

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
TWO MONTGOMERY STREET, 3RD FLOOR
JERSEY CITY, NJ 07302

Date: February 6, 2015

ADDENDUM #4

To prospective Proposers to Request for Proposals (RFP) # 40551: Multi-Facility Replacement Toll Collection System

Proposals originally due on February 26, 2015, no later than 2:00 PM EST

Proposals now due on March 26, 2015, no later than 2:00 PM EST

CHANGES:

1. RFP Cover Page: Change the Proposal Due Date to March 26, 2015.
2. Book 1, Clause 21, Section A: Insert the following as subsection 4: "The information required under this subsection for Financial Statements shall be provided electronically (e.g. a CD, thumb drive, etc.), in a separately marked envelope entitled 'Financial Statements'."
3. Book 1, Clause 21, Section B, subsection 1 (Work on Hand and Banking Institution): Delete the words "the annual dollar value".
4. Book 1, Clause 23, Item C, last sentence: Replace the sentence as follows: "The Executive Summary shall not exceed four (4) single-spaced pages in length."
5. Book 1, Clause 8, Surety Commitment Letter Page 5: Replace Clause 8 in its entirety with the following: "With its Cost Proposal, the Proposer shall include a commitment letter from one or more sureties authorized to do business in the State of New York and the State of New Jersey (in which states the toll equipment will be installed) whose names appear on the current list of the Treasury Department of the United States as acceptable as sureties upon federal contracts, stating that if the Proposer is awarded Contract MF-244.251 (the Design/Build contract), and at the time of the Authority's acceptance of the Contractor's Proposal, the Authority may require the Contractor to furnish a Performance and Payment Bond provided in Attachment F (Performance and Payment Bond), a copy of which is attached hereto and made part of thereby, in connection with the Contract. The surety(ies) will execute such a bond in the amount of the Contractor's Cost Proposal for the Design/Build Contract MF-244.251."
6. Book 2, Attachment B, D&PMP, Section 6, Page 210: Replace the first sentence of the second paragraph of Section 6 with the following: "For each of the required System Design Documents, the Contractor shall fully describe the System software and hardware designs for the relevant portion of the Replacement Toll Collection System, which shall include but is not limited to complete functional line and block diagrams, catalog cuts,

and product literature as well as a comprehensive and detailed technical presentation of the hardware, software, and communications architecture of the System.”

- 7. Book 2, Attachment B, D&PMP, Section 8.1, Table 3, Page 243. Replace Table 3 in its entirety with the following table:

Table 3 – Required Training Courses and Participants

Required Training Course	Intended Audience	Estimated Training Classes and Participants
Toll Collector Training	Toll Collection Staff	1 Class with 2 participants to train Authority Staff (Train the Trainer)
Toll Supervisor Training	Toll Supervisors	1 Class with 2 participants to train Authority Staff (Train the Trainer)
Management Training	Toll Facility Managers and Line Department Staff	6 Classes with 10 participants each to train a total of 60 Authority Staff
System Audit Training	Authority Revenue Accounting and Audit Staff	1 Class with 10 participants to train Authority Staff
Reports Training	Authority Operations and Management Staff	6 Classes with 10 participants each to train a total of 60 Authority Staff
System Administrator Training	System Administrators and Authority Oversight Staff	1 Class with 10 participants to train Authority Staff plus additional classes as necessary to train Contractor System Administrator Staff
Maintenance Training	System Maintainers and Authority Oversight Staff	1 Class with 10 participants to train Authority Staff plus additional classes as necessary to train Contractor Maintenance Staff
System Developer Training	System Developers and Authority Oversight Staff	1 Class with 10 participants to train Authority Staff

- 8. Book 2, Attachment B, Exhibit 1, Section 1 Testing Requirements, Table 1, Pages 267-268: Replace the description of the System-wide Operational Acceptance Test (SOAT) as follows: “Full production operation of the System, with live traffic, for a period of 30 consecutive calendar days. Staged

traffic may be used in conjunction with live traffic to test certain performance requirements such as AVI Read Accuracy and AVI Assignment Accuracy if included in the accepted SOAT Plan”

- 9. Book 2, Attachment C, TP-01, Section 3.2 (Maintainability), Requirement 3.2-007, Page 300. Replace Requirement 3.2-007 as follows: “All devices controlled by and/or interfaced to the Lane Controller (Lane peripherals) should be Ethernet IP based and provide for remote monitoring and configuration.”
- 10. Book 2, Attachment C, TP-01, Section 3.7.2 Receipt Printer, Page 308: Insert the following requirement as the last row in the table as Requirement Number 3.7.2-013:

Requirement Number	Requirement	Requirement Type
3.7.2-013	The receipt printer shall use a minimum font size of 10pt. The maximum font size shall be the largest legible font size that would fit the requisite receipt information based upon the width of the receipt paper.	Functional

- 11. Book 2, Attachment C, TP-01, Section 3.19 Training System, Requirement 3.19-017, Page 323: Replace Requirement 3.19-017 as follows: “The Training System shall be furnished with its own FTH (the Training Host) that shall provide for the Training System.”
- 12. Book 2, Attachment C, TP-01, Section 6.2.9.5 Training System, Requirement 6.2.9.5-004, Page 390: Replace Requirement 6.2.9.5-004 as follows: “The System shall retain all Lane Controller logs (operating system, application, event, etc.) for a period of not less than six (6) months.”
- 13. Book 2, Attachment J, TP-08, Section 10.2.2 Insert the following sentence for this entire Section 10.2.2: “This section is not used.”
- 14. Book 3, Attachment A, Section 5.11, Toll Supervisor Workstation Maintenance, Page 51. Replace the first sentence of the section in its entirety with the following: “Routine operational requests for the Toll Supervisor workstations (e.g., resetting passwords, etc.) shall be resolved within 15 minutes of request during Normal and Primary Time Periods as described in Section 10 below.”

15. Book 3, Attachment A, Section 5.12, Deposit Workstation Maintenance, Page 51: Replace the first sentence of the section in its entirety with the following: “Routine operational requests for the Toll Collector deposit workstations (e.g., resetting passwords, etc.) shall be resolved within 15 minutes of request during Normal and Primary Time Periods as described in Section 10 below.”

INFORMATIONAL PURPOSES ONLY:

1. [Construction M/WBE Participation Plan](#). Proposers can use the hyperlink in the title of this item #1 to access the first page of the Construction M/WBE Participation Plan.
2. [Book 2, Attachment C, System Technical Parameters, TP-01, Exhibit 14, Requirements Conformance Matrix](#): The Requirements Conformance Matrix provided in Addendum 3 has been updated to reflect Changes 9 through 12, above. Proposers can use the hyperlink in the title of this item #2 to access the updated document.

QUESTIONS AND ANSWERS:

The following information is made available in response to questions submitted by prospective Proposers to the Port Authority of New York and New Jersey’s (the “Port Authority” or the “Authority”) RFP for a Multi-Facility Replacement Toll Collection System. It addresses only those questions that the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer does not mean or imply anything (nor should it be deemed to have any meaning, construction or implication) with respect to the terms and provisions of the Request for RFP, which will be construed without reference to such questions.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Proposer, by submitting its proposal, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, orally or in writing, shall impair or limit the effect of the warranties of the Proposer required by this RFP and any resulting contract and the Proposer agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
1	General	n/a	Anticipated Demonstration Award Date and NTP	Please provide the anticipated award date and NTP for Multi-Facility Replacement Toll Collection Field Demonstration; Contract MF-244.251D	The Port Authority anticipates, but does not guarantee, awarding Contract MF-244.251D during the summer of 2015 and issuing the consequent NTPs for the field demonstrations during the third and fourth quarters of 2015.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
2	General	n/a	ITCS (Integrated Toll Collection System) Incumbent Vendor	Is the legacy ITCS system provider bound by contract to provide Succession Planning or support to the Contractor to assist in the transition planning? If there is an existing Succession Plan for that contract can Port Authority provide a copy to the proposers?	Refer to Book 2, Attachment B, D&PMP, Section 2.3.2.1 Data Migration Plan. The selected Proposer (i.e. Contractor) for Contracts MF-244.251 and MF-244.251M shall be responsible for all transition planning and subsequent support of the RTCS as it is installed. The ITCS Contractor will be under contract to maintain the legacy system throughout the design and installation of the RTCS.
3	Book 1	Cover page	Proposal due date	Due to the sheer size of this RFP and the level of detail required, we respectfully request an extension of the proposal due date. This will provide firms time to compliantly respond to all the requirements in the RFP and related documents.	See "Change 1" of this Addendum
4	Book 1	Cover page	Questions due date	Due to the specific details required in this RFP, and the overall length of the RFP documents, we kindly request an additional opportunity to submit questions; to be due no later than 2 weeks after the distribution of answers to this round of questions.	The Port Authority anticipates, but does not guarantee, giving prospective proposers an opportunity to submit questions in response to the answers provided hereunder and in a subsequent addendum. The Port Authority anticipates that the subsequent addendum will state the duration for the additional question period.
5	Book 1	Cover page	Response to questions due date	Please confirm when responses to questions will be published.	Responses to questions are published in this Addendum and subsequent Addenda, which will be released after the publication of this Addendum.
6	Book 1	Cover	Questions	Given the size of the RFP and potential to generate a follow-up clarification request to this round of Q&A, will the Authority consider allowing an additional question submission period?	See the response to question 4, above.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
7	Book 1	Sec. 9, pg. 5	BQQ submittal	Is the BQQ due to the Office of Inspector General prior to the proposal due date? If so, when is it due and what evidence of its submittal must be included in the proposal?	Proposers shall submit a completed BQQ, directly to the Port Authority's Office of Inspector General (OIG), prior to proposal submission. Proposers shall affirm in their proposals that their BQQs have been already submitted to the OIG.
8	Book 1	19, Proposer Prerequisites, pg. 19	Qualifications	How many systems must the Proposer have installed to meet the qualifications criteria in section A(1)? Is this requirement meant to fulfill the system integrator requirement detailed in Book 1, page 20.A.1?	Refer to Book 1, Attachment G. Proposers shall include one or more systems to meet the Prerequisites in Clause 19, subsection A, item 1. This prerequisite is separate from the preferred qualifications conveyed in the Section entitled "Preferred Proposer Qualifications" (Book 1, Clause 20, subsection A, item 1). However, experience used to meet the prerequisite in Clause 19 may also be used to demonstrate the preferred qualifications conveyed in Clause 20, if applicable.
9	Book 1	Sec. 19 C, pg. 19	EOR Role in Book 3	Page Book 1-19 refers to a role for the EOR in Book 3 (maintenance). Attachment G. Section C.2 also references an EOR role in Book 3 (maintenance). Please clarify the requirements for the EOR in maintenance.	The Contractor shall be responsible for the EOR function if System construction/physical modification is required during the Maintenance Contract (MF-244.251M) to continue to meet established performance requirements or to comply with Authority change order requests.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
10	Book 1	Proposer Prerequisites, pg. 19; C, pg. 21; D, pg. 22	EOR, AOR	<p>How many years of experience are required for the EOR and AOR – 5 years of experience or 7 years experience?</p> <p>Page 19 indicates the EOR and AOR and Project Manager must have a minimum of 5 years of experience in field assessment, technical design, design production, and design implementation for projects of size and complexity...</p> <p>While Page 21 indicates the EOR must have 7 years in field assessment, technical design, design production, and design implementation in the multi-discipline engineering design services listed below, and lists a number of specific disciplines "of comparable size, type, and complexity" and all say 7 years experience.</p> <p>In addition page 22 indicates AOR should have 7 years of experience in field assessment, technical design....</p>	<p>Section 19 (Proposer Prerequisites) conveys prerequisites that proposers <i>shall</i> have satisfied prior to proposal submission.</p> <p>Section 21 (Preferred Proposer Qualifications) conveys the <i>preferred</i> qualifications that proposers <i>should</i> have attained prior to proposal submission. However, these qualifications are preferred but not required.</p>
11	Book 1	Pg. 20, Preferred Proposer Qualifications, A, System Integrator	System Integrator Qualifications	Please confirm whether the Proposer's system integrator qualifications are intended to be for toll projects within the United States?	The Authority will also consider the proposer's system integration experience in toll projects located outside of the United States.
12	Book 1	Sec. A, 2, c-e, pg 20	Maintenance Qualifications	Are these requirements meant to specify that the Integrator is required to demonstrate successfully providing the required maintenance services on one separate cash and one separate ETC system?	The requirement may be met by demonstrating successful performance of maintenance services, for the required timeframes, within a single system or separate systems.

