

The New York State Department of Transportation, in partnership with the I-95 Corridor Coalition, the New York State Thruway Authority, the United States Department of Transportation (USDOT) and other transportation agencies, desires to award a single contract for a Commercial Vehicle Infrastructure Integration (CVII) Program, referred to as the CVII Program. The purpose of this effort is to research, develop, test and demonstrate in-vehicle hardware, software and any other items, also referred to as on board equipment (OBE), required to provide communication and data exchange between a commercial vehicle and 5.9GHz dedicated short range communication (DSRC) roadside infrastructure and associated communications network, as well as between VII OBE equipped commercial vehicles.

Qualified consultants interested in receiving the RFP should submit a brief, one-page Letter of Interest (LOI) to the e-mail address of the contact person listed below. The LOI should include, at a minimum, the firm name, address, e-mail address, and phone number of a contact person at your firm. A letter announcing the release of the RFP will be mailed to all parties submitting a LOI. When ready, the RFP will be posted to the NYSDOT website (<https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/non-architectural-engineering/active-solicitations>) and will contain all the information necessary for firms to submit a complete proposal. **It is expected that the RFP will be released on or after February 25, 2008.** If the release of the RFP is delayed for any reason, the due date for proposals will be extended appropriately.

Responses are encouraged from minority, women and disadvantaged business enterprises and other firms that have not previously performed work for NYSDOT. Subconsulting, teaming arrangements and joint ventures are acceptable. *Prospective offerors are cautioned that all contacts with NYSDOT regarding this solicitation may only be made with the NYSDOT Official identified below.* Failure to adhere to this requirement may result in an offeror's disqualification from participating in this acquisition. If you need a hard copy of the RFP instead of an electronic copy, please provide a completely pre-addressed overnight mail service mailing label (e.g. a Federal Express Air Bill) with your account number for the RFP which you are interested in receiving via overnight mail. Please do not send US postage stamps or envelopes of any kind.

NYSDOT Guidelines and Procedures

Under the requirements of the State Procurement Act, all communications regarding advertised projects are to be channeled through the Office of Contract Management (* Designated Contacts). Until a contract is approved by the State Comptroller, contact with any other NYSDOT employee concerning this project should not be made unless otherwise directed by the Office of Contract Management. Communications made contrary to this policy and deemed an attempt to influence the outcome, may result in disqualification.

Summary of the policy and prohibitions regarding permissible contacts

Restricted contacts prior to designation:

Any communications involving an attempt to influence the procurement are only permitted with the following Designated Contact Persons*:

The Office of Contract Management designation analyst
The Office of Contract Management designation analyst supervisor
The Office of Contract Management Assistant Directors
The Office of Contract Management Director

These are some communications exempted from this restriction:

Participation in a pre-proposal conference
Submittal of written questions when written responses will be provided to all offerers
Protests, complaints of improper conduct or misrepresentation

If any other NYSDOT employee is contacted and they believe a reasonable person would infer that the communication was intended to influence the procurement, the contact must be reported by the NYSDOT employee. If the Department determines an impermissible contact was made, that offerer cannot be awarded the contract. A second violation would lead to a four-year bar on the award of public contracts to the offerer.

Contacts after designation

NYSDOT identifies its primary negotiation contacts. The designated contacts include:

The Office of Contract Management negotiation analyst
The Office of Contract Management negotiation analyst supervisor
The Office of Contract Management Assistant Directors
The Office of Contract Management Director
The Consultant Management Bureau consultant job manager
The Consultant Management Bureau consultant job manager's immediate supervisor
Individual(s) that the Department may identify at or after designation

The law does not limit who may be contacted during the negotiation process. However, if any NYSDOT employee is contacted and they believe a reasonable person would infer that the communication was intended to influence the procurement, the contact must be reported by the NYSDOT employee.

Information Required from Offerers that contact NYSDOT staff, prior to contract approval by the Office of the State Comptroller:

The individuals contacting NYSDOT should refer and shall be prepared to provide the following information, either by e-mail or fax as directed by NYSDOT:

Person's name, firm person works for, address of employer, telephone number, occupation, firm they are representing, and whether owner, employee, retained by or designated by the firm to appear before or contact the NYSDOT.

Applicability to an executed contract

Restrictions similar to those described above apply to approval or denial of an assignment, amendment (other than amendments that are authorized and payable under the terms of the procurement contract as it was finally awarded or approved by the comptroller, as applicable), renewal or extension of a procurement contract, or any other material change in the procurement contract resulting in a financial benefit to the offerer. The staff noted above as well as the project manager and consultant manager are considered designated contact persons. The Department may identify other contact persons for each of these processes.

Rules and regulations and more information on this law, please visit:

<https://www3.ogs.state.ny.us/legal/lobbyinglawfaq/default.asp> (Advisory Council FAQs)
www.nyintegrity.org
<http://www.nylobby.state.ny.us/lobbying.html> (New York State Lobbying Act)
<http://www.ogs.state.ny.us/aboutOgs/regulations/defaultAdvisoryCouncil.html>

For more information, go to NYSDOT's World Wide Web Site at <http://www.nysdot.gov>
or contact: * Peter Russell
NYSDOT Office of Contract Management
50 Wolf Road, 1st Floor
Albany, New York 12232-0203
E-mail: prussell@dot.state.ny.us
(518) 457-2600



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
50 Wolf Road 1st Floor
Albany, New York 12232
<http://www.nysdot.gov>

ASTRID C. GLYNN
COMMISSIONER

ELIOT SPITZER
GOVERNOR

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
REQUEST FOR PROPOSALS
COMMERCIAL VEHICLES INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM
CONSULTANT SERVICES FOR NYSDOT
Contract: C030588**

February 26, 2008

To All Concerned:

Enclosed is a copy of the Request for Proposals (RFP) referenced above. All information necessary for the submission of your proposal is contained in the solicitation.

The Department of Transportation estimates that work for the successful consultant will commence on September 1, 2008 and continue for a period of two years depending on performance.

Please note that the **deadline** for the submission of proposals is Noon on **March 28, 2008**.

Any questions regarding this project or proposal should be directed to Peter Russell, the designated contact for this solicitation, of the Office of Contract Management via e-mail at prussell@dot.state.ny.us. **Please note the new procedure:** The forms required by the Procurement Lobbying Law (Attachment 6 of the RFP) must be completed and submitted to the designated contact before, or at the time of, submitting questions. The **deadline** for submitting questions is Noon, Eastern Time on **March 11, 2008**.

It is the policy of New York State to maximize opportunities for the participation of New York State business enterprises, including minority and women-owned business enterprises. Information on the availability of New York State subcontractors and suppliers is available from:

New York State Department of Economic Development
Division for Small Business
(518) 292-5224

A directory of certified Minority and Women-Owned Business Enterprises is available from:

New York State Department of Economic Development
Minority and Women's Business Development Division
(518) 292-5250

and

A directory of Disadvantaged Business Enterprises is available from:

New York State Department of Transportation
Office of Audit and Risk Management
Civil Rights Bureau
(518) 457-1129

If you are interested in developing a proposal in response to this solicitation, please complete the attached RFP Response Form. This will enable the Department to contact you in case of any changes or Modifications to the RFP.

A "Checklist for Proposal Submission" is included for reference purposes when submitting your proposal to NYSDOT. *It also contains instructions for complying with the Procurement Lobbying Law so that your proposal may be considered for contract award. NOTE: Failure to submit the required PLL forms with your proposal will result in elimination from consideration for contract award.*

We look forward to the receipt of your proposal.

Sincerely,

William A. Howe

WILLIAM A. HOWE
Director Office of Contract Management

Enclosure

Please review this RFP. Please complete the following information and mail, e-mail or fax to the NYSDOT address shown below, by the earliest practical date.

_____ WE **DO** INTEND TO SUBMIT A PROPOSAL

_____ WE **DO NOT** INTEND TO SUBMIT A PROPOSAL FOR THE FOLLOWING REASONS:

NAME AND ADDRESS OF ORGANIZATION (Include Zip Code):

SIGNATURE: _____ DATE: _____

TYPED OR PRINTED NAME AND TITLE: _____

PHONE: _____ FAX: _____

E-MAIL ADDRESS: _____

**RFP: C030588 COMMERCIAL VEHICLES INFRASTRUCTURE INTEGRATION
(CVII) DEVELOPMENT PROGRAM CONSULTANT SERVICES FOR NYSDOT**

PLEASE FAX, E-MAIL, OR MAIL TO:

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
OFFICE OF CONTRACT MANAGEMENT
50 WOLF ROAD, FIRST FLOOR
ALBANY, NEW YORK 12232
ATTENTION: *Peter F. Russell*
CONTRACT NO: C030588

The **fax number** is 518-457-8475.

E-mail: prussell@dot.state.ny.us

CONSULTANT CHECKLIST FOR PROPOSAL SUBMISSION
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**COMMERCIAL VEHICLES INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM
CONSULTANT SERVICES FOR NYSDOT
Contract: C030588
RFP**

Part I - Technical and Management Submittal

<input type="checkbox"/>	Download, complete, and submit as a MS Word file via e-mail NYSDOT 255NAE (Shown as Attachment #2)
<input type="checkbox"/>	Submit as a PDF via e-mail DBE Certification letters if claiming DBE bonus points for subconsultants
<input type="checkbox"/>	Submit as a PDF via e-mail Employment Confirmation letters if necessary (Attachment #3, Item 8)
<input type="checkbox"/>	Download, complete, and submit as a MS Excel file via e-mail the Staffing Table (Shown as Attachment #9)

Part II - Pricing and Contract Submittal

<input type="checkbox"/>	Download, complete and submit via e-mail the Excel Spreadsheet titled Project Cost Submission (Shown as Attachment #5)
<input type="checkbox"/>	Complete and submit as a PDF via e-mail Attachment #4 - Consultant Certifications (sign both Sections II and III).
<input type="checkbox"/>	Complete and submit as a PDF via e-mail Attachment #6 - Compliance Procurement Lobbying Law Forms (see below *)
<input type="checkbox"/>	Complete and submit as a PDF via E-mail all future Modification Acknowledgements.

Vendor Responsibility

_____ Go to NYSDOT Web site (<https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/forms-publications-and-instructions>) to review the vendor responsibility questionnaire your firm will be required to submit within 10 days of being notified of selection for contract award. *If you are a successful offeror, NYSDOT will not be able to begin negotiations with your firm if this questionnaire is not completed and electronically submitted as required.*

Procurement Lobbying Law (*)

_____ Go to NYSDOT Web site (<https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/forms-publications-and-instructions>) to read NYSDOT Policy Summation Compliance Procurement Lobbying Law. *Complete and file the two required forms (Offerer's Affirmation of Understanding of and Agreement pursuant to State Finance Law §139-j (3) and §139-j (6) (b) and Offerer Disclosure of Prior Non-Responsibility Determinations) as*

instructed when submitting a proposal. This is mandatory in order to be considered for contract award. Note: Failure to submit the completed PLL forms with your proposal will result in elimination from consideration for contract award. PLL forms must be submitted with your Part II submission even if they were previously submitted during the question period.

Contractor Tax Certification

_____ All vendors selected for contracts in excess of \$100,000 for the sale of goods or services must complete and submit two NYS Tax Department forms: Form ST-220-TD (Contractor Certification) and Form ST-220-CA (Contractor Certification to Covered Agency) during negotiation of a contract with State agencies. You should make yourself familiar with these forms by visiting the following Web sites:
http://www.tax.state.ny.us/pdf/publications/sales/pub223_507.pdf (FAQ's)
http://www.tax.state.ny.us/pdf/2006/fillin/st/st220ca_606_fill_in.pdf (Form ST-220-CA)
http://www.tax.state.ny.us/pdf/2007/fillin/st/st220td_507_fill_in.pdf (Form ST-220-TD)

Insurance Requirements of this Project

_____ Please carefully read the terms and conditions of the draft Contract appended as **Attachment #1** of this RFP. Your attention is drawn to the insurance requirements for this Project that are contained in Article 10 of the draft Contract. These insurances are mandatory for the firm(s) selected as a result of this solicitation and will not be waived.

Consultant Employment Disclosure Requirements of this Project

_____ Go to OSC's Web site (<http://nysosc3.osc.state.ny.us/agencies/gbull/g-226.htm>) to become familiar with Consultant Employment Disclosure requirements, which went into effect June 19, 2006. The Consultant selected for this solicitation shall be required to complete 'State Consultant Services – Contractor's Planned Employment' (**Form A, Attachment #7**) and submit when the contract is signed. For each contract year thereafter, the Consultant shall complete the "State Consultant Services Contractor's Annual Employment Report" (**Form B, Attachment #1**) and submit copies to the Office of the State Comptroller, the Department of Civil Service, and the Department of Transportation on or before May 15th of each year the contract is in effect.

