Zohran Mamdani
Mayor

The City of New York
Department of Transportation

Mike Flynn
Commissioner

REQUEST FOR PROPOSALS

To

DEVELOP, DEPLOY, SUPPORT AND MAINTAIN EXISTING AND FUTURE CITYWIDE TRANSIT SIGNAL PRIORITY (TSP)

E-PIN: 84126P0001
AGENCY PIN: 84125MBTR709
RELEASE DATE: September 15, 2026

ANTICIPATED CONTRACT TERM: 1,460 Consecutive Calendar Days (4 years)

AUTHORIZED AGENCY CONTACT PERSON

Proposers are advised that the Authorized Agency Contact Person for all matters concerning this RFP is:

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SECTION I – SUMMARY OF THE REQUEST FOR PROPOSAL

A. Purpose of the Request for Proposals ("RFP")

New York City Department of Transportation (the "Agency or DOT or NYCDOT") seeks a qualified Vendor (the "Consultant") to develop, deploy, support, and maintain existing and future Transit Signal Priority (TSP) corridors.[1]

The New York City Department of Transportation (NYCDOT) and Metropolitan Transportation Authority (MTA) are collaborating on an ambitious program to provide TSP to 6,000 buses in New York City. New York City Department of Transportation has successfully deployed a centralized Transit Signal Priority (TSP) System within the City's five boroughs. Central TSP leverages the existing ITS infrastructure, including a new Traffic Safety Network (TSN), centralized Traffic Control Systems, and on-board bus equipment to lower costs and to facilitate rapid implementation. This minimized the hardware and software required to make the TSP System operational. Existing and future bus corridors on the TSP System span approximately 200 miles and include about 3,500 signalized traffic intersections. Additionally, more corridors are planned/deployed over the next few years.

Transit Signal Priority (TSP) is an important element of Select Bus Services (SBS) that involves coordinated efforts between transit vehicle detection systems, traffic signal control systems, and communication technologies. On TSP enabled corridors, MTA buses are prioritized at selected intersections to avoid unnecessary stops and reduce overall travel time. This is achieved by allowing buses to communicate their impending arrival to the control centers to request extension of green lights or truncation of red lights.

B Anticipated Contract Term

The term of the proposed contract awarded through this RFP (the "Contract") shall commence upon the issuance of a Notice to Proceed (NTP) by DOT. The Contract(s) term shall be for a 1,460 Consecutive Calendar Day (four years).

C. Anticipated Payment Structure

The Consultant and Subconsultant shall be paid for the entire duration of the contract term using Loaded Hourly Rates, specified direct costs subject to an overall "not-to-exceed" fee upset amount. The Loaded Hourly Rate was calculated based on Average Direct Technical Salary plus overhead and profit for each Title.

[1] The terms "vendor," "contractor," "consultant," and proposer are used interchangeably throughout this document.

D. Joint Ventures and Other Consultant Relationships:

There is no minimum requirement for the proportion of work by any of the joint venture partners. Joint ventures must carry the required insurance either as policies written specifically for the joint venture entity, or by using their existing single entity policies with endorsements written for the joint venture activity.

DOT does not recognize the corporate configuration wherein one company is “in association with” another. Relationships between two or more firms shall be either as joint venture partners or prime Consultant/Subconsultant. In the event that a proposal is received wherein two or more firms are described as being "in association with" each other, DOT will treat the relationship as one of prime Consultant/Subconsultant(s). The RFP evaluation will be handled accordingly, and if chosen as a winner, the contract documents will show only the prime firm on the signature page, and all other firms will be relegated to Subconsultant category.

E. Key Personnel

Below are the minimum requirements per title for the Key Personnel required for the project. The Consultant is required, as part of its proposal, to identify the individuals who will perform services as Key Personnel. DOT will evaluate the information and resumes provided. Greater consideration will be given for proposed individuals who meet or exceed the following requirements:

PROJECT MANAGER:

- Minimum of 8 years of direct traffic design engineer experience.
- Baccalaureate degree in civil engineering, electrical engineering, or related engineering degree from an accredited college.
- A valid New York State License as a Professional Engineer.
- Prior successful relevant experience as a Project Manager in Traffic Engineering.
- Institute of Transportation Engineers for Professional Traffic Operations Engineer® (PTOE), Certified Professional is preferred.
- Possess in-depth knowledge of traffic analysis and design, including proficiency in software like SYNCHRO and HCS, and familiarity with standards like the Highway Capacity Manual (HCM) and Manual of Uniform Traffic Control Devices (MUTCD).
- Must have knowledge of the National Transportation Communications for Intelligent Transportation Systems Protocol (NTCIP).

PROJECT ENGINEER:

- Minimum of 4 years of direct traffic design experience.
- Baccalaureate degree in civil engineering, electrical engineering from an accredited college.
- Prior successful relevant experience as a Project Engineer in Traffic work

SECTION II- SCOPE OF WORK AND DBE REQUIREMENTS

A. Agency's Assumptions Regarding Vendor's Qualifications and Experience

1. The Contractor must employ a creative staff that sufficiently understands the principles of data analysis, traffic engineering, and Transit Signal Priority Systems design, and consistently provides high-quality professional services.
2. Have experience in Transit Signal Priority Systems Engineering Services in New York City and be familiar with a variety of TSP systems in different cities/countries.
3. Have experience with City, State, or Federal agencies.
4. Understanding of the overall Project Systems Engineering Analysis Report (PSEAR) describing key details of a TSP project.
5. Understanding the overall development of traffic parameters and evaluating the effectiveness of TSP Citywide.
6. Professional engineers licensed by the State of New York.
7. Traffic Engineers licensed by the State of New York.
8. The firm's licensed professional engineers shall have a minimum experience of 5 years.
9. Must have knowledge of the NYC Sub-Regional ITS Architecture.
10. Data analytics experience in traffic involves using data to understand and improve traffic flow, safety, and efficiency.
11. Data analytics in transit signal priority (TSP) systems for optimizing and evaluating system performance by analyzing traffic patterns, bus routes, and TSP operations to identify areas for improvement, adjust timings, and predict future traffic conditions.

B. Agency's Assumptions Regarding Contractor's Organizational Capability

- Employ at least 15 full-time technical employees.
- Employ at least 2 data scientists at the regional office.
- Employ at least 2 full-time design/traffic engineers at the regional office.
- The attrition rate of the technical employees of the firm has not exceeded 20% annually over the last 3 years.
- The firm has at least 1 CADD station and at least 2 trained CADD operators on staff
- The Contractor shall maintain a facility to conduct all their required operation in NYC.
- Provide at least one, but preferably more experienced, Account Representative as the main point of contact throughout the term of the contract.

C. Agency's Assumptions Regarding Vendors Approach and Scope of Work

The agency's assumptions regarding an approach that will best achieve the goals and objectives stated above is reflected in the following Scope of Work.

To satisfactorily fulfill the scope of work the agency expects that the proposer/vendor will:

- Support the maintenance & Operation of the existing TSP Routs. (A list of all existing Routes are in Exhibit 2.)
- Support the development, deployment, integration, operation and maintenance of the new TSP corridors. DOT plan to deploy and integrate up to additional 3,000 intersections (1,000 intersections/year).