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13	Book 1	Pg. 25, sec. 21	Financial Information	Are subcontractors required to submit the Financial Information per page Book 1-25?	Only proposers shall submit the information required under Section 21 (Financial Information) of Book 1. However, the Port Authority reserves the right to request information regarding proposed subcontractors.
14	Book 1	Section 21 A, page 25	Financial statements	Regarding financial statements, we would like to request that these be submitted in an electronic format only, due to their large size when printed.	See "Change 2," above.
15	Book 1	Section 21 B, page 25	Work on Hand and Banking institutions The following requirement asks for " A statement of work which the proposer has on hand, including any work on which a bid and/or proposal has been submitted, containing a description of the work, the annual dollar value, the location by City and State, the current percentage of completion, the expected date for completion..."	Due to the highly sensitive and strategic nature of submitted bids and proposal in the evaluation process, we would like to request that all financial and value information from pending and submitted bids and proposals be excluding from this list.	See "Change 3," above.
16	Book 1	Sec. C, pg. 27	Executive Summary	Will the Authority consider increasing Executive Summary's page limit from two pages to four pages?	See "Change 4," above.
17	Book 1	Section M.2, Cost Proposal, page 34	Performance and Payment Bonds/Surety Letter	Please provide the actual surety bond requirements.	Refer to Book 2, Chapter I, Clause 7 ("Performance and Payment Bond") for Performance and Payment Bond requirements.

