to midtown Manhattan upon completion of the Amtrak Gateway and related projects; this is likely to reduce trips from Rockland to Metro North stations in Westchester (but may increase trips connecting to railheads at Spring Valley and Suffern). Please indicate if and how this should be taken into account.

The markets which NYSDOT intends to serve with the LHTL intercounty bus service are inter-Rockland and Westchester County trips and cross-Hudson services. Although the Gateway and related projects are important for the region, NYSDOT is not accounting for these in the service plan for this system.

130. Section 8.21.3.2 – Figure 2 - May we assume that this pie chart refers only to Eastbound boardings? Is it average weekday or just peak period? The pie chart refers to eastbound boardings on an average weekday peak period.

131. Section 8.21.3.2 – Figure 3 – This map does not specify the proportion of riders using rail vs. bus (or auto) on Rockland – Manhattan trips either via New Jersey or via Westchester. May we have access to this information? According to the New NY Bridge Mass Transit Task Force Final Transit Recommendations, from February 2014, available at http://www.newnybridge.com/documents/2014-02-28-mttf-final-report.pdf:

“Rockland-to-Manhattan work travel data from RHTS was segmented by mode to better understand how travel choice affects the total number of commuters.

**Bus (Private Coach) = 36%**
- 4,661 commuters

**Train = 28%**
- 450 commuters use TZx and transfer to Hudson or Harlem Lines.

24
• 532 commuters drive to Tarrytown and transfer to the Hudson Line.
• 108 commuters take the ferry from Haverstraw to Ossining and transfer to the Hudson Line.
• 1,060 commuters take the Main/Bergen or Pascack Valley Lines.
• 1,493 commuters drive to New Jersey and transfer to train or ferry.
• 3,643 total rail commuters

Auto Only = 36%
• 4,584 commuters”

132. Section 8.21.3.2 - Figure 4 - This circle map indicates 3,990 destinations in these Westchester locations from Rockland, whereas Figure 3 indicates 13,700 Rockland to Westchester trips. Are the remainder auto users versus transit, or are they other-than-circled destinations in Westchester, and if so, where? Figure 4 indicates some clusters of work destinations around the LHTL corridor. The other trips not shown in this maps end at other parts of Westchester County. Detailed information can be obtained at the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES), provided by U.S. Census Bureau at http://lehd.ces.census.gov/. The New NY Bridge Mass Transit Task Force Final Transit Recommendations, from February 2014, available at http://www.newnybridge.com/documents/2014-02-28-mttf-final-report.pdf, offers the following map:

Figure 1: Work Trip Destinations in Westchester County for Rockland Residents (Source: LEHD)
133. Section 8.21.3.2 – Figure 5 - The TZx Time Profile shows Eastbound boardings starting about 0345, whereas the first Eastbound trip departs Spring Valley at 0447. Is there a more accurate version available? For more accurate time profile data, please refer to the table below.

Table 1: Typical weekday TZx ridership time profile

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>00:00 - 01:00</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>01:00 - 02:00</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>02:00 - 03:00</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>03:00 - 04:00</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>04:00 - 05:00</td>
<td>2%</td>
<td>0%</td>
</tr>
<tr>
<td>05:00 - 06:00</td>
<td>4%</td>
<td>0%</td>
</tr>
<tr>
<td>06:00 - 07:00</td>
<td>28%</td>
<td>3%</td>
</tr>
<tr>
<td>07:00 - 08:00</td>
<td>17%</td>
<td>9%</td>
</tr>
<tr>
<td>08:00 - 09:00</td>
<td>11%</td>
<td>4%</td>
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<tr>
<td>09:00 - 10:00</td>
<td>4%</td>
<td>2%</td>
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<td>10:00 - 11:00</td>
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<td>11:00 - 12:00</td>
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<td>12:00 - 13:00</td>
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<td>13:00 - 14:00</td>
<td>3%</td>
<td>3%</td>
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<tr>
<td>14:00 - 15:00</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
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134. Section 8.21.3.2 – Figure 5 – In addition to questioning the accuracy of the data in Figure 5, we are concerned that the low usage of the line in off peak periods may be dependent on the availability and frequency of service provided, rather than being reflective of the latent market. The service plan put forward in this RFP accounts for this possibility.

135. Section 8.21.3.3. – Are there any further breakdowns of actual destinations of connecting passengers who would use the LHTL service for part of their journey? For instance, of those heading for Manhattan via MNR, how many are destined for midtown, lower Manhattan, or other New York City locales? Although there is no pre-packaged analysis at this level of detail, this information could be obtained from the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES), provided by U.S. Census Bureau at http://lehd.ces.census.gov/.
136. Section 8.21.3.4 – We have noted that almost two thirds of passengers on TZx use one way cash fares or ten ride tickets. This indicates a cross-section of ridership who cannot or chose not to buy bulk transportation, possibly resulting from the socioeconomic characteristics of the market. As we suspect this is unlikely to change in the near-to-middle-term future we question the wisdom of the investment in advance ticket sales outlets, TVMs, and a dependence on same to reduce dwell time. Are proposers permitted to generate potential solutions other than these? There is a desire to connect to a regional fare system and so the use of MetroCard fare collection machines (and MetroCard’s eventual replacement) are required. However, as detailed in Section 4.4.12.3, the Contractor will be scored under the ‘creativity and innovation’ evaluation criteria for additional creative fare solutions. The reference to credit/debit cards for the off-board payment system that was removed in Modification #1 has been added back into the RFP language (Please see Changed to the RFP).

137. Section 8.21.3.4 - Regarding dwell time, extensive observation indicates that the spikes in fare collection-related dwells are both from first time or infrequent users, and those veteran or regular users who attempt to “negotiate” the fare in various ways, hoping they will delay others sufficiently that they will be admitted with partial or no payment. Routes with a high proportion of cash and one way tickets are especially subject to such delays, again making an investment in off-board ticketing of questionable worth. May we examine this aspect of the dwell time challenge with a view toward achieving the same goals in different ways? Please see the answer to Question 136.

138. Section 8.21.4.3 - Please define peak periods, based on specific times for each route at origination points. Peak times have been added for all routes (Revised RFP dated 8/22/2016).

139. Section 8.21.4.4 – Service span is clearly vital, but the ability to meet specific travel criteria is even more important. The ability to return from a late work day, or a dinner, or a show in Manhattan, is critical (as is the ability to return home when a child is ill, or when the work day ends early), and are hallmarks of a good service. Some carriers use guaranteed ride home taxi service. Examining connecting schedules, such as Metro-North arrivals from Manhattan in the late evening, should define end-of-day trips, but at the same time, late trips can also have the effect of making riders uncomfortable if made to wait in areas considered unsafe. May we propose adjustments to the pattern schedules required to accommodate known market aspirations? The service plan is as written and there are to be no changes to routes and frequencies as outlined in the RFP. Through the ongoing operation of service, the planning will evolve over time to serve market demands.

140. Section 8.21.4.5 – The second paragraph of this section deals largely with line haul operations between suburban stops. The area in the vicinity of White Plains and certain other urbanized areas can severely affect overall speeds and schedule adherence (thus affecting commercial speed and viability). Have any potential counter-measures been implemented or are any contemplated?
Yes - Transit Signal Priority will be implemented along the route and transit priority lanes are proposed at select locations.

141. Section 8.21.4.6 – Is it permissible for the contractor to devise a service plan using express, limited, skip stop, zone express, or other services which do not stop at all locations on a given route (noting that an excess number of passenger stops would be a friction factor to potential travelers)?
   Please see the answer to Question 140.

142. Section 8.21.5 – Under General Public engagement, may the Contractor establish a Customer Advisory Committee?
   NYSDOT will determine at a later date if a Customer Advisory Committee is necessary.

143. Section 8.21.6 – Regarding signal upgrades (including transit signal priority) and ramp metering, has there been validation of running times with microscopic, stochastic simulation models such as Aimsun or VISSIM? Likewise, has there been forecasting schedule validation using actual buses?
   Microscopic simulation models are being developed to evaluate the impact of transit priority signal plans and to define the operating parameters for ramp metering.

144. Section 8.21.7 – It would appear that the proposed service plan is a “major change” in service. As we understand it, this requires a number of studies related to Title VI of the Civil Rights Act. Insofar as there are elements of the service plan which clearly deteriorate quality of service to some markets (Example: Travel from Suffern to Westchester County will require a transfer where one does not currently exist, and there is a major diminution in scheduled service to and from Suffern.) does this change require a Title VI assessment and if so, is it the responsibility of the State or the Contractor?
   Title VI assessments are the Contractor’s responsibility.

145. Section 8.21.7.2 and following – All connection charts omit several rail (and bus) connections available at various stops, which must be considered in building schedules.
   See response to Question 123. Effort was made to portray the priority connections of the LHTL intercounty bus service in the connection diagrams.

146. Section 8.21.7.2 and following - Does NYSDOT warrant specified running times (since vehicle quantities, and hence costs, will be based on realistic running times)?
   The NYSDOT does not warrant specified running times. Responsibility regarding the impact of the running times on cost estimates for the bid are sole responsibility of the bidder. The running times presented in the RFP are projections offered for indicative purposes.

147. Section 8.21.7.2 - Is the Dark Blue route to operate but a single peak hour trip in each direction on weekends, as seems to be indicated?
The Dark Blue route’s weekend peak periods run from 6:00 a.m. to 8:30 a.m. and from 4:30 p.m. to 6:30 p.m., resulting in a total of two 2.5-hour long peak periods each. In association with a 60-minute headway, each peak period should have at least two trips in each direction, in each peak period. Therefore, the minimum number of weekend trips is 8, with 4 Suffern-bound and 4 Palisades Center-bound.

148. Section 8.21.7.3 – Notwithstanding the investment in faster service, we note that several of the peak running times indicated are a diminution of service quality over extant Tappan Zee Express schedules. For instance, the current service is advertised at between ten and thirteen minutes between Nanuet Park & Ride and Palisades Center Lot J Park & ride, whereas the running time indicated in this section shows 16 minutes. The overall Spring Valley to White Plains peak hour schedule at present is carded at 61 minutes, whereas the proposed running time in this section is shown as 73 minutes. May we please have clarification as to the method of generating the proposed times, and whether these have been tested under actual conditions (as they currently exist)? Running times presented at section 8.21.7.3 are only indicative, and were estimated based on historical data for peak-hour traffic speeds. These travel times were generated independently of current TZx schedule, and were not tested under actual conditions. Once operation starts, running times that can be reliably achieved should be used in building the final schedule.