Consultant Responsibility When Proposing to Use a Former NYSDOT Employee

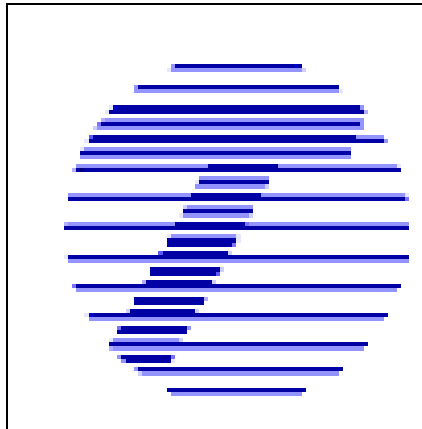
_____ It is the Consultant's responsibility to ensure they propose staff that is eligible to work on the subject project. Under the attached procedures, before the consultant proposes a former NYSDOT employee, the individual must obtain an opinion from the New York State Ethics Commission that approves their participation in the subject project. For an outline of the procedure that applies to this situation, see **Attachment #8**.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSALS

**COMMERCIAL VEHICLES INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM
CONSULTANT SERVICES FOR NYSDOT
Contract: C030588**

February 25, 2008



Proposal Due Date: March 28, 2008

Proposal Delivery Location and
Additional Information:

Director, Office of Contract Management
50 Wolf Road, First Floor
NYS Department of Transportation
Albany, NY 12232
Attention: Peter F. Russell

REQUEST FOR PROPOSALS

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

**COMMERCIAL VEHICLES INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM
CONSULTANT SERVICES FOR NYSDOT
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**REQUEST FOR PROPOSALS
NEW YORK STATE DEPARTMENT OF TRANSPORTATION**

**COMMERCIAL VEHICLES INFRASTRUCTURE INTEGRATION (CVII)
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CONSULTANT SERVICES FOR NYSDOT
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I. INTRODUCTION

A. Purpose

The New York State Department of Transportation, in partnership with the I-95 Corridor Coalition, the New York State Thruway Authority, the United States Department of Transportation (USDOT) and other transportation agencies, desires to award a single contract for a Commercial Vehicle Infrastructure Integration (CVII) Program, referred to as the CVII Program. The purpose of this effort is to research, develop, test and demonstrate in-vehicle hardware, software and any other items, also referred to as on board equipment (OBE), required to provide communication and data exchange between a commercial vehicle and 5.9GHz dedicated short range communication (DSRC) roadside infrastructure and associated communications network, as well as between VII OBE equipped commercial vehicles.

All tasks and activities progressed under this CVII Program, as well as all OBE including hardware, software and other items involved, that are produced and/or delivered under this contract, shall be compliant and compatible with the policies, programs, standards, specifications and requirements being developed and advanced by the United States Department of Transportation (USDOT) as part of its national intelligent transportation system (ITS) programs including those developed specifically as part of the ongoing national VII effort.

B. Document Overview

This Request For Proposals (RFP) specifies the tasks, deliverables, functional and performance requirements, Proposer and New York State Department of Transportation's (NYSDOT) responsibilities and other pertinent information related to the acquisition of services to undertake and advance NYSDOT's Commercial Vehicle Infrastructure Integration (CVII) Program. The provisions and requirements of this RFP will be incorporated into the resulting contract between NYSDOT and the successful Proposer. This RFP contains the following major sections:

Section 1 – Introduction: Section 1 provides an introduction, background on USDOT's National VII Initiative, NYSDOT's CVII Program and other general information about the effort.

Section 2 – Project Scope and Objectives: Section 2 describes the scope of the project and outlines NYSDOT's objectives for the CVII Program.

Section 3 – Scope of Work: Section 3 provides a description of NYSDOT’s requirements and the expected deliverables for the CVII Program.

Section 4 – Proposal Format and Contents: Section 4 describes the format and prescribed content required for the responses to this CVII Program RFP.

Section 5 – Criteria for Evaluation of Proposals: Section 5 describes the methods and criteria to be used for evaluating responses to this proposal and for selecting a Proposer.

Section 6 – Administrative Specifications: Section 6 contains general administrative information regarding this proposal, including a schedule of events.

C. Background

For a number of years, the USDOT has been leading a national transportation program to research, develop, test and demonstrate 5.9GHz dedicated short range communication technology for various transportation purposes. This ITS technology holds vast potential for providing various transportation communications and vehicle control applications and operations to improve safety, security, mobility and transportation systems management. This technology uses high speed, high capacity, low latency data communications between VII equipped vehicles and roadside infrastructure, as well as vehicle to vehicle communication, to provide a number of safety, security and mobility based functionalities and benefits including:

- In-vehicle traveler information including road conditions, approaching traffic controls, congestion locations and duration, public transportation information, weather conditions and forecasts, accident and incident locations, etc.
- Transportation systems management including tolling, accident/incident information, probe data, public transportation coordination, queue detection, emergency vehicle priority, etc.

Since VII is a multi-faceted ITS program capable of providing considerable benefits to many sectors of the transportation industry, any deployment will, in all likelihood, include a variety of ITS technologies as part of the transportation infrastructure, dependent on the location, desired functionalities and benefits.

From the time the VII program was initiated by USDOT, a number of private and public stakeholders have been involved in various activities that are typically required to advance a complex national ITS program. These activities include high level design, system development requirements, 5.9GHz communication frequency request and acquisition, stakeholder consortiums and working groups development, VII concept development, hardware and software specification, standards and requirements development, and VII network architecture development. Proofs of Concept demonstrations have also taken place in Michigan and California exhibiting

various VII applications and components of the National VII Initiative Use Cases. Michigan is extending its VII infrastructure to support testing and development work beyond the current USDOT Proof Of Concept testing, and California is also committed to an ongoing VII test bed program.

Throughout the VII development effort, the stakeholders that have been involved in advancing the national VII initiative have included:

- The USDOT including the Research and Innovative Technology Administration, Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), Joint Program Office (JPO) and the National Transportation Highway Safety Administration (NHTSA),
- Various state and local transportation agencies including the states of California, Michigan and New York State,
- Consultants and equipment suppliers,
- Various transportation associations including American Association of State Highway and Transportation Officials (AASHTO), Alliance of Automobile Manufacturers, Association of International Automobile Manufacturers, IBTTA, Institute of Transportation Engineers (ITE) and ITS America, and;
- Automotive manufacturers including BMW, DaimlerChrysler, Ford, General Motors, Honda, Nissan, Toyota Motor North America and Volkswagen.

To date, however, the commercial vehicle industry has not played a major role in the VII initiative. Accordingly, a substantial focus of the VII initiative, including all of the proof of concept tests and demonstrations, has been on passenger vehicles as the platform for the VII OBE system development, communications and applications. Since a high percentage of traffic on any given highway network generally consists of passenger vehicles, developing the VII technology in conjunction with passenger vehicle manufacturers is a critical and important aspect of the VII development program. However, due to the importance of commercial vehicles as transportation system users in terms of transportation safety, security, mobility, system impacts, asset management and general economic viability, ***it is critically important that the commercial vehicle industry be directly involved as a substantial stakeholder in the development of VII technology as the national VII initiative is advanced.***

To help support the commercial vehicle industry's role in the national VII initiative and ensure that critical commercial vehicle based research, development, testing and demonstration activities of 5.9 GHz DSRC technology are undertaken as part of national VII effort, the NYSDOT in cooperation with the I-95 Corridor Coalition, NYSTA and USDOT have teamed together to advance this CVII Program.

The CVII Program will require, at a minimum, an in depth understanding of commercial vehicle design, construction, technology and operation, ITS technology, standards and applications and USDOT's National VII Initiative's standards, specifications and requirements as well as direct interaction, coordination and communication with the USDOT and its agents involved in the various aspects of the National VII Initiative.

D. Term/ Project Budget

The base term of the contract is for a two year period. The contract may be extended for up to one additional year upon written agreement of both parties and approval by the Office of the State Comptroller. If the contract is extended for the optional year, the Producer Price Index (PPI) as published by the U.S. Department of Labor, Bureau of Labor Statistics, or 3%, whichever is lowest, will be used as a basis for increasing the loaded hourly rates. The rate adjustment will be effective on September 1, 2010 and calculated using the previous June Index, using Series ID PCU5413--5413-- (Architectural, engineering, and related services). If at any time the above Index Series ID is discontinued or becomes unavailable, the State reserves the right to implement a comparable Index.

An example of the rate adjustment calculation is as follows (all numbers, dates and titles used are for illustrative purposes only):

Research Analyst II 9/1/09 - 8/31/10 Billing Rate		\$9.00/Hour
June 2010 PPI Index (PCU5413--5413--)	136.1	
June 2009 PPI Index (PCU5413--5413--)	130.0	
Index Point Change	6.1	
Divided by previous Index	130.0	
Percent change, rounded to nearest tenth	4.7%	
Research Analyst II 9/1/10 – 8/31/11 Billing Rate (\$9 x 1.047)		\$9.42/Hour

E. Other Stakeholders

Besides NYSDOT, other important stakeholders will be involved in the CVII Program. These stakeholders include the following:

- I-95 Corridor Coalition,
- New York State Thruway Authority,
- United States Department of Transportation including the Research and Innovative Technology Administration's (RITA) ITS Joint Programs Office, Federal Highway Administration and Federal Motor Carrier Safety Administration, and;
- Commercial Vehicle Industry

F. Minimum RFP Qualifications

Any firm that does not provide all of the following required forms by the RFP deadline via e-mail will be determined to be non-responsive and will be eliminated from the selection process before being technically evaluated:

- NYSDOT Form 255NAE (**Attachment #2**)
- The Project Budget Submission (**Attachment #5**)
- Procurement Lobbying Law forms (**Attachment #6**, both forms)

NYSDOT and its partners have set a budget of \$950,000 for this project. Proposals whose cost submissions have a TOTAL PROJECT BUDGET (see Attachment #5) in excess of \$950,000 will be deemed non-responsive and eliminated from the selection process.

II. PROJECT SCOPE AND OBJECTIVES

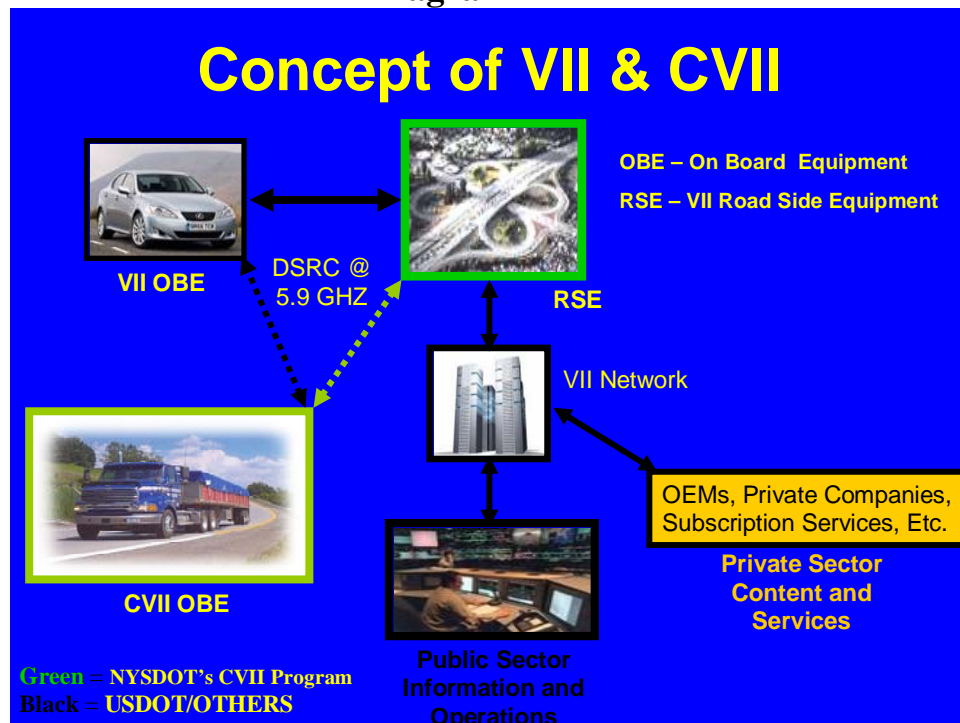
A. Scope

The Department desires to award a single contract to advance the CVII Program and undertake activities to:

- Research, develop, test and demonstrate 5.9GHz DSRC based VII compliant communications of standard message sets between one or more commercial vehicles and VII compliant RSE.
- Research, develop, test and demonstrate 5.9GHz DSRC based VII compliant communications of standard message sets between one or more commercial vehicles and VII compliant maintenance vehicles.

The commercial vehicle VII OBE systems developed under this CVII Program shall utilize and be compliant with the VII architecture and system requirements as developed and advanced under USDOT's National VII initiative utilizing the appropriate heavy vehicle SAE J1708/J1587 and J1939 data bus and network protocols, SAE J2735 DSRC WAVE message sets and any other applicable message sets in development during the term of this effort by VII working groups.