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18	Book 1	Att. C, pg. 43	M/WBE Participation Plan	Will the Authority please provide Attachment C in Word or Excel?	See Informational Purposes Only 1. The Authority will provide the first page of Attachment C of Book 1 in MS Word Format. Pages 2 and 3 of this same attachment are not available as MS Word or Excel files.
19	Book 1	Att. E, pages 52-70	Price Sheets	Will the Authority provide the price sheets in Excel?	The requested information was provided under Addendum 3 to RFP 40551.
20	Book 1	Att. G, Sec. C.2, pg. 80	EOR Role in Book 3	Page Book 1-19 refers to a role for the EOR in Book 3 (maintenance). Attachment G. Section C.2 also references an EOR role in Book 3 (maintenance). Please clarify the requirements for the EOR in maintenance.	See response to question 9 of this Addendum.
21	Book 1A	Section 5, page 16	Field Demonstration Test Scripts. General question.	How far in advance of the Field Demonstration will the test scripts be provided?	The Port Authority anticipates, but does not guarantee, providing the test scripts at NTP for the Field Demonstration contract (MF-244.251D)
22	Book 1A	Section 5, page 17	Field Demonstration Test Scripts. General question.	Are there any requirements to utilize 4 or 5-axle tractor-trailer rigs during the Demonstration Test?	No. The vehicle requirements for the Field Demonstrations are defined in Section 5 (Field Demonstration Scripts) of Attachment A of Book 1A.
23	Book 1A	Section 6, page 26	Field Demonstration Plan. General question.	Are there any specific requirements for the site safety plans and protocols?	The RFP does not include specific safety-related documentation content requirements for the field demonstrations. However, the RFP does require the proposers to provide their test site safety documentation in their Field Demonstration Plans, which will be evaluated by the Authority.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
24	Book 1A	Section 8, page 27	Conduct of Demonstration. General question.	How far in advance of the Field Demonstration will the E-ZPass transponders be provided?	The Authority personnel attending the Field Demonstrations will supply the E-ZPass transponders and any vehicle license plates to be used during the Field Demonstrations at the commencement of the Field Demonstrations. The transponders and license plates will not be provided to the firms prior to such commencement.
25	Book 2	General Question	Conduit Re-use	Please clarify if re-use of conduits is allowed?	Refer to Book 2, Attachment J, TP-08, Section 6.3.1.
26	Book 2	General Question	Junction Boxes	Please clarify if re-use of junction boxes is allowed?	Refer to Book 2, Attachment L, Basic Contract Drawings, E101, Note 2 and similar notes on drawings for the other facilities.
27	Book 2	Sec. 7, pg. 9	Performance and Payment Bond	Is it the owners' intent to have a single bond to cover the entire contract period - inclusive of both implementation and maintenance? Or is it possible to have two separate bond requirements - one for the design and implementation and another for the system maintenance? If the owner is amenable to two separate bonds, can the system maintenance contract be bonded on an annually renewable form? This approach would significantly reduce bonding costs to the Authority.	The bonding requirements apply only to the Design/Build contract (MF-244.251). See "Change 5," above.
28	Book 2	Sec. 13, pg. 16	Milestone Payment Schedule	The milestone payments seem to not take into account the high upfront cost incurred for development, engineering, documentation, and the host equipment purchase. Is the Authority willing to negotiate the payment milestone schedule with the successful Contractor?	Exceptions and/or additions to the RFP's terms and conditions should be included in the firms' proposals. The Port Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
29	Book 2	Section 19, Page 23	<p>Time For Completion and Damages for Delay.</p> <p>“The Contractor shall complete the performance of all Work required for Project Completion under this Contract within 1,700 calendar days from the date of Contract award”.</p>	Does the project completion within 1,700 days include the maintenance period?	<p>Book 2, Section 19, Item 3 only defines the requirements for Project Completion under Contract MF-244.251 (Design/Build Contract). It is not applicable to Contract MF-244.251M (Maintenance Contract).</p> <p>All Work required under Contract MF-244.251 shall be completed within 1,700 days, as defined.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
30	Book 2	Section 41, page 47	<p>Certificate of Final Completion.</p> <p>“After the satisfactory completion of all Work, including satisfactory completion of the System-wide Operational Acceptance Test, whatsoever required, and the making of such tests and inspections as may be necessary or desirable, including satisfactory completion of the System-wide Operational Acceptance Test, the Engineer will render to the Authority and to the Contractor a certificate in writing (herein called the Certificate of Final Completion) certifying that in his opinion all Work under this Contract, including Extra Work, has been completed in accordance with the Detailed Contract Drawings and Detailed Contract Specifications and the requirements of the Engineer, and certifying the date as of which it was so completed.”</p>	<p>Question no. 1: Considering the lack of definition on the exit criteria for the SOAT, a de facto Certificate of Completion after 90 days of beneficial Use is a reasonable approach for defining this milestone.</p> <p>Question no. 2: Would the Port Authority consider a Beneficial Use clause or provide more comprehensive entry and exit criteria for SOAT?</p>	<p>Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Port Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
31	Book 2	Section 42, page 47	<p>Maintenance During Construction.</p> <p>“The Contractor shall provide Maintenance During Construction on parts of the System that have been installed and accepted by the Authority prior to the System-wide Operational Acceptance Test and are operational, in accordance with the “System Maintenance Requirements,” Attachment A of Book 3 of Contract MF-244.251M. The Contractor is obligated to perform Maintenance During Construction under this Design/Build Contract MF-244.251 until construction has been completed and System-wide Operational Acceptance Test has been accepted. Thereafter, Maintenance Work shall be performed by the Contractor under the Maintenance Contract, MF-244.251M.”</p>	<p>Question no. 1: Please clarify the words “installed and accepted.”, Are you referring to the SOAT?</p> <p>Question no. 2: Also, if there are interim acceptance tests, please provide details.</p>	<p>1) “Installed and accepted” does not refer to the SOAT. In the quoted text, “installed and accepted” refers to the successful completion of tests developed according to requirements of Book 2, Attachment B, D&PMP, Exhibit 1, Section 1.8, Field Tests (pp. Book 2- 274-275).</p> <p>2) Details of Field Tests are provided in Book 2, Attachment B, D&PMP, Exhibit 1, Section 1.8, Field Tests.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
32	Book 2	Section 42, page 47	<p>Maintenance During Construction.</p> <p>“The Contractor shall provide Maintenance During Construction on parts of the System that have been installed and accepted by the Authority prior to the System-wide Operational Acceptance Test and are operational, in accordance with the “System Maintenance Requirements,” Attachment A of Book 3 of Contract MF-244.251M. The Contractor is obligated to perform Maintenance During Construction under this Design/Build Contract MF-244.251 until construction has been completed and System-wide Operational Acceptance Test has been accepted. Thereafter, Maintenance Work shall be performed by the Contractor under the Maintenance Contract, MF-244.251M.”</p>	<p>Please provide details for delineation and demarcation of responsibility between the maintenance of the legacy system and new system during the construction and transition period of this contract?</p>	<p>The Contractor shall maintain all aspects of the RTCS during both the maintenance during construction period (as defined in Book 2, Clause 42, Maintenance During Construction) and during the Maintenance Contract, as defined in Book 3. The Port Authority has arranged for the current ITCS maintenance Contractor to provide maintenance of the legacy system until the last element of the legacy system is decommissioned.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
33	Book 2	Section 100.A.1, Page 119	<p>Testing Phases (CIT).</p> <p>“Should the Contractor be specifically directed to suspend operations in a work area specified herein to be available for operations of the Contractor, or should such work area not be available by the times specified elsewhere in the Contract, and if solely because of such suspension of operations or late availability of the work area, the Contractor is necessarily kept idle at the construction site, the Contractor will be compensated as stipulated in the clause of this Contract entitled “Compensation for Emergency Delays.””</p>	<p>Question no. 1: What is deemed an Emergency delay (are there examples of such)?</p> <p>Question no. 2: At what level in the hierarchy of the Port Authority is it determined to be an emergency or delay and will the contractor be made aware of any emergency or delay to notify onsite personnel scheduled to work during the effected time?</p>	<p>1) “Emergency Delay” is defined as a delay resulting from the Authority’s suspension of its operations at the construction site due to emergency conditions as, determined at the sole discretion of the Engineer.</p> <p>2) The Engineer will notify the Contractor.</p>
34	Book 2	Section 102.A, page 126	<p>Hours of Work and Construction Staging. General question.</p>	<p>Question no.1: What constitutes a weather delay or cancellation?</p> <p>Question no.2: Who from the Port Authority will cancel scheduled work due to a weather event?</p>	<p>#1: Refer to Book 2, Chapter III, Clause 20 entitled “Extensions of Time” for provisions relating to weather delay.</p> <p>2) The Engineer will notify the Contractor.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
35	Book 2		Software Escrow Agent	Should Port Authority require an escrow agent, does Port Authority have a preferred vendor and should the proposer plan to include expenses for such services in its costs or will these costs be paid by Port Authority?	Refer to Book 2, Attachment A, Section 2, subsection D, and Exhibit 6 for Escrow Agent compensation. The Authority does not have a preferred escrow agent.
36	Book 2	Att. A; section 2, pgs. 304-310	Escrow Agreement	Book 2 – Attachment A Section 2 Escrow Agreement does not identify an escrow agent. Does the Authority have a preferred escrow agent? If so, what are the associated costs with this preferred escrow agent?	See response to question 35, above.
37	Book 2	D&PMP: sec. 2.1.6, pg. 175	General Schedule Provisions	The Project Schedule will include many Port Authority staff deadlines for deliverables and reviews that are necessary and impact the Critical Path of the Project. Further, the Contractor’s Proposal Response, Preliminary Baseline Schedule and the Engineer’s accepted Baseline Schedule will include critical assumptions about the Contractor’s approach to the work and is the basis for how the job has been priced. Sections 2.1.6 bullets 2 and 3 exonerate Port Authority from any responsibility for performing its work in accordance with the Engineer’s approved Baseline Schedule and any consequential impacts to the project schedule as a result of what the Port Authority team may have known at the time the schedule was approved. Will Port Authority permit the use of Change Orders as a means to alter the contract dates and/or price to accommodate these unanticipated changes?	<p>The Contractor is responsible for developing a Baseline Schedule that properly represents its approach to work, including assumptions related to activities requiring Authority interaction and/or acceptance by the Engineer. The Contractor’s failure to follow the submittal review period guidance in Section 10.4 will not constitute a valid claim for delay. Provisions relating to time for the Design/Build Contract are defined in Book 2, Chapter III of this RFP.</p> <p>Regarding the request for the use of Change Orders as a means to alter contract dates, etc., the Authority will not consider such requests under this Addendum. Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
38	Book 2	D&PMP: sec. 2.1.6, pg. 175, bullet 5	Engineer	Per Book 2 Attachment B Section 2.1.6, Bullet 5, the Engineer shall have the right at any time, when in his judgment the Work is not proceeding in accordance with the Current Progress Schedule, or at any time when it is likely that the Work might not be completed by the time(s) required in the Form of the Contract to direct the Contractor to increase resources. Given this direction is being provided at the sole discretion of the Engineer, will Port Authority provide compensation to the Contractor for these costs?	Regarding the “compensation” in the request, the Authority will not consider such requests under this Addendum. Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.
39	Book 2	D&PMP: sec. 2.3.2.1, pg. 184	Data Migration Plan	Book 2 Attachment B – D&PMP calls for a Data Migration Plan and process but there is not description of the legacy data to be migrated. Can Port Authority identify which RDBMS is being used and provide a data dictionary for the legacy system and how many years will be migrated and what is the approximate size of the database today?	The legacy data to be migrated will be contained in an Oracle 12C Enterprise RDBMS. The Authority anticipates, but does not guarantee, that up to seven (7) years of data will be migrated from the legacy system to the replacement system (RTCS). The Authority is currently updating its RDBMS, so actual database size to be migrated is not available. The Proposer shall fully document the assumptions related to database migration used in the development of its proposal.
40	Book 2	D&PMP Pages 367 and 372, 4.2.5 and 5.5	Drawings	The New York seal is a stamp only, not embossing. Should the New York drawings be sealed with an ink stamp on mylar?	Yes, the Contractor shall comply with the applicable State standard.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