149. Section 8.21.7.4 – If the Shared Use Path is important to serve on weekends, we respectfully suggest that a connecting rail line and/or a trunk bus line from Manhattan and/or North Jersey, on the west side of the Hudson, should be served instead of simply depending on connections via White Plains. Many hikers live in North Jersey. The weekend service runs from Lot J, which is a convenient access point from northern New Jersey.

150. Do routes run in both directions all the time? For example for the routes with a span of service of 4:00am to midnight, do buses start at both ends at 4:00am, or does the first bus start in Rockland at 4:00am and the last bus leaves Westchester at midnight? Buses in the off-peak direction can start their service with the first bus that completes the peak trip. Example: At the beginning of service at 4:00 a.m., only a peak trip, which would be eastbound, has to be scheduled. Only when the vehicle assigned to that trip arrives at the eastern terminal, and is ready to return to service, the morning service in the off-peak direction (westbound) starts. Hooking trips results in lower fleet requirements and overall system costs. The same consideration could be considered for the end of the span of service.

151. When the required minute frequency starts at 4:00am is that is both directions simultaneously or just in the eastbound direction as most of the riders will be heading into Westchester in the AM. Same question for all routes.
This pertains to just the eastbound (peak) direction. Likewise, there is no need to offer a last eastbound (off-peak) direction bus at the end of the day (a midnight eastbound departure). Please consult the answer to question 13 for an example.

152. Need clarification on the routing in White Plains. Will the buses loop through White Plains with no layover or does the eastbound trip end at Court St. and then deadhead to Broadway and Main Street to start the westbound trip? This would require a layover time somewhere in White Plains. We recommend the eastbound trips end on EJ Conroy and the westbound trips start at Broadway & Main. Contractors should factor in layover time in White Plains. The current TappanZee Express service lays over on Main Street between Martin Luther King Jr Boulevard and Court Street, although any future layover locations will need to be agreed with the City of White Plains.

153. On the light gold route there is no exact span of service given? This was addressed in the Revised RFP issued on 8/22/2016.

154. Are buses going to be expedited on Route 87/287? 
ICM improvements on I-287 will improve travel conditions for all traffic by about 10% during peak times.

155. The current Tappan Zee express service has 22 trips across the bridge between Westchester before 9:00am. The new schedule with 3 routes crossing the bridge will have 26 trips arriving in Westchester between 6:00am and 9:00am (if there is a 3 hour peak period defined for each route). With the increase in capacity of the buses, and the additional trips. What will happen if the additional ridership does not materialize and service has to be reduced? Buses are being purchased and cost estimated based on a set of assumptions for the market that may or may not occur. NYSDOT will work with the operator to evaluate service levels and whether they need to be adjusted, but it is not envisioned that service levels will be reduced from those required in the Transit Service Plan.

156. Route descriptions are not street specific. (i.e. could use Route 59 or 287). Should be assume the fastest route using the highway (287) when possible? NYSDOT has identified new stations and associated amenities, as well as local area improvements at fixed stop locations detailed in the RFP. However, it is up to the operator to determine how best to navigate between these stops, using routes that may vary throughout the day according to traffic variations on the roadway network. While I-287 is nearly always the fastest route between stops, parallel Routes 59 and 119 may offer better alternatives at certain hours of the day or when certain incidents (identified by the ICM system) affect traffic flow on I-287.
Staffing

157. Section 5.1.8 - May some of the positions such as Training and Safety Director be satisfied by collateral responsibility for someone already on contractor’s staff or are they expected to be dedicated employees to this project?
If an existing staff member is available and able to dedicate the resources the various key personnel positions require, the proposer is welcome to include them in the staffing plan. In the evaluation of this aspect of the proposal, NYSDOT will evaluate in regards to the amount of effort that will be expended and the quality and qualifications of the nominees for these key positions.

158. Section 8.17.1.2.14.A – Is there an exception to the requirement that all maintenance personnel must be employees of the Contractor for vendor and subcontractor employees involved with maintenance?
There is no requirement in the RFP that maintenance personnel must be hired employees of the Proposer.

159. Section 8.17.1.5 – Do “Mechanic” requirements include vendors and subcontractors?
All legal and contract requirements regarding maintenance personnel qualifications, training, substance abuse testing and regulation, as well as any other similar legal requirements flow down to the subcontractor(s). This is standard industry practice and reflects requirements of local, state and federal laws, rules and regulations.

160. Section 8.17.1.5.2C - Can apprentices involved in an apprenticeship program be approved to work on this fleet provided they have proposer supervision?
All staff working under this contract must meet or exceed the required qualifications for their title.

161. Section 8.17.1.5.3J&K - Does NYSDOT supercede Federal ADA regulations as they pertain to vision and hearing accommodations?
No.

162. Section 8.17.3.1, 3.2, 3.3 – Can towing be handled by sub-contractors?
Yes.

163. Section 8.17.3.1. 3.2, 3.3 - Can warranty repairs be completed on or off Contractor’s property?
Yes.

164. Section 8.17.3.5 – May tire provision and maintenance be by specialist third parties under contract to Contractor?
Yes.
165. Section 8.17.8.1(i) – Most employee changing rooms are not equipped with showers. Is this a NYSDOT requirement that must be met?
No, but NYSDOT is considering to modify RFP regarding this requirement.

166. The operational start date for a number of key positions in this project will be over a year from the date of proposal submittal. Commitments from potential managers one to two years in advance of a project start is problematic and may deny NY DOT good talent that becomes available closer to the start of a potential hire date.
There are provisions in the RFP for proposing and changing of staff.

a. We request NY DOT eliminate the liquidated damages associated with a change in key personnel.
   Proposers are evaluated and scored on the key personnel presented in the proposal. The Department expects that those personnel or personnel with equivalent or greater experience will work on the contract. There are provisions in the contract to allow for a Request for Change of personnel. Also there are liquidated damages that may be assessed if the Contractor does not submit a Request for Change or is unable to get approval for changes in key personnel within the stated time frame in the RFP (Please see Revised RFP dated 8/22/2016).

b. We request NY DOT reduce the number of key positions to be named in the proposal to just the General Manager.
The key personnel roles have been identified for major components of project delivery and will not be changed.

Contract Questions

167. Section 3.2 – NYSDOT “reserves the right to adjust the service at any time”, what compensation mechanisms will be in the contract to provide some comfort to the Contractor in a scenario where service is materially reduced especially in the initial years. The RFP requires a significant long term capital investment in buses and facility infrastructure that may not otherwise be used elsewhere and this the Contractor per the RFP could face significant exposure if NYSDOT decided to reduce or worse eliminate service for reasons not related to Contractor service levels?
   NYSDOT may consider an increase in the overall payment rate based on lowering the service level below a certain threshold should NYSDOT order a marked reduction in service. NYSDOT may also consider adjusting the overall payment rate should it order a marked increase in service. Either would lead to amending the contract.

168. Section 4.2.8 – Can NYSDOT provide clarity over the process that would determine the fair market value of the vehicles? Generally in prior contracts the value of the fleet at various end of month dates prior to contract inception to avoid any confusion/disagreement during the contract term.
   Straight-Line Depreciation.
169. **Section 4.2.10** – What notice period will NYSDOT provide to the Contractor before implementing new fares?
   It is up to the selected Contractor to recommend changes in fares as the selected Contractor is responsible to keep the fares. In a situation where NYSDOT makes the call to change fares, NYSDOT will provide the selected Contractor with 60 day notice, to give time for the Operator to file tariff and put out notices before 30 day notice period.

170. **Section 4.3.1** – Generally on what basis would NYSDOT reject the replacement of Key Personnel?
The minimum qualifications for each Key Personnel title are defined in the RFP. Key Personnel not meeting those requirements may be rejected by NYSDOT.

171. **Section 4.3.1** – Who are defined as “Key Personnel”?
   Section 5.1.8 details the Key Personnel.

172. **Section 5.2.1.3** – By its very nature, Emergency Work cannot be forecast as to frequency, severity, cause, or cost. What assumptions should be made?
The Proposer should be knowledgeable of emergencies that may arise in the performance of the work referenced in the RFP and should plan their costs accordingly.

173. **Section 6.1.3.3C** – Does the reference to “Schedule” indicate the operating bus transit schedule, or the project schedule?
   This refers to the project schedule (Please see Revised RFP dated 8/22/2016).

174. **Section 6.1.5.2 C** - Will offerors be provided the committee’s questions in advance of the interview?
   NYSDOT reserve the right to provide bidders with clarification questions either before, during or after the interview, and assures all bidders of receiving fair and equitable treatment during each of the proposal evaluation steps.

175. **Section 7.4** - Please specify any required methodology or format for monthly invoices.
   Section 7.4 paragraph 4 includes a link for instructions on submitting monthly invoices.

176. **Section 7.4** - Please indicate maximum payment cycle time for uncontested invoices.
   Please refer to the Draft Contract, Attachment 1 for payment terms and conditions.

177. **Section 7.4** - Please define progress payments, and circumstances under which they are envisaged.
   Please refer to the Draft Contract, Attachment 1 for payment terms and conditions.

178. **Section 3.5** – We do not believe that the Intercity Bus Fare index is now published. The Consumer Price Index for Intercity Bus Fare has been changed from Series ID CUUR0000SSS3021 to CUUR0100SASR4, Northeast Urban, Transportation Services (Please see Revised RFP dated 8/22/2016).
179. Section 3.5 - Regarding the stipulated Intercity Bus Fare Index (and assuming its resumption in the future), this could easily be a negative or flat index, given the preponderance of severe price competition in this industry segment. If this transpires, how will the optional years agreement be calculated? NYSDOT would treat a flat or zero index as no change in the rates established in the contract.

180. Section 4.4.12.7 – While making passive provisions for an anticipated MTA New Fare Payment System is not unreasonable and can be anticipated, both making detailed provisions for this change, and costing it at this point, are not reasonably possible, given the level of detail now made public by MTA. Therefore, we respectfully suggest that this conversion be the subject of a future and separately priced change order to this contract. What is the project cost of transferring from the current MetroCard system to the new one? NYSDOT will seek a supplemental agreement to the contractor to add the scope of services and costs associated with the transition to MTA New Fare Payment System.

181. Section 8.1, Article 4 – Does “Consultant” mean “Contractor”? If so, the language on page 72 states “the AGREEMENT shall be for 5 years...” What does this paragraph refer to? Yes, Consultant and Contractor are the same. The 5 years is a mistype. The term of the contract has been changed to 14 years with one additional 6 year period.

