REQUESTS FOR PROPOSALS
Integrated Corridor Management (ICM) Systems Integrator Services for NYSDOT
Contract #C037707
Questions #41-#61

41. Attachment 23 – Concept of Operations -The set of scenarios at the end of the ConOps contain information flow diagrams (e.g., Figure 95). These figures include call out information flow elements in circles (e.g., 3a, 3b) that appear to tie back to the Timeline of Actions section. However, the paragraph numbering for the timeline of actions section uses bullets instead of numbers and letters so it is difficult to follow along the diagram with the timeline of actions. Can an updated be provided?
ANS: The Concept of Operations Documents provided as guidance for the Proposer. No updates will be made to the Concept of Operations Documents.

42. Section 5.1.4 states “The Proposer’s technical approach shall be based on the tasks outlined in this RFP”. Does the customer expect all bidders to respond to each of the core and contingent tasks, as well as provide a conceptual architecture of their proposed ICM System?
ANS: Yes.

43. Please clarify the vision for the division of labor between the ICMS and the ATMS system – there seem to be conflicting statements in the RFP and the system requirements as to where certain functionality should reside. Is it expected that the ICMS GUI provide ATMS-like functionality to control devices, post messages to VMS, enter/modify events and incidents?
ANS: Operators are expected to continue using the existing ATMS/ATIS as the primary control/incident modification systems however the ICMS will have control and monitoring functionality as per the project requirements to allow flexibility for future operational arrangements.

44. Section 4.8.13.1 states “As part of the design, it is expected that monitoring and control of devices in the Corridor will be handled by the existing ATMS contractor.” Requirement ICMS-11-0-0 states “The ICMS shall provide operator interface to monitor field device operation.” What is the expectation for the ICMS as it relates to field device monitoring?
ANS: The ICMS will monitor all field device status to support the system objective to provide comprehensive situational awareness of the corridor. Each ATMS will continue to monitor the device status of all devices integrated into the ATMS.

45. Section 4.8.11.1. In what system will operators enter incidents/planned events. Is it expected that incident entry will be done at the ATMS-Level and integrated into ICMS UI or will the ICMS UI provide event entry functionality. RFP Section 4.8.11.1 states “Development of a single unified incident entry interface for both agency ATMS”, requirement ICMS-UI-21-0-0 states “the UI shall provide an incident information interface that allows authorized operators to create and modify incidents that are within the geographic scope of the LTHL Corridor”.
ANS: Ans: Operators are expected to continue using the existing ATMS/ATIS systems as the primary control/incident modification systems however the ICMS will have incident entry and
modification functionality as per the project requirements to allow flexibility for future operational arrangements.

In order to further clarify the Unified Incident Entry Interface task, please note that the task is intended to

1. Develop consistent and agreed upon incident entry/classification terminology between various ICMS stakeholders
2. Implement consistent and harmonized user interfaces for incident entry on the ICMS and integrated ATMS/ATIS (Transcom Information Feeds) with necessary interface development as referenced in ICMS-5-2-0.
3. Support the DSS functionality to evaluate incidents consistently and effectively with normalized incident data received from different sources

46. The DBE requirement is set at 12% - since the scope for various subcontractors and pricing has already been developed and provided by NYSDOT, is the amount of their scope included in the 12% goal.

ANS: The 12% DBE goal is for the full contract value.

47. Over the past year and a half, how much work has been done to calibrate the existing Aimsun model?

ANS: A pre-LHTL Aimsun microsimulation model of the I-287 corridor is complete. The model simulates four hours of a typical 2014 peak AM and PM weekday (2 hours calibrated to FHWA thresholds). That scenario is the basis for the development of the Base conditions model representing the final build-out condition of the LHTL and GMMCB programs.

48. There is no mention of software licensing for products that we have developed and are providing for this project. Does NYSDOT intend this to be a works for hire type software development or will they accept licensed products that meet their requirements?

ANS: NYSDOT will accept licensed products that meet the RFP requirements.

49. Concept of Operations – “Decision Support System – a new capability critical to the success of the ICM.” There no off-the-shelf products available, so the ICM System will require a bespoke DSS design and development. If we have a DSS already developed that will meet the requirements of this project, is that acceptable or does NYSDOT wish a works for hire type of software that they can own for the DSS?

ANS: With regard to the DSS, NYSDOT will consider alternative proposals in so far as they meet all the requirements of this project.

50. Attachment 33 provides a sample organization chart. This chart is similar to the one released with the 2017 RFP, except the Systems Network Design Engineer position was eliminated. Presumably this corresponds to the elimination of the HVTMC Internal Network Assessment and Upgrades Task. Please confirm if this key position is still required?
ANS: The System Network Design Engineer is not required due to elimination of the Network Upgrade Task.

51. Will the mandatory subs contract directly with NYSDOT or with the prime consultant? If the mandatory subs contract with the prime consultant, will they accept proportional flow down of liquidated damages if a delay in their schedule causes a milestone completed date to be missed?
ANS: Mandatory subconsultants will contract directly with the Prime Consultant. The Prime Consultant is responsible for negotiating the terms and conditions for all subcontracts. The liquidated damages referenced in Attachment 19 have been revised to lessen the Prime Consultant’s risk.