41	Book 2	D&PMP: sec. 6, pg. 209	Documentation	<p>Book 2 Attachment B – D&PMP Section 6 states “For each of the required System Design Documents, the Contractor shall fully describe the System software and hardware designs for the relevant portion of the Replacement Toll Collection System, which shall include but is not limited to complete functional line and block diagrams, catalog cuts, and product literature as well as a comprehensive and detailed technical presentation of the hardware, software, and communications architecture of the System, and other such documentation as the Authority may require.” Then later in the same Section it states “The Contractor shall develop, deliver, and maintain all System Design Documentation Submittals as required herein to the satisfaction of the Engineer.” Can Port Authority please specify exactly what additional documentation is required when it states “other such documentation as the Authority may require” or remove that language since all documentation is subject to the satisfaction of the Engineer anyway?</p>	<p>The referenced sentence from D&PMP Section 6 provides an overview of the contents of the required System Design Documents and is not intended to modify the required contents of the System Design Documentation Submittals as defined in Section 6.</p> <p>See “Change 6,” above.</p>
42	Book 2	D&PMP: sec. 7.1, pg. 231	Toll Collector Manual	<p>Requirement: The Contractor shall develop, furnish to the Authority, and maintain a complete set of System Operating Documentation as described below.</p> <p>Request: Please provide copies of current documentation and manuals.</p>	<p>The Contractor is required to develop, furnish and maintain the documentation as defined in the RFP.</p> <p>The existing documentation for the legacy system (ITCS) is not relevant to this requirement.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
43	Book 2	D&PMP: sec. 7.2, pg. 232	Toll Supervisor Manual	Requirement: See 7.1 Request: Please provide copies of current documentation and manuals.	See response to question 42, above.
44	Book 2	D&PMP: sec. 7.3, pg. 234	Toll System Reports Manual	Requirement: See 7.1 Request: Please provide copies of current documentation and manuals.	See response to question 42, above.
45	Book 2	D&PMP: sec. 7.4, pg. 235	Toll System Management Manual	Requirement: See 7.1 Request: Please provide copies of current documentation and manuals.	See response to question 42, above.
46	Book 2	D&PMP: sec. 7.5, pg. 236	System Administrator Manual	Requirement: See 7.1 Request: Please provide copies of current documentation and manuals.	See response to question 42, above.
47	Book 2	D&PMP: sec. 7.6, pg. 239	System Maintenance Manual	Requirement: See 7.1 Request: Please provide copies of current documentation and manuals.	See response to question 42, above.
48	Book 2	D&PMP: sec. 7.7, pg. 241	Original Equipment Manufacturer (OEM) Documentation	Requirement: See 7.1 Request: Please provide copies of current documentation and manuals.	See response to question 42, above.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
49	Book 2	D&PMP: sec. 7.7, pg. 241	Manuals	Book 2 Attachment B – D&PMP Section 7.7 states “The Contractor shall furnish a complete set of Operating, Maintenance, and Installation Manuals for each OEM item provided as part of the System. OEM manuals shall also be provided for parts that are part of an assembly fabricated by the Contractor.” This statement assumes the requested documentation for all OEM parts and equipment has such documentation made available to the Contractor which is not the case all the time. Can Port Authority change the requirements to state “To the extent it is commercially available, The Contractor shall furnish a complete set of Operating, Maintenance, and Installation Manuals for each OEM item provided as part of the System. OEM manuals shall also be provided for parts that are part of an assembly fabricated by the Contractor.”?	<p>Refer to the last paragraph of Book 2, Attachment B, D&PMP, Section 7.7 for requirements concerning OEM Manuals, including those parts fabricated by the Contractor.</p> <p>Regarding the proposer’s request, the Authority will not consider such requests under this Addendum. Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.</p>
50	Book 2	D&PMP: Table 3, pg. 243	Training	Book 2 Attachment B – D&PMP Table 3 lists anticipated quantity of students for training but does not specify the anticipated class size or the location for the training. Can Port Authority specify the class size and confirm that all training will be conducting in the existing Port Authority Training Center?	<p>Training shall be conducted in the Authority Training Center or other Authority facilities as directed by the Authority.</p> <p>See “Change 7,” above, for maximum class size modifications to D&PMP Table 3 that shall be used by the Contractor in developing its Training Plan.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
51	Book 2	D&PMP, Pg. 413, 9.6 and 9.7	Installation Submission	This section requires a means and methods of installation submission. Is this only when installations differ from approved shop drawings?	<p>The Authority assumes this question is related to Book 2, D&PMP, Section 9.6, Final Design Review (FDR), and Section 9.7, As-Built Review. The Contractor shall develop Shop Drawings in compliance with D&PMP, Section 5, including documentation of the proposed means and methods of installation.</p> <p>With respect to D&PMP, Section 9.6, Final Design Review (FDR), all of the Contractor's Shop Drawings that have been approved by the EOR/AOR at the date of the submittal, shall be included in the FDR Shop Drawing Submittal at the 100% level of completion. As installation does not commence until after FDR acceptance, the contents of these Shop Drawings reflect the Contractor's proposed design. After the installation commences, the Contractor shall develop, and the EOR/AOR shall approve, all additional Shop Drawings that may be required to complete the Work.</p> <p>Shop Drawings created after FDR shall be submitted to the Engineer for acceptance as they are completed, as defined in D&PMP, Section 5.1, Shop Drawing Submittals. With respect to Section 9.7, As-Built Review, the Contractor is required to submit all of its Shop Drawings approved by the EOR/AOR at the 100% level of completion, with all red line changes that occurred during System removal, construction and installation.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
52	Book 2	D&PMP: sec. 10.4, pg. 257	Submittal Review Periods	<p>Book 2 Attachment B – D&PMP Section 10.4 provides a general overview of submittal periods. Therein it states “Within the number of working days hereinafter specified after receipt of the required Submittals, the Engineer will accept a Submittal or require corrections or additions to be made thereon based upon the results of the Authority’s review. When a document requires additions or corrections the Engineer will return the document to the Contractor and the Contractor shall make the revisions, corrections, or additions shown thereon to be made.” The design/build process is expected to be an iteration and receiving comments, additions or corrections is an anticipated part of the process of maturing the design from preliminary through final designs. Can the Contractor plan to address Port Authority comments as a part of the next Milestone Review submittal or is Port Authority suggesting that all comments on a particular submittal must be completed and the documents resubmitted showing each comment has been addressed before the Engineer will provide approval for the intended Milestone Review?</p>	<p>Refer to Book 2, Attachment B, D&PMP, Section 10.6 for elaboration on the requirements comment disposition and submittal status.</p> <p>The Authority will review each submittal and assign a Comment Action Code during the Comment Review Meeting process. The Comment Action Code will designate the Contractor’s required action as described in Table 11 of the foregoing section. Comments assigned a Comment Action Code of RR (Resubmission Required) must be addressed and the document must be resubmitted for the Engineer’s acceptance before proceeding to the next Design Milestone. Comments associated with greater levels of design completion than required at the current Milestone will be assigned a Comment Action Code of NS (Next Submittal). These comments must be addressed in the next Milestone Review submittal.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
53	Book 2	D&PMP, Table 12, pg. 263	Submittal Disposition Status	<p>Book 2 Attachment B – D&PMP Table 12 provides a definition for Submittal Disposition Status. No Action Taken is defined as “The Submittal is returned by the Authority without review due to missing elements and/or documents/drawings with significant deficiencies. The Contractor is required to correct the noted deficiencies that will be documented by the Authority in an accompanying letter and shall resubmit before the Authority will initiate a complete review.” Can Port Authority provide examples or further definition of “significant deficiencies”? For example, how would a design document or plan set submitted as preliminary or at 25% completion quality be considered deficient? Are there actual criteria the contractor can use as guidelines to ensure a successful submittal?</p>	<p>The Authority reserves the right to halt the review process and return the Submittal to the Contractor with a Submittal Disposition Status of “No Action Taken” if the Engineer, at his sole discretion, determines that the Submittal does not include all required elements or is of such substandard quality that corrective action is required by the Contractor before the Authority will proceed with its review.</p> <p>The Authority will document the issues identified that must be corrected by the Contractor when the Submittal is returned.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
54	Book 2	D&PMP, Exhibit 1, Section 1, page 267	Table 1: Testing Phases. CSC Integration Testing (CIT)	Can the data created from transactions used during the FAT be used in the CSC Integration Test?	<p>The Authority assumes this question is related to Book 2, D&PMP Exhibit 1, System Testing Requirements, Section 1, Testing Requirements.</p> <p>Refer to Book 2, Attachment B, D&PMP, Section 2.3.2.2 and in Exhibit 1, System Testing Requirements. The Contractor is responsible for developing the CSC Integration Test Plan and describing how the testing is to be completed including all aspects of testing that will include data simulation.</p> <p>The Authority will consider the Contractor’s proposed testing methodology when the Plan is submitted for acceptance by the Engineer.</p>
55	Book 2	D&PMP, Exhibit 1, Section 1, page 267	Table 1: Testing Phases. First Lane Field Testing (FLFT)	Can the FLFT use a subset of the FAT test scripts?	<p>The Authority assumes this question is related to Book 2, D&PMP Exhibit 1, System Testing Requirements, Section 1, Testing Requirements.</p> <p>Refer to Book 2, Attachment B, D&PMP, Section 2.3.2.2 and in Exhibit 1, System Testing Requirements. The Contractor is responsible for developing the Field Test Plan and defining the test scripts that are appropriate for meeting the requirements of the FLFT.</p> <p>The Authority will consider the Contractor’s proposed testing methodology when the Plan is submitted for acceptance by the Engineer.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
56	Book 2	D&PMP, Exhibit 1, Section 1, page 268	Table 1: Testing Phases. System-wide Operational Acceptance Test (SOAT)	Are there any requirements to inject test vehicles into the live traffic during conductance of the SOAT?	<p>The Authority assumes this question is related to Book 2, D&PMP Exhibit 1, System Testing Requirements, Section 1, Testing Requirements.</p> <p>See "Change 8," above.</p>
57	Book 2	D&PMP, sec. 1.1, pg. 268	System Testing Requirements	Attachment B – Design and Project Management Parameters Exhibit 1 - System Testing Requirements under Section 1.1 General Provisions for all testing states "Back-up, archive, and restoration of data shall be tested and verified." This is not a General Provision that would be planned for all Test Phases. For example, it would likely need to be conducted at SOAT but would not customarily be completed during Field Test. Can Port Authority please move this out of the General Requirements and into its correct phase of testing?	Refer to Book 2, Attachment B, D&PMP, Section 2.3.2.2 and in Exhibit 1, System Testing Requirements. The Contractor is responsible for developing the required Test Plans and defining the proposed test methodology for meeting all of the requirements defined in this RFP.
58	Book 2	D&PMP, Exhibit 1, Section 1.2.1, page 269	Test Plan. General question.	Does the First Lane Field Test require a separate plan from the Field Test Plan?	<p>The Authority assumes this question is related to Book 2, Attachment B, D&PMP, Exhibit 1, System Testing Requirements.</p> <p>Refer to Book 2, Attachment B, D&PMP, Section 2.3.2.2 and in Exhibit 1, Section 1.8. The Contractor is responsible for submitting a single unified Field Test Plan. The Field Test Plan shall include separate test scripts for First Lane Field Testing and Field Testing.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
59	Book 2	D&PMP, Exhibit 1, Section 1.5, page 272	Pre-Acceptance Testing. General question.	Are there any specific requirements for documentation during conductance of pre-acceptance testing?	<p>The Authority assumes this question is related to Book 2, Attachment B, D&PMP, Exhibit 1, System Testing Requirements.</p> <p>Refer to Book 2, Attachment B, D&PMP, Exhibit 1, Section 1.5 for the documentation requirements for Pre-Acceptance Testing, including related milestones in the Baseline Schedule and progress updates in the Contractor’s project status reports.</p>
60	Book 2	D&PMP, Exhibit 1, Section 1.8.2, page 275	Field Test (FT). “The FT begins after the Contractor has provided certification of readiness for FT and, for the initial FT, after the Engineer has accepted the results of the FLFT.”	Please provide additional information on the criteria and formality of the “certification of readiness” required by the Port Authority.	<p>The Authority assumes this question is related to Book 2, Attachment B, D&PMP, Exhibit 1, System Testing Requirements.</p> <p>The Contractor’s Field Test Plan shall define the internal testing and/or check lists, etc., used to document the Contractor’s certification that the lane has been fully checked and is ready for formal Field Testing. The Authority will consider the Contractor’s proposed certification methodology when the Field Test Plan is submitted for acceptance by the Engineer.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