The agency further expects that the proposer/vendor possesses and can demonstrate:

- Understanding of the project's technical issues, environment and complexities of the System
- Understanding of different tasks set in Section II to be performed and their relationship,
- Methodology for tracking and maintaining the Project's budget and timely schedule with proper staffing,
- Techniques for problem solving, and
- Ability to recommend innovative approaches to assist in achieving the project goals and objectives.

1 Support the Maintenance & Operation of Existing TSP corridors

1.1 Troubleshoot and resolve integration issues for existing TSP corridors

The Consultant will troubleshoot existing TSP intersections, as necessary. A list of existing TSP Routs are in Exhibit 2.
The Consultant will coordinate with the NYCDOT Traffic Management Center (TMC) to identify, make correction, and resolve any problems, including but not limited to communications, networks, devices and servers' failures which may affect normal TSP operations.
The Consultant will assist the City's Intelligent Transportation Systems (ITS) Engineering group and coordinate regarding but not limited to any of the controller database configuration and modification, timing plan downloads and related effort to support TSP deployment. As part of this task the Consultant may be responsible for but not limited to the following :

a. Monitors the Trigger Point server at the TMC to make sure it is operational. Troubleshoots and resolves all problems
b. Verifies the NYCDOT portion of the new TSP route corridor segment deployment is working correctly. Troubleshoot TSP services within the Traffic Control System for individual intersections and corridor-wide TSP operation:

    I. Confirms Metropolitan Transit Authority (MTA) Message Log entries for the TSP bus corridor route

II. Confirms TCS Message Log entries for the TSP bus corridor route
III. Confirms Phase Split Logs are being generated for all TSP enabled intersections along the TSP bus corridor
IV. Confirms TCS-UI central TSP configuration is correct
    a) Confirms Advanced Solid-State Traffic Controller (ASTC) firmware supports TSP
    b) Confirms TSP is enabled for the intersection
V. Confirms TransSuite (TCS)- Unified Controller Manager (UCM) central database TSP configuration is correct
VI. Investigates communication and device failures for any intersections on the TSP bus corridor and refers them to the ITS/TSP Group to forward to the ITS/TMC Group for resolution
VII. Finds discrepancies between TCS TSP locations and final Content Management Systems (CMS) file and forwards them to the ITS/TSP Group for resolution with the ITS/Timing Group
VIII. Troubleshoots network problems with the TSP System and refers them to the ITS/TSP Group to forward to the TMC Group for resolution
IX. Coordinates with the ITS/TSP Group groups regarding any TSP workstation issues

c. Investigates problems with the MTA Transit portion of the TSP System and refers to the ITS/TSP Group to forward to MTA Transit for resolution

The Consultant should respond to any DOT repair or support request within 1 business day. Any reported issue by DOT to the Consultant should be identified and corrected within 2 business days. For complex issues that require multiple agency coordination, DOT will evaluate the response time as needed.

Deliverable:

- A record for each troubleshooting activity which should include symptoms, root cause(s) if known, and actions taken.

1.2 TSP System Operation Monitoring & Management

The Consultant will verify and evaluate existing TSP operations, including travel time, TSP system, network and communication and integration with ASTC and may include, but not limited to:

a. Analyze TSP bus logs, system and field controller's data to determine the effectiveness of trigger points and make recommendations;
b. Create the database in MS Excel format and provide the access to NYCDOT ITS group;
c. Modify existing reports or develop new reports that automate selected manual analysis outlined above to monitor the operation of the TSP corridors.

The Consultant will monitor the following TSP system elements, but not limited to:

- TSP Software System

    - Monitor to ensure proper operation
    - Failures diagnoses and repair
    - Recommend/ and coordinate with NYC and its consultants the TSP software updates
    - Monitor TSP Message Log entries
- Database Archive
    - Monitor to ensure proper operation
    - Monitor automatic queries between MTA server and NYC DOT with TSP data is functioning correctly
- NYCDOT Network connection between NYCDOT TMC and MTA
    - Monitor and manage end-to-end link integrity
- Monitor TSP to ASTC connection
    - Monitor and ensure the correct ASTC firmware is installed
    - Monitor and ensure ASTC is programmed correctly
    - Identify and repair any issues as the develop
- TSP System Upgrades
    - Recommend and coordinate the TSP system upgrades with NYCDOT and its consultants, as needed, or when directed by NYC DOT
    - Validate all upgrades prior to deployment on the TMC test environment

Note: Defective hardware replacement is not included in this contract; the consultant will inform NYCDOT of hardware needing replacement and assist NYCDOT in replacing hardware and restoring service.

Deliverables:

- A written report detailing all system upgrades
- NYCDOT memoranda documenting the analysis and evaluation of TSP operations;
- Periodic operation reports (daily-weekly-monthly)

1.3 TSP Simulation Modeling

The Consultant(s) will utilize Traffic simulation model to test the performance of the TSP routes using the selected parameters

Deliverables:

- A report documenting the result of testing of the TSP routes utilizing the simulation modeling.

1.4 TSP Dashboard Enhancement

The current NYC DOT dashboard utilizes Tableau Desktop to create a “TSP Dashboard”. The TSP Dashboard allows NYC DOT and current consultant to supervise TSP operations in near real-time. Screenshots of the TSP Dashboard are show below.

