March 4, 2019

REQUESTS FOR PROPOSALS
Integrated Corridor Management (ICM) Systems Integrator Services for NYSDOT
Contract #C037707
Questions #6-#40

6. The link for the RFP electronic file contains the word ‘draft’, and the title page marks the document “Version 6-28-18”. Please confirm that the RFP posted on 1/17 is the final RF.
ANS: Yes this is the final RFP.

7. When will NYSDOT post the answers to questions?
ANS: Questions and answers will be posted periodically.

8. Please confirm that January 1, 2020 is the correct effective date for the rate adjustment period mentioned in Section 3.4?
ANS: The correct date should be January 1, 2024. This is corrected in Modification #3.

9. With respect to the hardware to be provided, a substantial portion of the computing hardware costs will be attributed to the micro-simulation provided under the Contingent Task C1 and C2 however, hardware is not identified as a Deliverable in those Tasks. Is it appropriate to distribute the required networking and computing hardware costs among the actual tasks requiring the devices?
ANS: Yes

10. With respect to the modeling to be provided under Contingent Task C1 and C2, which of the project’s automatic adaptive signals are to be simulated, for example, Sceptre local traffic responsive, TSP and ASC Synchro Green?
ANS: The model should be developed to meet the system objectives and requirements identified within the project documentation. The SI may choose alternate approaches to emulating these advanced signal systems provided the model accurately captures systems reaction to changing conditions.

11. Requirement ICMS-CPOM-4-2-2 requires weekly backups but requirements ICMS-TD-11-0-0 requires nightly backups. Which is correct or should the backups just be configurable?
ANS: The backups should be configurable.

12. Do we need to factor in costs for hardware or will NYSDOT purchase the hardware? If NYSDOT will purchase what are the applicable discounts?
ANS: The consultant is responsible for purchasing hardware needed for their proposed approach. As stated in Attachment 17: Cost Proposal Workbook – “All proposed IT hardware required for the Integration must be equal or lower than the OGS Information Technology Umbrella Contract - Manufactured Based (Statewide) http://www.ogs.ny.gov/purchase/snt/awardnotes/7360022802ContractorPage.pdf”
13. What are the caps on liquidated damages? Is there a cap on liquidated damages in the RFP and Attachment 19? If so, what is the percentage/daily amount? Is there a not to exceed amount?

**ANS:** This question is under review from NYSDOT Legal Counsel.

14. The answer to questions 4 states “Diagrams, Flow charts, call-out boxes and icons to draw attention to certain paragraphs are not to be included. Colored section title headers are allowed.” Does NYSDOT understand that this will eliminate items such as architectural diagrams that will help illustrate the conceptual design and force bidders to explain the structure in text only format?

**ANS:** Architectural Diagrams will be allowed.

15. It is unclear from the RFP if scenario-based response plans to populate the library will be provided under this contract? More information is necessary to properly scope/price the Core System.

**ANS:** The Consultant is responsible for the development of up to 50 scenario-based response plans in coordination with the agencies.

16. Please define the scope of work and the deliverables that will come from the NYSDOT Independent Consultant producing the base model (Section 4.9.1.2)?

**ANS:** Base I-287 Corridor Microsimulation Model (Aimsun) representing the final build-out condition of the LHTL and GMMCB programs for weekday peak periods. The Base conditions model and build-out year represented in that scenario is a pending NYSDOT Independent Consultant activity to be undertaken in coordination with NYSDOT, NYSDOT’s ICM contractors, NYSDOT’s signal system vendors, NYSTA and their consultants and contractors, and the SI.

17. Please confirm or clarify the intent of Task C1. It appears the task is to create an interface which would allow a person that may or may not have working knowledge of the modeling simulation software to change various parameters in the base model and then generate a report of Key Outputs.

**ANS:** Task C1 is to enhance the base model provided by NYSDOT’s consultant to develop it into an operations planning tool for NYSDOT. Part of this task is to create an interface which can be used as described in the question.

18. Does the State have an existing agreement with TSS (mentioned in Section 4.9.1.1) under which we are to coordinate? Does the state have an agreed upon scope and cost with TSS (as it has done with the other mandatory vendors) through which we are to deliver and perform various specific features and tasks asked in the RFP? If there is an agreed upon scope and cost with TSS, please provide it. If an existing agreement does not exist nor an agreed upon scope/cost does not exist, will the State provide or ensure that the various respondents to the RFP are given equitable costs so as to maintain a level playing field?