182. Section 8.1, Article 6 – This section refers to a Payment Schedule in Attachment 24. We could not find one in Attachment 24. Where is it located? This should refer to Attachment 13 (Please see Revised RFP dated 8/22/2016).

183. Section 8.1, Article 12.B.3 – Is the reference to “field work” only applicable to construction projects, or are bus operations considered “field work”? Section 8.1, Article 12.B.3 is not applicable to this project and has been removed.

184. Section 8.1, Article 12 – Is the NYSDOT insurance requirement inclusive of additional exposure accruing to personal injuries due to passenger use of stairways on double deck vehicles? Yes, the Contractor must have the required insurance coverage for all injuries, including those predicated on “slip and falls” connected to stairways within vehicles.

185. Section 8.1, Article 15 – Considering that the NNYB is a major project, and that other local major projects (East Side Access, 2nd Avenue Subway) have been delayed not by years but by decades, the possibility that such delays, or subsequent closures of any part of the route may impact asset lives. Would this be considered a Force Majeure situation?
The New New York Bridge is on schedule to open in April 2018, well before the launching of the transit system in October 2018.

186. Section 8.1, Appendix B – Does the requirement for use of US Flag Vessels apply if there are no federal funds in the acquisition of foreign goods, such as buses and components thereof?
This is a state funded project so Appendix B does not apply.

187. Section 8.7 - Please indicate if consideration toward general diversity goals may be granted if the proposer will utilize collective bargaining agreements with labor organizations providing substantial and defined diversity in the work force, with a specified percentage of the contract spent on such diverse workforce.
The proposer/contractor is required to meet or make good faith efforts reach the M/WBE/SDVOB goals in the RFP. If the proposer cannot meet the M/WBE/SDVOB goals they are required to complete attachments 7a and 8a as well as the Goal Attainment Explanation Letter. M/WBE and SDVOB firms must be certified by the Empire State Development or OGS, respectively.

188. Section 8.20 Paragraph 1 – Does the term “Due Within XX Days of Startup” refer to NTP or to commencement of revenue operations?
Within XX days of the NTP.

189. Will Federal Transit Administration funding be used at any time for the duration of this contract for the operation of this service? If so, will the compensation under this contract be modified as necessary to accommodate additional regulations that will impact cost?
This contract is 100% state funded.

190. 4.4.15.8 Contract Transition requires the incumbent Contractor to train the successor Contractor. It is typically the in-coming contractor’s responsibility to handle training for its own personnel. Specifically, what type of training will the incumbent be responsible for providing?
The incumbent operator would not be expected to "train" the new operator but more accurately "orient" the new operating company as to how operations have been running under the incumbent operator’s contract. The incumbent contractor will have developed policies and procedures, as well as route structures and run cuts under their contract to NYSDOT, and all of these pieces of information should be conveyed from the incumbent contractor to a new contractor at turnover time. If vehicles or facilities are also to be transferred between operators, there should also be a complete transfer of service records, maintenance policies and procedures, etc.

191. The Notes in Attachment 14 Cost Attachment 6-27-16 states that “Pricing submitted shall be for the initial 12-year contract term.” Please clarify whether the initial base term is 14 years or 12 years.
The initial base term is 14 years (Please see Revised RFP dated 8/22/2016).
192. Please clarify how operating revenues are to be utilized after collection. Will they be considered a credit against invoices for the month in which they are collected? Section 4.4.12.1 states that the Contractor shall collect and retain all operating revenue raised from the operation of the BRT service. The anticipated revenue collection should be used to generate the per mile cost in the contractor’s bid.

193. Section 8, Article 5, Item 1 – Is the amount a minimum State will be required to be paid to the Contractor? Or is it a cap on the amount and State can reduce what was initially proposed in the RFP? If so, the Contractor may have incurred costs to meet the requirements of the Contract and how will that be reconciled? The value in Article 8, Item 1 of the contract will be the total value of the proposer’s bid. This is the maximum amount payable under the contract unless a supplemental agreement is executed for additional scope and/or costs and approved by the Department and the Office of the State Comptroller.

194. Section 8, Article 8 states that the Contractor will be paid in monthly progress payments. What is the time period between submission of invoices and payment? Net 30 days? NYS Finance Law requires that payments be made within 30 days of receipt of invoice after which the payment may be eligible for interest.

195. Section 8, Article 10a – Will the Contractor be able to provide a proposal amount of cost required to perform the work for the State to consider and approve before such supplemental agreement is entered and amount be mutually agreed upon? Yes.

196. Section 8, Article 10a – Will the State be prohibited from directing such work in this section herein until such supplemental agreement is entered? The RFP states at Section 3.6 that all rates for extension of service will be mutually agreed between the parties. This provision appears to conflict with the RFP. If NYSDOT pursues an extension of service the contractor and NYSDOT will negotiate agreed upon rates for a supplemental agreement. The contractor should not perform any work associated with that supplemental agreement until it is approved by the NYSDOT and the Office of the State Comptroller.

197. Section 8, Article 11 – The intent of the section is to ensure indemnification by the Contractor to the State. Since payment for services is separate from an indemnification request, can the sentence starting with “The State may retain such monies...” through the second to last sentence of the first paragraph be deleted? Or can we elect a process for the parties to discuss an issue of indemnification in good faith? Also note that it is likely that any payment of indemnification amounts will be paid by and through the Contractor’s insurance and should therefore not be withheld from payment. No changes to the terms of Section 8, Article 11 will be considered.

198. Section 8, Article 12 A(3)(a) – The requirement to supply ACORD 855 (Construction) form should be deleted as inapplicable. No changes to Section 8, Article 12 A(3)(a) will be considered. The section provides the discretion for the Department to specify what form will be satisfactory to the
Department, thus Contractors may request use of an alternate means of proof of coverage in lieu of the ACCORD 855 (Construction) form.

199. Section 8, Article 12(B)(3), Special Protective and Highway Liability Policy; (7) Professional Liability/Errors and Omissions; (8) Railroad Protective Liability Insurance; and (9) Marine Protection & Indemnity should be deleted as inapplicable.
Section 8, Article 12(B)(3), Special Protective and Highway Liability Policy; (7) Professional Liability/Errors and Omissions; (8) Railroad Protective Liability Insurance; and (9) Marine Protection & Indemnity are not applicable to this project and have been removed.

200. Section 8, Article 14 – There are records that the Contractor maintain as originals per Federal and State regulations. Will the State accept copies of the same?
Where Contractor provides documentation of the any applicable federal and state regulation require maintenance of original records by the Contractor, the Department will except copies in lieu of originals.

201. Section 8, Article 15 – Depending on the delay or hindrance, this may trigger certain issues that may also delay or hinder the Contractor from performing the work. Additionally, costs may increase or be incurred on the delay and hindrance. If the state is unwilling to compensate such costs, will the Contractor be able to provide notice that it must terminate that portion of the work to reduce its exposure or consider equitable compensation?
No, the Contractor is not granted discretion to terminate or modify any portion of work. The Department, in its sole discretion, may consider extensions of time to allow for the work to be completed.

202. Section 8, Article 17(a)(b)(c) – what is the notice period by the State for a termination for convenience, termination for unsatisfactory performance, and termination for certification filed that is intentionally false or incomplete? Section 8, Article 17(a) – For termination for convenience, can the Contractor provide notice with an applicable period? Section 8, Article 17(b) – What is defined as unsatisfactory performance and can there be a cure period or agreement to cure?
Section 8, Article 17 – Termination, has been amended.

203. Section 8, Article 17(a)(b)(c) – Do not provide a mechanism for the Contractor to recover for vehicles and other equipment purchased which is required to be recovered over the life of the Contract. How are these costs to be recovered by the Contractor is the Contract is terminated?
The Contractor bears the risks of loss for all terminations.

204. Section 8, Article 17 – Can the Contacto terminate the Contract for non-payment or cease performance of the Contract if non-payment continues for a mutually agreed time period?
No, the Contractor does not have any additional rights to terminate for non-payment or late payment beyond those provided under applicable New York State statutes and case law. Payment obligations of the State are subject to Section 41 of the NYS Finance Law.
Late Payments are governed by Article XI-A of the New York State Finance Law. (see Appendix A paragraphs 1, 3 and 15).

205. Section 8 – As the Consultant is an entity, can it be confirmed that his Article relating to death or disability of Contractor is not applicable?
Section 8, Article 18 would not be applicable to publically traded firms or entities whereby the death or disability of small number of individuals would not impact the entities ability to perform the contract to the required standards or impact the ability of the entity to remain a going concern.

206. Section 8, Article 28(d)(e) – Can this be further clarified to ensure it is understood that it is only the Contractor and its subcontractors that participate in the services? It may be the intent of the article, but the question is what is considered any legal entity associated with the Contract? Can that mean the parent company, or affiliates even though they are not performing work and are not in privity of Contract?
For purposes of Section 8, Article 27(d) and (e), the word “associated” means any legal entities that join together to undertake the contract, as in partnerships and joint ventures, but does not mean affiliates and parent companies, provided such affiliates and parent companies do not have a role in contract performance, and whose qualifications are not submitted as part of the Consultant’s Technical qualifications.

207. Section 8, Article 29 – Can confidentiality of information be mutual? Can either party disclose information by court order or subpoena or requires such disclosure which other party can be notified and receiving party cooperate with the disclosing party to limit such disclosure?
No, the information in the system is owned entirely by the State of New York. As such, all releases must be approved by the State of New York who will make the determination as to the appropriateness and legality and limitations of any request for its release. Any information related to the contract itself and the business arrangements, proposal, etc. would be subject to the Freedom of Information Law (FOIL), and NYSDOT would make the determination as to the appropriateness of its release. Note the exceptions for information related to trade secrets is a very narrow exception under FOIL.

208. Section 8, Article 32 – Can the Contractor have a cc notice to its general counsel?
It is the responsibility of the Contractor’s contact person to forward any notices to the appropriate party.

209. Section 8, Appendix A, Section 6 – Will it be confirmed that there are certain employees excluded from overtime pay under the Motor Carrier Exemption if there is interstate services as part of this Agreement?
NYSDOT will attempt to respond to this questions via the release of RFP Modification #4.
Contract Pricing

210. Section 3.5 – Please confirm if the rate adjustment based on CPI-U for the option years is to be based on a CPI-U going back to contract start at 2017, or if it is to commence afresh at option start in January 2031?

The rate adjustment will be applied to the rates will be adjusted annually effective on January 1, 2018, at the request of the contractor, and calculated using the previous September’s Index.