61	Book 2	D&PMP, Exhibit 1, Section 1.9, page 275	<p>System-wide Operational Acceptance Test (SOAT).</p> <p>“The SOAT shall be executed by the Contractor staff, operating the System in its entirety without a failure, as determined by the Engineer, in the live environment for a period of 30 consecutive calendar days.</p> <p>The Contractor shall correct any failure that is observed during the test period. If any such failure occurs which prevents the System or any part thereof from operating in accordance with the Contract, the entire SOAT shall restart at day one and shall continue until the System has operated for a consecutive 30-day period without such failure, at the Engineer’s discretion.”</p>	<p>Question no.1: The definition of a “failure” is not clear. To completely and accurately understand what is required, please provide a comprehensive definition of SOAT entry criteria and exit criteria for a cure period.</p> <p>Question no.2: Please provide examples of which minor failures would not initiate SOAT restart (e.g. toll paid display not illuminating, receipt paper jam).</p>	<p>The Authority assumes this question is related to Book 2, Attachment B, D&PMP, Exhibit 1, System Testing Requirements.</p> <p>Refer to Book 2, Attachment B, D&PMP, Exhibit 1, Section 1.9. The Contractor shall develop the required SOAT test scripts, including its proposed definitions of test failures and associated exit and entry criteria for a cure period, as part of the SOAT Plan submitted for the Engineer’s review and acceptance; however, the final determination of what failure will initiate SOAT restart will be at the discretion of the Engineer, as stated in the RFP.</p>
62	Book 2	D&PMP, Exhibit 1, Sect 1.8.1 Pages 274-275	<p>First Lane Field Test (FLFT).</p> <p>“Additional Lane/Toll Zone installations and testing shall not occur until the Engineer has accepted the FLFT of that configuration.”</p>	<p>Is the start of the civil work required also limited or prohibited until successful completion of the FLFT?</p>	<p>The Authority assumes this question is related to Book 2, Attachment B, D&PMP, Exhibit 1, System Testing Requirements.</p> <p>No construction work of any type by the Contractor is permitted in additional Toll Lanes/Zones until the Engineer has accepted the FLFT.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
63	Book 2	D&PMP, Exhibit 1, Sect 1.8.1 Page 274-275	First Lane Field Test (FLFT). “The FLFT occurs after the Contractor has provided certification of readiness for FLFT and the Engineer has accepted the results of the FAT and the CIT.”	Please provide the criteria and formality of the FLFT “certification of readiness”, and all certifications of readiness required by the Port Authority.	The Authority assumes this question is related to Book 2, Attachment B, D&PMP, Exhibit 1, System Testing Requirements. See response to question 60 of this Addendum.
64	Book 2	TP-01, sec. 3.2 pg. 300	Maintainability	Book 2 Attachment C – TP-01 Requirement 3.2-005 states “The Contractor shall provide a list of manufacturers demonstrating that all System hardware should have three (3) manufacturers for all non-proprietary assembly level parts and components”. TP-01 Requirement 3.2-006 states “The Contractor shall provide a list of manufacturers demonstrating that all System hardware shall have two (2) manufacturers for all non-proprietary assembly level parts and components.” These requirements are in conflict. Please clarify: Are two (2) or three (3) manufacturers required for non-proprietary assembly level parts and components?	There is no conflict between the requirements cited in the question/request. One requirement is a “shall” the other is a “should”. Refer to Book 1, Clause 22 and Book 2, Attachment C, TP-01 (Proposer instructions box of Section 1) for information on this distinction.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
65	Book 2	TP-01, sec. 3.2, pg. 300	Maintainability	<p>The following sections of the RFP seem to be redundant and contradictory. Please clarify.</p> <p>3.2-005 - The Contractor shall provide a list of manufacturers demonstrating that all System hardware should have three (3) manufacturers for all non-proprietary assembly level parts and components.</p> <p>3.2-006 - The Contractor shall provide a list of manufacturers demonstrating that all System hardware shall have two (2) manufacturers for all non-proprietary assembly level parts and components.</p>	See response to question 64, above.
66	Book 2	TP-01, sec. 3.2, pg. 300	Lane Peripherals	Book 2 Attachment C – TP-01 Requirement 3.2-007 states “Lane peripherals should be Ethernet IP based and provide for remote monitoring and configuration.” Lane peripherals are not defined elsewhere in the RFP. Will Port Authority define which components are considered lane peripherals?	See “Change 9,” above.
67	Book 2	Attachment C – System Technical Parameters (TP-01) 3.4-001,	Each Lane configured with the Dedicated Lane Configuration shall be equipped with an industrial grade computer hereinafter referred to as a Lane Controller.	Please define ‘industrial grade’.	For the purpose of this RFP and wherever the term “industrial grade” is used, “industrial grade” is achieved only when selected Lane Controllers meet all System Performance requirements and the Environmental requirements stipulated in the Technical Parameters of the RFP.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
68	Book 2	Attachment C – System Technical Parameters (TP-01) 3.4-001 - 3.19-017,	The Training System shall be furnished with a scaled-down FTH (the Training Host) that shall provide for the Training System. 3.19-018, The Training Host hardware requirements shall be as indicated for an FTH	Please clarify as 3.19-018 & 3.19-017 seem to conflict as to the requirements for the training host	There is no conflict between the cited requirements. Requirement 3.19-018 indicates that the requirements in Section 3.17.1 need to be met by the Training Host. Those requirements are not in conflict with Requirement 3.19-017.
69	Book 2	TP-01, sec. 3.6, pg. 305	AVI Subsystem	Book 2 Attachment C – TP-01 Requirement 3.6-008 states “The AVI Antenna installed by the Contractor in Traditional Toll Lanes shall be located in the same position as the current ITCS AVI Antennas.” Can the Contractor reuse the existing mounting infrastructure or must it also be replaced?	Refer to Book 2, Attachment J, TP-08, Section 11.4.3 for the answer to the question.
70	Book 2	TP-01, Section 3.6, age 306	Referring to requirement 3.6-014. “The AVI equipment shall be tuned to provide the required performance for all validly mounted transponder types (interior or exterior), mounting locations (windshield, license plate or roof), and vehicle types.’	If the EZG approved AVI vendor tunes and commissions the AVI equipment and the equipment does not meet the Port Authority required AVI related performance specs (due to incorrect tuning,) will the EZG approved AVI vendor be responsible for the Liquidated Damages?	Refer to Book 2, Attachment C, TP-01, Requirement 3.6 – 013 and Book 3, Clause 5. The Contractor is responsible for all Liquidated Damages. See response to question 98 for additional information.
71	Book 2	TP-01, Section 3.6, page 306	Automatic Vehicle Identification (AVI) Subsystem. General question.	If the AVI equipment fails (hardware failure) and causes any AVI related performance requirements to not be met, will the EZG approved AVI vendor be responsible for the associated LD’s?	See response to question 70, above.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
72	Book 2	TP-01, sec. 3.7.2, pg. 307	Receipt Printer	Book 2 Attachment C – TP-01 3.7.2 Receipt Printer Requirements. What are the minimum and maximum font sizes required for the receipts?	See “Change 10,” above.
73	Book 2	TP-01, Section 3.9, page 310	Requirement No. 3.9-004 “Messages displayed on the LMS shall be table driven and shall be modifiable without software programming changes.”	Please confirm where this table is to be stored.	This detail will be finalized during the Design Phase.
74	Book 2	TP-01, Section 3.10, page 310	Requirement 3.10-005 “The System shall provide a watchdog process such that upon Lane Controller failure, the LUCS shall revert to the red X.”	Question no. 1: Please clarify if the requirement is for a “smart” LUCS that requires a specific keep-alive, or simply on reboot (caused by the lane watchdog), which causes the LUCS defaults to a red X? Question no. 2: Can the Port Authority provide the make and model of the preferred LUCS?	#1: The requirement is for the LUCS to revert to the red X upon Lane Controller failure. Proposers shall identify the actual implementation method in the proposals. #2: There is no preferred LUCS.
75	Book 2	Attachment C – System Technical Parameters (TP-01) 3.15-015	Also, there is a requirement to record videos for DSAS (for Digital Surveillance System and Audit) for 90 days	Would the authority consider reducing the requirement from 90 to 60 days	Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.
76	Book 2	TP-01, Section 3.21, page Book 2 – 325; TP-01: 41	Port Authority Wide Area Network (PAWANET). General question.	There are several performance requirements related to transferring files across PAWANET within a set amount of time. If there is a problem transferring these files due to PAWANET interruption, will the contractor be responsible for the associated LD’s?	Refer to Book 2, Attachment C, TP-01, Requirement 9.1.4-011 for acceptable exceptions to the transmission time performance requirements.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
77	Book 2	TP-01, sec. 6.1.6, pg. 339	Alert Generation	Book 2 Attachment C – TP-01 6.1.6-037 states “Additional conditions that shall result in Alerts shall be developed during the Design Phase of the project.” This represents unbound scope, can Port Authority please identify how many new Alerts are expected to be developed as a part of Design or define a maximum number?	Such a limit cannot be provided at this time. Proposers should document any assumptions regarding additional alerts and any limits thereto in their proposals.
78	Book 2	TP-01, sec. 6.1.6, pg. 339	Alert Generation	Book 2 Attachment C – TP-01 6.1.6-039 states “In addition to equipment/operational related Alerts, the System shall employ “reasonableness” checks to detect unusual operational conditions and generate a corresponding Alert.” Can Port Authority provide a list of desired reasonableness alerts desired beyond what is already explicitly listed in Section 6.1.6?	Proposers should document any assumptions regarding reasonableness alerts and any limits thereto in their Proposal. The reasonableness alerts shall be refined during the Design Phase.
79	Book 2	TP-01: pg. 316	3.16-014	Requirement: The System shall be furnished with a dedicated UPS for each DSAS to provide for continued, un-degraded operation of the System in the event of main power failure. Is this asking for a dedicated UPS on the DSAS Server separate from any provided for other servers in the Facility Toll Host hardware solution, or per camera, or both?	While it indicates a distinct UPS for each DSAS server, if the DSAS server is co-located with the FTH, they may share a UPS.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
80	Book 2	TP-01: pg. 323	3.19-017	<p>Requirement: The Training System shall be furnished with a scaled-down FTH (the Training Host) that shall provide for the Training System.</p> <p>What specifically will be scaled-down? The hardware based on capacity and processing power, or the functionality available within the solution?</p>	See "Change 11," above.
81	Book 2	TP-01: pg. 330	4.2-007 4.2-008	<p>Requirement: The Authority prefers that Code fields stored in the DBMS (e.g., Plaza ID, Collector ID, Charged Class, Recon Type, etc.) be stored using their human readable values (e.g., Plaza ID = BB,GB, etc.; Charged Class = 1-9 or 11; Recon Type = INTERIM,POSTED, etc.) so as to facilitate User query and report development.</p> <p>Requirement: Any database tables containing Code fields not stored in the DBMS using their human readable values shall have associated database views provided that shall provide human readable values for querying and reporting purposes.</p> <p>Are these requirements specific to the Data Warehouse solution data model and content that would be exposed for customized queries and reporting and not the operational transaction databases?</p>	Requirements 4.2-007 and 4.2-008 apply to the entire DBMS.
82	Book 2	TP-01: pg. 330	4.3	<p>Report Generation Software</p> <p>Can we assume that this is specific to the Data Warehouse solution interface for reporting and not a tool to be used within the operational system?</p>	The Report Generation Software applies to the Data Warehouse Solution and the operational system.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
83	Book 2	TP-01: pg. 340	6.1.6-042	Requirement: A Lane and/or Plaza violation rate above a User configurable level shall generate an Alert. Please clarify the time period to be used during the calculation of the violation rate? Last hour, last 5 minutes?	With respect to the time period, proposers should indicate the capabilities of their proposed systems.
84	Book 2	TP-01: pg. 342	6.2	Lane Level Functionality Must the touchscreen interfaces of the MLT exactly match the figures provided in the RFP materials in terms of button and control placement, text and colors?	Exact placement, text and colors will be finalized during the design phase.
85	Book 2	TP-01: pg. 346	6.2.1.1.1-006	Requirement: The Manual Logon screen shall require the Toll Collector to enter their Employee ID number (as opposed to their Toll Collector ID number). Please clarify which number is associated with the expected swiped Proximity card, Employee ID or Toll Collector ID?	The Employee ID and Toll Collector ID are both associated with Proximity card.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
86	Book 2	TP-01, sections 6.2.1.1.2-038, 6.2.6 and 9.1.1, pgs. 352, 377, and 466	Performance Criteria	Book 2 Attachment C – TP-01 Requirement 6.2.1.1.2-038, the entirety of Section 6.2.6 and Section 9.1.1 establish performance specifications for the Automatic Vehicle Identification system which has been specified by Port Authority. Additionally, Requirement 3.6-008 states “The AVI Antenna installed by the Contractor in Traditional Toll Lanes shall be located in the same position as the current ITCS AVI Antennas.” As such, the Port Authority is asking the Contractor to take ownership of performance requirements which are not entirely within their control. Would the Authority please provide the test plans and test results developed by Port Authority and/or their AVI manufacturer of choice that substantiates that the AVI subsystem specified by Port Authority will meet the performance criteria described in requirement 6.2.1.1.2-038, Section 6.2.6 and Section 9.1.1?	No test data will be provided. (The AVI product was tested by the E-ZPass Group (EZG) and found to be capable of meeting the stipulated requirements.)
87	Book 2	TP-01: pg. 360	6.2.1.1.7-006	Requirement: Over/Under Exception Amount If the Toll Collector receives at the time of the vehicle registration a payment amount in excess (OVER) the expected toll due, under what circumstance would they enter this as an Over Exception Amount and not simply issue change?	One circumstance would be in which the patron exited the lane without waiting for his/her change. However, the Authority does not believe the operational circumstances that might lead to the use of this function are necessary for the preparation of proposals.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
