

**New York City Department of Transportation**

**Division of Ferries**

**Office of the Agency Chief Contracting Officer**

**Addendum #1**  
**September 26, 2013**

- I. **Please refer below to DOT's responses to the questions that were submitted by September 17<sup>th</sup>, 2013 for the SIF Wi-Fi RFEI.**

Question	Response
<b>1) Will specific schematics of the terminals and vessels be provided? Can cabling rights of way and locations where equipment can be housed in both terminals and boats be included?</b>	<b>Schematics will be provided on an "as-needed" basis. Cabling access will have to be shared.</b>
<b>2) Will the equipment be placed in a "Telecom Carrier" room with shared access or will only the vendor and DOT be the only authorized groups allowed in the area?</b>	<b>Equipment will be placed in mutually-convenient and agreed upon locations.</b>
<b>3) At the meeting on 9/12/13 the topic of prevailing wage was brought up. What are the functions at the terminals to be priced at the prevailing wage requirements?</b>	<b>The trades that do the installation will be determined by the contract and will be paid in accordance with the trades list in the prevailing wage schedule.</b>
a) What are the functions at the terminals to be priced at the prevailing wage?	<b>Same as 3 above</b>
b) Are we accurate to assume that Boats do not require prevailing wage restriction?	<b>No. Due to a recent decision by the NYS Court of Appeals, prevailing wage rates may apply to the Ferry boats and Ferry facilities.</b>
c) What is the source used by DOT for prevailing wage?	<b>The reference source is NYC Comptroller's Office prevailing wage schedule (LL-220 &amp; LL-230)</b>

<p><b>4)</b> Will DOT require Union workers to perform certain tasks? If so what work must be completed by union employees?</p>	<p><b>DOT does not require tradesmen to be union members, only that they be paid the prevailing wage.</b></p>
<p><b>5)</b> Please provide a complete schedule of when the boats are available in dock for equipment outfitting?</p>	<p><b>Scheduling will be agreed upon based on operational requirements.</b></p>
<p><b>6)</b> We understand that the vendor requires engineering approval and special access to the pilot house to supply the kill switch function- Please provide the contact information for the contractor that will approve this work.</p>	<p><b>All installation will be scheduled while vessels are out of service at FMF or shipyard. No special access is required for pilothouse. All vendor staff to have TWIC and SIF ID.</b></p>
<p><b>7)</b> It is our understanding that, for safety reasons, cabling and panels cannot be accessed while the boats are moving: can ladders be used to mount and configure equipment on walls and ceilings while the Boats are underway?</p>	<p><b>All installation will be scheduled for and performed at FMF or at shipyard while vessel is out of service.</b></p>
<p><b>8)</b> The "Kill Switch" requirement is for the stated purpose off disabling access to the Wi-Fi at the time of docking. We also understand that DOT prefers that the Boat crew not be responsible to restart the Wi-Fi access.</p>	<p style="background-color: #cccccc;"></p>
<p>a) Will DOT allow other solutions to replace "Kill Switch" that would provide the same "Blocked Access" desired?</p>	<p><b>Alternatives will be considered.</b></p>
<p>b) Please confirm that the required "blocked access" time as an aggregate of 5-7 minutes as the boat approaches the Slip.</p>	<p><b>Confirmed</b></p>

c) What is the Boat's distance from the Slip when the DOT requires access to be blocked?	<b>5 minutes prior to docking. Distance is irrelevant.</b>
<b>9)</b> What is the exact distance from the Staten Island Terminal to the New York City terminal?	<b>5.2 miles, but vendor must confirm.</b>
<b>10)</b> Does DOT have a preferred "Operating Radio Frequency" it would want to use?	<b>NO – vendor must ensure no interference with vessel systems.</b>
a) Interface by low frequency radar and other public service networks is a concern for quality and accessibility. Please provide a spectrum usage map of the area that includes frequencies and coverage (authorized and in use) in this area.	<b>Vendor must confirm.</b>
<b>11)</b> When boats are rerouted to the east side of Governors Island, the vendor may require antenna coverage from Governors Island to maintain connectivity. What building(s) on Governors Island will DOT provide roof rights for antenna and closet access for associated equipment installation?	<b>It was discussed at the meeting on 9/12/13; this requirement is no longer necessary; as this route is seldom used. Vendor must confirm.</b>
<b>12)</b> What availability will DOT require? A difference in 1/1000th can make a huge difference in cost. Is 99.99% availability acceptable?	<b>Yes</b>