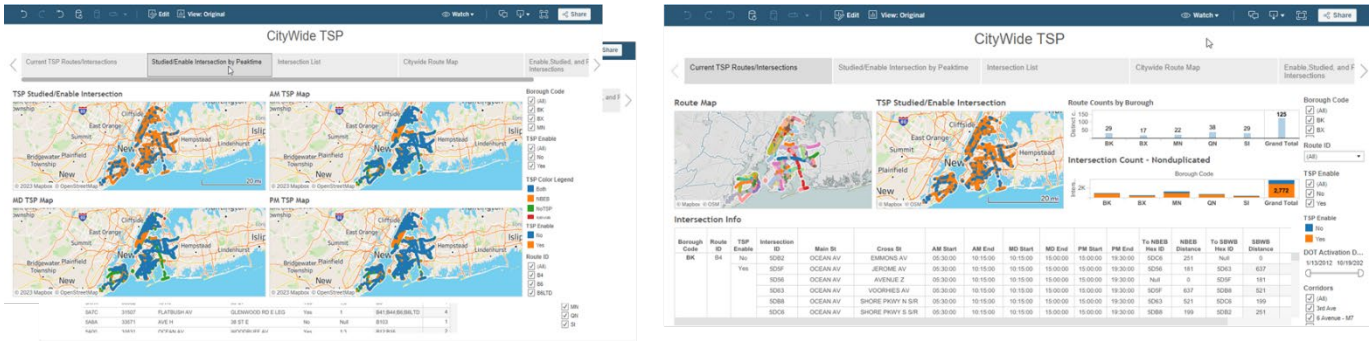


Figure 1 - TSP DASHBOARD

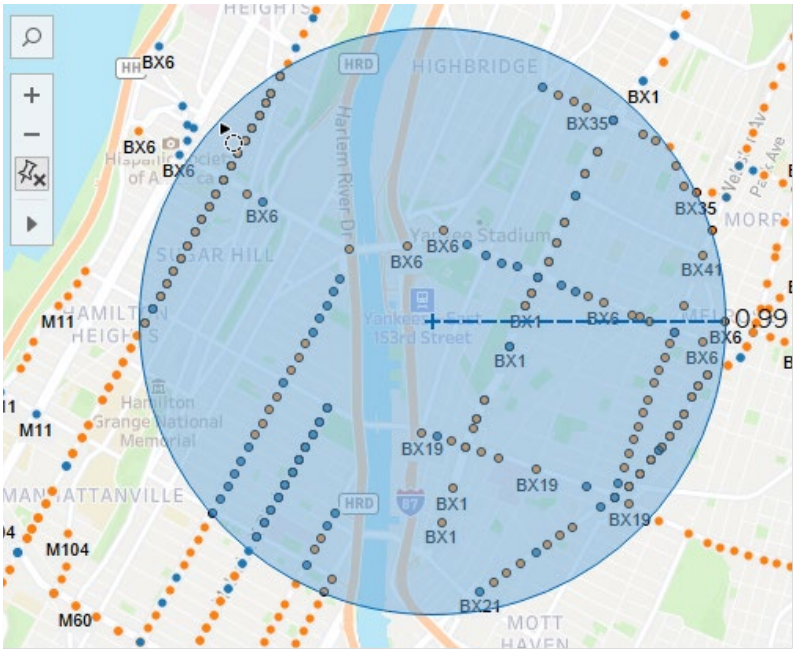


Figure 2 - TSP DASHBOARD CLOSE UP



Figure 3 – TSP Dashboard Routes

The Consultant will incorporate the current TSP Dashboard or deploy a similar product. The TSP Dashboard will be developed in conjunction with NYCDOT to ensure it provides sufficient functionality. It is expected that the TSP Dashboard will exceed the functionality of the TSP Dashboard as it is today.

Deliverables:

- Document indicating the TSP Dashboard proposed functionality
- Document recommending TSP Dashboard enhancements
- Functional TSP Dashboard

2. Support the Development, Deployment, Integration & Operation of the New TSP Corridors

2.1 Integration, analysis and optimization of the NYCDOT TSP system

The Consultant will monitor the New York City Advanced Solid State Traffic Controller (ASTC) TSP database (DB) configurations to ensure the signal timing parameters in the DB are configured as developed for optimal TSP operation. This will include, but not be limited to, the following:

- TSP operation hours are configured to match MTA TSP activation hours;
- TSP operation is developed to optimally increase bus speeds, while minimizing disruption to other road users

- TSP extension or truncation phases are configured consistently with information provided by the City and its consultants;
- Troubleshoot ASTC TSP DB configuration.

Deliverables:

- Memorandum documenting the TSP configuration for each TSP corridor in PDF and editable format such as Microsoft (MS) Word;
- Troubleshooting memorandum.

2.2 Provide information for TSP deployment and operation

The Consultant will review final NYCDOT TSP parameters generated by ITS Engineering group and provide comments before NYCDOT provides it to the MTA in Microsoft (MS) Excel format, with configuration information for each new TSP corridor. The list will utilize standard naming conventions for intersections and include columns with intersection HEX addresses in both 4-digit and 16-digit formats, main street and cross street names for each intersection, and strategy numbers by time of day and additional information. The list will be used by NYCT to configure their buses and DB to send TSP messages to NYCDOT TMC.

At the request of NYCDOT, the Consultant will review TSP related documents and provide comments. Where appropriate, the Consultant will provide recommended responses to the ITS group. The Consultant, with the NYCDOT's permission, will coordinate TSP systems work with NYCT.

Deliverables:

- Provide documentation displaying all intersections and correct configuration
- Review comments to NYCDOT;
- Provide TSP status including action items, outstanding problems, work schedule and its progress in project invoice progress report and monthly meeting.

2.3 Deployment and integration of new intersections with the NYCDOT's TSP system

The Consultant will develop explorer map to monitor the operation of TSP corridors. The map will show all the intersections and TSP information along a corridor (see Figure 4). A list of existing TSP Routes are in Exhibit 2.

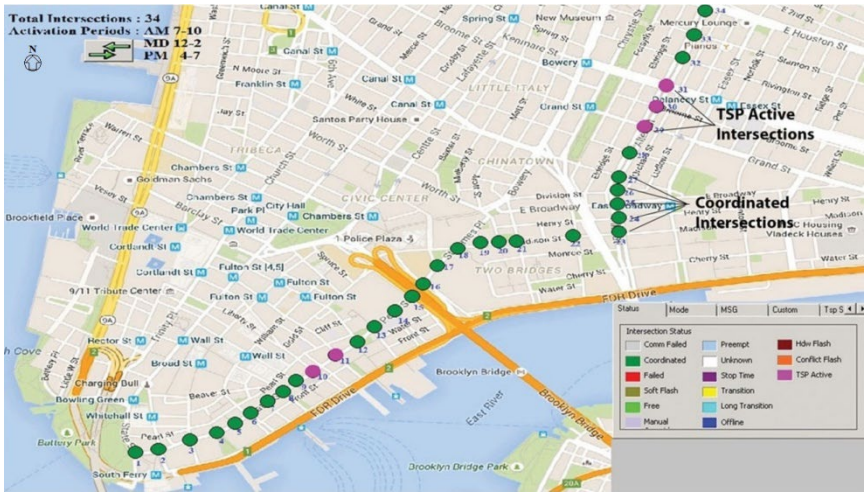


Figure 4 – M15 ATMS Explorer Map

The Consultant should have the ability to use the NYCDOT's ATMS Map software to display the TSP corridors or provide a map that has equal or better functionality. ATMS Map is developed with a Geographical Information System (GIS) and has dynamic functionality such as pan and zoom navigation. The selected Consultant should be able to develop and recommend enhancements to NYCDOT's ATMS Map, or similar, to support TSP. The Consultant will recommend update to the maps if any parameters change upon NYCDOT's request.

The Consultant will configure the corridor, intersection and bus tables in the archive database for new TSP corridors.

The Consultant should be able to configure new TSP corridors in the NYCDOT Traffic Control System (TCS). This includes creating the TSP corridors, associating intersections with the TSP route, enabling the route and intersections for TSP, and enabling the split-log for each TSP intersection.

The Consultant will provide support for both the "Before Study" and "After Study" data collection for each new corridor and assistance to the ITS group. This includes providing relevant TSP system information, enabling and disabling TSP to facilitate data collection for the studies and meetings with the City's ITS group and its consultants. In addition, the Consultant will be responsible for the following but not limited to:

1. Configure the TSP Analysis Reports and Daily and Weekly TSP Reports to include the new TSP route corridor segment

    a. Maintain current, and develop new TSP analysis reports and charts

b. Generate and distribute TSP Daily Report
c. Generate and distribute TSP Weekly Report
d. Prepare data for the TSP bus corridor for use by the ITS/TSP Group, MTA or other consultants with the TSP Analysis Reports – useful for Before/After studies
e. Make TSP Analysis available remotely to NYCDOT and other consultants using TeamViewer or similar

2. Includes the new TSP route corridor segment in the monitoring of the deployed TSP corridors and maintenance of records

3. Prepare procedures for managing and operating the NYCDOT portion of the TSP System

4. Prepare system diagrams for the NYCDOT portion of the TSP System

5. Develop new elements of the TSP System (i.e. TSP Dashboard)

6. Investigates Measures of Effectiveness that can be used for the TSP System besides bus travel time

7. Attend webinars, review relevant papers, and search innovative methodologies that could apply to NYC TSP Operations

Deliverables:

- Database archive configured for all new TSP corridors;
- TCS configured for new TSP corridors in NYC-TCS;
- Before/After study TSP on/off based on NYCDOT's data collection schedule;
- Provide system logs to NYCDOT based on request.
- Channel configuration for new TSP intersections in NYC-TCS UCM database configuration.