Diagram #1



Conceptual Diagram of VII and CVII System

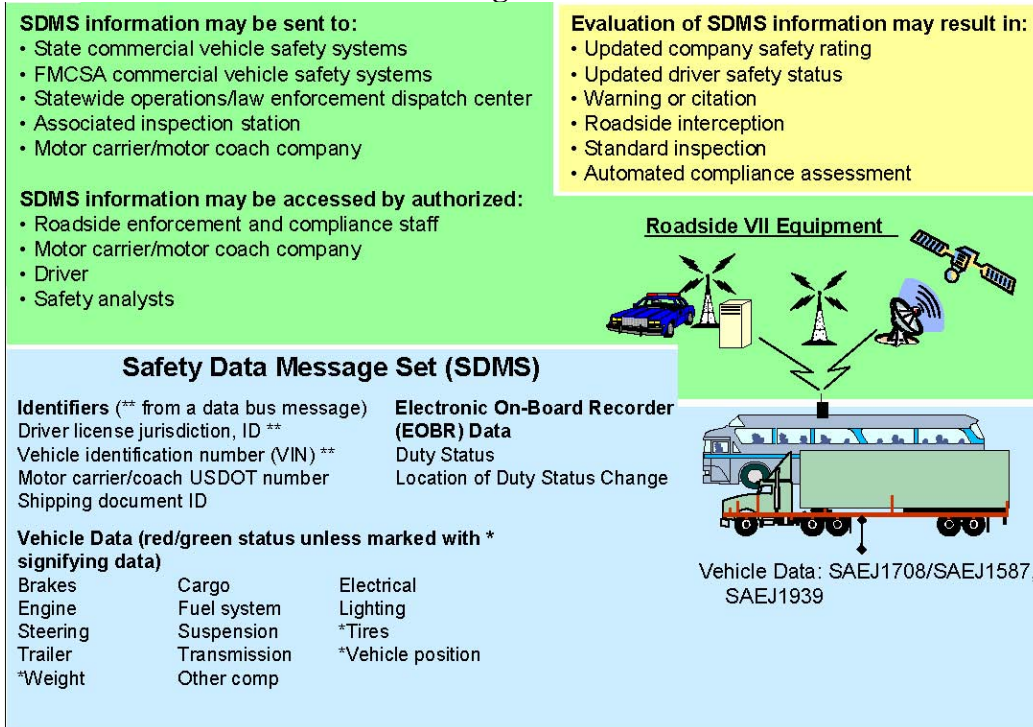
In addition to the basic VII OBE commercial vehicle communication of standard VII system data to and from the VII RSE, the Department also desires to research, develop, test and demonstrate various commercial vehicle based applications and/or operations that include transmitting or receiving standard message sets involving commercial vehicle safety, security and/or mobility information including the following:

- Wireless driver identification and verification information communicated from the VII compliant commercial vehicle to the VII RSE with the driver verification information (i.e. authorized/unauthorized) transmitted back from the VII RSE to the commercial vehicle enabling/disabling vehicle operation, and;
- Wireless vehicle safety information communicated from the VII compliant commercial vehicle to the VII RSE utilizing the appropriate heavy vehicle SAE J1708/J1587 and J1939 data bus and network protocols, SAE J2735 DSRC WAVE message sets and any other applicable message sets in development during the term of this effort by VII working groups.

The wireless driver and vehicle safety information involved in this effort shall be consistent and compatible with the policies, programs, and activities of the USDOT's FMCSA including the most recent version of FMCSA's draft document #NSTD-07-0104 D.2 prepared by John Hopkins University's Applied Physics Laboratory, titled Concept of Operations for Wireless Roadside Inspection, and dated January 2007. A copy of this document can be obtained from the FMCSA. The FMCSA can be contacted at: <http://www.fmcsa.dot.gov/facts-research/art-technology-Wireless-Roadside-Inspection-Proof.htm>.

Diagram #2 below is an example of Commercial Vehicle Standard Data Message Sets

Diagram #2



Examples of Commercial Vehicle Standard Data Message Sets

It should be assumed that at least one of the following VII equipped corridors with VII compliant roadside equipment (RSE) and a corresponding VII communications network located in New York State will be provided by NYSDOT for testing and demonstration purposes:

- NYSDOT’s VII Corridor along the I-490 Long Island Expressway from the Manhattan Mid-Town Tunnel to Hauppauge, NY.,
- NYSTA’s Spring Valley VII Corridor along I-87 from Suffern to the Tappan Zee Bridge, and/or;
- NYCDOT’s Manhattan VII Grid in Downtown Manhattan near the Javitts Center.

All aspects of these NYS VII equipped demonstration corridors will be the responsibility of NYSDOT unless otherwise specified. The Contractor will have appropriate access and use of these NYS VII corridors with the necessary operational support activities including any required personnel provided by NYSDOT. Under this CVII Program, the primary focus, unless otherwise noted, is on the:

- i. Research, development, installation, testing and demonstration of commercial vehicle OBE that incorporates VII compliant hardware, software and any other required items,

- ii. Reliable and accurate communication of standard message sets between the developed commercial vehicle VII OBE systems and a VII compliant RSE, and;
- iii. Reliable and accurate communication of standard messages between two or more of the developed heavy vehicle VII OBE systems during typical highway operations.

All tasks undertaken as part of this CVII Program must meet all standards, specifications and requirements of USDOT's National VII Initiative. It will be the Contractor's responsibility to certify and/or verify that the critical aspects of this effort are compliant with the requirements of the VII Initiative unless otherwise indicated by NYSDOT. Additional information on the National VII Initiative could be found at <http://www.its.dot.gov/vii/>

B. Objectives

The objectives of this CVII Program include:

- Advancing a commercial vehicle based VII development program to position and support the commercial vehicle industry as a potential user of any VII system.
- Developing the VII compliant on-board equipment (OBE) including a Human/Vehicle Interface (HVI) system and any hardware, software and other required items to allow a commercial vehicle to communicate with any VII compliant infrastructure and network to provide and/or receive various standard message sets, data and information.
- Developing the on-board equipment (OBE) including a HVI and any hardware, software and other required items to allow a commercial vehicle to communicate with any VII compliant heavy vehicle to provide and/or receive standard message sets, data and information.
- Supplementing the various commercial vehicle based federal and state ITS efforts involving safety, security and mobility applications by developing a standardized VII communication and data transaction capability that utilizes a national communication network and standardized technology system.
- Developing, testing and demonstrating the "first ever" application of VII technology for commercial vehicles.
- Developing, testing and demonstrating commercial vehicle based applications that support and enhance safety, security and/or mobility.
- Supplementing the existing pool of information for the National VII Initiative with commercial vehicle based research, development, testing and demonstration information

- Demonstrating that wireless driver, vehicle, carrier and transportation system information that includes identification, credentials and diagnostic data can be communicated between a commercial vehicle and a VII RSE at mainline speeds, in multiple lanes, with high accuracy and reliability.
- Developing cost and other implementation information to assist with the decision for planning and future deployments of VII and CVII.
- Developing data to help estimate the improvement in commercial vehicle safety, mobility and security which might be realized if VII technology was implemented on a full-scale basis.

C. Ownership of CVII Program OBE, Hardware, Software, Data, Plans, and Documentation

All tangible and intangible property rights, including, but not limited to, the source code, copyrights, patents, trademarks and any other form of intellectual property rights covering any databases, software, hardware, inventions, training manuals, content, speech files and vocabulary, menu structure, phone numbers, domain names, systems design or other proprietary information in any form or medium, and all OBE arising out of the design and creation of the CVII Program and all work produced thereunder, shall be the exclusive property of NYSDOT, who shall have the sole rights to seek patent, copyright, registered design or other protection in connection therewith. The Contractor shall be prohibited from re-distributing such property for any purpose without the prior written approval of NYSDOT.

Any commercial vehicle provided by the Contractor as part of this CVII Program shall remain the property of the Contractor or its agent. Any related issue involving the supplied commercial vehicles including but not limited to all associated liabilities, insurances, transportation, operating costs, licensing and credentials shall be the sole responsibility of the Contractor.

D. Definitions

Commercial Vehicle: For the purposes of this RFP, a commercial vehicle is defined as an 18 wheel tractor trailer combination of any make or model that meets all federal and state requirements for legally operating in New York State capable of interstate transportation with a minimum gross combination weight rating of 80,000 pounds across state borders. Any commercial vehicle provided by the Contractor as part of this CVII Program shall be built after 2005 and shall be reasonably available for the duration of this effort. All aspects of any commercial vehicle provided by the Contractor shall be the responsibility of the Contractor.

Driver: An operator of a vehicle who meets all applicable state and federal requirements to legally and properly control a moving vehicle.

OBE: On-Board-Equipment: In-vehicle hardware, software, and other items required to provide VII compatible communications and data exchange such as that between

the commercial vehicle and the roadside infrastructure or between other commercial vehicles.

RSE: Roadside Equipment: Roadside infrastructure hardware, software and other items required to provide VII compatible communications and data exchanges between the roadside installations and VII equipped vehicles including commercial vehicles.

VII: Vehicle Infrastructure Integration: The transportation technology being advanced by USDOT's national initiative involving "smart roadside" infrastructure and associated communications network primarily utilizing 5.9 GHz dedicated short range communication that provides data exchanges and information communication directly to the vehicle's cockpit or cab allowing a vast array of transportation applications.

HVI: Human/Machine Interface: System and operation of delivering information to the driver of a vehicle. Examples include verbal communications and "heads up" windshield displays.

USDOT: United States Department of Transportation: The federal transportation agency of the United States.

NYSDOT: New York State Department of Transportation: The state transportation agency of New York State which is leading this national Commercial Vehicle Infrastructure Integration initiative. NYSDOT is also developing and deploying a VII corridor along its I-490 Long Island Expressway.

I-95 Corridor Coalition: A transportation organization representing the 13 states along or adjacent to the Interstate 95 transportation corridor in critical national and/or regional transportation issues.

NYSTA: New York State Thruway Authority: A major intrastate toll highway extending along the key water level routes in New York State including corridors from New York City north to Albany, and extending east to Buffalo, the Canadian border at Niagara Falls, and the Pennsylvania border at Erie, New York. The NYSTA is also developing and deploying a 13 mile VII corridor along its I-87 route from Suffern to the Tappan Zee Bridge referred to as the Spring Valley Corridor.

IEEE: Institute of Electrical and Electronic Engineering

SAE: Society of Automotive Engineers

NYCDOT: New York City Department of Transportation: The transportation agency in the metropolitan New York City area. NYCDOT is developing and deploying a VII city grid in and around the Jacob Javitts Center along 10th Avenue.

DSRC: Dedicated Short Range Communications: the ITS National Architecture roadside to vehicle communications channel (also used for vehicle to vehicle)

GPS: Global Positioning System: satellite based navigation system now joined by GLONAS (Russian) and Galileo (European Union)

IEEE 802.11: IEEE hosted and maintained family of Wireless Local Area Network data communication standards including: a (5.8 GHz), b (2.4 GHz), g (higher speed version of b), j (Japanese version for 4.9 and 5 GHz, also to be used by 4.9 GHz Public Safety band in the US), p (5.9 GHz DSRC)

IPSec: Internet Protocol Security: a set of open standards for secure transmission of data over IP networks

IPv6:Internet Protocol Version 6; an extension of the original 4 octet Internet addressing scheme made necessary by the desire to assign a unique address to almost every physical device made.

Linux 2.6 OS: Version 2.6 of the Linux Operating System: a robust open operating system standard maintained by a large international user community.

NEMA:National Electrical Manufacturer's Association; an industry trade group which hosts and maintains various physical equipment standards developed by member working groups. In this instance, the standard applies to the RSE enclosure.

PHY:Physical Layer of a communications network: In this case, the wireless air link described in IEEE 802.11p, operating in the 5.9GHz band which has been dedicated to public safety by the FCC.

RS-232: An EIA (Electronic Industries Association) standard for serial asynchronous communication over copper wire. One of the oldest and most ubiquitous serial data communications standards; with a typical maximum range of 50-100 feet.

SMS:Short Messaging Service: mobile to mobile short text message protocol originally developed for use with the GSM mobile phone system. Messages are limited to 160 characters.

SVGA:Super Video Graphics Array: the standard 800 x 600 resolution color analog video output of a PC

TCP/IP:Transfer Control Protocol / Internet Protocol: the first two networking protocols of the Internet Protocol Suite. Now generally used to refer to the complete four layer reference model of the Internet Protocol Stack.

USB:Universal Serial Bu: a short range (5 meter maximum direct port to port) relatively high speed serial computer bus. USB ports can also supply limited operational power to devices and accessories plugged into the bus.

VPN:Virtual Private Network: a dedicated network connection residing on a host network such as the Internet. The VPN can be configured to provide secure and guaranteed service level communications among its members that is logically separate from other traffic on the host network.

Wave:Wireless Access in Vehicular Environments; generally, reference to the upper layer DSRC standards of the IEEE 1609 Working Group

WiMax:World Wide Interoperability for Microwave Access: originally intended for point to point "last mile" connection for Internet access. Now being expanded and

tested to include mobile device access under the 802.16 IEEE family and hosted by the WiMax Forum.

10/100 BaseT: Ethernet communications protocol for 10Mb/second and 100Mb/second data communications over twisted pair copper ... can be extend to optical fiber with a media converter.

E. Disadvantaged Business Enterprise (DBE) Participation

While not indicative of a proposer's individual merit (technical excellence, proposer's ability, experience, etc.), NYSDOT encourages the participation of certified disadvantaged business enterprises (DBEs) in its solicitations. The level of DBE participation will be relevant to the process of selecting proposals that will best achieve the overall goals of the Department. Please visit the following website for assistance in identifying registered DBEs in New York State:

<https://www.nysdot.gov/portal/page/portal/main/business-center/civil-rights>

The DBE participation goal for this solicitation is 18 percent of the labor portion of the project budget. Up to 5 bonus points are available to be awarded over and above Technical and Cost considerations (100 points) to Proposers that meet the goal.

III. SCOPE OF WORK

This section of the RFP provides details on specific requirements, Contractor responsibilities, and other pertinent information for Proposers to be able to respond to this CVII Program RFP. The Contractor is solely responsible for meeting all the requirements in this RFP unless otherwise noted.