<p><b>13)</b> If DOT cannot, for security reasons provide schematics of the boats; please provide the exact distance from the roof of the pilot house to the equipment closet locations on each deck. Please include distance by calculating routing of the cable runways that will be pointed out for use when installers are on site to work.</p>	<p><b>DOT will provide schematics on an “as-needed” basis. Regardless, all measurements will have to be confirmed by vendor.</b></p>
<p><b>14)</b> What power source will the boats provide? AC or -48 volts?</p>	<p><b>AC</b></p>
<p><b>15)</b> Will terminals provide a minimum of three 100amp, 120 volt dedicated power runs to the vendor's equipment room for dedicated use? Will this power be protected?(Generator/UPS)</p>	<p><b>Vendor will have to work with DOT and be responsible for their own electrical runs and back-up power.</b></p>
<p><b>16)</b> To provide proper bandwidth, multiple transmission systems will be required on the terminal roof.</p>	<p style="background-color: #cccccc;"></p>
<p>a) Will DOT limit the roof rights of way?</p>	<p><b>Roof rights will be outlined in the actual solicitation when it is released.</b></p>
<p>b) How many linear feet are available on the waterfront facing roof for the antenna systems?</p>	<p><b>Vendor will have to confirm measurements.</b></p>
<p>c) If a tower is to be constructed- what is the load bearing restrictions on terminal roofs?</p>	<p><b>DOT would require specifics before this could be answered.</b></p>
<p>d) Will DOT allow roof reinforcement work to be performed if required?</p>	<p><b>NO</b></p>
<p><b>17)</b> Will DOT require secure channels (Separate VPN) for Crew use?</p>	<p><b>NO – this system will not be used for official business.</b></p>

<b>18)</b> Will DOT require closed circuit video surveillance over this system?	<b>NO</b>
<b>19)</b> This service may require broadband access to an ISP provider at the terminals.	
a) What carriers currently have access to the terminals?	<b>PTS Services and Verizon</b>
b) Who is DOT's current provider?	<b>PTS Services</b>
c) Will DOT allow additional carriers to connect to the terminal buildings if required?	<b>YES</b>
<b>20)</b> Does DOT prefer a "Wi-Fi designated area" on the boats or does DOT want the entire boat to have full Wi-Fi coverage?	<b>Full Coverage</b>
<b>21)</b> We are a Service Disabled veteran Owned Small Business; Does DOT require special certification from a disadvantaged small business to prove its status?	<b>We would only require certifications if you intend to be a minority subcontractor to meet the minority subcontracting goals. Additionally, If the contract is federally funded then there would be a state certified DBE goal; however, if the contract is city funded, then there would be a city certified MWBE goal.</b>
<b>22)</b> Our chief engineer is already TWIC certified. Can you provide specifics on obtaining TWIC clearance including process time for other employees?	<b>Vendor must check with Transportation Security Administration. That information may be obtained at <a href="http://www.tsa.gov/stakeholders/transportation-worker-identification-credential-twic">http://www.tsa.gov/stakeholders/transportation-worker-identification-credential-twic</a></b>
<b>23)</b> Will DOT clearly identify those documents that require TWIC clearance so that they are not shared with non-certified employees?	<b>YES</b>
<b>24)</b> Will DOT support a design that utilizes the public safety spectrum of 4.9 GHZ	<b>DOT does not approve any spectrum.</b>
<b>25)</b> Is there a set limit to the number of pages that may be submitted in response to the RFEI?	<b>No</b>

<p><b>26)</b> Please provide an hourly breakdown of passengers occupying the terminals and the boats.</p>	<p><b>This information will be provided at the time when the solicitation is released.</b></p>
<p><b>27)</b> Does DOT currently own real estate on Governor's Island?</p>	<p><b>NO</b></p>
<p><b>28)</b> What is the speed requirement for the Wi-Fi service?</p>	<p><b>This is vendor's choice</b></p>
<p><b>29)</b> Does DOT want Wi-Fi service provided for the smaller boats, Austen and Noble?</p>	<p><b>YES</b></p>

NO FURTHER TEXT ON THIS PAGE

THE CITY OF NEW YORK DEPARTMENT OF  
TRANSPORTATION DIVISION OF FERRIES

**ACKNOWLEDGEMENT RECEIPT OF ADDENDUM No. 1**

Staten Island Ferry Wi-Fi RFEI

Addendum No. 1

TOGETHER WITH ALL WORK INCIDENTAL THERETO

I, \_\_\_\_\_

(NAME AND TITLE)

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A duly authorized representative of  
(NAME OF PROPOSERS)

Acknowledge receipt of Addendum No. 1 dated  
September 26, 2013