2.4 Configuration and Development of the NYCDOT TSP Data Warehouse

The Consultant Team will work on the configuration of the TSP Data Warehouse and the Trigger Point Interface:

- Configure the TSP Data Archive, TSP SQL Database, and the Trigger Point Interface
    - Architecture and optimization of the TSP Data Warehouse and Trigger Point Interface
    - SQL Database schema and modifications
    - TSP data archive data structure
    - Support version upgrades or software patches to the TSP Data Warehouse, TransSuite TCS, and Trigger Interface
    - Validate version upgrades and software patches
- Monitor and analyze network connection between NYCDOT TMC and MTA TSP Data Management:
- Add newly integrated TSP bus corridors to the TSP Data Warehouse.
- Confirm that phase split logs are enabled for all TSP enabled intersections and are being generated and saved daily.
- Confirm DOT logs and MTA logs are being generated and saved daily.
- Administer the TSP SQL Database and make sure it is populated with TSP data necessary for TSP dashboards and reports.
- Troubleshoot and resolve workstation and network problems with the TSP system.
- Confirm that data and database backups are occurring as per the plans.
- TSP systems data configuration, collection, archiving, and dissemination
    - Daily DOT system and CMS TSP message logs
    - Daily TSP enabled controller phase split logs
    - Daily MTA PIPO (pull-in, pull-out)

Deliverables:

- Quarterly report of configuration changes to the TSP Data Archive
- Quarterly report of enabled controller phase split logs
- Daily report comparing messages sent/received on the network connection between NYCDOT to MTA TSP servers

3 Implementation of Transition to Adaptive TSP Operation

As part of this contract, if directed by NYCDOT, the selected consultant will develop a transition of the current TSP system into Adaptive TSP operations. The work will include but not limited to:

- Build a data pipeline to receive continuous access to MTA's vehicle location data.
- Development of an algorithm for the prediction of arrival time and detection zones using a fused combination of historical and real-time data.
- Enhancements to existing communication systems
- Work with DOT and its consultants to update signal control algorithms to predict the impact of a TSP request on the traffic prior to deployment.

Deliverables:

- Concept's document for Adaptive TSP
- Implementation Plan

- Recommend / Coordinate the Central TSP Software Update
- Simulation and Data management
- Migration into adaptive TSP

3.1 TSP Simulation Modeling

The Consultant Utilize Traffic simulation model to test the performance of the Adaptive TSP routes and its impact on the performance of the TSP route and on the traffic in general

4 Project Management

4.1 Project Initiation:

After the Award, the Consultant will arrange for a Kick-off meeting with DOT and all stakeholders. During the Kick-off meeting the Consultant will perform the following tasks:

- Team member introduction.
- Present initial project management plan.
- Present and discuss the initial project schedule.
- Provide a delivery plan that corresponds to the agreed project schedule.
- The selected Consultant in coordination with DOT will set up and agree on the communication plan to be implemented.

Deliverables:

- Project Management Plan
- Project Schedule
- Delivery Plan
- Project communication plan

4.2 Project Execution:

The Consultant will be responsible for managing all aspects of the project as described in this RFP. The Consultant will arrange for monthly project meetings and will submit a periodic project summary report to DOT's project manager. During the course of the project, the Consultant will track the project schedule and will be updated as needed.

Deliverables:

- Project monthly meetings
- Periodic project status reports
- Schedule updates

D. Disadvantaged Business Enterprises in Federal Aid Projects

The Disadvantaged Business Enterprise (DBE) participation goal for this procurement is **zero percent (0%)**. *The forms AAP-10LL, form AAP-19LL, and AAP-20LL are provided in the Documents Section of this PASSPort RFx for awareness only. The proposers are not required to submit these forms as part of the proposal submission.*

The proposers are required to complete and submit the DBE Utilization Goal Form as part of the proposal submission. The form is available in the PASSPort RFx – Documents section.

E. Compliance with Local Law 34 of 2007 (LL 34 Compliance tab in PASSPort)

Pursuant to Local Law 34 of 2007, amending the City's Campaign Finance Law, the City is required to establish a computerized database containing the names of any "person" that has "business dealings with the city" as such terms are defined in the Local Law. In order for the City to obtain necessary information to establish the required database, vendors responding to this solicitation are required to complete the LL 34 Compliance tab in PASSPort with they are submitting their proposal. Organizations which hold 10% or more ownership of the entity must now be reported. Beginning in January 2018, an entity must submit a DBDF that certifies whether one or more organizations own or control 10% or more of the entity. Until such a DBDF has been received by Doing Business Accountability, a DBDF submitted with a filing status of No Change will not be accepted. To determine if Doing Business Accountability has received such a certification from your entity, contact doingbusiness@mocs.nyc.gov or at 212-788-8104.

F. New York City General Contract Provisions and Requirements

The Contract shall incorporate the City's general contract provisions, outlined in

- Appendix A (Architects and Engineers) (November 2018)
- Appendix A 5.08(B) Addendum (April 2023)

G. Federal Contract Provisions and Requirements

The Contractor and all subcontractors will be subject to Federal contract provisions outlined in

- Uniform Federal Contract Provisions Rider
- FHWA – Chapter 13 Civil Rights Act

The following Federal Disclosures and Certificate Requirements are available in the Documents Section of the PASSPort RFx and are required as part of the proposal submission.

- Standard Form 330 – Architect-Engineer Qualifications
- Appendix A1 Disclosure of Lobbying Act,
  Standard Form LLL (if applicable)
- Appendix A2 Certification of a Contractor Regarding Debarment, Suspension, and Other Responsibility Matters
- Appendix A3 Certification of a Subcontractor Regarding Debarment, Suspension, and Other Responsibility Matters
- Appendix A5 Buy America Certification

- Other contract compliance forms
  Non-Collusive Bidding Certification
  Offeror Disclosure of Prior Non-Responsibility Determinations
  Combined Certification Form

H. Compliance with the Iran Divestment Act (Questionnaire and Document Sections)

Pursuant to State Finance Law Section 165-a and General Municipal Law Section 103-g, the City is prohibited from entering into contracts with persons engaged in investment activities in the energy sector of Iran. Each proposer is required to complete the attached Bidders Certification of Compliance with the Iran Divestment Act, certifying that it is not on a list of entities engaged in investments activities in Iran created by the Commissioner of the NYS Office of General Services. If a proposer appears on that list, the Agency/Department will be able to award a contract to such proposer only in situations where the proposer is takings steps to cease its investments in Iran or where the proposer is a necessary sole source. Please refer to the Iran Divestment Act section (see under “Affirmations”) of the Questionnaire tab of this RFX for information on the Iran Divestment Act required for this solicitation and instructions on how to complete the required form and to https://ogs.ny.gov/iran-divestment-act-2012 for additional information concerning the list of entities.

I. NYC Mayoral Executive Order No. 39 Rider (Documents Section)

This rider is included in the Agreement and made a part thereof pursuant to the provisions of Mayoral Executive Order 39 of 2024

J. Community Hiring Compliance (Questionnaire and Document Sections)

Authorized under Section 3502 of the New York City Charter, the contract awarded pursuant to this solicitation will be subject to the Community Hiring requirements set forth in the rules promulgated under Title 74 of the Rules of the City of New York ("Community Hiring Rules"). The City requires that the awarded contractor will agree to make best efforts to employ Community Hires.