A. Requirements Overview

The successful Proposer (henceforth referred to as the “Contractor” in this section) will be responsible for providing to NYSDOT all hardware, software, data, information, diagrams, plans, and other documentation produced under this CVII Program.

All services provided by the Contractor or its agents must be consistent with state and federal laws and regulations. Submission of a proposal is an affirmation by the Contractor that its organization and any other involved party complies with all the requirements and qualifications set forth in this RFP and that its organization and any other involved party is capable of performing the services required in a manner consistent with the terms of this RFP.

Completion of each task, phase and/or milestone of the project to research, develop, install, test, and demonstrate the CVII OBE system shall be contingent upon satisfactory turnover of all deliverables by the Contractor and upon review and approval of those deliverables by NYSDOT.

NYSDOT will establish a CVII Program Manager who will represent NYSDOT in all aspects of this effort and will serve as the primary contact for all communications involved in this CVII Program.

All aspects of the tasks undertaken by the Contractor shall be approved by the CVII Program Manager and shall meet all applicable New York State and federal laws and regulations including, but not limited to, any Contractor provided commercial vehicle(s) and commercial vehicle driver(s).

All reports shall be delivered in both hardcopy (5 copies) as well as on CD in either MS Word or MS Excel format, compatible with MS Office 2003, or similar format as determined by NYSDOT.

B. Tasks and Deliverables

Task #1 – CVII Program Plan

The Contractor shall develop and deliver to NYSDOT a CVII Program Plan as an initial activity. The CVII Program Plan shall outline and detail all significant tasks, responsibilities, roles, time frames, schedules, deliverables and any other key items required to ensure that NYSDOT’s CVII Program objectives and requirements are met within the desired timeframe.

Deliverables:

The Contractor shall develop and deliver to NYSDOT a CVII Program Plan that shall contain the following components:

1.1 Scope Statement: A summary of the scope as reflected by the CVII Program RFP that reflects the Contractor's understanding of this effort and outlines the approach to accomplishing the CVII Program's objectives and deliverables.

1.2 Work Breakdown Structure: Detailed documentation of tasks, key activities, milestones, roles and responsibilities including those for any sub-contractors and/or vendors. It should be noted that, at a minimum, the high level design, the plans for *testing* the CVII OBE system, and any other documentation as determined by NYSDOT shall be delivered and approved by NYSDOT before any procurement, installation or other CVII activities are undertaken unless otherwise determined by NYSDOT.

1.3 Program Schedule: A Gant Chart, or similar, which reflects the start, duration and completion of each key phase of the project to research, design, install, test, and demonstrate the CVII OBE system. It should be noted that successful completion of each task shall be contingent upon satisfactory turnover of all deliverables by the Contractor and upon review and approval of those deliverables by NYSDOT. The associated key milestones and deliverables should be reflected in the CVII Program Plan's schedule information consistent with the Work Breakdown Structure described in Deliverable #1.2 above. The Contractor will be expected to develop, document and deliver a Program Schedule that includes detailed listing of each significant activity and its estimated duration in days.

1.4 High Level Design: The Contractor will be expected to develop, document and deliver a high level design as part of the initial activities of the CVII Program Plan.

1.5 Testing Plan, including System Acceptance Process: The Contractor shall develop a testing plan including a system acceptance process. The Testing Plan shall reflect appropriate component and system performance measurements including those that address reliability and accuracy. The Contractor shall develop and recommend performance measures similar to those developed for electronic toll collection which define operational needs for efficient system operation such as capture rate and read accuracies. Plan shall outline and detail the test procedures that, at a minimum, prove the reliability and accuracy of the appropriate communication and system functionalities, as described in Tasks #2 - #5 below, of all CVII OBE and HVI including hardware, software, interfaces and data exchanges. The Testing Plan shall reflect a process that reasonably proves the OBE system is accurately and reliably transmitting and receiving the specified standard message sets and information.

The Contractor is expected to conduct the **system acceptance process** of the developed CVII OBE systems in accordance with the process developed in the Testing Plan which include the performance measures developed by the Contractor as part of this Task. The Testing Plan shall designate roles and responsibilities for both Contractor and NYSDOT staff. NYSDOT will make available appropriate staff members as needed to participate in, at a minimum, the system acceptance process. The Contractor shall perform a full end-to-end test of the CVII OBE system in accordance with the Testing Plan. Results shall be submitted to NYSDOT in a summary report prior to the formal and final demonstration of the system along a NYS VII Corridor as provided by NYSDOT.

The Testing Plan shall reflect and ensure that the tests are conducted at a location with a VII compliant RSE and network as proposed by the Contractor and determined to be appropriate by NYSDOT. *The Contractor can propose any location in the continental United States as long as the testing site can accurately and reliably replicate a VII compliant system with 5.9GHz DSRC RSE infrastructure and network. The Contractor should presume that NYSDOT personnel will be available as appropriate for testing activities as needed regardless of the approved testing facility's location.*

However, the Contractor shall provide NYSDOT with the recommended support and resource requirements in advance of the actual testing activities as determined by NYSDOT. Any NYSDOT personnel costs associated with the development and testing activities of this CVII Program will be the responsibility of NYSDOT.

1.6 Demonstration Plan: The Contractor shall develop a Demonstration Plan which must reflect a formal and final demonstration process that will be conducted along one or more of the following three NYS VII compliant corridors as determined by NYSDOT:

- NYSTA's I-87 Spring Valley VII Corridor
- NYSDOT's I-490 Long Island Expressway VII Corridor
- NYCDOT's Manhattan VII Grid

The Demonstration Plan shall reflect that all VII compliant RSE and network requirements will be provided and supported by the NYS agencies responsible for the operations and maintenance of the NYS VII corridors.

The successfully tested and accepted VII OBE equipped commercial and/or maintenance vehicles developed by the Contractor shall be operated in the demonstration event along at least one of the NYS VII compliant demonstration corridors listed above at the time, date and location recommended by the Contractor but approved by NYSDOT.

The formal and final demonstration event shall include a minimum of three business days of at least 10 hours per day of operation and demonstration of the commercial vehicles delivered under this task. The Contractor shall be responsible for all related activities and costs of the operation of the commercial vehicles involved in this effort.

Detailed information on the three NYS VII compliant corridors will be provided to the Contractor as well as opportunities to visit the corridors and discuss corridor based issues with NYS agency personnel responsible for the VII infrastructure and networks. Demonstration of the CVII system will occur in accordance with the CVII Demonstration Plan developed under this task. The formal and final demonstration along the NYS VII Corridors will only occur once the testing and acceptance process has been completed to NYSDOT's satisfaction.

1.7 Staffing Plan: The Contractor shall include a staffing plan that reflects all aspects of the Contractor's involvement with the CVII Program. The Staffing Plan shall clearly reflect key individual's roles and responsibilities including identification of a Program Manager who shall serve as the key and primary representative of the Contractor's overall effort. It shall be the Contractor's responsibility to record and document all key communications, meetings and other activities required by NYSDOT to efficiently and effectively manage and advance the CVII Program.

Task #2 - Research, develop, test and demonstrate IEEE Open Standards 5.9GHz DSRC based VII compliant OBE communications to and from at least one commercial vehicle and a VII compliant RSE.

This task requires the Contractor to research, develop, test and demonstrate the capability of OBE installed in at least one commercial vehicle, to be provided by the Contractor, ***to transmit standard data message sets and information to, and receive standard data message sets and information from,*** an IEEE Open Standards 5.9GHz DSRC VII RSE. The VII compliant commercial vehicle OBE system developed under this task shall use and be compatible with the VII RSE, network and architecture and meet all system requirements as well as utilization and integration with the appropriate heavy vehicle SAE J1708/J1587 and J1939 data bus and network protocols, SAE J2735 DSRC WAVE message sets and any other applicable message sets in development during the term of this effort by VII working groups.

All OBE equipment, and any RSE, involved in this CVII Program shall meet all of the USDOT's National VII Initiative's specifications, standards and requirements including, but not necessarily limited to, the following where applicable:

Air Interface

At a minimum, shall:

- Be fully compliant with IEEE 802.11P multi-channel DSRC PHY

- Provide a minimum of one antenna connector per included PHY if additional PHYs such as 802.11a,b,g,j or WiMax are optionally included

I/O

At a minimum, shall provide:

- RS-232 Serial port
- 10/100 BaseT Ethernet port
- 1.0/2.0 USB port
- SVGA, Keyboard ports (Keyboard can use USB)

Networking

At a minimum, shall provide:

- Full TCP/IP Stack and services
- Full IPV6 compliance with IPV6 routing support

RSE Host Processor

At a minimum, shall provide:

- A minimum of 1GHz core speed
- For a reduced speed option for lower power consumption which may be necessary in certain applications
- 512 MB RAM
- 4 GB flash mass storage
- Linux 2.6x OS

OBE Host Processor

At a minimum, shall provide

- Sufficient core speed, RAM and flash based mass storage to support all vehicle side applications to be developed and tested in this project.

ITS Upper Layer Standards

At a minimum, shall:

- Comply with IEEE DSRC/Wave 1609.2,,3,.4
- Provide for field or backhaul upgrade to accommodate standard revision releases

Security (1609.2)

At a minimum, shall:

- Use a dedicated crypto co-processor which may reside on a daughter or mezzanine board
- Provide VPN, IPSec and stateless firewall (IP tables) support

Application Support

At a minimum, shall:

- Provide that the host processors be configured for interoperability with RSE and OBE devices as used in the ongoing USDOT Proof Of Concept testing
- Require that the functional interoperability includes application interfaces and drivers on the backhaul network side of the RSE to enable use with the VII national architecture

Geo Location

At a minimum, shall provide:

- Must provide an internal GPS receiver accessible to the host processor with provision for a GPS antenna connection

Physical

At a minimum, shall:

- Use a NEMA 4x rated enclosure for RSE and suitable industrial rated enclosure for internal vehicle use
- Weigh no more than 10 pounds, including an integral 120VAC power supply if used; less if no internal 120VAC supply is included
- Occupy less than 600 cubic inches including an integral 120VAC power supply; less if no internal 120VAC supply is included
- Provide for an enclosure mounted omni-directional antenna for the 802.11p PHY for RSE
- Accept 12 to 40 volt DC power with a consumption requirement of no more than 30 watts
- Provide for optional 120VAC power
- Provide RSE mounting capability suitable for standard traffic signal and lighting standard poles and arms
- Provide that the internal printed circuit boards be conformally coated for resistance to environmental contaminants

Environmental

At a minimum, shall:

- Have an operating temperature range of -30C to +60C minimum
- Operate in relative humidity of 0 to 95% non-condensing and shall withstand exposure to water and be compliant with the NEMA 4X rating

The CVII OBE including all hardware and software must be capable, at a minimum, to utilize 5.9GHz DSRC technology and be compliant with all appropriate IEEE Open Standards and VII standards, specifications and requirements as developed and/or required by the USDOT's National VII Initiative as determined by NYSDOT. The Contractor shall be responsible for compliance with any standards, specifications and requirements as determined by the NYSDOT for all of the OBE including any vehicle based hardware, software and any other required items. Certain items as determined by the NYSDOT may require certification in the form of a letter from USDOT or its appropriate representative.

OBE Development and Testing

The development and testing, including the acceptance process, of the OBE including the HVI shall be conducted with a VII compliant RSE and network as proposed by the Contractor and determined to be appropriate by NYSDOT. Any involved commercial vehicle provided by the Contractor shall be tested at the location recommended by the Contractor but approved by NYSDOT consistent with the Testing Plan developed under Task #1 to demonstrate the functionalities developed under this CVII Program. The testing activities including the acceptance process shall take as long as required for the Contractor to demonstrate the reliability and accuracy of the CVII functionalities as described in this scope.

The Contractor should presume that NYSDOT personnel will be available as appropriate for testing activities as needed regardless of the approved testing facility location. However, the Contractor shall provide NYSDOT with the recommended support and resource requirements in advance of the actual testing activities as determined by NYSDOT. Any NYSDOT personnel costs associated with the development and testing activities of this CVII Program will be the responsibility of NYSDOT.

2.1 CV VII OBE to VII RSE

Under this task the VII compliant commercial vehicle OBE system developed shall be capable of *transmitting key standard VII system data and/or information to* a VII compliant 5.9GHz DSRC RSE and VII compliant network including the transmission of certain data available through the SAE J1708 vehicle data bus in conformance with the standard message sets SAE J1587, SAE J1939 and SAE 2735.

Examples of the desired key standard VII system data and information include, but are not necessarily limited to, the following:

- Vehicle location
- Vehicle speed
- Vehicle (power unit/tractor) identification number (VIN)
- Air temperature
- Road temperature
- Windshield Wiper Activation

2.2 VII RSE to CV VII OBE

This task also requires the Contractor to research and develop the capability of the same commercial vehicle *to receive basic data and information communications from* a VII compliant 5.9GHz DSRC RSE and VII compliant network. The VII compliant commercial vehicle system developed under this task shall be capable of receiving key standard data message sets and/or information from a VII compliant RSE and network such as, but not necessarily limited to:

- Congestion information,
- Weather information,
- Work zone and accident locations,
- Traffic control information, and;
- Other standard message sets and information currently being developed for general highway safety and mobility applications under the USDOT's National VII Initiative.