88	Book 2	TP-01: pg. 360	6.2.1.1.7-007	<p>Requirement: Over/Under Exception Amount</p> <p>1. Is the Over/Under Exception operationally used for cases of insufficient funds by a patron?</p> <p>2. How are the deficient funds collected?</p> <p>3. Alternately, can the Toll Collector simply register the vehicle as a Video Toll or a Violation?</p>	<p>1. Over/Under is used for insufficient funds but not for zero payment.</p> <p>2. Collection of deficient funds is not required under this RFP and thus this information is not necessary for the preparation of proposals.</p> <p>3. Violation would be used for zero payment.</p>
89	Book 2	TP-01: pg. 362	6.2.1.1.8-007	<p>Other Lane Screen</p> <p>When the Toll Collector responds to Yes on the Other Lane Screen, are they given the opportunity to specify which lane the registered vehicle is in to support the Audit using DSAS?</p>	<p>No. The purpose of answering “Yes” is to indicate to the System that there is no physical vehicle in the current lane. The “Other Lane” is typically not a toll lane but a bypass area.</p>
90	Book 2	TP-01: pg. 371	6.2.3-016	<p>Lane States</p> <p>When a Dedicated or Express lane type are configured with a default lane state, lane mode and lane exception (optional), is there also a configured login user id of a system-type for tracking the daily tour of duty created by the automatic Logoff and Logon process?</p>	<p>Proposers shall describe how their proposed systems will handle this situation.</p>
91	Book 2	TP-01: pg. 372	6.2.5-011	<p>Requirement: The System shall properly handle situations where vehicles stop in the Lane/Toll Zone, backup or proceed through the Lane/Toll Zone in a reverse direction.</p> <p>Please clarify the expected behavior of the system in the various situations in terms of patron feedback, MLT feedback, alerts, transaction formation and image capture.</p>	<p>Proposers shall describe how their proposed systems will handle these situations. Note that any vehicles traversing the Lane/Toll Zone in the correct direction subsequent to the vehicle in question shall be properly handled by the System.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
92	Book 2	TP-01, sec. 6.2.5.2, pg. 374	Unassigned Tag	Book 2 Attachment C – TP-01 Section 6.2.5.2. Will Port Authority define Unassigned Tag?	Refer to Book 2, Attachment C, TP-01, Requirement 6.2.5-013 for the definition of unassigned tag.
93	Book 2	TP-01, sec. 6.2.5.2, pg. 374	Unassigned Tag	Book 2 Attachment C – TP-01 Define what the Unassigned Tag Handling Flag is used for as specified in Requirements 6.2.5.2-002 through 6.2.5.2-003.	See response to question 92 of this Addendum.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
94	Book 2	TP-01: pg. 374	6.2.5.2-005	<p>Requirement: When the Buffered Tag Handling Flag indicates that E-ZPass Transactions shall be generated from buffered valid transponders, the System shall distinguish between buffered transponder reads that occur in the midst of vehicle processing and buffered transponder reads that result from transponder reads that took place while the System was down.</p> <p>Buffered transactions are created in the Reader when there is a loss of communication between the Reader and the lane system software managing the interface with this device.</p> <p>1. Is a buffered transponder in the midst of vehicle processing indicating that just this one communication was out but all other systems were operational?</p> <p>2. Does the "System was down" mean that there were no system events reported from any devices at the time of the reported buffered transaction; system completely shut down?</p> <p>3. How is this distinction reflected in the data of the transaction that is formed?</p>	<p>1. Yes.</p> <p>2. Yes, "System was down" means that there were no system events reported from any devices at the time of the reported buffered transaction; system completely shut down.</p> <p>3. A buffered read in the midst of vehicle processing would imply that any associated vehicle was likely handled via an image of the vehicle's plates and, therefore, the buffered read should not result in a transaction. A buffered read while the "System was down" means the Lane was non-functional while the AVI reader continued to capture data. Therefore, it is likely that no transaction was ever generated for the vehicles associated with such buffered reads and that these buffered reads should result in transactions.</p>
95	Book 2	TP-01, sec. 6.2.5.2, pg. 374	Buffered Tags	<p>Requirement 6.2.5.2-005 requests a User configurable parameter for Buffered Tag Handling Flags. How is the parameter used? Will it identify the maximum number of Buffered Tags that can be created?</p>	<p>Refer to Book 2, Attachment C, TP-01, Requirement 6.2.5.2-004 for answers to both questions.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
96	Book 2	TP-01, sec. 6.2.5.3, pg. 375	Violation Transaction	Book 2 Attachment C – TP-01 Requirement 6.2.5.3-005 requests a “User configurable parameter that shall determine whether a Violation Transaction or a Video Toll Transaction should be generated for E-ZPass transponders with a Tag Status of 3 and/or 4 in Dedicated or Express Modes with the Video Toll Restriction.” Please clarify how this parameter would be used.	The parameter controls the type of transaction created (Violation or Video Toll) when a transponder of various status values is associated with the transaction in various Lane Modes with the Video Toll Restriction.
97	Book 2	TP-01: pg. 377	6.2.5.6	Transaction/Receipt Cross Reference Do all receipts, regardless of the Transaction Type and Qualifier, have the same receipt content as shown in Figure 2 – Conceptual Toll Receipt?	Refer to Book 2, Attachment C, TP-01, Requirement 3.7.2-012 for receipt data content.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
98	Book 2	TP-01, sections 6.2.6-004 and 3.6-013, pgs. 377 and 306	AVI Subsystem	<p>Book 2 Attachment C – TP-01 The requirement 6.2.6-004 specifies “The System shall be designed, configured, and tuned to eliminate the potential for cross lane reads, transponder pass backs, transponder pass forwards and other AVI assignment errors. This shall also apply to the typical performance differences between interior mounted transponders, license plate mounted transponders, and roof mounted transponders. In no event shall an anomalous AVI condition such as these affect vehicles other than the one that originally had the transponder and the vehicle to which the transponder was assigned. In other words, the System shall be designed such that any anomalous AVI condition does not cause a cascade of mis-assigned transponders to multiple vehicles.” This is in conflict with Requirement number 3.6-013 because the Contractor is ultimately held accountable for system AVI performance and handling of anomalous AVI conditions when settings are established and prescribed by the AVI provider and Authority. Would the Authority consider revising this requirement or give the Contractor the option to configure the AVI subsystem themselves since we are also responsible for the performance of the AVI system?</p>	<p>There is no conflict. Book 2, Attachment C, TP-01, Requirement 3.6-013 does not stipulate that the Contractor accepts all settings established by the AVI manufacturer. It is the Contractor’s responsibility to work with the AVI manufacturer to meet System performance requirements.</p> <p>Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
99	Book 2	TP-01, Section 6.2.6.1, page 379	Requirements 6.2.6.1-002 & 6.2.6.1-003	<p>Requirements 6.2.6.1-002 & 6.2.6.1-003 call for the reader to read ISO 18000-6C protocol and the modified ISO 18000-6B protocol known as Super Ego or SeGo.</p> <p>Question no.1: Does the EZG approved AVI reader that the contractor is required to buy have the capability to read all required protocols?</p> <p>Question no. 2: Is the EZG approved AVI vendor authorized/licensed to read the modified ISO 18000-6B protocol?</p>	<p>#1: Yes.</p> <p>#2: The Authority does not believe this information is relevant for this RFP.</p>
100	Book 2	TP-01: pg. 379	6.2.6.2-004	<p>Requirement: The System shall provide for the Interpolated Voting and Cross Reader voting features of the AVI Reader.</p> <p>Please define the Interpolated Voting and Cross Reader Voting features.</p>	The Proposer should contact the AVI manufacturer for details on these functions/features.
101	Book 2	TP-01, Section 6.2.8, page 383	<p>Requirement 6.2.8-018</p> <p>“The Lane Controller shall automatically purge ICS images when the amount of free disk space drops below a User configurable threshold.”</p>	Please confirm if images of a valid AVI and cash transaction can be immediately purged after they are checked against the Hot List?	Refer to Book 2, Attachment C, TP-01, Requirement 6.2.8-022 for the answer to the question.
102	Book 2	TP-01: pg. 387	6.2.9.2-003	<p>Discount Plans and Rates</p> <p>Are discounted toll rates expected to only be associated with E-ZPass valid account customers?</p>	Refer to Book 2, Attachment C, TP-01, Requirement 6.2.9.2-016 for the answer to the question.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
103	Book 2	TP-01: pg. 387	6.2.9.2-003	<p>Specials and Escort Fees</p> <p>1. Are Specials adjusted toll rates always a multiplier of the base toll rate in effect at the time?</p> <p>2. Are Escort Fees always a fixed amount regardless of the vehicle class of the escort?</p>	<p>While the answer to both questions is currently “Yes,” based on the current Authority toll schedule, this may not always be the case with future toll schedules. Proposers shall describe any limitations of their proposed systems for RTCS.</p>
104	Book 2,	TP-01: pg. 390	6.2.9.5-004	<p>Requirement: The Lane Controller shall retain all logs (operating system, application, event, etc.) for a period of not less than six (6) months.</p> <p>Must these items be retained within the Lane Controller hardware and local storage or can they be collected to a shared central storage location for long-term retention?</p>	<p>They can be collected in a shared central storage location.</p> <p>See “Change 12,” above.</p>
105	Book 2	TP-01: pg. 394	6.2.10-004	<p>Requirement: The System shall provide a method to replay Lane Controller messages to FTH in the event of data loss.</p> <p>Please clarify if this is desired as an automated process based on a request from the FTH or if this is a manually initiated process.</p>	<p>Proposers shall describe how their proposed systems will handle this situation.</p>
106	Book 2	TP-01: pg. 395	6.3.1	<p>Facility Management Screen</p> <p>When Express Mode lanes are shown, are these shown as a single zone entry or as individual lanes?</p>	<p>As individual lanes.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
107	Book 2	TP-01: sec. 6.3.1, pg 395	6.3.1-016 Facility Level Functionality	<p>Requirement: In addition to its role in monitoring the plaza, the Facility Management screen shall provide Users the ability to click on various fields to manage the Lane or access additional data.</p> <p>Question: Clicking on each of the various fields creates a pop-up window allowing the user to manage or make changes to the particular area of the Facility Management screen. After Yes/No confirmation, will extra security (entry of user id and/or pin number) be required to make the change or will the information be passed through based on who is logged into the Facility Management Screen.</p>	Extra security is not required. The pop-up shall be displayed only if the User has proper authorization in the first place.
108	Book 2	TP-01: pg. 401	6.3.1-027	<p>Lane Alerts</p> <p>Where in the system is there a distinction between an Alert to the Toll Supervisor and the raising of an Alert or event to the MOMS tracking of outstanding items? MOMS is referenced by User Type/Role descriptions, but nowhere else in the RFP?</p>	Refer to Book 2, Attachment C, TP-01, Requirement 6.1.6-005. All Alerts are candidates for MOMS based on System design. Proposers shall describe any related capabilities or limitations of their proposed systems.
109	Book 2	TP-01: pg. 406	6.3.3	<p>Toll Collector Deposits</p> <p>Will there ever be a need to support multiple deposit bags for a single Toll Collector deposit when closing a tour of duty? For example, a bag for coins and a bag for cash and a bag for passes?</p>	<p>Refer to Book 2, Attachment C, TP-01, Requirement 6.3.3.2-002 for the response to the question.</p> <p>The Authority does not require distinct bags for coin, cash and passes.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
110	Book 2	TP-01: pg. 406	6.3.3	Toll Collector Deposits Will there ever be a need to support peripheral counting equipment for coin sorting or bill counting to interface with the Deposit Workstations?	This is not required.
111	Book 2	TP-01: pg. 406	6.3.3	Toll Collector Deposits Can Toll Collectors perform cash drops or deposits during their tour of duty without closing the tour?	This is not required.
112	Book 2	TP-01: pg. 406	6.3.3	Toll Collector Deposits Are there any change funds or tour funds issued to the Toll Collectors that they return separately from the end of tour deposit?	Yes, but that is outside the scope of this RFP.
113	Book 2	TP-01: pg. 406	6.3.3	Toll Collector Deposits Do deposit bags have barcodes that would be desirable to scan rather than manually enter at the Deposit Workstation?	Deposit bags do not currently have barcodes. Proposers shall describe any such capabilities of their proposed systems.
114	Book 2	TP-01: pg. 410	6.3.3.1-011	Requirement: The System shall have controls and procedures in place to handle the situation where the System believes a Toll Collector is still logged on to a Lane which has lost communications with the System while the Toll Collector is trying to logon to a Deposit Workstation. Would an appropriate control and procedure for these be an Alert to the Toll Supervisor with an acknowledge response to allow an override?	Proposers shall describe how the capabilities of their proposed system meet the requirement.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
115	Book 2	TP-01: pg. 411	6.3.3.1-016	<p>Requirement: If the System determines that the Toll Collector is required to change their PIN, the System shall display the Deposit PIN Change screen upon acceptance of the current PIN on the PIN Entry screen.</p> <p>Please detail the business rules for the system to determine that a change of password is required for a toll collector.</p>	One such business rule would be based on expiration. Other business rules will be developed during the Design Phase.
116	Book 2	TP-01: pg. 411	6.3.3.1-026	<p>Password Change Verification</p> <p>Are there any other business rules to be applied or restrictions beyond the comparison to the history of the last X used for the user? Are they numeric only? Min/Max number of characters?</p>	Details as to other business rules will be developed during the Design Phase. Toll Collector PINs are numeric only.
117	Book 2	TP-01, sec. 9.1.1-001, pg. 466	AVI Performance	<p>Book 2 Attachment C – TP-01 Requirement 9.1.1-001 states: “The System shall read 99.95% of all TDM protocol transponders mounted per their manufacturer’s mounting instructions (AVI Read Accuracy).” Please provide the list of all types of TDM protocol transponders and their corresponding manufacturer’s mounting instructions for transponders that can be expected to be used at Port Authority facilities.</p>	The Authority does not believe this information is relevant for the preparation of proposals.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