K. Procurement and Sourcing Solutions Portal (PASSPort) Disclosure Filing (Formerly known as Vendor Information Exchange System (VENDEX) Forms or Certificate of No Change)

All organizations intending to do business with the City of New York should complete an online disclosure process to be considered for a contract. This disclosure process was formerly completed using Vendor Information Exchange System (VENDEX) paper-based forms. In anticipation of awards, respondents to this RFP must create online accounts in the new Procurement and Sourcing Solutions Portal (PASSPort) and file all disclosure information. Paper submissions, including certifications of no changes to existing VENDEX packages will not be accepted in lieu of complete online filings.

For more information about PASSPort, please visit
https://www.nyc.gov/site/mocs/passport/about-passport.page

L. Cybersecurity Requirements for Vendors and Contractors (Documents Section)

Contractor must comply with NYC Cyber Command requirements including vulnerability scan and penetration test, and remediation of identified vulnerabilities. Penetration testing certification would be due on the anniversary of the Notice to Proceed. Additional penetration test testing may be required at the discretion of NYC Cyber Command. NYC3 Cyber policies can be found at the following NYC OTI Policies https://www.nyc.gov/content/oti/pages/vendor-resources/cybersecurity-requirements-for-vendors-contractors . (See "Attachment SCY Security Requirements," located in the Documents Section of this RFX.)

M. Cloud Agreement (Documents Section)

The Contractor shall agree with and comply with all City and DOT specific policies and procedures in the attached Additional Terms and Conditions for Cloud Service Agreement located in the Documents Section of this RFX (See "Attachment – Cloud Agreement").

N. Responding to the Request for Proposals

This RFP is released through PASSPort, New York City's online procurement portal. Responses to this RFP must be submitted via PASSPort. To access the RFP, vendors should visit the PASSPort public Portal at the link provided in Section II(K) above and click on the blue rectangle captioned "Procurement Navigator." Doing so will take one to the public portal of all procurements in the PASSPort system. To quickly locate the RFP, insert the EPIN, 84126P0001, into the Keyword search field. In order to respond to the RFP, vendors must create an account within the PASSPort system if they have not already done so.

Any inquiries concerning this RFP should be directed by email, under the subject line "84126P0001-Develop, Deploy, Support and Maintain Existing and Future Citywide Transit Signal Priority (TSP)" to the email address of the Authorized Agency Contact, David Maco, at dmaco@dot.nyc.gov

SECTION III PROPOSAL EVALUATION AND CONTRACT AWARD PROCEDURES

A. Evaluation Procedures

The selection process will be Qualifications Based Selection (QBS) following Brooks Law.

All proposals accepted by the Agency will be reviewed to determine whether they are responsive or non-responsive to the requirements of this RFP. Proposals that are determined by the Agency to be non-responsive will be eliminated from further consideration. An Evaluation Committee (EC) consisting of five (5) members will evaluate and rate all responsive proposals based on the Evaluation Criteria prescribed below.

1. Response to the Questionnaire Evaluation Criteria

	Response to the Questionnaire Evaluation Criteria	Evaluation Criteria Weight
1.	**Demonstrated Quantity and Quality of Successful Relevant Experience**	25%
2.	**Demonstrated Level of Organizational Capability**	20%
3	**Quality of Proposed Approach**	55%
	Total	**100%**

a) In order to establish the technical evaluation ranking, the ratings by the EC members of the response to the technical envelope section of the RFx questionnaire will be added and averaged for each proposing firm. Upon completion of the evaluation of the Technical Proposals, proposers will be ranked in descending order of scores.

b) Based on these rankings, a "short-list" will be established of only those Respondents who submitted highly relevant and technically viable proposals with relevant and adequate qualifications, experience, overall project understanding, approach and demonstrated level of organizational capability in all project areas. A shortlist of only those proposers who submit proposals which have been evaluated as demonstrating a minimum technical viability, that is, scoring 70% or higher (a minimum of score of 3.50 out of 5.00), will be established. Respondents not included on the "short-list" will not be further considered. NYC DOT reserves the right to limit the number of firms shortlisted.

c) NYC DOT reserves the right to conduct site visits and/or interviews and/or to request that proposers make oral or visual presentations in support of their proposals or to exhibit or otherwise demonstrate or clarify the information contained in their proposals. Subsequent to any such presentations, the evaluation committee will have the opportunity to revise their scoring in accordance with the above-noted criteria.

d) The Agency shall rank proposers by technical merit and pursuant to the Federal/State Method of Procurement (Brooks Law). The cost/price/fee proposal of ONLY the highest technically ranked firm will be opened and reviewed by the Evaluation Committee (EC) to determine whether it is responsive or nonresponsive. Following analysis of the responsive price proposal by the EC, the Agency will then consider price by negotiating a fair and reasonable price with the highest technically ranked firm that will be recommended for award and invited for contract negotiations.

e) In the event that NYC DOT has chosen to negotiate a fair and reasonable price with the highest ranked proposer, if such a fee is not successfully negotiated, NYC DOT may conclude such negotiations and enter into negotiations with the next ranked Respondent(s), as necessary.

f) Although discussions may be conducted with Respondents submitting acceptable proposals, NYC DOT reserves the right to award the contract on the basis of initial proposals received, without discussions. Therefore, the Respondent's initial proposal should contain its best programmatic and price terms.

2. Cost/Price Proposal/Total Fee

a) Only the Cost/Price Proposal/Total Fee of the Shortlisted Respondent with the highest final technical score shall be viewed by the Evaluation Committee.

B. Basis for Contract Award

Subject to successful negotiation of contract terms, the Contract will be awarded to the responsive and responsible Short-listed Proposer scoring the highest final technical score and whose proposal is determined to be the most advantageous to the City, taking into consideration the price and such other factors or criteria which are set forth in this RFP.

In the event that DOT has chosen to negotiate a fair and reasonable price with the highest ranked Short-listed Proposer, if such fees are not successfully negotiated, DOT may conclude such negotiations and enter into negotiations with the next ranked Short-listed Proposer(s), as necessary.

C. Payments

1. BASIS

The Consultant and Subconsultant(s) shall be paid for the entire duration of the contract term using Fully Loaded Hourly Rates approved by the Agency Chief Contracting Officer (ACCO). The Cost Proposal requests Fully Loaded Hourly Rates. The Proposer must enter a Fully Loaded Hourly Rate for ALL Contract Job Titles included and/or additional titles proposed.

The Fully Loaded Hourly Rate shall be calculated as:

(A) Direct Labor or Direct Technical Salary = Average Hourly Rate
(B) Employment Cost Index (ECI) = A * ECI
(C) Overhead Costs = B * Overhead Rate
(D) Fixed Fee (Profit) = ((B+C) * Fix Fee)
(E) Loaded Hourly Rate = B + C + D

Loaded Hourly Rates proposed are applicable for the fiscal year that was negotiated and agreed upon. Direct Labor or Direct Technical Salary shall be the Average Hourly Rate for each title and grade from the latest NYSDOT-approved certified Roster for the prime and Sub Consultants. If the proposed Job Title/Grade is not available in the NYSDOT Certified Roster, then the Average Hourly Rate shall be used from the Firm's most recent Salary Roster.