The standard data message sets referenced above are examples of the type of standard VII system data and/or information communications that the VII compliant commercial vehicle shall be capable of transmitting to or receiving from the VII compliant RSE roadside infrastructure. The Department will define the minimum data and information to be communicated under this Task. The Contractor will only be responsible, unless otherwise noted, for the initial communication from the commercial vehicle VII OBE to the VII compliant DSRC RSE, and the communication of the data and/or information provided by NYSDOT's VII network from the DSRC RSE roadside infrastructure to the commercial vehicle VII OBE with HVI.

2.3 Human/Vehicle Interface (HVI)

One of the potential safety benefits of VII technology is the ability to provide information directly to the driver within the cockpit of the vehicle, thus reducing the distraction to the driver. The Contractor shall explore, document and report on the existing research in Human/Vehicle Interface for the best methods of effectively communicating information, defined by the Department, to the driver of the commercial vehicle. Examples of HVI include audible communication, dash board video screens, and windshield "heads up" displays. The Contractor shall recommend the best method of effectively communicating information to the commercial vehicle driver in the least distracting possible manner.

Based on the Contractor's research and subsequent recommendation, the NYSDOT will determine the best method of communicating information to the driver. Based on this decision, the Contractor shall procure and install all of the HVI OBE including all hardware, software and other items required for HVI within the commercial vehicle's cab to communicate the defined information to the driver.

2.4 Testing

The testing of the OBE to transmit data to the RSE, of the OBE to receive data from the RSE, and of the HVI to communicate data to the driver of the vehicle, shall be conducted with the VII RSE as recommended by the Contractor and approved by NYSDOT in conformance with the Testing Plan submitted and approved in Task #1.5.

Under Task #6, the consultant will successfully demonstrate all CVII components developed under this task, consistent with the Demonstration Plan developed and approved in Task #1.

Deliverables:

- 2.1 The Contractor shall provide a report on existing research involving HVI. The report shall recommend an approach that most effectively communicates information to the driver with minimal distraction to the driver, and which holds the most promise for industry acceptance.
- 2.2 The Contractor shall provide all final documentation including high level design, detailed design, schematics, plans, equipment list and costs, and any other information required to completely reflect all aspects of the CVII OBE system including the HVI. This deliverable shall include any and all information required to allow successful replication, installation, operation and maintenance of the OBE system including the HVI by NYSDOT and others using appropriate commercial vehicles.
- 2.3 The Contractor shall successfully complete the testing, of a VII compliant commercial vehicle(s) with installed OBE including HVI **capable of *transmitting*** standard VII system **data and information to** a VII compliant 5.9GHz DSRC roadside infrastructure and **capable of *receiving*** **standard VII system data and information from** a VII compliant 5.9GHz DSRC roadside infrastructure. This deliverable shall be deemed completed upon successful conclusion of the testing of the commercial vehicle and acceptance by the NYSDOT of the testing results.

Task #3 - Research, develop, test and demonstrate IEEE Open Standards 5.9GHz DSRC based VII compliant *wireless driver identification and verification information* communication between the CVII compliant commercial vehicle and a VII compliant RSE.

This task requires the Contractor to research, develop, and successfully test (a) the capability of identifying and verifying a commercial vehicle driver and transmitting the information from the VII compliant commercial vehicle with OBE and HVI produced under Task #2 to a VII compliant 5.9GHz DSRC roadside infrastructure and network, and (b) receiving the authorizing command from the RSE allowing the

driver to start and operate the commercial vehicle.. The driver verification shall use in-vehicle equipment as researched and proposed by the Contractor and approved by NYSDOT. The VII compliant commercial vehicle system developed under this task shall use and be compatible with the VII RSE, network and architecture and meet all system requirements as well as utilization and integration with the SAE J1708 vehicle data bus and the standard message sets SAE J1587, SAE J1939 and SAE 2735 as well as any other applicable message sets in development by VII working groups.

The commercial vehicle's driver identification and verification functionality shall include transmission of the commercial vehicle driver's identification information in standard data message sets as determined by the Department from the commercial vehicle to a VII compliant 5.9GHz DSRC RSE and network.

The Contractor will provide that the driver identification and verification system including all CVII OBE and HVI shall be integrated with the control and information systems of the commercial vehicle with the appropriate heavy vehicle SAE J1708/J1587 and J1939 data bus and network protocols, SAE J2735 DSRC WAVE message sets and any other applicable message sets in development during the term of this effort by VII working groups.

The integration of the CVII OBE with the commercial vehicle's control systems and data busses shall allow the compliant 5.9GHz DSRC RSE and network to communicate the confirmation of the driver identification using a database provided by the Contractor residing on the VII network or simulated network . The network will check the database for appropriate verification information. At a minimum, the commercial vehicle driver's license shall be checked against State and Federal (CDLIS) databases to see if it is valid. All driver identification and verification information shall be acquired through the VII OBE utilizing an in-vehicle device. The in-vehicle device shall be recommended by the contractor but approved by NYSDOT.

3.1 System Research and Recommendation

The Contractor shall undertake, document and deliver an initial report to NYSDOT that details previous research on commercial vehicle driver identification and verification including any standard message set development and recommend the best approach to capturing, verifying and transmitting the desired information to the RSE and receiving the system authorization to allow operation of the vehicle. The recommended approach shall allow the verified driver to start and operate the commercial vehicle. The Contractor shall also recommend an approach so that a driver without proper verification cannot start and operate the commercial vehicle.

3.2 Development and Testing

The initial development and testing of the driver identification and verification system shall be conducted with VII RSE as recommended by the Contractor and

approved by NYSDOT in conformance with the Testing Plan submitted and approved in Task #1.5.

Under Task #6, the Consultant shall successfully demonstrate the capability of the driver identification and verification system consistent with the Demonstration Plan developed under Task #1 using the VII compliant commercial vehicle delivered by the Contractor under Task #2.

It is the Contractor's responsibility to ensure, to the degree appropriate as determined by NYSDOT, that this task be compatible with, leverages, builds upon and/or advances the work performed to date under various commercial vehicle based wireless communication efforts such as those progressed by the Federal Motor Carrier Safety Administration and the I-95 Corridor Coalition.

Deliverables:

- 3.1 The Contractor shall provide a report on existing research involving wireless communication of commercial vehicle driver identification and verification. The report shall recommend an approach that maximizes the benefits of this capability and holds the most promise for industry and government acceptance. Based on a final decision by the Department on the type and nature of the identification and verification process, the Contractor shall undertake the procurement, development, installation, testing and demonstration of the driver identification and verification process and functionality consistent with the plan developed under Task #1 above.
- 3.2 The Contractor shall provide final documentation that includes the high level design, detailed design, schematics, plans, equipment list and costs, and other documentation required to completely reflect all aspects of this commercial vehicle driver identification and verification OBE system including any information required to allow successful replication of the system and process by others using appropriate commercial vehicles.
- 3.3 The Contractor shall provide that the one or more successfully tested, accepted and demonstrated VII compliant commercial vehicles, delivered in Task #2 above with installed OBE including HVI, are **capable of accurately and reliably *transmitting* driver identification and verification data and information** to a VII compliant 5.9GHz DSRC roadside infrastructure and network and be **capable of accurately and reliably *receiving* verification or non-verification of the driver identification from the VII RSE allowing operation of the vehicle or preventing the vehicle from being operated as appropriate**. This deliverable shall be deemed completed upon successful conclusion of the testing of the capability of the commercial vehicle to successfully to transmit driver identification and receive verification information and acceptance by the NYSDOT of the testing results.

Task #4 - Research, develop, test and demonstrate IEEE Open Standards 5.9GHz DSRC based VII compliant wireless vehicle safety information communicated from the VII compliant commercial vehicle OBE to the VII RSE.

This task requires the Contractor to research, develop, and successfully test the capability of communicating vehicle safety information between the commercial vehicle VII OBE, produced under Task #2, and a VII compliant 5.9GHz DSRC RSE. The VII compliant commercial vehicle OBE system developed under this task shall use, and be compatible, with all VII RSE, network and system architecture standards, specifications and requirements as well as utilizing and integrating with the appropriate heavy vehicle SAE J1708/J1587 and J1939 data bus and network protocols, SAE J2735 DSRC WAVE message sets and any other applicable message sets in development by VII working groups during the duration of this CVII Program.

Based on a final decision by the Department on the type and nature of the safety information and standard safety message sets as recommended by the Contractor, the Contractor shall perform the development, testing and demonstration of the wireless safety information communication process. The initial development and testing should be conducted with VII compliant roadside infrastructure as proposed by the Contractor under Task #1 above and approved by NYSDOT. Using the one or more commercial vehicles delivered by the Contractor under Task #2, the wireless vehicle safety information communication shall be tested by the Contractor according to the Test Plan developed under Task #1.

4.1 System Research and Recommendation

The Contractor shall undertake, document and deliver an initial report to NYSDOT that details previous research on communication to and from the RSE of commercial vehicle safety information including any standard message set development and recommend the best approach to capturing, verifying and transmitting the desired information to and from the RSE.

4.2 Development and Testing

The initial development and testing of the commercial vehicle safety information system shall be conducted with VII RSE as recommended by the Contractor and approved by NYSDOT in conformance with the Testing Plan submitted and approved in Task #1.5.

Under Task #6, the Contractor shall successfully demonstrate the capability of transmitting and receiving data and information of the vehicle's safety status to and from a VII compliant 5.9GHz DSRC roadside infrastructure and network using standard data message sets compatible and consistent with the efforts of USDOT's VII Initiative and FMCSA's Wireless Roadside Inspection Program.

It is desired to the degree appropriate that this task be compatible with, leverage, build upon and/or advance the work performed to date under various commercial vehicle based wireless communication efforts such as those progressed by the Federal

Motor Carrier Safety Administration and the I-95 Corridor Coalition. This effort shall also be, to the degree allowable, compatible with FMCSA's Draft Version Concept of Operations (ConOps) for Wireless Roadside Inspection (WRI) dated January 1007 document# NSTD-07-0104 D.2 Information on the FMCSA's WRI programs can be found at <http://www.fmcsa.dot.gov/facts-research/art-technology-Wireless-Roadside-Inspection-Proof.htm>.

Deliverables:

- 4.1 The Contractor shall provide a report on existing research on wireless communication of commercial vehicle safety information including the ongoing Wireless Roadside Information program being advanced by the Federal Motor Carrier Safety Administration. The report shall recommend and detail the best approach to be used, including recommendations for the standard data message sets, that maximizes the benefits of this capability and holds the most promise for industry and government acceptance. The recommended approach shall include a list of desirable commercial vehicle based safety information and data that holds the most promise of providing benefits to the private and public sectors.
- 4.2 The Contractor shall provide final documentation for the design, installation, operation, maintenance and any other pertinent item including high level design, detailed design, schematics, plans, equipment list and costs, and other information required to completely reflect all aspects of this task. The documentation shall include any information required to allow successful replication, installation, operation, and maintenance of the OBE and wireless vehicle safety information data exchange system and process by others using appropriate commercial vehicles.
- 4.3 The Contractor shall provide that the one or more successfully tested, accepted and demonstrated VII compliant commercial vehicles delivered in Task #2 above have installed OBE including HVI **capable of accurately and reliably *transmitting* vehicle safety information** to a VII compliant 5.9GHz DSRC roadside infrastructure and **capable of accurately and reliably *receiving* vehicle safety information** back from the VII RSE. This deliverable shall be deemed completed upon successful conclusion of the testing of the capability of the commercial vehicle to successfully to transmit and receive vehicle safety information and acceptance by the NYSDOT of the testing results.

Task #5 – Develop, test and demonstrate NYS transportation agencies' maintenance vehicles' VII compliant OBE communication with a VII RSE and the VII compliant commercial vehicle.

This task requires the Contractor to install VII compliant OBE with HVI systems for a minimum of two maintenance vehicles provided by NYSDOT. The Contractor

shall test and demonstrate the OBE with HVI systems installed in the NYS maintenance vehicles according to the plans developed under Task #1 and approved by NYSDOT. The OBE system shall include the HVI consistent with that developed under Task #2 above. The OBE installed in the NYS maintenance vehicles shall include all hardware, software and any other items required to communicate all message sets that have been researched, tested and demonstrated with a compliant VII RSE under Tasks #2 - #4 above. The NYS maintenance vehicles' installed OBE must be capable of communicating various safety and traffic related standard message sets with the commercial vehicle with the installed VII compliant OBE with HVI developed in Task #2 above.

The CVII OBE with HVI systems installed in the maintenance vehicles provided by NYSDOT under this task shall be compatible with the activities and deliverables produced under Tasks #2 - #4 above as well as meeting all system requirements including utilizing and integrating with the SAE J1708 vehicle data bus and the standard message sets SAE J1587, SAE J1939 and SAE 2735 as well as any other applicable message sets in development by VII working groups.

Examples of desired standard message sets to be exchanged between the NYS maintenance vehicle and the VII RSE and between the NYS maintenance vehicles and VII compliant commercial vehicle include, but are not necessarily limited to, the following:

- ✓ Vehicle location,
- ✓ Vehicle speed,
- ✓ Vehicle identification number (VIN),
- ✓ Key vehicle safety information as developed under Task #4 above,
- ✓ Key safety and traffic information as developed under this Task, and;
- ✓ Key NYS maintenance vehicle specific information developed under this Task such as snow plow position, spreader information, safety lights' status including sign boards, and other information as specified by NYSDOT.