52. Are the scope and fee estimates for the mandatory subs considered to be final, or are they an estimate? Can additional scope items be negotiated with the mandatory subs?
ANS: The cost estimates and scope for the mandatory subs are final for those tasks listed in the mandatory sub scope of work. Any additional work, beyond what is included in the RFP Attachments 28-32 should be procured like other non-mandatory subcontractors.

53. Section 5 of the RFP indicates that photographs and illustrations are not permitted in the proposal. Can we include screen captures of our ICM system to illustrate the functionality, user interface, and conceptual design? We feel these captures are essential to describing our technical approach succinctly.
ANS: Conceptual diagrams are permitted.

54. In Appendices 28-32, the scopes for the mandatory subs include a schedule with a completion date of March 2021. In order to complete the ICM interface to their corresponding systems by the required operational date of March 1, 2021, we request that the mandatory sub schedules be modified to require completion of their portion of the interface no later than December 1, 2020.
ANS: The quotes obtained by the Department are based on the assumed expected completion date no later than March 2021. If a prime proposer overall approach requires a modification to this date then additional negotiated scope should be reflected in the technical and management proposal and costs should be reflected in the cost proposal as one of the non-mandatory subconsultants (as an accelerated schedule subtask to the mandatory tasks).

55. In Attachment 18 the following cells are protected on some tabs and not others preventing inputting “Other” job titles for subconsultants.
ANS: Attachment 18 has been revised as of Modification #3 and posted to the department website.

56. Regarding the Transcore scope in Attachment 30, will Transcore make available a test API that the system integrator can develop and test against for the purposes of system integration development and testing prior to the deployment to the production City of White Plains TranSuite Server?
ANS: Yes, Transcore proposes to implement the test servers as follows:
   a) The test server will be located at Transcore’s Atlanta Tech Center.
b) Public IP addresses of connecting parties will need to be provided to Transcore’s IT department to allow access to the system

c) The City’s Certificate Authority may also be used for the Test System in Atlanta, as long as access from the Transcore Atlanta office test system to the City’s Certificate Authority is available.

57. Regarding the Transcore scope in Attachment 30, will Transcore make available a test SCATS API that the system integrator can develop and test against for the purposes of system integration development and testing prior to the deployment to the production City of White Plains SCAT Server?
ANS: The same test system mentioned in Q56 will provide support for testing the SCATS related API.

58. Regarding the Transcore scope in Attachment 30, will the SCATS interface support a secure web connection using TLS 1.2 with a certificate provided by the City of White Plains or NYSDOT just like the TranSuite interface? If not, will one be required and if so, will the system integration be required to provide one as part of the final delivery?
ANS: Yes, a secure web connection will be implemented, supporting TLS 1.2. Transcore will plan on using a certificate issued by the City of White Plains. If the City would like Transcore to utilize the City’s Certificate Authority for the purposes of the test system, Transcore will work with the City’s IT department to do so, as long as access to that Certificate Authority is provided to the test system running in Transcore’s Atlanta office.

59. Regarding the McCain scope in Attachment 29, will McCain make available a test API that the system integrator will develop and test against for the purposes of system integration development and testing prior to the deployment to the production Westchester County Transparity system?
ANS: Yes, McCain will provide a test endpoint, Interface Control Document, and sample code to be used by the SI prior to deployment of the production system.

60. Regarding the McCain scope in Attachment 29, no proposed schedule for the deployment of the McCain Transparity software upgrade or TMDD C2C interface was provided. Can McCain include some milestones including:
- Delivery of the TMDD C2C API specification to NYSDOT and the System Integrator
- Deployment of the Transparity software upgrade
- Deployment of the TMDD C2C API to the Westchester County production Transparity system
ANS: Upon request of the SI, the test endpoint, ICD, and sample code are readily available. Deployment of the Transparity Software upgrade will be 406 weeks from Notice to Proceed. Deployment of the TMDD C2C API to the Westchester County Production Transparity System will be 4-6 weeks from Notice to Proceed.

61. Regarding the Trafficware scope in Attachment 28, will Trafficware make available a test API that the system integrator can develop and test against for the purposes of systems integration development and testing prior to the deployment of the production Trafficware ATMS.Now system?
ANS: If NYSDOT or the SI hosts at test environment, Trafficware will install the API at no charge within this environment in order for the SI to test integration prior to deployment. Installation of the API into the test environment can be completed within 120 days of receipt of the Purchase Order, assuming no additional custom development is requested by the SI.

62. Regarding the Trafficware scope in Attachment 28, no proposed schedule for the deployment of the ATMS.Now interface was provided. Can Trafficware include some milestones including:

- Delivery of the C2C API specification to NYSDOT and the systems integrator
  
  ANS: The API deployment will be delivered within 120 days of receipt of the Purchase Order, assuming no additional custom development is requested by the SI.

- Deployment of the C2C API to the ATMS.Now production system
  
  ANS: The API will be delivered within 180 days of the receipt of the Purchase Order within the Production Environment, assuming no custom development is requested by the SI.