211. Section 6.1.4 of the RFP references a cost per revenue hour for operations. Attachment 14 requests costs on a per revenue mile basis. Please clarify the method of pricing.

6.1.4.1 has been changed to remove cost per revenue hour and replace it with “lump sum deliverables, cost per mile for operations, and monthly facility cost” (Please see Revised RFP dated 8/22/2016).

212. Please indicate whether the per mile rate be invoiced and paid monthly.

Article 7 and Article 8 of the Draft Contract detail payments to contractors.

213. Section 3.5, Contract Term and Rate Adjustments states that should the contract be extended by the 6 year option term, “the Consumer Price Index – All Urban Consumers (CPI - U), as published by the U.S. Department of Labor, Bureau of Labor Statistics, will be used as a basis for adjusting the hourly rates/lump sum deliverable amounts, subject however to a maximum allowable annual increase cap of 3.0%.”

a. Please clarify that this means price adjustments based upon the CPI will be made for each of the six option years.

Please see the response to Question 210 and the Revised RFP dated 8/22/2016.

b. Please clarify the price basis on which the CPI is applied. In other words, under the “one price” averaging method proposed in the RFP, there is no final base year (Year 14) price on which to apply the CPI.

Please see the response to Question 210 and the Revised RFP dated 8/22/2016.

214. In order to ensure consistency in pricing between vendors, please provide the number of anticipated annual revenue hours and annual revenue miles for pricing purposes.

Allowing proposer to develop their own might lead to an aggressive proposer assuming a much higher MPH rate than is realistic, resulting in more miles and a lower cost per mile. This puts public safety, as well as the State at risk for poor performance quality, service disruption and higher costs in the future.

The estimated ranges (indictative numbers only) are as follows:

- Annual service distance is approximately 1,580,000 miles
- Annual service time is between 87,000 and 89,000 hours.

The RFP does not mandate specific schedules. It is up to the Contractor to develop their own detailed service schedule to meet service requirements as outlined in the RFP.
215. Considering the substantial capital investment, when can the successful proposer anticipate the payment of lump sum(s) for tasks 4.4.1, 4.4.2 and 4.4.3? In installments or only at the end of the transition period? 
   At completion and NYSDOT approval of all deliverables for each task. (i.e., the contractor can submit and invoice for their bid price for 4.4.1 once the Final Project Management Plan is delivered and approved by NYSDOT).

216. A single flat rate which is unchanged for the entire base period has never been used in a U.S. or European transportation contract. Since union contracts, health insurance costs, fuel and other operating costs increase annually, the State is not only asking the proposer to estimate costs over a 14-year period, but also average those costs into a single rate resulting in contractor profit windfalls in the early years and devastating deficits in later years. With GAAP accounting principles making it illegal to accrue profits in one year for use in future years, the contractor will be obligated to book these profits and losses in the year they were earned. This will have a devastating impact on the success of this project in a number of ways. 
   First, in order not to lose money the proposer will have to build its rate based on Year 14 costs and profits and charge that rate in Year 1 rather than an average of the 14 years. This is the only way a Contractor can show a profit in years seven through fourteen of the project. This results in New York taxpayers paying millions in excess profits over the life of the project.
   Second, if the above method is not used, the contractor will experience huge losses in the latter years of the contract which could force the project into bankruptcy or force strict cost controls including labor wage and benefit reductions and the resulting deterioration in morale, service reliability and safety that comes from such a draconian management approach. No responsible contractor would bid a project this way forcing the proposer to use the preceding method above to price this contract.
   Please see the response to Question 210 and Revised RFP dated 8/22/2016.

217. As long as a proposer meets the requirements of the RFP, will the NYSDOT also consider cost saving proposals not specifically called for in the RFP? 
   Yes, as long as the proposer meets all requirements in the RFP, they are allowed to propose cost-savings proposals.

218. As described in the pre-proposal meeting, the services described in this RFP solicitation are only a portion of the total service envisioned by the BRT Study. Assuming a single fixed cost per mile pricing must remain unchanged for 14-years, how will additional service be added (requiring additional capital, staff, etc.)?
   Please see Revised RFP dated 8/22/2016.

219. In addition, both State and Federal employment laws, taxes, healthcare laws & premiums, fuel, etc. will likely change during the initial 14-year terms in ways that cannot be conceived or budgeted by the contractor. We request additional costs caused by changes in laws or regulations beyond the contractor’s control be accommodated.
   See question 210 above.
220. Because of the significant role of technology in this project and the rapid and accelerating pace of technology development, the Contractor must expect that new technologies, substitute technologies, and technology upgrades will occur several times during the first 14 years. Since there is no way of knowing the costs of supporting and maintaining those technologies, the Contractor requests that equitable adjustment be permitted in the future. See question 210 above.

221. We request a clause that allows the contract to be re-opened after each 5-year period (or other predetermined period) in which the contractor can request and justify an adjustment in its cost based on changes in technology or law impacting the cost basis of the original assumptions. See question 210 above.

222. Storage facility pricing means the full service bus garage including parking? Yes.

Proposal Evaluation Process

223. In awarding points for low cost, will a standard number of units be used to level the comparison? In other words, if a proposer has a 5% lower per mile rate, but 10% more miles, would that proposer be considered the lower or the higher cost proposer? The proposer is not bidding miles, just the cost per mile.

224. Please describe the procurement process after proposals are received. Will DOT shortlist proposers? Negotiate with more than one proposer? Ask for Best and Final Offers? The evaluation process is detailed in the RFP Section 6. Proposals Evaluation.

225. Section 6.1.1.8 – Please confirm how State Finance Law 163(10)(a) works? In the event two offers are found to be substantially equivalent, price shall be the basis for determining the award recipient or, when price and other factors are found to be substantially equivalent, the determination of the commissioner or agency head to award a contract to one or more of such bidders shall be final.

General RFP Clarification Questions and Comments

226. Section 2.1 – This section, and verbal commentary at the mandatory pre-bid meeting, indicates a WBE/MBE percentage requirement of 23%, whereas Section 6.1.2.2 indicates a requirement of 3%. Please clarify.
   a. The M/WBE utilization goal has been set at 23%. Proposers must complete Attachment 7, M/WBE Participation Information. If Proposers are not able to meet the set goal then Attachment 7a, M/WBE Subcontractor Solicitation Log and a Goal Attainment Letter detailed in Section 2 of the RFP. Upon execution of the Contract the Contractor may request an M/WBE waiver.
   b. Is the goal meant to be achieved in each year of the contract or over the term of the contract (base + options)? It is based on the % utilized of total cost of the contract for the term of the contract.
c. Are only state certified M/WBE’s the only suppliers who can be considered or may locally certified suppliers be used to meet the goals?

Only New York State certified M/WBE firms qualify.

227. Section 4.4.16.3 – PTSB is not in the Acronym Glossary – does this refer to the NYS Public Transportation Safety Board?

Section 4.4.6.7 spells out Public Transportation Safety Board with a link to NYDOT PTSB requirements.

228. Section 3.3 - TSP is defined as Transit Service Plan. The same abbreviation is used later in the RFP to mean Transit Signal Priority.

“TSP” should refer to “Transit Signal Priority.” NYSDOT will update the glossary accordingly.

229. Section 4.4.16.11 - 4.4.16.14 – Does “Safety Board” and “NYSDOT Safety Board” mean the NYS Public Transportation Safety Board (PTSB) and not the U.S. National Transportation Safety Board (NTSB)?

Both the “Safety Board” and the “NYSDOT Safety Board” are referring to the NYS Public Transportation Safety Board (PTSB).

230. What are the State policies for Procurement? Can these be provided?

NYSDOT is required to comply with State Finance Law Section 163 for all procurements.

231. Section 5.1.6 - Are the plans referenced in this section to be done by all offerors or just the winning Contractor.

Part I, Technical and Management Proposal shall include all sections listed in 5.1 from Section 5.1.1 Cover letter and Title Page through 5.1.10 Diversity Practices Questionnaire.

232. Section 8.1, Appendix B, last page - Was this page intentionally left blank?

Yes.

233. Section 8.21.8 – The words “proscribed tariff process” should read “prescribed tariff process”, as proscribed means forbidden.

Please see Revised RFP dated 8/22/2016.

234. Section 8.24 (last page) – Was this page intentionally left blank?

Yes.

235. Section 8.25 – Please define Authorized User

Authorized User for purposes of Section 8.25 shall mean the State of New York, acting by and through the Department of Transportation.

236. Section 8.25.14 – This section indicates “need to change this language to reflect FOIL”. Has this been changed?
Article 14 has been revised to clarify that in must be read in concert with Article 29.

237. Section 8.26.47.B.1 – The word “sings” should be “signs”
   Please see Revised RFP dated 8/22/2016.

238. Section /8.22.4.8.F – We respectfully suggest changing the word “repair” to “arrange for repairs of”.
   Please see Revised RFP dated 8/22/2016.

239. Section 8.22.4.9 – We respectfully request changing the words “will set up” to “will staff”
   Please see Revised RFP dated 8/22/2016.

240. Please provide the list of attendees at the mandatory pre-proposal meeting.
   Were released in the announcement dated 8/22/2016.

241. Please provide written assurance that the routes developed by the State can be safely operated by a double decker vehicle. If there is a report or other documentation evidencing this review, please provide it in response to this question.
   NYSDOT and its consultants performed an audit of the corridor in November of 2014 to confirm bridge clearances and ensured there were no non-negotiable vertical constraints from bridges and overpasses. A more thorough audit of the route will be conducted alongside the Contractor to identify low-hanging power lines, trees, and other remediable obstructions to service.

242. Will the Contractor be exempt from paying any tolls that may be levied along the route? If not, what is the location and cost of each toll?
   Tolls will be waived.

243. During the mandatory pre-proposal meeting, there was a discussion of the State strictly enforcing proposal page limits. We did not find a reference to page limits in the RFP. Please confirm that there are no proposal page limits in this RFP.
   NYSDOT is confirming that while it prefers concise and efficiently worded proposals, there are no page limits, give the size of the RFP and the subject matter in hand. In addition, NYSDOT is expressing a preference for proposals which provide additional details whereby doing so allows NYSDOT to develop a deeper and more clearer understanding of how that portion of the reply is responsive to the RFP.