For this task the maintenance vehicles provided by NYSDOT will include at least one of the following:

- 2006 or later Mack Truck, Model # CV713, Tandem Axle Dump, 66,000 GVWR, with Snow Plow and Material Spreader, and;
- 2006 or later International Truck, Model # 4200, Crew Cab, Single Axle Dump, 20,000 GVWR Patrol Truck.

The CVII OBE with HVI systems installed on the NYSDOT supplied maintenance vehicles shall be capable of communicating the entire VII standard message sets developed under this CVII Program and must be compatible, compliant and consistent with the standard data message sets developed under the USDOT's VII Initiative.

Examples of standard data message sets required to be transmitted or received during the VII data exchange between the NYS maintenance vehicles' VII compliant OBE and the CVII OBE developed under Tasks #2 - #4 above include, but are not necessarily limited to, the following:

- Brake application (brake stop light activation) warning,
- Warning flasher activation for 40mph and below vehicle speed for mainline highway travel, and;
- Warning flasher activation for a stationary commercial vehicle within the highway right-of-way.

Sufficient data shall be recorded to determine the time of broadcast message origination of the transmitting commercial vehicle and the time and range at which the receiving commercial vehicle receives the actionable safety and traffic data. The Contractor shall record in-vehicle data for later analysis; the collected data does not have to be communicated to the RSE infrastructure. However, this data should be available for retrieval through the use of appropriate request commands.

Additional NYS maintenance vehicles may be included under this task at the discretion of NSDOT during the duration of this CVII Program. The Contractor shall include unit price per vehicle type in the proposal for up to a maximum of 24 vehicles total of any combination of the above NYS maintenance vehicle types. The unit price of each vehicle can reflect the Contractor's "economies of scale" costs.

Under Task #6, the Consultant shall successfully demonstrate the OBE capabilities of the NYSDOT maintenance vehicles, and their ability to transmit and receive the data specified in this Task. The demonstration shall be consistent with the Demonstration Plan developed under Task #1 and approved by NYSDOT.

Deliverables:

- 5.1 The Contractor shall provide a report to NYSDOT documenting the proposed schedule for the OBE installation, and for the testing and demonstration of the VII compliant OBE communication capabilities of the involved NYS maintenance vehicles based on discussions with the appropriate managers of the maintenance vehicles to ensure coordination of activities and equipment availability. The report shall also recommend the specific maintenance vehicle information to be communicated with the VII RSE that provides the most benefits to transportation operations management based on discussions with the appropriate NYS transportation managers. The Contractor should be aware that availability of the maintenance vehicles will be determined solely by NYSDOT and

vehicle availability may be intermittent depending on the daily maintenance operations required of the vehicles involved.

- 5.2 The Contractor shall provide all final documentation including the high level design, detailed design, schematics, plans, equipment list and costs, and other information required to completely reflect all aspects of this Task. The documentation shall include any information procurement, installation, operation and maintenance information required to allow successful replication by NYSDOT of the NYS maintenance vehicle VII compliant OBE system including the HVI and of any information data exchange system and process.
- 5.3 The Contractor shall conduct an installation and testing of at least two NYS maintenance vehicle's VII compliant OBE in the presence of appropriate transportation personnel at a location determined by NYSDOT. The Contractor shall conduct the installation and testing activities in a manner which will allow the up to 24 NYSDOT personnel to become familiar with the required activities in order to allow those personnel to replicate the OBE systems for other similar maintenance vehicles including all required installation, operation and maintenance activities. This deliverable shall be deemed completed upon successful conclusion of the testing of the NYS maintenance vehicle's VII compliant OBE and HVI and acceptance by the NYSDOT of the testing results
- 5.4 The Contractor shall deliver to NYSDOT the successfully tested, accepted and demonstrated VII compliant NYS maintenance vehicles with the installed OBE with HVI **capable** of communication of the standard message sets with a VII RSE and capable of communication of the standard message sets with the commercial vehicle VII compliant OBE developed under Tasks #2 - #4 above. The data exchange capabilities between the VII compliant heavy vehicles include receiving and transmitting standard safety message sets while traveling in the same direction at mainline highway speeds of up to 55 mph and separated by 300 meters or more.

Task #6 Final Demonstration of CVII OBE Systems

The formal and final demonstration shall be conducted in at least one of three referenced NYS VII equipped corridors provided directly or indirectly by the Department. The commercial vehicles involved in the CVII Program shall be operated in a demonstration event along a minimum of one VII compliant demonstration corridor located in New York State at the time, date and location chosen by NYSDOT consistent with the Demonstration Plan developed under Task #1 above. The formal and final demonstration event shall include a minimum of three business days of at least 10 hours per day of operation and demonstration of the

commercial vehicles, NYSDOT maintenance vehicles, and OBE hardware and software developed and successfully tested under tasks 2 thru 5, and all the system requirements as detailed in those Tasks. The Contractor shall be responsible for all related activities and costs of the operation of the commercial vehicles involved in this effort.

Deliverables:

6.1 This deliverable shall be the successful completion of the final Demonstration.

Task 7: Project Management

The Consultant will provide monthly and quarterly status reports during the life of the project, detailing the status of all activities, identifying possible risks to meeting the project goals as well as strategies to mitigate or resolve the risks, and any other information required by the Department to successfully manage the project. All reports shall be submitted in either MS Word or MS Excel format, compatible with MS Office 2003, or similar format as determined by NYSDOT.

Deliverables:

- 7.1 The Contractor shall be required to develop and deliver monthly reports on the status of the overall CVII Program to NYSDOT reflecting progress, accomplishments, anticipated activities for the following month, problems, and any other pertinent information needed to professionally manage this CVII Program as determined by NYSDOT. These monthly reports shall be delivered to the NYSDOT project manager within seven business days of the end of each month for the program's duration.
- 7.2 The Contractor shall be required to produce a quarterly report based on the federal fiscal year and conforming to the appropriate federal agency requirements as determined by NYSDOT. The quarterly reports shall be delivered to NYSDOT in MS Word electronic format within seven business days of the end of each federal fiscal year quarter.
- 7.3 The Contractor shall be required to perform typical project management activities including but not limited to a minimum of one project management meeting with NYSDOT per month of the CVII Program's duration. Telephone or internet based calls can be held in lieu of face to face meetings at NYSDOT's discretion. The Consultant will provide minutes of all meetings within 5 business days of the date of the meeting.

- 7.4 The Contractor will produce a final report after the final demonstration which will summarize the results of the project, including all tasks and deliverables.

Task #8 Public Outreach Program

As part of the CVII Program, the Consultant will be required to participate in a number of public outreach events as well as prepare materials to be used by the Department in its efforts to promote the Program.

- 8.1 The Contractor shall be required to attend and/or present information about the CVII Program at up to six transportation related events, forums, conferences, workshops or similar functions around the United States as determined by the NYSDOT. Examples of such include events held by ITS America, I-95 Corridor Coalition and USDOT. The events' duration should be presumed to take a minimum of three business days not including travel.
- 8.2 The Contractor shall be required to develop a multi-colored information document, in an Adobe PDF format or equivalent as determined by NYSDOT capable of reproduction which outlines and describes the key activities involved in the CVII Program. All aspects of this project information document shall be determined and approved by the NYSDOT with the Contractor providing including conceptual, preliminary and final drafts to NYSDOT.
- 8.3 The Contractor shall be required to produce an information video lasting at least 15 minutes on the CVII Program including information on the research, development, testing, and demonstration activities. This video is intended for use as an informational resource at various transportation related events.

IV. PROPOSAL FORMAT AND CONTENTS

For the purposes of evaluation, each proposal must be submitted in two (2) parts and each part submitted via a separate e-mail. Each part of the proposal must be complete in itself in order that the evaluation of both parts can be accomplished independently and concurrently, and the Technical and Management submittal can be evaluated strictly on the basis of its merits. Cost information is not to be included in the Part I submittal. Your proposal should follow the format listed below.

Part I shall consist of the Technical and Management submittal using the NYSDOT 255NAE form (**Attachment #2**), the Staffing Table (**Attachment #9**), plus any DBE certification letters. The 255 NAE form and the Staffing Table are to be downloaded from the NYSDOT web site, completed, and submitted via e-mail to the designated Office of Contracts Management analyst (Sec. VI F). The NYSDOT 255NAE Instructions (**Attachment #3**) can also be downloaded from the NYSDOT web site, and contains specific formatting instructions which must be followed.

Part II is the Cost and Contract submittal, and is composed of the following items:

- a. The Consultant Certification form (**Attachment #4**),
- b. The Project Budget Submission (**Attachment #5**), and
- c. The PLL forms (**Attachment #6**).
- d. Any and all future Modification Acknowledgements.

The Project Budget Submission of Part II must be downloaded from the NYSDOT web site, and be submitted along with the PLL forms and the Consultant Certification Form via a single e-mail (separate from the Part 1 submission) to the designated Office of Contracts Management analyst (Sec. VI F). The Project Budget Submission must be sent as an Excel spreadsheet, and the PLL forms, the Consultant Certification form, and future Modification Acknowledgement forms submitted as PDF files.

NOTE: NYSDOT will protect confidential and proprietary information from disclosure to the extent permitted by the Freedom of Information Law (“FOIL”), Article 6 of the Public Officers Law. If an offerer believes information included in their proposal is confidential and proprietary, they should identify those page(s) of their proposal which contain such information as “confidential and proprietary”. Additionally, offerers need to explain the reason(s) why this information should be considered exempt from public disclosure under FOIL. The identification of pages and the reasons for exemption should be attached to the NYSDOT 255NAE form as a separate page.

A. Part I: Technical and Management Submittal

1. NYSDOT Form 255 NAE

The form's purpose is to provide information regarding the firm's qualifications to undertake a specific project. Only one form should be submitted for each team (prime or joint-venture plus subconsultants) – SEPARATE FORMS SHOULD NOT BE

SUBMITTED FOR SUBCONSULTANTS. Responses should be as complete and accurate as possible, contain data relevant to the specific project, and be provided by the required due date to the designated Office of Contracts Management analyst (Sec. VI F). ALL INFORMATION CONTAINED IN THE FORM SHOULD BE CURRENT AND FACTUAL.

The form must be submitted as a single electronic document in MS Word (.doc) format, and sent to the designated Office of Contracts Management analyst (Sec. VI F). File names shall begin with the Contract Number, followed by your firm name and ending with the 6 digits: 255NAE (e.g. C030588xxxx255NAE.doc, where “xxxx” is the firm’s name). DO NOT INCLUDE ANY GRAPHICS EXCEPT AS NEEDED FOR THE ORGANIZATIONAL CHART (ITEM 7).

THE NYSDOT 255NAE FORM SHALL NOT BE ALTERED AND IT SHALL BE SUBMITTED IN BLACK AND WHITE. ANY PAGES OF THE 255NAE WHICH HAVE BEEN ALTERED OR HAVE NOT FOLLOWED THE FORMATTING INSTRUCTIONS MAY, AT NYSDOT’S DESCRETION, BE REMOVED FROM THE SUBMISSION BEFORE THE TECHNICAL EVALUATION PROCESS.

Below are specific areas proposers should address when completing the specified items in the 255NAE submission form:

Item #6D DBE Participation

While not indicative of a proposer’s individual merit (technical excellence, proposer’s ability, experience, etc.), NYSDOT encourages the participation of certified disadvantaged business enterprises (DBEs) in this solicitation. The level of DBE participation will be relevant to the process of selecting proposals that will best achieve the overall goals of the Department. Please visit the following website for assistance in identifying registered DBEs in New York State: <https://www.nysdot.gov/portal/page/portal/main/business-center/civil-rights>

Item #7 Organizations Chart

The Consultant’s Project Manager should be identified in the Organizational Chart. The Project Manager is the individual who is the primary Point Of Contact for NYSDOT, and will be the individual responsible for the over success of the Project.

Item #8 Key Staff Resumes

When completing the experience section of the Resumes, consultants should address the following items:

- The quality, extent and relevance of experience, education and training of key personnel in VII and wireless transportation communications technologies including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition.
- The quality, extent and relevance of experience, education and training of key personnel in commercial vehicle manufacturing, equipment and operations.

Item #9. Approach to Scope of Services

Your approach may reflect acceptance of the Scope of Services of this RFP, or you may wish to elaborate upon it. Specifically, your approach should demonstrate:

- An understanding and comprehension of commercial vehicle manufacturing, operations and safety compliance.
- An understanding and comprehension of the USDOT's National VII Initiative and VII technology.
- An understanding and comprehension of wireless transportation data communication and technology including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition. 25%
- An understanding and comprehension of the overall CVII Program scope and objectives.

Item #10 Firm / Team Experience

The qualifications of the proposer are of great importance to NYSDOT. Specifically discuss what relevant experience your firm / team has with:

- VII and wireless transportation communication including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition.
- commercial vehicle manufacturing, equipment and operations.

2. Staffing Table

The Staffing Table is to be completed and e-mailed as an Excel worksheet along with the NYSDOT 255NAE Submission form and the other components of the Part I Technical and Management submission. The file name shall begin with the contract number followed by the firm name and ending with the Table title. (C030588xxxxStaffingTablet.xls).