118	Book 2	TP-01, sections 9.1.2-006 and 9.1.2-007, pg. 467	AVC Performance	Book 2 Attachment C - TP-01 Requirement 9.1.2-006 and 9.1.2-007 appear to be stating the same requirement differently. Should 9.1.2-006 have read "The System should accurately assign the classification to the correct vehicle at least 99.95% of the time (Vehicle Classification Accuracy)." And 9.1.2-007 stated "The System shall accurately assign the correct classification to the correct vehicle at least 99.5% of the time (Vehicle Classification Accuracy)"?	There is no conflict between the cited requirements. One requirement is a "shall" the other is a "should". Refer to Book 1, Clause 22 and Book 2, Attachment C, TP-01 (Proposer instructions box of Section 1) for information on this distinction.
119	Book 2	TP-01, P 497	System Technical Parameters	"The System shall be designed and delivered to accommodate the following scenarios upon System startup: 3. Full AET Operation across all plazas." For Scenario 3 (Full AET), should proposers assume (a) that the referenced traffic volumes will be spread across fewer equipped lanes when AET configurations are in place to permit free-flow vehicle speeds, or (b) that number of lanes and the referenced traffic volumes will remain the same but with longer gaps between vehicles, or, (c) that the number of lanes will remain the same, vehicle separations will be consistent with free-flow vehicle speeds, but traffic volumes will be higher those referenced?	At this time, the Authority cannot provide any information as to the number of lanes. Proposers shall indicate any limitations of their proposed solutions in terms of volumes that can be handled per lane.
120	Book 2	TP-01, 3.2.7, pgs. 1228-1229	Servers	Would the Authority allow the use of servers (e.g., Dell, HP, or Cisco servers) other than IBM based servers to host and run the system if a system is architected differently and the selected vendor can demonstrate that the system performs as specified and can train Authority staff as required?	No.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
121	Book 2	TP-02: 4.A.DP#5 Note C, pg. 1422	Tunnel Roof Slab	<p>“... A full depth replacement of the reinforced concrete tunnel roof slab is not required where overlay has adequate thickness for the treadles and/or loops (devices) to be installed entirely within an overlay such that sawcut depths for said devices clear the top of the tunnel roof slab by 1 inch minimum.”</p> <p>Contract Drawing S-402 Note 2 indicates that “All structural work shall meet the requirements of ...TP-02”</p> <p>The detail on this page indicates that the tunnel overlay slab which as indicated is ½” thick shall be sawcut and removed. This doesn’t allow for the 1” clearance to the top of the roof slab which would require replacement of the tunnel roof slab, especially where the tunnel runs almost the entire length of lane 46 where equipment needs to be installed. Please advise that this is the correct interpretation and how we should proceed.</p>	<p>Refer to Book 2, Attachment L, Basic Contract Drawings, Drawing S402, “typical” Note 6 for tunnel roof slab replacement requirements.</p> <p>Refer to Book 2, Attachment L, Basic Contract Drawings, Drawing S001, Notes 27 - 31 for removal of overlay requirements.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
122	Book 2	TP-02: sec. 5, pg. 1426		<p>The RFP identifies repair and/or replacement of the toll tunnel roof and corbels to be Net Cost Work if these components do not meet HS20 load rating requirements. The plans provided do not include enough information to load rate each of the tunnel roofs and corbels, but it is reasonable to assume that they were designed to meet HS20 load rating requirements, and repair and/or replacement should only be required if the structure has deteriorated. The structural scope of work does not call for inspection of these elements, and whether any repairs or replacement are required will likely not be known until construction is underway. Please provide direction with regard to the following questions:</p> <p>A. Is structural inspection of the tunnels part of the base scope and is the cost to be included in the bid price, or is structural inspection of the tunnels to be compensated as a Net Cost Item?</p> <p>B. Is design for the repair and/or replacement of the tunnel roofs and corbels part of the base scope and is the cost to be included in the bid price, or is design cost of the repair and/or replacement of the tunnel roofs and corbels to be compensated as a Net Cost Item?</p>	<p>In response to the stated assumption, refer to Book 2, Attachment D, TP-02, Section 4, subsection A for design live loads.</p> <p>A. Refer to Book 2, Attachment D, TP-02, Section 1 and Attachment L, Basic Contract Drawings, Drawing S001, Notes 3 and 34 for field inspection requirements.</p> <p>B. Refer to Book 2, Attachment L, Basic Contract Drawings, Drawing S402, "typical" Notes 2 thru 6 for base scope of Work. Refer to Book 2, Attachment L, Basic Contract Drawings, Drawing G005 for Net Cost work.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
123	Book 2	TP-04: sec. A.4, pg. 1437	Conduit Concealment	<p>“All conduits and cabling installed as part of the work of this Contract shall be concealed by finishes unless otherwise noted.”</p> <p>What finishes would be required and where would this be noted?</p>	<p>Refer to Book 2: Attachment F, TP-04; Attachment L, Basic Contract Drawings, Architectural Drawings; and, Attachment P, Reference Drawings for finish requirements.</p> <p>Refer to Book 2, Attachment F, TP-04, Section 4, subsection C for the requirements of the Detailed Design Documents to be prepared by the Contractor.</p>
124	Book 2	TP-04: sec. D.5, pg. 1438	Ceiling and Fascia Manufacturer	<p>“Cutting and patching of existing finishes for removals and installation is not allowed.”</p> <p>As the ceiling panels are systems, does the Port Authority have information on who the manufacturers are, who these panels are available from, or if they will need to be custom fabricated and finished? If custom fabrication is required, are catalog cuts available? This information is needed for both Fascia and Ceiling panels.</p>	Refer to Book 2, Attachment P, Reference Drawings for available information.
125	Book 2	TP-08: sec. 4.1, pg. 1466	Reference Drawings	For areas where no reference drawings exist (ex: Lincoln Tunnel) does the Port Authority expect the team to create base civil and structural plans for this program?	Refer to Book 2, Attachment P, Reference Drawings for Lincoln Tunnel civil and structural reference drawings.
126	Book 2	TP-08: sec. 4.1.1, pg. 1466	Bayonne Bridge	Will this work be completed with the existing bridge structure or will the Contractor’s work be expected to be included in the new bridge layout being completed as part of the BBNCP?	The Work of this RFP will be completed utilizing the new gantry provided for the new bridge layout as part of the BBNCP.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
127	Book 2	TP-08: sec. 5.7, pg. 1469	Preferred Manufacturers	In our experience, for many components, the Port Authority not only has specific manufacturers but also provides the components. This is typical in Port Authority projects for items such as Ethernet Switches. Will this be the case here or shall the contractor provide all of these components?	The Contractor shall furnish all equipment as per the Contract documents.
128	Book 2	TP-08: Sec. 5.15.1, pg. 1471	RGS/PVS	Does the existing RGS/PVC in tunnels require removal and/or replacement?	Yes. Refer to Book 2, Attachment J, TP-08, Section 6.3.1.
129	Book 2	TP-08: Sec. 5.15.4, pg. 1474	LSC Conduit	1. Does existing LSC in the canopies need removal when the conduit exceeds 18 inches? 2. Would this apply to existing equipment such as lane mode signs?	1. Yes. Refer to Book 2, Attachment J, TP-08, Section 6.3.1. 2. Yes.
130	Book 2	TP-08: sec. 5.15.7, pg. 1475	Conduit Aesthetics	1. This section permits exposed conduits in areas where there is no alternative. Other sections prohibit exposed conduits in all cases. Please clarify whether exposed conduits are permitted and what the restrictions for their use are. 2. Which conduits need to be painted versus those that need to be covered?	1. The Port Authority is unable to answer the question because it cannot locate the following reference in the question: "Other sections prohibit exposed conduits in all cases." 2. Refer to Book 2, Attachment F, TP-04 for finish requirements.
131	Book 2	TP-08: Sec. 5.19.1, pg. 1477	Equipment Protection	Is this scope required for existing equipment that will be reused?	Yes. Refer to Book 2, Attachment J, TP-08, Section 5.19.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
132	Book 2	TP-08: Sec. 5.20, pg. 1477	Grounding	Is this scope required for existing equipment, conduits, or manholes that we do not enter or to which we do not connect?	Refer to Book 2, Attachment J, TP-08, Section 1, for electrical system requirements.
133	Book 2	TP-08: Sec. 5.21.1, pg. 1478	Equipment Protection	Is this scope required for existing equipment that will be reused?	Refer to Book 2, Attachment J, TP-08, Section 1, for electrical system requirements.
134	Book 2	TP-08: Sec. 6.3.1, pg. 1482	Conduit Reuse	Does this apply to conduits in canopies/tunnels, connecting antennas, and other miscellaneous equipment?	Yes. Refer to Book 2, Attachment J, TP-08, Section 6.3.1.
135	Book 2	TP-08: sec. 6.3.1, pg. 1482	Conduit Re-Use	1. Please verify that all conduits required under this project, except those which may exist and be available in ductbank systems, need to be provided as new and that no conduits of any size or type outside of those in the ductbanks may be re-used. 2. Do existing PVC coated conduits need to be replaced?	1. Verified. Refer to Book 2, Attachment J, TP-08, Section 6.3.1. 2. Yes. Refer to Book 2, Attachment J, TP-08, Section 6.3.1.
136	Book 2	TP-08: Sec. 6.3.2, pg. 1483	Power Cable Re-use	1. As specified, line side conduit shall not be used but will be maintained. What if RGC/PVC conduit is in tunnels and what if it is degraded? 2. Will Port Authority provide information on the quality of line side feeders at all locations and whether they are deemed degraded?	1. Refer to Book 2, Attachment J, TP-08, Section 6.3.2 for utility side requirements and Section 6.3.1 for conduit re-use. 2. The Port Authority will not provide the requested information. Moreover, refer to Book 2, Attachment L Basic Contract Drawings, Drawing E001, Note 2 for the Port Authority's expectation regarding existing conditions.
137	Book 2	TP-08: Sec. 8.3, pg. 1489	Contract Drawings	Will contract drawings of existing ITCS be provided?	If available, such drawings are listed in Book 2, Attachment J, TP-08, Section 4.1.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
138	Book 2	TP-08: Sec. 9.1.1, pg. 1491	ITCS Power Cable Removal	Will conduit reuse be allowed when ITCS power cable is removed?	Refer to Book 2, Attachment J, TP-08, Section 6.3.1 for requirements regarding conduit reuse.
139	Book 2	TP-08: Sec. 9.1.2, pg. 1491	ITCS Comm. Cable Removal	Will conduit reuse be allowed when ITCS comm cabling is removed?	See the answer to question 138, above.
140	Book 2	TP-08: Sec. 9.1.3, pg. 1492	ITCS Conduit Re-use/ Abandonment	Does this mean all existing conduits feeding comm. and power to existing booths from tunnels, canopies, walkways must be cut off and replaced or are existing conduits acceptable to remain and be re-used?	See the answer to question 138, above.
141	Book 2	TP-08 Section 10.2.2, page 43 1228	Subsection 10.2.2	Subsection 10.2.2 is empty of content. Please clarify.	See "Change 13," above.
142	Book 2	TP-08: Sec. 11.4.3, pg.1508	AVI Antenna	Does this require all new mounts for AVI antennas or re-use and submit the existing as the design?	Refer to Book 2, Attachment J, TP-08, Section 11.4.3 for the response to this question.
143	Book 2	Attachment P page 5202	Reference Drawings, Contract AKB-264.039, Drawing S2607	Drawing S2607 shows a space frame at the Bayonne Bridge that we would like to bid. We do not see any specification other than what is on the drawings, is that correct?	The Authority assumes the question is related to Contract AKB-264.039, Replacement of Main Span Roadway and Approach Structures. Contract AKB-264.039 is unrelated to RFP 40551. However, drawing S2607 within Contract AKB-264.039 is included only as a reference drawing in RFP 40551.
144	Book 3	Attachment A, Section 4.3, page 43	Contractor Staff Standards. "Maintenance shall be performed by certified or licensed staff, as required by all local and state jurisdictions"	Please elaborate on the requirement for certified or licensed staff.	The Contractor is responsible for determining if certification or licensing is required by local or state jurisdictions for any maintenance Work required to be performed under the Contract.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
145	Book 3	Attachment A, Section 5.2, page 44	<p>Corrective Maintenance.</p> <p>First paragraph: ‘System failures shall include...’</p> <ul style="list-style-type: none"> • Bullet three: ‘An occurrence where data is not successfully transmitted between the Lane Controller and the Facility/Central Toll Host’ • Bullet seven: ‘Failure to electronically send or receive tolling transaction information.’ • Bullet four: ‘Software anomalies and bugs that affect the performance and operation of the System.’ 	<p>Question no. 1: Please clarify whether there is a time constraint for transmission of data for bullet three and bullet seven?</p> <p>Question no. 2: For section bullet four, please clarify what type of issues would be considered to ‘affect the performance and operation of the system’ and hence would result in liquidated damages.</p>	<p>#1: Refer to Book 3, Attachment A, Section 11. Data transmission times are subject to Performance Requirements in the SLA Matrix.</p> <p>#2: Refer to Book 3, Attachment A, Section 11. Liquidated damage assessment is determined using the calculations described in the SLA Matrix.</p>
146	Book 3	Attachment A, Section 5.3.1, page 44	<p>General System Administration Functions.</p> <p>“The Contractor shall provide testing of the Business Resumption Plan no less frequently than every six months, and testing outcomes (success/failure) shall be documented.”</p>	<p>Question no.1: Would the Port Authority define the scope of this testing?</p> <p>Question no.2: Where will this testing take place?</p>	<p>#1: Refer to Book 2, Attachment B, D&PMP, Section 2.3.3.2, Business Resumption Plan. The Contractor is responsible for developing the Business Resumption Plan for Engineer review and acceptance.</p> <p>The semiannual testing requirements shall be conducted so as to exercise the Business Resumption Plan as fully as possible.</p> <p>#2: It will take place at locations identified in the Business Resumption Plan.</p>

