NEW YORK STATE DEPARTMENT OF TRANSPORTATION
REQUEST FOR PROPOSALS
Safety Management System Implementation Services for NYSDOT
Contract #C037625
August 4, 2017

ANNOUNCEMENT #2

- Attachment Changes:
  - Attachment 21 – Q&A will be added to the RFP, Q&A already received and answered is included with this announcement

Please address any questions regarding this release to Ms. Patty Kappeller. Thank you.
patricia.kappeller@dot.ny.gov
8.21 ATTACHMENT 21: Q&A

1. Has the Department identified a funding source for this effort; and if so, are you able to indicate which source may be used?
   
   **ANS: Federal Funds have been allocated to this project.**

2. Is there an anticipated cost associated with this project; and if so, are you able to disclose what the cost is?
   
   **ANS: No.**

3. Please provide the incumbent information for the accident location information system as well as future replacement cycle?
   
   **ANS: VHB Engineering has the maintenance contract**

4. Please provide the incumbent information for the linear referencing system as well as future replacement cycle?
   
   **ANS: ESRI Roads and Highways with Agile Assets integration**

5. Does the Department anticipate any additional professional or consulting services may be procured to accomplish this effort (i.e. project planning/oversight, PM, QA, IV&V, staff augmentation, etc.)? If so, what, when and how?
   
   **ANS: No.**

6. Which operating platform does the Department currently use? Which is desired for the SIMS?
   
   **ANS: Legacy systems are Oracle 11 on AIX. Oracle shop but not required**

7. What is the lifecycle of the ESRI ArcGIS geographic system?
   
   **ANS: ESRI ArcGIS system is currently used by NYSDOT with no plans to migrate from that system.**

8. What is the number of users anticipated for the SIMS?
   
   **ANS: 500**

9. How does DOT currently perform the functions to be performed by the proposed system?
   
   **ANS: Using existing systems ALIS, SIMS, PIES, ArcMap**
10. Why are you undertaking the project at this time?

ANS:
- Unsupported software,
- Switch to Milepoint Linear Referencing
- Integration efforts to other NYSDOT systems

11. A) Did DOT conduct a Request for Information or similar effort in the past in preparation for this procurement? B) If so, what were the results? C) Who responded and what existing systems did you review? D) Did you reach any preliminary conclusions based upon this effort?

ANS: A Request for Information was release in June 2013. Please go to www.dot.ny.gov Click on Consulting Opportunities, Click On Advertisements, and scroll down to June 2013 to view the RFI documents.

12. Have you been in contact with any other state Departments of Transportation to review their solutions? If so, which ones and what were your conclusions?

ANS: Attended Safety conference in Connecticut and met with several state DOTs on their solutions.

13. A) Section 1.1 indicates that one purpose of the procurement is to “…sunset legacy applications and procedures.” Please describe all legacy applications in terms of their sizes, technologies, platforms and who maintains them (e.g., State vs. contractor personnel). B) What systems feed each of these systems and what are the outputs? C) What will be the successful bidder’s responsibility for maintaining these systems during the period of contract performance until the replacement system is live and becomes the production system of record?

ANS: Existing systems will continue to operate in production. Parallel databases with new data transfers will be in place for the new system so there should be no issues.

14. Section 1.3.1 partially describes 2 databases and 1 system. Is this a comprehensive list of legacy systems to be sunset? Please provide the information requested in Section 4 for each of them.

ANS: SIMS, PIES & ALIS

15. Section 4.3 indicates that the Project Manager must have “…at least five (5) years experience in managing projects involving the implementation of transportation management systems.” Please define “transportation management systems.”

ANS: Experience in managing projects for transportation systems

Transportation management systems = Applications or software for the evaluation and analysis of roadways, traffic and accidents
16. Section 4.4 indicates that work will begin in January 1, 2019, but the example for option year rate calculations given in section 3.3 implies that the First Option Year (Year 4 of the contract) would begin on January 1, 2021. Is one of these dates incorrect?

   **ANS:** Work is anticipated to begin on February 1, 2018. This will be corrected in Modification #1.

17. Section 4.4 indicates that an award will be made February 1, 2018. Section 3.3 indicated that work would not begin until January 1, 2019. What is the reason for this delay? It is very difficult for a vendor to hold a project team together over such a lengthy period without pay?

   **ANS:** Please see the answer to question #16.

18. Section 5 indicates that “web links, photographs, and illustrations (except for the organization chart) are not to be included…” Does this mean that figures which help to explain our proposal text (for example, models of concepts, process flows, Gantt charts, and the like) meant to increase readability and understanding cannot be included?

   **ANS:** Yes, the proposer will be allowed to submit graphics such as photographs, illustrations, and weblinks (provided the weblink is for direct access to the cited specific material to be reviewed by the technical committee and not a general link to the proposer’s website; the latter could lead to a downgraded score). Upon request please be prepared to submit to NYSDOT such specialized information in its native format. 11 x 17 foldouts are also allowed. Please refrain from relying on the use of tiny fonts.

19. Section 5.1.4 seems to imply that DOT desires a custom developed system. Is this the case or are you seeking Commercial Off the Shelf (COTS) software to be implemented?

   **ANS:** NYSDOT will accept a COTS, modified COTS or custom developed solution. This is up to the discretion of the vendor depending on their solution.

20. Section 5.1.4 does not seem to address your goal of the sunset legacy systems. Could you be more specific about what such sunset would entail?