The Overhead Rate[1] shall be a percentage (%), and it should be from the latest NYSDOT-approved ConR385 or the auditor's Overhead Rate. The Agency utilizes the Employment Cost Index rates reported by the United States Department of Labor – Bureau of Labor Statistics in determining the parameters for approving the consultant annual salary increases. For subsequent fiscal years, it is the Consultant's responsibility to submit a revised Loaded Hourly Rates table based on approved ECI at the beginning of each Fiscal year.

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[1] The Overhead Rate is subject to audit and revision on an annual basis when the actual overhead information for the respective year becomes available. Suitable adjustments to the previous payments will be made accordingly upon completion of phase and when multiplier information is available. As needed, the additional fund for the overhead and profit will be added via Change Order by the Agency at the discretion of the Agency. The Overhead Rate shall be a percentage (%) and it should be from the latest NYSDOT approved ConR385 or the auditors Overhead Rate.

2.DEFINITIONS

a) Direct Technical Salary Cost:

Direct technical salary cost shall include only engineering, surveying, technical and drafting salaries, including applicable weekend/night work differential but exclusive of Principals' Time, and shall be derived from direct individual salaries for actual time worked, including applicable weekend/night work differential, but not including overtime premium pay, vacation pay, holiday pay, social security, unemployment insurance, worker's compensation, sick pay or other fringe benefits. The direct technical salaries shall be comprised of one segment.

b) Principals' Time

The words “the Principals” or “the Principals of the firm” are understood to mean those individuals in a firm who possess legal responsibility for its management. They may be owners, corporate officers, associates, partners, etc. With respect to a corporation, a principal is also defined as that person who owns ten (10) percent or more of the voting stock. Principals of the firm shall be compensated for their time when summoned by the Department to provide technical assistance, to the extent that they perform services other than administrative or supervisory services, as follows:

a. The rate of compensation for Principals' Time as stated herein before, shall not exceed One Hundred Dollars ($100.00) per hour, to be based on actual draw.
b. The Principals participating in the project shall provide the Department with a demonstration certifying their actual draw from the firm on an average weekly basis. Where said rate exceeds Fifty Dollars ($50.00) per hour, the principal participating in the project shall provide the Department with a notarized statement by a certified public accountant that such rate does not exceed the principals' annual direct compensation, excluding profit, computed on an hourly rate. The amount payable for Principals' Time shall not be included in the technical salary cost base and is not subject to any multiplier.
c. The Principals participating in the project shall maintain a daily log of their participation, which shall be available for inspection by the Department and the Comptroller of the City.
d. The Department shall certify that direct participation by the Principals is essential to the effective and economic completion of the project.
e. The total compensation for the Principals' Time shall not exceed Thirty Five Percent (35%) of the total not to exceed fee as stated herein before.
f. In the event that a Principal assumes the specific assignment of responsibilities normally allocated to a technical member of the project team, said Principal shall be compensated at a rate corresponding to the technical salary commensurate with that assignment times an adjusted (where appropriate) multiplier, said multiplier to be established by the Department's Engineering Audit Bureau to avoid duplication of indirect expenses. The adjusted multiplier is calculated by decreasing the Consultant's Multiplier by 10%.

c) Out-of-Pocket Expense

Out-of-pocket expenses shall be limited to:

a. The cost of acquiring, on a per diem basis, the services of other experts or Consultants as may be required for the performance of the Consultant's services are subject to the same audit rules as the prime.
b. The costs of the use of motor vehicles, owned by the Consultant or employees of the company or leased and maintained by the Consultant and used specifically for and only for the performance of this contract, shall be compensated on a direct mileage basis in accordance with the standards as established for reimbursement allowances for City personnel by the current edition of Directive #6, NYC Comptroller. The cost of MTA Fares and Tolls within the city borders is reimbursable as out-of-pocket costs. The cost of parking may be reimbursed as approved by Division's designated Project Manager.
c. The cost of printing and duplicating for this project by an outside vendor is reimbursable as out-of-pocket costs based on the submitted invoice. However, cost of printing by in-house services is not reimbursable.
d. The cost of renting any other materials or equipment or acquiring services specifically for, and applicable only to, this project may be submitted for direct payment as out-of-pocket costs. This shall not include the purchase of general tools or office supplies whether expendable or reusable.
e. The costs of the specified registered mailing and/or FEDEX type services directed by the Department are reimbursable as out-of-pocket costs. However, routine postage, messenger service, etc. are not reimbursable. The cost of project related long distance telephone calls are reimbursable as out- of-pocket costs.
f. The cost of project specified cellular communications, approved by the Deputy Chief Engineer are reimbursable as out-of-pocket costs.
g. The cost of project specified microfilming services are reimbursable as out-of- pocket costs.
h. The cost of project specified photographic film, developing and printing services are reimbursable as out-of-pocket costs.
i. The cost of acquiring the services of a licensed surveyor, as may be required, for performing surveying and/or plotting of surveys are reimbursable as out-of pocket costs.
j. The cost of retaining the services of a qualified contractor, or contractors, to provide for Concrete Coring and Concrete Core Testing Services, Concrete Encasement Removal, Steel Sampling, and Soil Investigation and Testing Services, as required are reimbursable as out-of-pocket costs.

k. The cost of any Force Account expenditure(s) and/or Force Account Agreement(s) that may be required for the performance of the Consultant's In-Depth Inspection(s) as required are reimbursable as out-of-pocket costs.
l. The cost of project specific miscellaneous items approved by the Department may be reimbursable as out-of-pocket costs and are subject to audit.

Out-of-Pocket expenses shall be subject to audit by the Department, consequently, the Consultant shall maintain, and submit to the Department upon request, time and material records for all Out-of-Pocket expenses incurred and submitted for reimbursement in connection with the services herein contained. Subcontractors and sub-consultants are subject to the same rules governing the documentation and reimbursement of Out-of-Pocket expenses as the prime. For car rental or staying in hotel the prior approval is required from the Department and the cost shall be included in the cost proposal for the City to reimburse as part of Out of Pocket expenses.

d) Indirect Costs and Overhead

a. Indirect Costs are costs of a general nature which are not directly attributable to the Project, including fringe benefits, taxes, insurance premiums, postage, office supplies, motor vehicles, equipment, office machine and computer rentals, depreciation on purchased equipment, maintenance and operation costs, recruitment, temporary facilities, consultant fees, overhead (see below) and any such costs as are necessary to conduct the Consultant's operations with the exception of those cost items which are submitted to direct payment as Out-of-Pocket Expenses.
b. Overhead expenses are indirect costs of operating the Consultant's business, including, but not limited to: rent, utilities, salary costs of administrative and clerical work (including administrative services of the Principal and Technical Typing), fringe benefits, payroll expenses, taxes, insurance, legal and professional fees, bank service charges, depreciation, office supplies and equipment, maintenance, etc.

e) Overtime Premium Compensation

Overtime Premium Compensation shall be those payments over and above straight salary for hours actually worked, which are required either by applicable State and Federal Laws and Regulations or which are in accordance with the schedule, as directed by the Department. In no event however, shall the rate of overtime premium compensation exceed the Consultant's company policy relating to such compensation.

f) Weekend/Night Work Differential

Weekend/night work differential shall be compensation over and above the daily wage rate for normally scheduled non-overtime shift work either on weekends or between the hours of 6:00 P.M. and 8:00 A. M. The weekend/night work differential shall be limited to a maximum of ten percent (10%) of actual base pay for applicable time worked during the differential periods, exclusive of overtime premium pay, and shall be paid in accordance with the standards as established for reimbursement allowances for City personnel. In no event however, shall the rate of overtime premium compensation exceed the Consultant's normal company policy relating to such compensation.

g) Performance Evaluation

Consultant services must be performed in a timely manner. Emphasis shall be placed on qualitative and timely submission of required documents and reports. Evaluations of performance will be used in selection of consultants for future work.