Suggestions for Follow-Up

244. Section 3.5 – We respectfully suggest that the essence of what should come through from each proposer is evidence of its capability in operating a service like the LHTL. Requiring forecasting of labor cost, fuel cost, and other imponderables, is asking for both a stronger knowledge of academic economics and forecasting (and having a better crystal ball) than it is of how to manage a transportation operation, and consistently please (and attract) customers. To better balance and satisfy the needs of NYSDOT, we respectfully suggest that all proposers be required to forecast the duration of contract
costs using a standard price index, specified by NYSDOT. In this way, the critical essence of all bids is more easily evaluated, and the possibility of a winner-take-all or loser-bet-the-company is eliminated. The former situation will enrich shareholders at taxpayer expense, and the latter will require severe disruption to the State, the passengers, and will cost a rebid. This has happened in the UK several times in which major multi-national companies underbid on rail passenger franchises, and either went belly-up, or simply walked away from the contract. Either way, it cost the government and the customers dearly. 

Please see Question #210 and Revised RFP dated 8/22/2016.

245. Section 4.4.2.1.C – We respectfully suggest that the RFP should allow for and encourage meetings at the facilities of the Contractor, as we believe that there is real value to this project, and others, if NYSDOT staff and others involved become more familiar with transit operations being conducted from such facilities. 

Section 4.2.9 states that NYSDOT reserves the right to inspect the Proposer’s facilities and/or other transit systems where the Proposer has supplied the same or similar services.

246. Section 8.13 – An additional milestone is respectfully suggested – “Completion of Schedule and Running Time Calibration and Verification” 

NYSDOT has revised the RFP’s Liquidated Damages & Incentives Schedule to allow for this milestone.

247. Section 8.16, On Time Performance - It is stated that a bus is not on-time if it “Arrives at intermediate time points not more than one minute early”. This criterion is difficult to accomplish in practice, and compliance could cause traffic delays or even hazards. As long as departure is not early, we see no problem here, and we respectfully suggest omission of this part of the standard. 

This has been removed from the Revised RFP dated 8/22/2016.

248. Section 8.16, On Time Performance – While unintentional missing of stops is a valid penalty item, dispatcher-instructed missing of stops (expressing) is a key methodology in restoring headways and ultimately, timely performance, when delays arise. We respectfully suggest that such directed express operation should not be penalized, particularly when the precipitating delays are caused by factors beyond the Contractor’s control. 

Stops shall not be skipped to improve on-time performance. Please explain in your operations plan how you will restore headways when delays arise.

249. Section 8.20 – We respectfully suggest that it would be helpful to Proposers if details of the numerous reports required were provided, so that it could be assured that compliance with NYSDOT requirements was assiduously followed. 

Details of required reports will be provided to the awarded contractor.

250. Section 8.20 Paragraph 1 – We respectfully suggest changing the name “Customer Complaint Report” to “Customer Comment Report” as we anticipate that the vast majority of comments will be compliments, or constructive suggestions. 

Please see Revised RFP dated 8/22/2016.
251. Section 8.23.3.7 (To be installed onboard) Part G – We respectfully suggest that the NFC component may well be better placed in the ticket validator or in a separate component than the farebox. The placement of fare collection components within the vehicles will be at the discretion of the contractor.

252. Section 8.24 – We respectfully suggest clearly specified relief for out of service time caused by problems beyond the contractor’s control, such as parts availability, accident damage, and the like). Please see the Revised RFP dated 8/22/2016.

253. Section 8.24.5 – Portable devices with data may be necessary for field checks, diagnoses, and repairs, thus violating this restriction. Indeed, even the pulling of farebox and TVM vaults or downloading data could conceivably violate this section. We respectfully suggest rewording or reconsideration of this mandate. NYSDOT may consider revising its governing ITS policy should the selected Contractor offer a superior response in this regard.

Other Suggestions

254. Section 8.21.4 – The key passenger-serving concepts omit Service Awareness and Ease of Information availability. For a market largely dependent on cash fares, internet information access is of little use. Published schedules and maps are of greater use, and we respectfully suggest that all stops, shelters and stations have hard-copy maps and timetables for all routes clearly posted and current, and that such publications be widely circulated. The proposer is free to provide anything additional to the requirements of the RFP that they think will improve the service or customer experience.

255. Section 8.21.4.1 – While safety must always be the highest priority, research has shown that for passengers, it is assumed, until proven wrong by headlines and front-page photos. Thus, we respectfully suggest that this should be relocated from a passenger-serving concept to a clear mandate (in the same hierarchy as providing vehicles and operators). This is from a section that was drafted, agreed, and publically released during Phase A of the project and would not be changed.

256. Section 8.21.4.2 – The above comment also applies to service reliability. On time performance is assumed until proven wrong, by multiple incidence of delays, and especially, delays which are insufficiently explained, both in real time and after the fact. Again, a schedule which can be believed and trusted is a “birthright” of passengers, not an amenity nor a service concept. Note that this also applies to equipment reliability. Again, we respectfully suggest that these be delineated as “clear mandates” and nothing less. This is from a section that was drafted, agreed, and publically released during Phase A of the project and would not be changed.
257. Section 8.21.4.3 – Since off peak ridership is a key to service success, and since incremental costs are relatively modest, consideration of a 15 minute base service is respectfully suggested. Recent studies have ranked service frequency as far more important to potential passengers than technological improvements and availability. Please see the answer to Question 140.

258. Section 8.21.4.5 – Speed, per se, is important, but perceived speed as a factor in overall portal to portal trip time, is even more important. Continued progress to destination, ease of connections, observation of competing modes, are all components of the subliminal friction factors which create modal choice. Further, since speed on any trip component (such as the new bus service as a component of a Manhattan trip, or a Westchester trip which involves a walk) can be affected by factors beyond the carrier’s control, we respectfully suggest that specific relief from target speeds under defined circumstances be granted. These are target average speeds, not steadfast requirements.

259. Section 8.21.4.6 – Since NYSDOT is specifying stop locations, we respectfully suggest that this service objective be converted from a Contractor responsibility to a basic service attribute. This is intended for the proposer to understand the objectives of the system. Additionally, this is from a section that was drafted, agreed, and publicly released during Phase A of the project and would not be changed.

260. Section 8.21.7 – Though we realize that office occupancy rates on the Westchester Avenue/White Plains East corridor have declined, we respectfully suggest consideration of extending peak hour trips to this area, and eventually, to Stamford CT. As stated in the answer to Question 140, the planning of the service will evolve over time to serve market demands through the ongoing operation of service.

261. Section 8.21.7.1 – The use of the terms “stations”, “shelters”, and “stops” should be standardized. We respectfully suggest that Stations should be characterized by an indoor waiting area, with the possibility of passenger amenities such as restrooms, vending machines and/or a café/snack bar, and perhaps even auto-rental facilities. Shelters should have a waiting area out of heavy weather, perhaps with heat available in the winter (as have Chicago transit warming shelters), and a bench. A stop will have a sign. All will have the following “birthright” (clear mandate) features – a bench, a display with a current timetable for all routes serving that location, whether on this system or not, a system and a line map of these routes, a spider map showing all routes FROM this stop to all key destinations, and an information display on next bus arrivals (and any information on service irregularities). The language is used consistently in the RFP. All stations will have one consistent design.

262. Section 8.21.7.2 – We suggest that the use of forced transfers between routes in which a through service is currently provided will not only be inefficient from an equipment and manpower standpoint, but will substantially diminish market potential. Research has indicated that even guaranteed connections diminish ridership by at least 25%, and in this case, the likelihood is that this may be an extra transfer in a trip involving at least
two other transfers! Further, the proposed service represents a diminution of service from present TZx levels which, combined with OWL trips, have no fewer than 22 daily trips to and from Suffern, to less than half that number! We respectfully suggest that the Suffern service be re-examined and reconsidered, and further, that all trips begin and end at the Suffern MNR/NJT station for ease of connections.

Ridership to and from Suffern represents approximately 10% of all passengers, and the Suffern service terminating at Lot J was seen as the most cost-effective way to serve these customers and to allow them to transfer to services serving Nyack, Tarrytown, and White Plains. Transfers to express services at Lot J from Suffern buses are a common practice today, and the new route configuration offers clear express and local options for these passengers. The stop that is currently utilized by the TZx will be retained as it allows for ample layover facilities and is proximate to the downtown. It is unlikely that any riders are transferring to and from the Suffern MNR/NJT transit service here.

Section 8.23.3.7 – Recent experience with QR code readers in gates at NJ Transit stations in Secaucus Jct. and Newark International Airport Rail Station have indicated a steep learning curve and substantial processing time even among daily passengers and sophisticated travelers, as well as difficulty in reading even some valid codes. We are unaware if this is a function of ticket (target) size, but respectfully encourage NYSDOT to research this aspect of the dwell time reduction program.

As detailed in Section 6.1.3.3, the proposer will be scored on ‘creativity and innovation...in delivering the transit ICM technology and fare payment solutions’

Section 8.24 – Just as there are penalties for poor reporting and incentives for proper reporting, we respectfully (and confidently) suggest incentives for compliments and an absence of complaints, more so than simply the reporting of such commentary. There are incentives for the customer satisfaction survey. Assessing compliments is too subjective.

Identification of Major Risks

Macroneconomic Risk - the need to have a crystal ball to predict key cost drivers in 2038 (and every year thereafter), including labor cost, fuel cost, maintenance cost of vehicles with little track record, etc. Please see the Revised RFP dated 8/22/2016.

Major Liquidated Damages Penalty Risk – Startup and Level of Service damages, regardless of whether beyond the Contractor’s control, are both sufficient to eliminate an entire year’s profit for every day they are imposed. Late delivery and acceptance of unique vehicles we did not have a role in specifying is a good example of how this risk can impact us. Aggregated Small Liquidated Damages Penalty Risk – the extensive list of liquidated damages can aggregate to be substantially damaging, especially if beyond Contractor's control. Failure of fare collection equipment specified by others, catastrophic or continuous traffic delays, weather-related delays, and traffic-induced early arrivals will all be punitive in terms of liquidated damages. Liquidated damages have been changed. Please see Revised RFP dated 8/22/2016.
267. Vehicle Risk – the mandate to acquire buses of a unique design, specified by others, available from but one or two sources, none of which have produced such a vehicle for this type service, and inherently, the wrong vehicle for the service, with service, security, safety potential hazards, combines with an estimated cost of about a million dollars a copy makes this an untenable risk. Even the calculation of numbers of vehicles needed, based on what we regard as uncalibrated schedule times and service patterns, can be destructive, based on capital and operating cost.