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
147	Book 3	Attachment A, Section 5.3.1, page 44	General System Administration Functions. “The Contractor shall provide an off-site facility for storage of backup media. All backups shall be stored at this off-site facility.”	Will the Port Authority designate the contractor to be used for off-site storage or is it at the discretion of the Contractor?	The Authority expects proposers to identify the proposed off-site storage vendor in their proposals.
148	Book 3	Attachment A, Section 5.3.2, page 47	Archiving Data. End of first paragraph: “...that archived data is viable and accessible throughout the required archive retention period for the data.”	What is the required archive retention period?	Archive (offline) data retention requirements are specified in Book 2, Attachment C, TP-01, Section 6.4.16, Central Data Retention.
149	Book 3	Attachment A, Section 5.11, page 51	Toll Supervisor Workstation Maintenance Beginning of the first paragraph: “Routine operational requests for the Toll Supervisor Workstations (e.g., resetting passwords, installing applications) shall be resolved within 15 minutes of request....”	Question no. 1: Would the Port Authority please elaborate further on the definition of routine operational requests given that the 15 minute resolution time is aggressive, given situations that may include restarting or installing applications, or complete workstation replacement for software and hardware issues to ensure that applications are working properly. Question no. 2: Will the Port Authority reconsider the defined timeframe?	#1: Operational requests expected to be resolved within 15 minutes are those requests that can be handled immediately and quickly by Contractor support staff already on-site, reachable by telephone, and/or network accessible. It is not expected that support staff will be present 24x7 at every Facility. See “Change 14,” above. #2: Exceptions and/or additions to the RFP’s terms and conditions shall be included in the firms’ proposals. The Authority will not consider any such exceptions or additions under this Addendum or subsequent addenda.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
150	Book 3	Attachment A, Section 5.12, page 51	<p>Deposit Workstation Maintenance.</p> <p>Beginning of the first paragraph: "Routine operational requests for the Toll Collector deposit workstations (e.g., resetting passwords, installing applications) shall be resolved within 15 minutes of request...."</p>	<p>Question No. 1: Would the Port Authority please elaborate further on the definition of routine operational requests given that the 15 minute resolution time is aggressive, given situations that may include restarting or installing applications, or complete work station replacement for software and hardware issues to ensure that applications are working properly.</p> <p>Question No. 2: Will the Port Authority reconsider the defined timeframe?</p> <p>Question No. 3: Will the deposit workstation be available to access within the defined period or are there security concerns that will restrict access?</p>	<p>#1: Operational requests expected to be resolved within 15 minutes are those requests that can be handled immediately and quickly by Contractor support staff already on-site, reachable by telephone, and/or network accessible. It is not expected that support staff will be present 24x7 at every Facility.</p> <p>See "Change 15," above.</p> <p>#2: See the response to question 149 (answer 2), above.</p> <p>#3: The Authority does not envision routine operational requests requiring physical access to the Deposit Workstation.</p>
151	Book 3	Attachment A, P497, SLA Matrix	SLA Matrix	Can Port Authority provide a full list of the presently installed central, plaza level, and lane ETC equipment by vendor, vendor part number and hours of operation, so that proposers can more accurately predict the expected continued performance with respect to Book 3 Table 2 (SLA Matrix) parameters and then plan upgrades accordingly?	<p>Presently installed toll equipment (other than the LMS) is not within the Maintenance scope of this RFP.</p> <p>The LMS vendor and part number have been included in Book 2, Attachment C, TP-01, Requirement 3.9-001. The LMS has not yet been installed but is anticipated to be installed starting mid-2016.</p>
152	Book 3	Attachment A, P497, SLA Matrix	SLA Matrix	Can Port Authority provide information on the six months performance of the presently installed central, plaza-level and lane ETC equipment with respect to the performance metrics cited in the Book 3 Table 2 SLA Matrix that will be used as the basis for any O&M liquidated damages?	See response to question 151 of this Addendum.

Q#	Book	Section/ Page	Topic or Requirement	Question/Request	Response
153	Book 3	Attachment A, Section 12.2, page 70	Development Environment. Beginning of the first paragraph: "The Contractor shall furnish and install a fully functional Development Environment for the System at a location to be determined by the Authority"	<p>Question No. 1: Will this Development Environment be within the Port Authority facilities, i.e., within a 25-mile radius of the Statue of Liberty?</p> <p>Question No. 2: Will the Development Environment also be used for the Resumption Plan execution?</p> <p>Question No. 3: Who is the intended as the primary user of the development environment (contractor or the Port Authority)?</p>	<p>#1: Yes.</p> <p>#2: No.</p> <p>#3: Both the Contractor and the Authority are intended to be users of the Development Environment.</p>

This communication should be initialed by you and annexed to your proposal upon submission. In case any Proposer fails to conform to these instructions, its proposal will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

CARMEN REIN
GENERAL MANAGER

PROPOSER'S NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO JAMES SUMMERVILLE: jsummerville@panynj.gov, 201-395-3454