**ANS:** Updated Section 4.9.1.2 is modified to read:

“*A base weekday peak model in Aimsun will be provided by NYSDOT’s independent consultant to support the development of the Operations planning support tool. The development and delivery coordination of the model will be finalized during the design review milestone.*”
19. What type of contract were awarded to the mandatory subcontractors identified in 1.2.3 (i.e., fixed price, time & materials)?
ANS: The prime consultants are responsible for entering into subcontracts with the mandatory subcontractors using the scopes of work and quotes that have been provided in the Attachments to the RFP.

20. Did the mandatory subcontractors identified in 1.2.3 receive any terms and conditions prior to them submitting their bid?
ANS: The mandatory subcontractors were provided their respective Scope of Work Attachment that were included in the RFP. The attachments for Kapsch and CoVal have been updated to include their quote.

21. Are the proposals and terms & conditions for the subcontractors identified in 1.2.3 available to us prior to submitting our bid? If not, why not?
ANS: The mandatory subcontractors were provided their respective Scope of Work Attachment that were included in the RFP. The attachments for Kapsch and CoVal have been updated to include their quote.

22. Will all of the terms and conditions from the Prime flow down to all of the subcontractors, including the liquidated damages?
ANS: The Prime Consultant is responsible for negotiating all terms and conditions of the subcontracts.

23. Would NYSDOT please consider adding the additional section 3.5 Ownership of Work Products, drafted below, addressing software exchange capabilities among different DOT states? “3.5.x Sublicensed software from other public transportation agencies available to NYSDOT, with no licensing costs that allows NYSDOT to modify and use the software as required. Enhancements to the software is shared back to the owning transportation agency for their potential reuse”?
ANS: NYSDOT Legal has determined that the contract language will remain as written.

24. Under Task C6 -Ramp Advance Incident Detection (RAID) Model. In Section 4.9.6.2 it states “When RAID is activated, it will trigger the alarm system within the Foundation that will begin saving video of traffic conditions on the ramp.” In reviewing Attachment 31 – CoVal Systems Inc. Scope of Work, the work within Foundation required to initiate the desired action does not appear to be defined in the Scope. Is the required work part of the scope contained in Attachment 31? If not, will the required work be added to the scope or will it be performed under their NYSDOT Region 8 maintenance agreement?
ANS: The work would be required under a NYDOT region 8 existing agreement.

25. Do we have any indication of the current and schedule status of the upgrades to the HVTMC and the TSOC?
ANS: The planned network upgrades at the HVTMC are expected to be completed by the time the SI begins work at the facility.
26. Section 4.2.2 Please identify the ATMSs where new C2C interfaces need to be developed. Who will be responsible for developing those new interfaces?
ANS: Please refer to Section 1.2.3 of the RFP and Sections 4.8 (Task 13) and 4.9 (Tasks C3, C4, C5) of the RFP. The Consultant is responsible for development of the new interfaces with support enlisted from appropriate vendors as described in Attachments 28-32.

27. Section 4.4.4 To ensure the tests adequately test the system and the system can satisfy the tests, will the Consultant be granted access to the test specifications and procedures developed by the IV&V contractor before the TRR occurs?
ANS: The user acceptance test specifications will be provided to the Consultant before the TRR occurs.

28. Section 4.8.11 Are the changes to the ATMSs listed in Section 4.8.11 covered by subcontract requirements for the mandated subcontractors?
ANS: Yes, please refer to Attachment 31, Section 2.3.1 and Attachment 32, Section 2.3.1

29. 4.8.13.12 “The Systems Integrator is responsible for the procurement, installation and configuration of the Opticom GTT CMS software as a standalone system at the HVTCM. Integration of the Opticom GTT CMS is not possible and it is not NTCIP compliant.” How can the Consultant be responsible for the integrating something that is not possible to integrate?
ANS: The Consultant is only responsible for procurement, installation and configuration as a standalone system at the HVTCM and is not responsible for integration into the ICMS.

30. Attachment 20 SOW 2.6.3, Please clarify the statement regarding cost in SOW 2.6.3 “The Systems Integrator must supply the BoM as part of the proposal submission (NO COSTS ARE TO BE INCLUDED)”. Is development of the models part of this contract, or is only the integration of the models into the DSS.
ANS: Yes, development of the models is included under the contingent tasks within the scope. A BoM is to be included in Part I Technical and Management Submittal/Proposal with items only and no costs.