As noted above, the choice to use double decker buses was decided early in the planning phases of the project, and has been carefully vetted in terms of safety, performance, and maintenance support. It remains one of the foundation blocks of the LHTL project. The vehicle calculations provided in the RFP are indicative for what might be needed to run the service. It is up to the Contractor to procure the appropriate number of vehicles to provide service according to the detailed schedules they include in their proposals.

268. Market/Service Risk – the contract could be considered a failure if ridership goals (which are hinted at, but are unspecified) are unattained, or if substantial ridership diminution occurs. Insufficient market data are provided (and may even be unavailable) to project an optimal service package. We do not believe the service specified matches both the latent and patent market, and there appears to be little opportunity to change within the mandates of the Request for Proposal. Further, recent studies (including one by The Transit Center) have indicated that frequent and reliable service are valued much more highly than the technology on which this service has been prognosticated. The transit service plan in the RFP specifies frequent service (every 15 minutes at peak times and every 30 minutes at off-peak times/weekends) and the contract seeks to ensure a reliable service through performance standards enforced by liquidated damages.

269. Passenger Injury Risk - double deck buses increase liability as a result of passenger accidents especially on stairways (although accidents involving such buses have claimed several lives in recent years, and produced many injuries); further, the requirement that passengers cross busy highways to find fare collection machines when they are placed only in the peak direction, or to find any such machines when one or more are out of service, increases Contractor liability substantially.

The safety concerns with the double-deckers have been addressed in previous analyses. The questioner refers to the few stations where NYSDOT does not require MetroCard machines as ridership is small or non-existent (additionally, riders have the option of paying in cash, with a mobile phone or with a Uniticket on the vehicles, if they are unable to use a MetroCard machine).

270. Electronics Obsolescence Risk – the many iterations of electronic equipment to support almost any function (fare collection, traffic engineering, passenger counting, vehicle location, passenger information, etc.), owing to rapid change and improvement, imposes a significant risk of unforecastable cost escalation. The likelihood of required
re-investment in order to update to state-of-the-art (and to replace hardware and software no longer commercially available) is substantial. Some of the equipment may require a mid-life upgrade or a replacement where some equipment may last the entire contract. The Operators should have experience with this type of technology and should be able to identify what assumptions they need to factor into their bid. Proposers should identify which technology may need to be replaced or upgraded during the course of the contract.

271. Termination Risk – the fact that NYSDOT may terminate the contract at its own convenience, and has a responsibility only to reimburse outstanding operating costs, leaving the Contractor to absorb major investment costs of facilities, vehicles and equipment, imposes a tremendous risk which is well beyond that of a normal commercial undertaking.
Section 8, Article 17 – Termination, has been amended.

Attachment 26 Vehicle Specs: Additional Questions (272 through 319)

272. 3.1 Project objectives: Why did NYSDOT decide to request a double decker bus? Was this done with only a staff review? Why the double decker style was chose over a BRT articulated bus that is used with other transit systems? Is there a review that indicates prototype double decker buses investigated by staff to ensure there are no non-negotiable vertical constraints along the path of travel and at stops, including the Tappan Zee Bridge? Did NYSDOT receive a letter of intent stating that all manufacturers can meet the deadlines and bus specification requirements?
Answered in main question list.

273. 3.1 Project objectives: What alternatives are in place if a double decker bus route is diverted? What alternatives does NYSDOT have outlined if double decker buses are diverted or restricted from the Tappan Zee Bridge? What solutions are for events outside human control, such as sudden natural disasters, for which no one can be held responsible if there are road closures preventing vehicles from providing service?
Answered in main question list.

274. 3.1 Project objectives: Is there a law when towing a double decker bus on the various routes?
Answered in main question list.

275. 3.5. Contract terms: The section of this RFP does make note of the mandated life expectancy which is 12 years of a bus with no option period or funds to purchase additional buses for the life of the contract.
Answered in main question list.

276. 4.2.1 Providing capital infrastructure: Request for additional information regarding expansion and who will be responsible for the new purchase of equipment. Are there
supplemental funds when service is expanded (i.e. shop equipment, bus shelters, facility expansion and electronic equipment including software updates

Answered in main question list.

277. 9 Dimensions, C Road Clearance, 5) Ground clearance shall be no less than nine (9) inches, (8 inches at jacking pad) except within the axle zone and wheel area. Request approval for ground clearance shall be no less than 8 inches.

Approved. One inch lower is within normal measuring tolerances and road dimension standards. Offeror is responsible for outcomes resulting from this request.

278. 10 Vehicle Performance, B Power Requirements, 4) The propulsion system shall enable the vehicle to achieve and maintain a speed of 40 mph on a 2½ percent ascending grade and 15 mph on a ten (10) percent continuous ascending grade. Request approval to use test results contained in Altoona report number LTI-BT-R1411.

Approved. Altoona and IQA test standards will be sufficient.

279. 10 Vehicle Performance, B Power Requirements, 5) Values are assumed to be sustained: The Manufacturer shall supply NYSDOT with data if there is a variance between peak performance and sustained vehicle performance. Further clarification requested on required data.

NYSDOT will work this out with the selected Contractor.

280. 12 Engine Cooling, A General, page 243, 3) A spring-loaded, push-button type valve or lever shall be provided to safely release pressure or vacuum in the cooling system with both it and the water filler no more than + - 60 inches above the ground. Request deviation for location to be no more than 68 inches above the ground.

Approved. 68 inches is well within the reach of a 5th percentile person.

281. E. Heat Exchangers, page 244, 1) Radiators with a fin density greater than 12 fins per inch or a louvered slit design shall not be allowed. 2) No heat-producing components or climate-control system components shall be mounted between the engine cooling air intake aperture and the radiator. 3) The radiator and charge air cooler shall be designed to withstand thermal fatigue and vibration associated with the installed configuration. 4) The radiator and charge air cooler cores shall be easily cleaned (to include engine side core surface) with appropriate-washing equipment. Request approval to use 13 fins per inch. Request approval to mount the brake system air cooler in front of the water radiator.

Both are approved, as long as this configuration was what was tested by vehicle, engine and transmission manufacturers during their IQA and other approval processes.

282. I. Charge air cooling page 245. 7) The cross section of all charge air piping shall not be less than the cross section of the intake manifold inlet. Request approval that CAC inlet pipe at 3.5" and a 4" intake manifold, both of which meets Cummins IQA approval.
Approved. Must be consistent with engine manufacturer’s IQA process.

283. J Transmission cooling, page 245, 1) The transmission shall be cooled by a dedicated heat exchanger sized to maintain operating fluid within the transmission manufacturer's recommended parameters of flow, pressure and temperature. 2) The transmission cooling system shall be matched to the retarder and engine cooling systems to ensure that all operating fluids remain within recommended temperature limits established by each component manufacturer. 3) In the event that an engine coolant to transmission fluid heat exchanger is used, the engine cooling system shall provide coolant bypass flow to the transmission cooling system with the engine thermostats closed so that transmission cooling shall occur even if the engine is not yet up to operating temperature. 4) Unless cooling system design requires otherwise, the transmission cooler is to be the first component to receive cold water from the radiator outlet. 5) All coolant return piping, aside from the thermostat bypass line, is to be plumbed in after the transmission cooler. Request approval to use manufacturer standard cooling system which has a different layout (see drawing AR10390 which meets Cummins IQA and Allison sign off). Request approval to use manufacturer standard cooling system layout. See drawing AR10390 which meets Cummins IQA and Allison sign off.

Both are approved. Must be consistent with engine and transmission manufacturer’s qualification processes.

284. H. Belt-driven accessories, page 247, 1) NYSDOT requires that all belt-driven accessories are attached only to the powertrain and not to the vehicle chassis. Request approval for one alternator and Thermo-King air con compressor to be chassis mounted as shown in drawing AR10171.

Approved. Contractor and vehicle manufacturer must take responsibility for issues created by this configuration. Many vehicles have been constructed with AC Compressor/alternator mounted in this manner with good results. No other belt driven systems may be frame mounted.

285. 14. Drive Shaft, page 248, 1) The drive shaft shall be guarded to prevent hitting any critical systems, including brake lines, vehicle floor or the ground, in the event of a tube or universal joint failure. 2) Drive shaft angles shall be limited to recognized industry norms and shall not be greater than the angles specified by the: universal joint manufacturer's specifications. 3) Drive shaft slip joint shall be robust enough to last the life of the transmission. 4) Slip Joint and Universal joint lubrication points shall be easily accessed so that ease of normal maintenance is facilitated. 5) The universal end cap retention bolts shall be retained by metal lock clips that prevent the bolt from loosening by deforming the metal clip against the head of the retention bolt. Lock Tite or similar thread locking chemical shall not be used to retain these bolts. Request approval to use self-locking nuts for universal end cap retention bolts.

Conditionally Approved, as long as this is the vehicle manufacturer’s standard installation method.
15. Powertrain Serviceability, D. Fluid fillers, page 248, 1) Engine oil and the radiator filler caps shall be hinged to the filler neck and closed with spring pressure or positive locks to prevent leakage. 2) All fluid fill locations shall be properly labeled to help ensure that the correct fluid is added. 3) All fillers shall be easily accessible with standard funnels, pour spouts and automatic dispensing equipment. 4) All lubricant sumps shall be fitted with magnetic-type drain plugs or magnets. 1. Request approval to use engine manufacturer's standard twist lock caps with lever pressure release.

Approved, as long as this is the configuration used by the vehicle manufacturer during engine IQA process

16. Power steering, page 249, 1) Power steering is the only engine-driven hydraulic system allowed. 2) Hydraulically actuated tag axle steering is considered to be part of the power steering system. 3) Power steering system service tasks shall be minimized and scheduled no more frequently than those of other major vehicle systems. 4) All elements of the power steering system shall be easily accessible for service or unit replacement. 5) Critical points in the power steering system shall be fitted with service ports so that portable diagnostic equipment may be connected or sensors used for an off-board diagnostic system. 6) The power steering system shall operate within the allowable temperature range as specified by the power steering component and the power steering hydraulic fluid manufacturer. 7) Power steering lines shall not be solid metallic lines but shall be flexible lines to dampen pump noise from entering the passenger compartment. 8) All power steering lines shall be isolated from the vehicle structure with resilient mounts to limit the amount of noise that enters the passenger compartment. Request approval to use manufacturer's standard power steering lines which are a mix of stainless steel and flexible hose.

Mix of Stainless steel and flex lines complies with spirit of specification is approved. Please note that other parts of spec requiring noise isolation to keep power steering noise from passenger compartment are still in effect.