B. Part II: Cost and Contract Submittal

Part II of the proposal consists of four sections, all to be sent via together in an e-mail, separate from the Part I Technical and Management submission, to the Designated Contracts Analyst (Sec. VI F): (1) an Excel spreadsheet with the Project Budget Submission (**Attachment #5**); (2) a PDF file with the Consultant Certifications (**Attachment #4**); (3) a PDF file of the two forms required by the NYS Procurement Lobbying Law (**Attachment #6**); and (4) a PDF file with any and all Modification Acknowledgement forms.

1. Project Budget Submission

There are two parts to the cost submission. Part A sets forth the loaded hourly rates (labor, overhead and profit) of all staff proposed to perform the work in the scope of services during the proposed base contract period (two years), the tasks the individual staff members are assigned to, and how many hours the staff members will charge to each task.

A direct non-salary cost schedule is part of the cost submission, and shall list by task number the items of direct non-salary costs (out-of-pocket expenses) expected to be incurred in the performance of the project. Travel, meals and lodging reimbursements shall be limited to the prevailing maximum rates established by the State Comptroller. The latest state and nationwide rates are available at the following Web site: <http://www.gsa.gov/>. All direct non-salary costs attributed to this project must be included.

Part B requires the additional per-vehicle costs for installing the approved OBE system, including the HVI, in additional NYSDOT maintenance vehicles.

Please e-mail the completed chart as an Excel spreadsheet along with the other information of the Cost and Contract Submission to the Department Analyst designated in Section VI (F). The file name shall begin with the contract number followed by the firm name and ending with the Schedule title (C030588xxxxProjectBudget.xls).

2. Consultant Certifications

All respondents to this solicitation must complete **Attachment #4** and include it with their Cost and Contract Submission e-mail. This includes:

- The Consultant shall specifically state its acceptance of all terms and conditions contained in the sample Agreement enclosed as **Attachment #1** of this Request for Proposals.
- All respondents to this solicitation must reference their Consultant Identification Number (CIN) in their Part II proposal. If an offerer does not have a CIN and they are selected for contract award, they will be required to obtain one through the following NYSDOT Web site prior to negotiation of the contract: “How to Register a NEW Consultant Firm with NYSDOT.” at <https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/forms-publications-and-instructions>
- Signatures are required for both Sections II and III.

Please e-mail the completed Certification as a PDF along with the other information in the Cost and Contract Submission to the Department Analyst designated in Section VI (F). The file name shall begin with the contract number followed by the firm name and ending with the form name (C030588xxxxCIC.pdf).

3. Procurement Lobbying Law

All proposers should visit the “Consultants” Web page on NYSDOT’s Web site to read the NYSDOT Policy Summation for the Procurement Lobbying Law of 2005

<https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/forms-publications-and-instructions>

Filing the *two required forms (Offerer’s Affirmation of Understanding of and Agreement pursuant to State Finance Law §139-j (3) and §139-j (6) (b) and Offerer Disclosure of Prior Non-Responsibility Determinations)* is mandatory for all consultants in order to be considered for contract award. Hard copies of the two required forms are included with this RFP (see **Attachment #xx**).

Use Contract Number C030588 wherever requested in the forms. Please call or e-mail the person identified as the contact in the Administrative Specifications section (VI.F) of this RFP if you have any questions regarding how to complete this required form.

Per the Procurement Lobbying Law of 2005, any person who wishes to contact NYSDOT regarding this project during the restricted period (i.e. from advertisement through designation), may only contact the person noted in the cover letter to this solicitation.

Please e-mail the completed forms as a PDF file along with the other information above as the Cost and Contract Submission to the Department Analyst designated in Section VI (F). The file name shall begin with the contract number followed by the firm name and ending with the form name (C030588xxxxPLL.pdf). **The completed PLL forms must be submitted as part of the Part II package even if they were provided to the Department during the RFP question period.**

4. Modification Acknowledgements

All respondents to this solicitation must include any future Modification Acknowledgements with their Part II submission. All respondents must have an authorized representative of the firm or organization acknowledge receipt and acceptance of each of the Modifications. The document should be formatted as a PDF file. The file name shall begin with the contract number followed by the firm name and ending with the Modification number (C030504xxxxModificationx.pdf).

V. CRITERIA FOR EVALUATION OF PROPOSALS

A. General

Proposals will be evaluated by the Department using a Best Value Method evaluation process based on the technical and cost criteria described below. Technical considerations are of greater importance than pricing considerations; however, price is a significant factor in the Department's evaluation of proposals. Technical proposals will be scored based on the information provided under Section IV. A. Part I: Technical and Management Submittal in accordance with the pre-established criteria listed in Section C. below. The cost portion of Part II: Cost and Contract Submittal will be point scored in accordance with the pre-established criteria listed in Section D. below. After the technical and pricing evaluation is complete, proposals will be further evaluated based on each firm's proposed DBE salary participation. DBE bonus points (maximum of 5) will be awarded based upon an evaluation of a firm's percentage of DBE participation.

Proposal evaluation will be accomplished by a representative committee comprised, as appropriate, of technical, program and management personnel. Committee members will score each proposal individually and then meet as a group to discuss and short list the proposals. Evaluators will be allowed to revise scores on the basis of the committee discussions. Only proposals determined to be susceptible for contract award (technically short-listed) will be considered further and have their cost proposal included in the selection process. Please note: to meet the technical shortlist, a firm will have to obtain at least 40% of the available technical points detailed in Section C below.

Proposers responding to this RFP may be requested to clarify issues or to provide additional insights into their proposal through written clarifications and/or oral presentations. If written clarifications are required to complete the technical evaluation of proposals, evaluators will be allowed to revise their technical scores based on this additional information. The Department reserves the right to request best and final offers from firms that are determined to be susceptible for contract award.

An award shall be made to the offeror whose proposal receives the highest total score after considering all technical and cost/price evaluation factors plus awarded DBE bonus points.

Note: In the event two or more proposals are found to be "substantially equivalent", the Department reserves the right to award the contract under the terms of State Finance Law §163 (10)(a).

At the conclusion of the evaluation process, an announcement of the Department's designation(s) will be posted on the NYSDOT Web site listed below. However, it is expressly understood that this Request for Proposals does

not commit the Department to award a contract, pay any costs incurred in the preparation of a proposal to this request, or to procure or contract services or supplies. Further, the Department shall have no obligation or liability whatsoever to the vendor selected as a result of this solicitation unless and until a contract satisfactory to the Department is approved and executed by the vendor and all necessary State officials.

<https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/non-architectural-engineering/active-solicitations>

B. Pre-screening

NYSDOT will conduct a pre-screening of each proposal to ensure all content has been submitted in accordance with the RFP. Included in this criterion is NYSDOT's sole discretionary determination as to whether:

- i. The proposal is complete (includes all the elements stated in the Minimum Requirements section – Section I, Part F)
- ii. The Total Project Budget is within the project budget requirements (Section I.F)
- iii. The Part I Technical submission NYSDOT Form 255NAE conforms to all format requirements and has not been altered.

Those proposals that do not meet (i) or (ii) above will be deemed non-responsive by NYSDOT and will not be further evaluated. Those proposals that do not meet (iii) above will, at NYSDOT's discretion, have those pages that have been altered or do not meet the formatting instructions, removed before being further evaluated.

C. Technical and Management

The Technical and Management proposal will be point scored and will represent **80 points** of the total score for the proposal. The major evaluation criteria are listed in descending order of importance. Sub-criteria within major evaluation factors are also in descending order of importance.

1. Quality and Approach of Proposal including Scope of Services and Schedule
 - Degree to which proposal reflects understanding and comprehension of commercial vehicle manufacturing, operations and safety compliance.
 - Degree to which proposal reflects understanding and comprehension of the USDOT's National VII Initiative and VII technology.

- Degree to which proposal reflects understanding and comprehension of wireless transportation data communication and technology including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition.
- Degree to which proposal reflects understanding and comprehension of the overall CVII Program scope and objectives.

2. Experience

- Quality, extent and relevance of current and prior experience of the firm in VII and wireless transportation communication including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition.
- Quality, extent and relevance of current and prior experience of the firm in commercial vehicle manufacturing, equipment and operations.
- Quality, extent and relevance of experience, education and training of key personnel in VII and wireless transportation communications technologies including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition.
- Quality, extent and relevance of experience, education and training of key personnel in commercial vehicle manufacturing, equipment and operations.

3. Organization and Staffing

- Quality of project organization; reasonableness of staff/task allocations for each task and total effort.
- Quality of plan for phasing key personnel into project and interaction with key participants.

D. Cost and Contract

The cost portion of the cost and contract submission will be point scored and will represent **20 points** of the total score for a proposal. The calculation of a cost score will be determined by assigning the full 20 points to the firm proposing the lowest lump-sum cost, including all consultants' salary costs and direct non-salary costs as detailed in Attachment #5, Part A. Higher priced proposals will receive proportionally lower scores.

F. DBE Participation

Up to **5 additional points** will be awarded to those proposals that include subconsultants certified as Disadvantage Business Enterprises (DBE). To be eligible for these points, the DBE Certificates must be included as a separate PDF along with the NYSDOT 255NAE submission. The basis used to award these points will be item 6(D) in the 255NAE form. If a proposal has proposed more than one subconsultant with DBE certification, then item 6(D) will be totaled. Proposals which have allocated 18% or more of the work to DBE-certified subconsultant(s) will receive the full 5 points. Proposals with less than 18% allocation will receive a pro-rated amount.

VI. ADMINISTRATIVE SPECIFICATIONS

A. Proposal Submission

1. The proposal shall be signed by an official authorized to bind the offerer. (NYSDOT 255NAE, Item 12)
2. Along with the NYSDOT 255NAE, any required DBE certificates or employment letters should be included as separate PDF files with the Part I submission.
3. Proposers shall submit the NYSDOT 255NAE and the Cost and Contract components (Project Budget Submission spreadsheet, PLL forms, Consultant Certifications, and Modification Acknowledgements) as separate e-mails.
4. Your proposal must be received by NYSDOT by Noon on **March 28, 2008**. The proposal must be submitted via e-mail to Peter Russell, Contracts Analyst, at prussell@dot.state.ny.us .

B. State's Rights to Proposals

All proposals, upon submission to NYSDOT shall become its property for use as deemed appropriate. By submitting a proposal, the offeror covenants not to make any claim for or have any right to damages because of any misinterpretation or misunderstanding of the specification, or because of any misinformation or lack of information. NYSDOT has the following prerogatives with regard to proposals submitted:

- to accept or reject any or all proposals;
- to correct any arithmetic errors in any or all proposals;
- to change the proposal's due date upon appropriate notification;
- to adopt any or all of a successful offeror's proposal;
- to negotiate modifications to the scope, fee and contract terms with the selected offeror prior to contract award.

Any contract entered into pursuant to an award of this solicitation shall contain a provision which grants the option to extend the terms and conditions of such contract to any other State agency in New York. However, any response to this solicitation shall be based solely on the purpose of this solicitation and shall not factor in the possibility that this contract may, in the future, be applicable to other State agencies. Please be advised that any award made pursuant to this solicitation shall be based on the specific requirements of this solicitation only.

At the Department's discretion, the designated firm will supply independently-audited financial statements for its most recent fiscal year-end, before negotiating a contract.

C. Vendor Responsibility

In accordance with the NYS Finance Law, NYSDOT will only make contract award to vendors that are determined to be responsive and responsible. All selected offerors of contracts valued at \$100,000 or more will be required to provide vendor responsibility information through the DOT Web site before negotiation of a contract. Offerors must certify the accuracy of the information they provide in the questionnaire. You should make yourself familiar with this form by visiting the following Web site:

<https://www.nysdot.gov/portal/page/portal/main/business-center/consultants/forms-publications-and-instructions>

D. Contractor Tax Certification

Per Section 5-a of the NYS Tax Law, all vendors selected for contracts in excess of \$100,000 for the sale of goods or services must complete and submit Forms ST-220-TD and ST-220-CA (Contractor Certifications) prior to negotiation of a contract with State agencies. You should make yourself familiar with these forms by visiting the following Web sites:

http://www.tax.state.ny.us/pdf/2006/fillin/st/st220ca_606_fill_in.pdf

http://www.tax.state.ny.us/pdf/2007/fillin/st/st220td_507_fill_in.pdf

E. Inquiries and Information

All questions regarding this proposal must be in writing via e-mail, and directed only to the Office of Contract Management. All written inquiries must be received by the date specified in subsection F below, and should be addressed to Peter Russell at prussell@dot.state.ny.us. The two forms required by the Procurement Lobbying Law (Attachment #6) must be submitted along with any questions.

Responses to all questions of a substantive nature, as well as copies of the questions, will be given to all proposers being solicited.

F. Schedule of Key Events

NYSDOT will attempt to adhere to the following schedule with regard to this solicitation:

RFP Release Date:	February 26, 2008
Question Submittal Deadline:	March 11, 2008
Proposals Due:	March 28, 2008
Proposal Evaluation:	April 30, 2008
Recommendation & Designation:	1–2 months after proposal evaluation

Contract Negotiations:
Contract Award:

One Month
4–6 weeks after completion of contract
negotiations

VII. ATTACHMENTS

Click on hyperlinks below to download attachments.