   **ANS:** The old system will run until the new system is operating in production, at which time the old systems will be shut down. All legacy data will already be migrated to a new database that will be used by the new application.

21. The RFP does not mention conversion of data from existing systems and databases to the new system. A) Please describe your requirements for such conversion, if any, and the format, quantity and location of such data currently? B) How are each of these databases expected to grow between now and implementation of the new system?

   **ANS:**

   A) NYSDOT will provide the databases and manage data conversions for the new applications. The conversions will depend on how the vendor system functions
B) Have UTM coordinates now, need Milepoints

C) Legacy data includes 45 million crash records. The database is being sized to accept up to 150 million crash records. 425,000 crash records are received annually.

22. What systems must the new system to integrate with and who owns those systems? Are agreements in place to provide access to those systems?

ANS: - Agile Asset Management System

Asset management information sourced from the Agile Assets application must be available for linking to low cost improvement investigation records for safety related projects.

- NYSDOT Enterprise Linear Referencing

Traffic data and Roadway character information sourced from the NYS DOT Roads and Highways application must be available for use in generating spatial layers within the geospatial analysis tool.

- GIS

Integration to support the assignment of UTM coordinates, GIS ID, and spatial Milepoint route measure location information to crash records.

- Project Funding/Tracking applications

Project management information sourced from the NYS DOT PSS/OPPM project data warehouse must be available for linking to capital improvement investigation records to support tracking of safety outcomes.

23. How many users are there, types of users in the system (Internal/External Users/DMV/NYSP/MPO… etc) and where are they located,? Do you have a preferred training model, methodology or technology?

ANS: Approx. 50 MPO users, 20 police, 10 DMV, 350 DOT (20 main office, 330 Regional)

24. Section 5.1.12 lays out liquidated damage provisions. We ask you to reconsider the provision pertaining to key staff. Work is not scheduled to begin until 16 months following proposal submission. This is an unreasonably period of time to keep senior resources unassigned.
ANS: Please see the answer to question #16.

The Jan 2019 start date in Section 3.3 is incorrect. There are provisions in the RFP for change of key personnel.

25. Could you please review the evaluation point maxima in Section 6.3? They appear to not add up properly.
ANS: The total for “a. Quality of Project Delivery Strategy and Approach” should be 400. This will be fixed in Modification #1.

26. A) Will NYSDOT accept our federal GSA rate schedule in lieu of us providing the requested cost-build-up? B) If NYSDOT cannot accept our federal GSA rate schedule, and we respond to the RFP as a prime consultant, will NYSDOT enter into a non-disclosure agreement with us prior to our provision of the requested cost build-up? C) If NYSDOT cannot accept our federal GSA rate schedule, and we respond as a Sub-consultant on a response to this RFP, will NYSDOT allow us to provide this information directly to NYSDOT under NDA and present only the Fully Loaded Rates to our prime?
ANS: THE DEPARTMENT IS WORKING ON AN ANSWER AND WILL RELEASE AN ANNOUNCEMENT SHORTLY WITH A RESPONSE.

A) B) C)

27. What process is followed to integrate data (flat file/database connectivity/XML files, etc.) from DMV-AIS, NYSP-TraCS? Will the same process continue in the future?
ANS: DOT receives data through a database connection with DMV. Data tables and XML are included.

28. Data coming from DMV-AIS and NYSO-TraCS is it using Linear Referencing System (LRS)?
ANS: No. TraCs uses the “Incident Locator Tool” through an agreement with the software owner. Currently TRaCs can only be updated in person in each vehicle. DOT will provide LRS info to State police when they have the ability to push new map data to all the users. (Free locator tool from Florida)

29. How many and what types of NYSDOT Assets/Inventory are required to have performance metrics?
ANS: This functionality is currently available in Agile Assets application.

30. How can we add more resources in Cost Sheet? (e.g., Developers, Support Staff, Analyst, Business Analyst, etc.)
ANS: There are cells with the word “Other” for the Job Title. Replace those with the specific title the proposer wishes to include in the Cost Proposal. For example, “Developer” could be entered in the space under the “Safety Subject Matter Expert”.

31. What is the source system for the Roadway Improvements?
ANS: PIES and PSS

32. RPT.01.19, RPT.01.31, RPT01.36 – Some requirement text is incomplete. Can you please provide the full text?
ANS: The cells are able to be expanded.

RPT.01.19   Users must be able to generate a Safety Investigation Report (TE 156a) for a Highway Safety Investigation; this includes Investigation, Study Period, Location, Project Data, Reduction Calculation, Severity Distribution, Before Cost per Accident Calculation, and Estimated Benefits information details.

RPT.01.31   Users must be able to generate a multi-year State Highway Expected Crash Rates report for a specified Highway/Intersection Classification Code and Type that lists the Mean and 95th Percentile Rates (Crashes per MVM) by Crash Category (e.g., Severity, Road Condition, Collision Type, etc.).

RPT01.36   Users must be able to generate a list of vehicles involved in Crashes for designated locations, attributes, and crash date/time range, including the Case number/year, County/Municipality, Vehicle and non-personal Driver information, Crash Events, and whether any citations were issued.

33. Tech.01.04 System can only use one system for authentication (NYSDOT AD or NY.GOV AD or OID) for SSO. What is application requirement?
ANS: One of the above

Tech.01.04   The solution must use SAML 2.0 web authentication for user access.