18. Fuel system, A Diesel fuel filter, page 250, 1) A fuel/water separation system as supplied by Racor, model 382 or approved equal shall be provided and mounted as close to the fuel tank as possible in a location to facilitate service. Request approval to use Cummin's standard OEM filters.

Approved. Cummins filters are approved as long as they are the same as those fitted during the powertrain IQA process

19. Diesel fuel lines, page 250, 1) Fuel lines shall be securely mounted, braced and supported as designed by the vehicle manufacturer to minimize vibration and chafing and shall be protected against damage, corrosion or breakage due to strain or wear. 2) Manifolds connecting fuel containers shall be designed and fabricated to minimize vibration and shall be installed in protected locations to prevent line or manifold damage from unsecured objects or road debris. 3) Fuel hose and hose connections, where permitted, shall be made from materials resistant to corrosion and fuel and protected from fretting and high heat. Fuel hoses shall be accessible for ease of
serviceability. 4) Fuel lines shall be capable of carrying the type of fuel specified by NYSDOT (i.e., up to B20 type fuel). 5) Fuel lines shall be rated and sized to prevent freezing and plugging due to condensation and/or fuel gelling in extreme winter. 6) The fuel lines forward of the engine bulkhead shall be in conformance to SAE Standard J1149 Type 1 for corrosion-resistant stainless steel tubing or SAE Standard J844 for nylon tubing color coded orange. Request approval for fuel pipes to be zinc plated.

Approved. Zinc plated lines are compliant with requirement for corrosion resistant piping.

C, Fuel tank, page 250, 1) The fuel tank(s) and its mountings and fasteners shall be made of 300 series or ASTM A240 corrosion-resistant stainless steel or plastic if the vehicle manufacturer normally offers such a tank as a regular option. 2) The fuel tank(s) shall be securely mounted to the vehicle to prevent movement during vehicle maneuvers. 3) The fuel tank(s) shall be equipped with an external, hex-head drain plug. 4) The plug shall be at least 1/2" inches in size and shall be located at the lowest point of the tank(s). 5) The fuel tank(s) shall have an inspection plate or easily removable filler neck to permit cleaning and inspection of the tank(s) without removal from the vehicle. 6) The tank(s) shall be baffled internally to prevent fuel-sloshing regardless of fill level. 7) The baffles or fuel pickup location shall assure continuous full power operation on a six (6) percent upgrade for 15 minutes starting with no more than 25 gallons of fuel over the unusable amount in the tank(s). 8) The vehicle shall operate at idle on a six (6) percent downgrade for 30 minutes starting with no more than ten (10) gallons of fuel over the unusable amount in the tank(s). 9) The materials used in mounting shall withstand the adverse effects of road salts, fuel oils and accumulation of ice and snow for the life of the vehicle. 1) Request approval to fit manufacturer’s standard tank which is aluminum type. 3. Request approval that plug is an internal socket hex plug instead of hex head. 7. No current manufacturing test data available. 8. No current manufacturing test data available.

Standard tank is approved. Internal socket head plug is approved. Sections 7 and 8 are included in specification to protect potential offerors from experiencing fuel flow problems when operating on grades or other angles other than flat with tanks that are not full. Offerors are responsible for acceptance of these exceptions to the specifications and will suffer the penalties that go with running out of fuel as part of the contract stipulations for liquidated damages due to preventable mechanical failures.

19, Exhaust system, page 252, 1) The exhaust pipe shall be designed to prevent exhaust gases and waste heat from discoloring or causing heat deformation to the vehicle. 2) The entire exhaust system shall be adequately shielded to prevent heat damage to any vehicle component, including the exhaust after-treatment compartment area. 3) The exhaust outlet shall be designed to minimize rain, snow or water generated from high-pressure washing systems from entering into the exhaust pipe and causing damage to the after-treatment system. 4) Exhaust gases and waste heat shall be discharged from the street-side of the vehicle under the rear bumper. Request approval that exhaust to be discharged off-center on curbside of vehicle under the rear bumper.
Approved, with the condition that exhaust flow shall not be allowed to blast over sidewalks and bus stops when vehicle pulls away from stops.

292. 20, Chassis A Suspension, page 252, 1) The front, drive and tag axle suspensions shall be pneumatic type. 2) The basic suspension system shall last the service life of the vehicle without major overhaul or replacement. 3) Adjustment points shall be minimized and shall not be subject to a loss of adjustment in service. 4) Routine adjustments shall be easily accomplished by limiting the removal or disconnecting the components. 5) All wheels and axles shall be properly aligned before vehicle delivery. An alignment report shall be included with each vehicle's quality assurance documentation and shall be delivered to the customer when the vehicle is delivered. 6) Each vehicle shall be weighed before delivery. Each axle shall be weighed separately. Weight slips from each vehicle shall be delivered with the vehicle. Vehicles shall be weighed at curb weight with full fuel and fluids but no passengers or operators on board. 2. Comply with understanding that basic suspension system does not include airbags, dampers, link joints, ARB and ARB bushes, leaf springs and bushes, ball joints, and track rod ends.

Approved, with stipulation that request for clarification regards warranty conditions and not design goals.

293. 22, Steering, B Steering & tag axles, page 255, 1) The front and tag axles shall be solid beam non-driving with a load rating sufficient for the vehicle loaded GVWR and shall be equipped with unitized, maintenance free, grease type wheel bearings and seals. 2) All friction points on the front axle shall be equipped with replaceable bushings or inserts and, if needed, lubrication fittings shall be easily accessible from a pit or hoist. 3) The steering geometry of the outside (front lock) wheel shall be within two (2) degrees of true Ackerman up to 50 percent lock measured at the inside (back lock) wheel. 4) The steering geometry shall be within three (3) degrees of true Ackerman for the remaining 100 percent lock measured at the inside (back lock) wheel. 3. No current manufacturing test data available, and 4. No current manufacturing test data available.

Vehicles to be operated under this contract shall be compliant with this requirement. Incorrect Ackerman angles have many deleterious effects including additional wear on tires, increased turning radii and wear of street surfaces. Measurement of Ackerman angles is a relatively simple process that can be performed either by calculation by a qualified engineer, by direct measurement or preferable by using both methods. Offerors should pass this requirement on to their vehicle suppliers to insure that vehicles are compliant.

294. D Steering, page 255, 1) Steering effort shall be measured with the vehicle at GVWR, the vehicle not moving with the brakes released and the engine at normal idling speed on clean, dry, level, commercial asphalt pavement and with the tires inflated to recommended pressure. 2) Under these conditions, the torque required to turn the steering wheel ten (10) degrees shall be no less than five (5) ft.-lbs. and no more than ten (10) ft.-lbs. 3) Steering torque may increase to 70 ft.-lbs. when the wheels are approaching the steering stops, as the relief valve activates. 4) Power steering failure shall not result in loss of steering control. 5) With the vehicle in operation, the steering
effort shall not exceed 55 lbs. at the steering wheel rim, and perceived free play in the steering system shall not materially increase as a result of power assist failure. 6) Gearing shall require no more than seven turns of the steering wheel lock-to-lock. 7) The caster angle shall be selected to provide a tendency for the return of the front wheels to the straight position with minimal assistance from the operator. 3. No current manufacturing test data available, and 5. No current manufacturing test data available.

Approved, pending manufacturer performing test and agreeing to assure compliance with spec when vehicles are delivered.

295. Table 2, Steering wheel height, page 256: Further clarification required for where these measurement points are to be taken from.

Measurement points are to be taken from where the vehicle operator’s heel contacts floor behind accelerator pedal.

296. Drive axle, F General, page 257, 1) The vehicle shall be driven by a heavy-duty portal type drive axle produced by ZF, model AV 132 or approved equal. 2) Drive axle capacity shall be no less than 23,000 lbs. 3) Axle shall have a load rating sufficient for the vehicle loaded to GVWR. 4) The drive axle shall have a design life to operate for not less than 300,000 miles on the design operating profile without replacement or major repairs. 5) The lubricant drain plug shall be magnetic type. The axle and driveshaft components shall be rated for both propulsion and retardation modes with respect to duty cycle. 1. Request approval for model AV133.

AV133 is Equal as it is a newer, updated version of AV132.

297. 24 Parking emergency brake, A air brakes, page 258, 1) The parking brake shall be a spring-operated system, actuated by a valve that exhausts compressed air to apply the brakes. 2) The parking brake system shall be enabled when the air pressure is at the operating level per FMVSS 121. Request approval to use manufacturer's braking system using multi-circuit protection valve.

Approved, compliance with FMVSS 121 still required.

298. B Emergency brake release, 1) An emergency brake release shall be provided to release the brakes in the event of automatic emergency brake application. 2) The operator shall be able to manually depress and hold down the emergency brake release valve to release the brakes and maneuver the vehicle to safety. 3) Once the operator releases the emergency brake release valve, the brakes shall engage to hold the vehicle in place. 4) Air to the emergency brake release system shall be provided by a dedicated emergency air tank which shall be adequately sized to provide for a minimum of three (3) applications of the emergency park brake release system. Request approval to use manufacturer's braking system using multi-circuit protection valve.

Approved.

299. B Air compressor, pages 259/260, 1) The engine-driven air compressor shall be sized to charge the air system from 40 psi to the governor cutoff pressure in less than four (4)
minutes while not exceeding the fast idle speed setting of the engine.

2) An auxiliary air filter (oil coalescing filter) shall be installed between the dryer and supply reservoir. 1. No current manufacturing test data available, and 2. Request approval to use manufacturer’s standard air filter which incorporates oil coalescing filter as standard.

Pressure build requirement stands pending report from manufacturer. Manufacturer’s standard filter approved.

300. C Air lines & fittings, page 260, 1) Air lines, except necessary flexible lines, shall conform to the installation and material requirements of SAE Standard J844 for nylon tubing if not subject to temperatures over 200 °F. 2) The air on the delivery side of the compressor where it enters nylon tubing shall not be above the maximum temperature limits as stated in SAE J844. 3) Nylon tubing shall be installed in accordance with the following color-coding standards:

- Green: Indicates primary brakes and supply.
- Red: Indicates secondary brakes.
- Brown: Indicates parking brake.
- Yellow: Indicates compressor governor signal.
- Black: Indicates accessories.