31. Attachment 24, Some services such as APTS07 and APTS08 are listed in Table 4 as having a status of “LHTL Transit Operator” but are listed in the set of services required for ICMS in Requirement ICMS-1-1-0. Others such as, APTS05, are listed as having a status of “LHTL Transit Operator” but are not listed as being part of the ICMS in the requirement. On the other hand, some listed as “LHTL ICMS” are not listed as required in Requirement ICMS-1-1-0. Are services listed as having a status of “LHLT Transit Operator” part of the implementation? Are all services listed as “LHTL ICMS” part of the implementation?
ANS: Service Packages listed as having status of LHTL Transit Operator such as APTS07 will be implemented by the LHTL Transit Operator, however, the ICMS will need to interface to this Service Package – in this instance the ICMS would act as the interface hub for sharing of information to other Transit Operator. The ITS Project Architecture was not updated to reflect the change in scope to the SI Procurement, therefore not all Service Packages with Service Package Status LHTL ICMS are now in scope. The requirements in section 4.1 have been updated to reflect the new scope (e.g., ICMS-1-1-0 have been updated to reflect the reduced scope).
32. Section 4.8.12.4 seems to imply that the Operations Planning Support Model is part of the core system. However, section 4.9.1 lists the Operations Planning Support Model as a contingent task. Please clarify if the Operations Planning Support Model is really a contingent task or part of the core system.

**ANS:** The Operations Planning Support Model is a contingent task. As stated in Section 4.8.12.4, the scope of Task 12 is limited to the development and integration of the Core Decision Support System.

33. Attachment 24 SRS there are several blank rows in Section 4.3 of the system requirements attachment. Are they intentional or are there missing requirements? Sections listed in the Table of Content that are not provided, as well as some tracked changes. The document also has a header entitled “Attachment 26”. Can you please confirm that this document is the final version? Can you provide clarity between the Table of Contents list of sections, and the sections supplied.

**ANS:** This is the final version. Blanks are intentional – the rows contained requirements that have been removed from the scope. Section listed on the Table of Contents with no scope have been removed from this project. Document header should be “Attachment 24: Systems Requirements Specifications”.

34. Please define what the awarded contract type will be (e.g., Time & Materials or Fixed Price)?

**ANS:** This is a time and materials contract.

35. In Section 5.1.7, has an Operational Date no later than 9/1/2021. However in Attachment 19 Schedule of Contract Durations shows 9/1/2020. Please clarify the Operational Date.

**ANS:** The correct Operational Date is 9/1/2021. Attachment 19 has been corrected in Modification #3.

36. Section 5.1.7 says Notice to Proceed (NTP) is estimated for March 1, 2019. However that conflicts with the information provided in Section 7.8 of the RFP. Please clarify the estimated NTP date.

**ANS:** The estimated NTP date should be 6/1/19. Section 5.1.7 and Section 7.8 have been corrected in Modification #3.

37. The Cost Proposal Workbook in Attachment 17 is locked and will not allow Bidders to add more than 4 “Other” categories. Are we limited to 4 additional categories? If not, will NSDOT please post a new Cost Workbook with at least 15 rows of “Other” per prime/subconsultant?

**ANS:** Attachment 17 Cost Proposal Workbook has been revised to include additional “Other” job title categories and simplified to reduce the overall number of pages. Attachment 18: Level of Effort Tables has also been revised to include additional “Other” job title categories.

38. Are there any Federal Government Funds included in this award?

**ANS:** This is a state funded contract with federal reimbursement.
RFP Section 5.2.1.b specified that “NYSDOT requires that all cost information be presented using the RFO-provided Microsoft Excel spreadsheets (see Attachment 17 Cost Proposal Workbook) and further indicates that “Changes should not be made to the spreadsheet format or formulas. Proposers shall not attach any additional or qualifying information”. However, the instructions in the Attachment 17: Cost Proposal Work book state that for each Task: “An attached itemized list of direct non-salary costs separated by task and firm must be included in the Cost Proposal”. Please advise where we are to provide the “Itemized list of direct non-salary costs separated by task and firm.”?

ANS: The Proposer must include a separate itemized list of all direct non-salary costs (e.g., equipment) in Part II Cost and Management Submittal/Proposal. A hard copy of the list should be included in the bound proposal after the hard copy pages of Attachment 17: Cost Proposal Workbook. An electronic copy of the list should be included on the CD/Thumbdrive to be submitted with Part II Cost and Management Submittal/Proposal.

Is a fee on the subcontractor’s cost allowable?

ANS: This is a business decision for the prime proposer.