[Attachment #1: Sample Contract \(Adobe\)](#)
[Attachment #1: Sample Contract \(Rich Text\)](#)

[Attachment#1: Appendix A: Standard Clauses for NYS Contracts \(Adobe\)](#)
[Attachment#1: Appendix A: Standard Clauses for NYS Contracts \(Rich Text\)](#)

[Attachment #2: NYSDOT 255 NAE \(Adobe\)](#)
[Attachment #2: NYSDOT 255 NAE \(Rich Text\)](#)

[Attachment #3: NYSDOT 255NAE General Instructions \(Adobe\)](#)
[Attachment #3: NYSDOT 255NAE General Instructions \(Rich Text\)](#)

[Attachment #4: Consultant Certifications \(Adobe\)](#)
[Attachment #4: Consultant Certifications \(Rich Text\)](#)

[Attachment #5: Project Budget Submission \(Excel\)](#)

[Attachment #6: Procurement Lobbying Law and Forms \(Adobe\)](#)
[Attachment #6: Procurement Lobbying Law and Forms \(Rich Text\)](#)

[Attachment #7: Consultant Disclosure Form "A" \(Adobe\)](#)
[Attachment #7: Consultant Disclosure Form "A" \(Rich Text\)](#)

[Attachment #8: Consultant Responsibility When Proposing Former NYSDOT Employees \(Adobe\)](#)

[Attachment #8: Consultant Responsibility When Proposing Former NYSDOT Employees \(Rich Text\)](#)

[Attachment #9: Staffing Table \(Excel\)](#)



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
50 WOLF ROAD
ALBANY, N.Y. 12232

ASTRID C. GLYNN
COMMISSIONER

DAVID A. PATERSON
GOVERNOR

March 19, 2008

REQUEST FOR PROPOSALS
FOR
**COMMERCIAL VEHICLE INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM CONSULTANT SERVICES
FOR NYSDOT
(Contract C030588)**

Dear Sir or Madam:

**SUBJECT: MODIFICATION NO. 1 TO REQUEST FOR PROPOSALS –
COMMERCIAL VEHICLE INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM CONSULTANT SERVICES FOR NYSDOT**

Reference is made to the subject solicitation wherein the following changes are hereby incorporated:

1. After ATTACHMENT 9 (Staffing Table), Insert ATTACHMENT 10 (Questions and Answers regarding the RFP).

No other provision of the solicitation is otherwise changed or modified.

An authorized representative of your firm or organization **must** acknowledge receipt and acceptance of this Modification No. 1 by signing and e-mailing a copy of this Modification, as a PDF document, to the designated Contracts Analyst together with the balance of the Part II: Pricing and Contract Submittal.

ACKNOWLEDGED AND
ACCEPTED:

NYS DEPARTMENT OF TRANSPORTATION

BY: _____

BY: William Howe

NAME: _____

WILLIAM HOWE
Director, Contracts Management Bureau

TITLE: _____

FIRM: _____

RFP: Commercial Vehicle Infrastructure Integration (CVII) Development Program (Contract #C030588)

Attachment #10

Questions and Answers regarding the RFP

1. Is this following the normal NYSDOT process where only NYSDOT staff are voting members of the selection committee and non-NYSDOT stakeholders are in an advisory capacity? **Answer:** *NYSDOT customizes the makeup of selection committees to the needs of the individual RFP projects.*
2. The project is considered by NYSDOT to be non-engineering. However, the RFP includes the design and testing of engineering standards such as those by IEEE. It appears that this would be considered engineering work under NYS Laws. Please confirm. **Answer:** *Though the RFP does specify that certain pieces of equipment or data must meet certain engineering standards such as IEEE, the tasks involved in the project do not require that an individual or firm be certified as a Professional Engineer, therefore this effort is considered to be a non-engineering project.*
3. Those firms with commercial and freight experience with the I-95 Corridor Coalition is a very restricted number of firms. Those firms would appear to have an advantage in this procurement. There are other significant commercial vehicle initiatives such as through the SAE, DSRC Industry and OmniAir Consortiums that would be equally as important experience. In addition, experience with integrating commercial vehicle technologies would be an asset to the project. We respectfully request these be incorporated into the selection criteria. – **Answer:** *In Section V: Criteria for Evaluation of Proposals, under Subsection C.1 “Quality and Approach of Proposal including Scope of Services and Schedule”, 3rd bullet (page 40 of the RFP), the evaluation criteria states: “Degree to which proposal reflects understanding and comprehension of wireless transportation data communication and technology including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition” and under subsection C.2. “Experience”, 3rd bullet (Page 40 of the RFP), the evaluation criteria states: “Quality, extent and relevance of experience, education and training of key personnel in VII and wireless transportation communications technologies including prior commercial vehicle based efforts by FMCSA and/or I-95 Corridor Coalition”*

This is a key area of evaluation that addresses the need for the Consultant to understand – not necessarily be directly involved – in the previous and on-going efforts by USDOT and I-95 that address CV data communications, needs and process. This does not require direct involvement, only that the Contractor understand and reflect such in the response.

4. Under Item #9. Approach to Scope of Services

An understanding and comprehension of wireless transportation data communication and technology including prior commercial vehicle based efforts by FMCSA and/or I-95

Corridor Coalition. There is **25%** noted besides this factor. What is the significance of this number? – *Answer: This is a typo and should be ignored.*

5. Since this is a best value procurement but with a fixed budget, how can best value be demonstrated? For example, if a company is willing to include in-kind services or technologies, how can this be presented? – *Answer: As with all RFP projects following NYS's Best Value process, both Technical and Cost factors are scored and combined into a total score for the proposal. The proposal with the highest total score is determined to be the "Best Value" and awarded the contract. The stated fixed budget does not change this process. In-kind contributions of services or technologies by firms have a neutral effect on the Cost, though how the in-kind contribution is used would be covered in the Technical submission, without any reference to the costing impact.*
6. Does Section II.C exclude property rights of proprietary systems/products developed prior to this project that will be utilized in this project? – *Answers: Yes. It does exclude property rights of proprietary systems/products developed prior to this project.*
7. Under Task #2 of Section III.B, is it intended that the contractor provide a fully functioning Service Delivery Node? If not, please clarify. – *Answer: No, the contractor will not be responsible for developing a service delivery node per se. NYS VII Corridors will have access via their VII RSE/network to a Service Delivery Node or equivalent. The Contractor will be responsible for addressing this issue if any additional sites are proposed.*
8. Is the Contractor to develop the message set used in Section 2.2? – *Answer: Contractor should propose the standard message sets to be used – NYSDOT will review, modify and approve.*
9. Will NYSDOT provide access to State and federal CDLIS databases? – *Answer: Yes or a simulated file will be provided*
10. Please provide additional information on the certification process envisioned for the RSE. – *Answer: The RSE shall meet all existing USDOT VII standards, specifications and requirements for roadside VII equipment. For any RSE not directly deployed in a NYS VII Corridor the Contractor shall include information in the Test Plan to address this issue. NYSDOT retains the right to approve the Test Plan submitted by the designated Contractor as part of Deliverable 1.5, and to inspect any documentation regarding the RSE. NYSDOT may also require as an on-site inspection if deemed necessary by NYSDOT staff to insure the RSE meets the required standards, before approval of the Test Plan.*
11. Will the contractor be expected to provide sensing equipment for features listed in Task #5 such as snow plow position? – *Answer: Yes the Contractor shall presume that they*

must provide all OBE equipment, hardware and any related items needed to undertake the tasks outlined in the scope

12. Will RSEs be procured as part of this solicitation? – **Answer:** *The NYS VII Corridors will have deployed RSEs – if any other site is involved then the Consultant shall be responsible for all aspects of the VII system including the RSEs.*
13. Is RSE installation a furnished service following any necessary training by the contractor? - **Answer:** *No – the NYS agencies will have deployed VII infrastructure including RSEs by November, 2008. Training is required only with the VII OBE task involving maintenance vehicles.*
14. Will specifications for the JBUS and message sets for the maintenance vehicles be provided to the contractor? - **Answer:** *Yes if additional information is required for the JBus of the maintenance vehicles; the Contractor should propose the standard message sets to be communicated. NYSDOT will review, modify and approve.*
15. Is there an API document for the CDLIS database (driver’s license database) for Task #3? – **Answer:** *Information will be provided to the designated consultant that details the record formats, protocols and other related information needed to access or simulate external data bases required under this effort. This is just a simple data file which should not have significant resource implications.*
16. Does the NYSDOT provide contractors with necessary access to CDLIS, or will simulated access to the registry be sufficient to demonstrate driver verification? – **Answer:** *Yes information will be provided that details the record formats, protocols and other related information needed to access or simulate external data bases required under this effort.*
17. Page 9 iii states “communication developed between heavy vehicles during typical highway operations..” What is considered a “typical highway operation”? – **Answer:** *The scope (for example, Task #5) provides information that addresses this question. Consultants should be familiar with basic maintenance operations and vehicle usage.*
18. Should the demonstration show disabling of the vehicle or is simulation sufficient? – **Answer:** *There are no specific requirements in the scope to disable a moving, operating vehicle. There are requirements for a stationary vehicle to be incapable of being operated.*
19. The VII POC will not be completed until June. What we need to know is the availability of the custom OBE h/w and s/w components. The COTS components are straight forward procurements but the custom developed s/w from some suppliers may contain IP that may not be readily available to RFQ responders. Further, source code, documentation and development tools must be available to new users as well. Even

among the participants on the VII POC program, none of them have all of the components, licenses and source code to support a use of a POC OBE on a new program. What steps have been taken by NYSDOT to get permission granted to use the VII POC technology on the CVII program or is that expected to be done by the individual CVII responders? – **Answer:** *The Consultant is responsible for all aspects of the scope including the procurement of all required OBE and hardware unless otherwise noted. NYSDOT has had a number of meetings with USDOT representatives on VII in general, and specifically, this CVII Program and the planned 2008 World Congress VII demonstrations in New York. USDOT will allow access to, and use of, information developed from previously funded VII related activities including those from the Proof Of Concept testing in Michigan. It should be presumed that this will include full and complete configuration data for 5.9 DSRC RSE and OBE as well as access to the architecture and other elements required to build VII standards compliant applications.*

20. Given the scope and funding levels of this CVII RFQ, it is not expected that the contractor for this CVII program would re-build, re-design or add to the POC OBE to get it to the baseline level suitable for on-going CVII use, but the risk is significant that that may be necessary. Without having a procurable OBE package available, the risk to the RFQ responders is significant. NYSDOT offers, in the RFQ, the assurance that the infrastructure test bed is functional and supported by them for the purposes of this RFQ. Is the same true for the OBE? – **Answer:** *The Consultant is responsible for all aspects of the scope including the procurement of all required OBE and hardware unless otherwise noted. NYSDOT has had a number of meetings with USDOT representatives on VII in general, and specifically, this CVII Program and the planned 2008 World Congress VII demonstrations in New York. USDOT will allow access to, and use of, information developed from previously funded VII related activities including those from the Proof Of Concept testing in Michigan. It should be presumed that this will include full and complete configuration data for 5.9 DSRC RSE and OBE as well as access to the architecture and other elements required to build VII standards compliant applications.*



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
50 WOLF ROAD
ALBANY, N.Y. 12232

ASTRID C. GLYNN
COMMISSIONER

DAVID A. PATERSON
GOVERNOR

March 26, 2008

REQUEST FOR PROPOSALS
FOR
**COMMERCIAL VEHICLE INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM CONSULTANT SERVICES
FOR NYSDOT
(Contract C030588)**

Dear Sir or Madam:

**SUBJECT: MODIFICATION NO. 2 TO REQUEST FOR PROPOSALS –
COMMERCIAL VEHICLE INFRASTRUCTURE INTEGRATION (CVII)
DEVELOPMENT PROGRAM CONSULTANT SERVICES FOR NYSDOT**

Reference is made to the subject solicitation wherein the following changes are hereby incorporated:

1. Attachment #2 (NYSDOT 255NAE), Item #10 (Firm/Teams Experience) should read as follows:

“The qualifications of the proposer are of great importance to NYSDOT. Through narrative discussion, show reason why the firm or joint venture submitting this questionnaire believes it is especially qualified to undertake the project. Specifically discuss the firm’s experience relevant to those items stated in Section IV, Limited to THREE pages in length, with a font size no smaller than 10 point, unless otherwise specified in the RFP.”

No other provision of the solicitation is otherwise changed or modified.

An authorized representative of your firm or organization **must** acknowledge receipt and acceptance of this Modification No. 2 by signing and e-mailing a copy of this Modification, as a PDF document, to the designated Contracts Analyst together with the balance of the Part II: Pricing and Contract Submittal.

ACKNOWLEDGED AND
ACCEPTED:

NYS DEPARTMENT OF TRANSPORTATION

BY: _____

BY: William Howe

NAME: _____

WILLIAM HOWE
Director, Contracts Management Bureau

TITLE: _____

FIRM: _____

RFP: Commercial Vehicle Infrastructure Integration (CVII) Development Program (Contract #C030588)

Contract #C030588

Commercial Vehicle Infrastructure Integration Development Program

DESIGNATION

On July 10, 2008
the New York State Department of Transportation designated

Volvo Technology of America, Inc.

in association with

**Booz, Allen & Hamilton, Inc. (Transportation Team Unit),
Cambridge Systematics, Inc.,
TechnoCom Corporation,
Southwest Research Institute,
and
Fitzgerald & Halliday, Inc. (DBE),**

to provide the services for the above contract.