4) Continuously insulated P-Clamp type line supports shall be used to prevent movement, flexing, tension, strain and vibration. 5) Rigid lines shall be supported at no more than 30-inch intervals. 6) Nylon lines may be grouped and shall be supported at 24-inch intervals or less. 7) The compressor discharge line between power plant and body-mounted equipment shall be flexible convoluted stainless steel line, or may be flexible Teflon hose with a braided stainless steel jacket. 8) Flexible hoses shall be as short as practicable and individually supported. They shall not touch one another or any part of the vehicle except for the supporting grommets. 9) Flexible (braided) lines shall be supported at two-foot intervals or less. 10) Air lines shall be cleaned externally and internally before installation and shall be installed to minimize air leaks. 11) All air lines shall be routed to prevent water traps to the extent possible. 12) Grommets or insulated clamps shall be employed to protect air lines at all points where they pass through understructure components. Request approval to use manufacturer’s standard color coding for air lines.

Manufacturer’s standard pneumatic system flex line color coding is approved. Other requirements calling for provisions that protect lines from damage and wear in service stand.

301. E Air dryer system, page 261, 1) An active compressed air dryer system shall be installed to prevent accumulation of moisture and oil in the air system, be rated for transit applications and be sized to meet the requirements of the air system. 2) The air dryer system shall include a replaceable desiccant bead, electrically heated drain, and thermostatically controlled activation device. 3) The air dryer shall be easily accessible and with the exception of a dust shield, no other vehicle equipment shall require removal to service the air dryer. 4) A 2M/3M mechanic shall be able to replace the desiccant in less than 15 minutes. 5) A self-draining oil separator shall be installed upstream of the air dryer to collect/remove oil from the air system and shall be equipped with a manual drain easily accessed from under the vehicle. 6) The sump and drain shall be electrically heated. Further clarification required on this specification.
See section B above allowing manufacturer’s standard air dryer installation.

302. 26 Structure, D Corrosion, 8) The vehicle structure shall be corrosion resistant stainless steel. All exposed floor surfaces under the finished vehicle shall be protected with nonflammable undercoating. Request approval that chassis is mixture of high grade carbon steel and stainless steel at high corrosion areas. Corrosion protective treatment consists of MS polymer, Formoa 760, fully applied to the underside of the body and chassis. Body is aluminum and GRP.

Approved.

303. C Hoisting, page 265, 1) The vehicle axles or jacking plates shall accommodate the lifting pads of a two-post hoist system. 2) Jacking plates, if used as hoisting pads, shall be designed to prevent the vehicle from falling off the hoist. 3) Other pads or the vehicle structure shall support the vehicle on jack stands independent of the hoist. 4) The vehicle shall be capable of being lifted by its wheels, and, as necessary to meet tire load requirements, the proper number of wheel lifts and/or adapters must be used. Request approval that vehicle will be lifted using a 3-post hoist or wheel lifting equipment. Lifting and jacking procedures provided in user manuals.

Approved.

304. 28 Floor, D Construction, Lower Deck 1), The floor shall be constructed of composite flooring material. Request approval to use Finnish birch plywood BB WBP BS 1203 manufactured to BS 6566 (BS EN 636 - 1/2/3). Rot and termite treated GLA (‘Xyligen’ glue line additive) plus preservative treated Tanalith ‘E’ to heavy loading (Hazard Class 4) and kiln dried to 15% moisture content. Wisa ‘F’ phenolic film 400g/m² on underside for a fire retardancy specification approved to BS 476, part 7, class 1 and FMVSS 302/CMVSS 302. Plywood supported by 12-year warranty.

Approved.

305. 32 Operator Provisions, Controls and instrumentation, D Switches and controls, 4) Graphical symbols shall conform to SAE Recommended Practice J2402, Road Vehicles - Symbols for Controls, Indicators, and Tell Tales, where available and applicable. Request approval to use ISO standard symbols.

Approved.

306. 32 Operator Provisions, Controls and instrumentation, F Master Run Switch, 2) The run switch shall be a four-position rotary switch with the following functions: a) OFF All electrical systems off, except power available for the passenger interior lighting, stoplights, turn lights, hazard lights, radio, silent alarm, horn, fare box, fire detection equipment, engine compartment lights, auxiliary heater and electronic equipment that require continuous energizing. NOTE: If the vehicle is not operated for a period of three (3) days, the total electric load due to devices that require continuous energizing shall not cause the battery to be discharged below the level necessary to start the engine. b) PARK All electrical systems off, except those listed in OFF and power to destination
signs, interior lights and marker lights. c) DAY RUN all electrical systems and engine on, including the headlights, parking lights and marker lights. Daytime running lights (DRL) shall be on. d) NITE/RUN All electrical systems and engine on. Request approval for engine run switch and start button that provides same logic in place of a four-position rotary switch.

Approved, as long as logic is same as specification.

307. 38 Body, F Rub rails, 1) Rub rails composed of flexible, resilient material shall be provided to protect both sides of the vehicle body from damage caused by minor sideswipe accidents with automobiles. Rub rails shall have vertical dimensions of no less than two (2) inches (50 mm) with the centerline no higher than 35 inches above the ground between the wheel wells. Request approval to delete rubrail.

Approved.

308. 38 Body, F Rub rails, 2) The rubrails shall withstand impacts of 200 ft.-lbs. of energy from a steel faced spherical missile no less than nine (9) inches in diameter and of a 500-lb. load applied anywhere along their length by a rigid plate one (1) foot in length, wider than the rubrail, and with a ¼-inch end radii, with no visible damage to the rubrail, retainer or supporting structure. Request approval to delete rubrail.

Approved.

309. 38 Body, F Rub rails, 3) The rub rail may be discontinued at doorways, wheel wells and articulated joints if applicable. A damaged portion of the rub rail shall be replaceable without requiring removal or replacement of the entire rub rail. Request approval to delete rubrail.

Approved.

310. 38 Body, J Battery Compartment, 9) The inside surface of the battery compartment's access door shall be electrically insulated, as required, to prevent the battery terminals from shorting on the door if the door is damaged in an accident or if a battery comes loose. Request approval to delete requirement for inside of door to be insulated as battery cradle is grounded.

Approved.

311. 43 Interior Lighting, A Lower Deck, 16) Failure of any light fixture or driver module shall be indicated via telltale light panel or dashboard display. The system shall insure supply current and lighting fixture temperature to be approximately the same for all of the driver modules, and will indicate which module(s) have a problem. Request further clarification if a known product can provide this level of specific requirements. This specific level of detail not provided by standard manufacturer's equipment.

Please provide details of manufacturer’s standard system for reference.

312. 44 Passenger Accommodations, D Upper Deck Seating, 1) Passenger seats shall be arranged in forward-facing configuration with a minimum of 55 reclining and cushioned
passenger seats. The Proposer shall provide seat layout to the NYSDOT’s design consultant once NYSDOT has approved the seat manufacturer and model number. Request approval for minimum number upstairs seats to be 53 instead of 55. Request approval that recliners will be provided where applicable.

Approved pending approval of final seating layout.

313. 44 Passenger Accommodations, E Structure and Design - Lower Deck Seating, 1) Lower deck seats shall be from the Kiel Ligero series or approved equal with the following salient attributes: • Overall weight of double seats with all belts and mounting structure shall not exceed 100 pounds (maximum). • Top of seat to be tapered for maximum viewing • Seat belts shall be mounted on the outside of the seat for easy maintenance and change out, not internally mounted inside the seat. • Seats to be supplied with an electronic seat availability motorizing system that mounts in drivers area to alert driver to empty seats on upper salon as well as seated positions not utilizing their seat belts. Request approval to provide Lazzerini GTS 3600/Pratico as equal to Kiel seats.

Kiel seating is recommended as the seating specified is of a known quality, safety and durability. Other manufacturer’s products may be substituted as long as they are of a quality and durability equal to the recommended standard and are compliant with the requirements stated in the specification. Note that requirement for electronic seat occupancy monitoring system has been deleted

314. 44 Passenger Accommodations, F Structure and Design - Upper Deck, 1): 1) Upper deck seats shall be luxurious, reclining seats known as Kiel Avance or approved equal with the following attributes • Overall weight of double seats with all belts and mounting structure shall not exceed 100 pounds (maximum). • Top of seat to be tapered for maximum viewing • Seat belts shall be mounted on the outside of the seat for easy maintenance and change out, not internally mounted inside the seat. • Seats to be supplied with an electronic seat availability motorizing system that mounts in drivers area to alert driver to empty seats on upper salon as well as seated positions not utilizing their seat belts. Request approval to provide Lazzerini GTS 3600 as equal to Kiel seats.

Kiel seating is recommended as the seating specified is of a known quality, safety and durability. Other manufacturer’s products may be substituted as long as they are of a quality and durability equal to the recommended standard and are compliant with the requirements stated in the specification. Note that requirement for electronic seat occupancy monitoring system has been deleted

315. 44 Passenger Accommodations, F Structure and Design - Upper Deck, 8) The reclining seat backs shall be provided with a dress-up feature to facilitate coach cleaning. Seat width shall be a minimum of 36 inches and a maximum of 40.50 inches (1029 mm). The aisle shall not be less than 14 inches (356 mm) wide. Request further information on what ‘dress-up’ feature refers to.
Answer to be provided. Information will be forthcoming and provided to all offerors simultaneously.

316. 45 Passenger Doors, C Dimensions, 1) When open, the doors shall leave an opening no less than 75 inches in height. Request approval for an opening no less than 72 inches in clear height.

Approved.

317. 45 Passenger Doors, E Door Projection, 1) Exterior: The exterior projection of the doors beyond the side of the vehicle shall be minimized and shall not block the line of sight of the rear exit door via the curb-side mirror when the doors are fully open. The exterior projection of both doors shall be minimized and shall not exceed two (2) inches during the opening or closing cycles or when doors are fully opened. Request further clarification as sliding plug door systems will exceed 2 inches projection.

Please provide details of door projection throughout operational cycle for comparison with civil engineering of bus stations and stops.

318. 46 Accessibility Provisions, F Roof Escape Hatches, 3) A glass breaking system shall be installed near the emergency escape panel. A switch shall be wired to the vehicle electrical system which will inform the vehicle operator that the escape panel release system has been used or tampered with. Request approval to use break glass (Safe T Punch) type plunger with tamper proof seal.

Approved.

319. 47 Intelligent transportation Systems (ITS), G Passenger Wi-Fi, 4) Each USB charger shall be connected to the vehicle's 12VDC or 24VDC system independently and shall have its own DC-DC converter. Request additional clarification on requirement for each USB charger to be 'independently' connected.

Each charging outlet should be independently protected so that the failure of one charger will not disable other chargers. An example is old style Christmas tree lights where the failure of one lamp would disable the entire string.

END OF ADDITIONAL ATTACHMENT 26 QUESTIONS

320. TBD