3.PAYMENTS

a) During the course of the contract, all payments, including the final payment, shall be paid to the Consultant on a monthly basis as they occur, as follows:
b) The Consultants and all Professional Subcontractors shall be paid using Loaded Hourly Rate as approved by the Agency Chief Contracting Officer (ACCO).

c) For approved out-of-pocket costs, including Materials Testing Services, overtime premium pay and allowable time for Principals' services, payments shall be made on the basis of direct reimbursement at cost to the Consultant, with no markup for the Consultant's overhead and profit. The Consultant shall submit to the Commissioner, but not more than once per calendar month, a certified voucher, and two copies, setting forth in detail the items of work and services performed by the Consultant and the amount of partial payment requested. Vouchers shall be accompanied by statements prepared and certified by the Consultant setting forth the name and title of each of his/her and his/her sub-consultants employees who was engaged in the project during such respective month, the number of hours worked each day, the direct salary and the number of hours worked each day, the direct salary and the compensation attributable to the time for which the voucher is submitted. All vouchers shall be accompanied by a report on the progress of the work properly coded and tabulated to indicate the percentage of completion of each phase of the work. All said vouchers and progress reports shall be subject to review and approval of the Division's designated Project Manager.

d) The Commissioner shall review the said voucher and if, in his/her judgment, the work and services therein set forth have been performed, the Commissioner shall endorse his/her approval of payment of said voucher and certify that the work and services have been satisfactorily performed by the Consultant.

e) Out-of-pocket expenses, overtime premium pay and compensation for Principals' Time approved by the Commissioner shall be paid at cost to the Consultant, with no markup for the Consultant's overhead and profit.

f) The last and final payment to the Consultant shall become due and payable upon the actual completion of the work under this contract and the filing by the Consultant with the Commissioner of all records and documents in connection with the project, including the record ("as built") drawings of the project.

g) The final voucher shall be accompanied by a statement certifying and scheduling the total direct technical salary costs of the Consultant attributable to the contract.

h) The fee and all payments hereunder shall be subject to review and audit by the Department of Transportation and subject to a post audit by the Comptroller.

i) The fee shall not be increased for any reason except as provided herein or where such increase is due to a material change in scope of work.

j) DOT has made a determination that it will NO LONGER HOLD retainage ON FTA/FHWA FUNDED CONTRACTS.

k) To provide full coverage for field operations, the required overtime work must be authorized by the Commissioner. The Consultant shall be paid for the entire duration of the contract term using Loaded Hourly Rates as approved by the Agency Chief Contracting Officer (ACCO).

l) In addition to any other requirements contained herein, the Consultant is advised that all payments due under this contract are subject to various directives issued by the Office of the Comptroller regarding the auditing of payment to consultants. Such directives are:

   Directive No.2 (Guidelines for Audit of Vouchers Submitted Under Cost Reimbursable Contractual Agreements) Directive No.6 (Travel Meals Lodging and Miscellaneous Agency Expense); and Directive No. 7 (Audit of Payment Vouchers Issued Under Contracts for Construction, Equipment and Related Consultant Services).

   Said Directive may be obtained from Project Engineer.

4.OVERTIME

All requests for Overtime on a project must be approved by the Commissioner. The Consultant shall obtain this authorization before assigning personnel on an overtime basis. In the event that such prior approval cannot be obtained due to the nature of the operations, the Consultant shall submit a written report detailing the need for such overtime. This report shall be subject to the review and approval of the Commissioner. Overtime compensation will be paid in accordance with the following:

a) Compensation shall be paid according to the following schedule and the Department's policy on overtime reimbursement for Consultant employees, subject to an audit by the Department of Transportation and to a post audit by the Comptroller. In no event, shall the rate of overtime compensation exceed the Consultant's normal Company Policy relating to such compensation.

Overtime Compensation Schedule:

Level	Overtime Category
ASCE VI & above	A (No overtime compensation)
ASCE IV & V	B (Overtime compensation at straight time rate) ASCE
I, II & III	C (Overtime compensation at straight time rate x 1.5)
NICET I, II, III & IV	C (Overtime compensation at straight time rate x 1.5)

b) Compensation for approved overtime for those personnel covered under the Field Survey Union Contract will be paid in accordance with the schedule set up under the Field Survey Union Contract.

5. PARTIAL PAYMENTS:

a) Partial Payments

a. The Consultant shall be paid in monthly progress payments based on actual allowable cost incurred during the period. Progress payments are subject to the approval of the Commissioner, or his duly authorized representative.
b. The Consultant shall inform the City and all Sub Contractors and Sub Consultants of the Consultant's schedule for submitting monthly vouchers to the City, said schedule shall be strictly adhered to by the Consultant.
c. All Sub Contractor and Sub Consultant Vouchers received by the Consultant at least ten (10) calendar days prior to a scheduled billing, shall be included in that billing, even if the Consultant does not have other costs to be billed for that period. The Consultant shall inform the Sub Contractor or Sub Consultant of the date the voucher was submitted to the City and the amount included for the Sub- Contractor or Sub Consultant.
d. The Consultant is required to make partial payments to all Sub Contractors and Sub Consultants within (10) calendar days of receipt of payment from the City.
e. Accounts of the Consultant shall clearly identify the costs of the work performed under this Agreement and shall be subject to periodic and final audit by the City and, on Federally aided Projects, by the Federal Highway Administration. Such audit shall not be a condition of partial payment.
f. The Consultant shall not be entitled to any additional compensation as a result of any sum or sums paid to the Construction Contractor(s) in settlement of claims for additional compensation or of any judgment for damages under the construction contract(s). However, in the event it becomes necessary to re-let the construction contract(s), the Consultant shall be compensated for any additional work required as a result of such re-letting as ordered by the Commissioner, under terms to be agreed upon.
g. The provisions of the original contract shall be followed in case of a company merger or takeover.

SECTION IV: GENERAL INFORMATION TO PROPOSERS

A. Complaints. The New York City Comptroller is charged with the audit of contracts in New York City. Any Proposer who believes that there has been unfairness, favoritism or impropriety in the proposal process should inform the Comptroller, Office of Contract Administration, 1 Centre Street, Room 1005, New York, NY 10007; contract@comptroller.nyc.gov, or at (212) 669-2323. In addition, the New York City Department of Investigation should be informed of such complaints at its Investigations Division, 80 Maiden Lane, New York, NY 10038; the telephone number is (212) 825-5959.

B. Applicable Laws. This Request for Proposals and the resulting contract award(s), if any, unless otherwise stated, are subject to all applicable provisions of New York State Law, the New York City Administrative Code, New York City Charter and New York City Procurement Policy Board (PPB) Rules. A copy of the PPB Rules may be obtained by contacting the PPB at (212) 788-0010 or at https://www.nyc.gov/site/mocs/regulations/ppb.page

C. General Contract Provisions. Contracts shall be subject to New York City's general contract provisions, in substantially the form that they appear in "Appendix A—General Provisions Governing Contracts for Consultants, Professional and Technical Services" or, if the Agency utilizes other than the formal Appendix A, in substantially the form that they appear in the Agency's general contract provisions. A copy of the applicable document is available through the Authorized Agency Contact Person.

D. Contract Award. Contract award is subject to each of the following applicable conditions and any others that may apply: New York City Fair Share Criteria; New York City MacBride Principles Law; submission by the proposer of the requisite New York City Department of Business Services/Division of Labor Services Employment Report and certification by that office; submission by the proposer of the requisite VENDEX Questionnaires/Affidavits of No Change and review of the information contained therein by the New York City Department of Investigation; all other required oversight approvals; applicable provisions of federal, state and local laws and executive orders requiring affirmative action and equal employment opportunity; and Section 6-108.1 of the New York City Administrative Code relating to the Local Based Enterprises program and its implementation rules.

E. Proposer Appeal Rights. Pursuant to New York City's Procurement Policy Board Rules, proposers have the right to appeal Agency non-responsiveness

determinations and Agency non-responsibility determinations and to protest an Agency's determination regarding the solicitation or award of a contract.

F. **Multi-Year Contracts.** Multi-year contracts are subject to modification or cancellation if adequate funds are not appropriated to the Agency to support continuation of performance in any City fiscal year succeeding the first fiscal year and/or if the contractor's performance is not satisfactory. The Agency will notify the contractor as soon as is practicable that the funds are, or are not, available for the continuation of the multi-year contract for each succeeding City fiscal year. In the event of cancellation, the contractor will be reimbursed for those costs, if any, which are so provided for in the contract.

G. **Prompt Payment Policy.** Pursuant to the New York City's Procurement Policy Board Rules, it is the policy of the City to process contract payments efficiently and expeditiously.

H. **Prices Irrevocable**. Prices proposed by the Proposer shall be irrevocable until contract award, unless the proposal is withdrawn. Proposals may only be withdrawn by submitting a written request to the Agency prior to contract award but after the expiration of 90 days after the opening of proposals. This shall not limit the discretion of the Agency to request Proposers to revise proposed prices through the submission of best and final offers and/or the conduct of negotiations.

I. **Confidential, Proprietary Information or Trade Secrets.** Proposers should give specific attention to the identification of those portions of their proposals that they deem to be confidential, proprietary information or trade secrets and provide any justification of why such materials, upon request, should not be disclosed by the City. Such information must be easily separable from the non-confidential sections of the proposal. All information not so identified may be disclosed by the City.

J. **RFP Postponement/Cancellation.** The Agency reserves the right to postpone or cancel this RFP, in whole or in part, and to reject all proposals.

K. **Proposer Costs.** Proposers will not be reimbursed for any costs incurred to prepare proposals.

L. **PASSPort Fees.** Pursuant to PPB Rule 2-08(f)(2), the contractor will be charged a fee for the administration of the PASSPort system.

M. Charter Section 312(a) Certification. [IF APPLICABLE]

__X__ The Agency has determined that the contract(s) to be awarded through this RFP will not result in the displacement of any New York City employee within this Agency. See attached Displacement Determination Form.

_____ The Agency has determined that the contract(s) to be awarded through this RFP will result in the displacement of New York City employee(s) within this Agency. See attached Displacement Determination Form.

_____ The contract to be awarded through this RFP is a task order contract that does not simultaneously result in the award of a first task order; a displacement determination will be made in conjunction with the issuance of each task order pursuant to such task order contract. Determinations for any subsequent task orders will be made in conjunction with such subsequent task orders.

_____

Message from the New York City Vendor Enrollment Center
Get on mailing lists for New York City contract opportunities!
Submit a NYC-FMS Vendor Application – Call 212/857-1680

Message from New York City's Department of Small Business Services

The Department of Small Business Services (SBS) offers One-on-One Technical Assistance to businesses that are interested in bidding on City contracts for the following goods and services: construction, construction related, standardized and architectural and engineering. If you plan on bidding on this or any other City contract, contact SBS to schedule an appointment. The Department of Small Business Services will meet with you to review your particular proposal or submission, and provide feedback and guidance to help you submit the best proposal possible.

To schedule One-on-One Technical Assistance, email techassist@sbs.nyc.gov and an SBS representative will contact you.

Exhibit 1: Transit Signal Priority (TSP) Data Exchange Format Design V16

1- Architecture

There is a need to incrementally and automatically update or provide the trigger points for the TSP routes and TSP operation for each intersection where TSP operation is desired. This capability is essential for "tuning purposes" and for the incremental implementation of the various TSP corridors. The context for these exchanges is shown below.

2- Concept of Operations

The trigger point definition system will contain trigger point definition data for all routes on which TSP will be active. Trigger point definitions will be created by contractors outside of the NYCDOT. The definitions will then be reviewed and updated by NYCDOT personnel, who will approve publication of trigger points for each transit route to the MTA.

When the trigger point data for a route has been approved at the TMC, the trigger point definition system will transmit the route data to an SFTP server where it can be read by the MTA for distribution to buses. The assumption for the following discussion is that the trigger point definitions for each transit route will be transferred as a CSV text document in a single file.

2.1 Route Trigger Point Definition File Characteristics

2.1.1 File Contents

Trigger point definition files for transit routes are comma-separated value (CSV) text files. The files contain a series of lines with a fixed number of values on each line. Values are separated by comma characters. Lines are terminated by a carriage return and line feed character pair, following the Windows convention for text files. The first line of a file contains the names of the columns in the file, and each line below it contains trigger point definitions for intersections on the transit route.

2.1.2 File Naming

The names of trigger point definition files will contain the route name to which they apply, a hyphen or dash character, a version number for the trigger point definitions, the date in YYYY-MM-DD format, and finally an extension of ".csv". For example, version 3 of the trigger point definitions for route B35 saved on October 11, 2018 would be named "B35-3-2018-10-11.csv".

2.1.3 File Layout Changes

The route trigger point definition file layout in this document is expected to change infrequently. Changes to the layout will require modifications to all existing route trigger point definitions on the trigger point system and all tools for sending trigger point definitions and schedules to buses. Layout changes will require review and approval from NYCDOT and MTA personnel.

2.2 Route Trigger Point Distribution

2.2.1 Creation on NYCDOT Trigger Point Definition Server

The trigger point definition for each route will be created by contractors on the trigger point definition system at the NYCDOT TMC. Users may decide to import trigger point definitions into the system as CSV files.

The route trigger point definitions will be reviewed and updated on the NYCDOT server by NYCDOT personnel. The revised definitions may then be published to the MTA after NYCDOT approval.

2.2.2 Publication of Route Trigger Point Definitions from NYCDOT Trigger Point Definition Server to SFTP Server

When the trigger point definitions for a route have been reviewed and approved by NYCDOT, the full set of trigger point definitions defined in Section 3 below for that route will be forwarded to an SFTP server accessible to the MTA. NYCT will be able to download the trigger point definitions for all routes from the SFTP server and convert them to the proper format for distribution to buses.

2.2.3 Route Trigger Point Definition Version Management

Each version of the trigger point definitions for a route published to the MTA will be given a unique version number. Note that this version number is provided by NYCDOT for TSP deployment parameters, not related to any signal timing database version number in TransSuite TCS. The intent is to exchange the complete database for a single route at a time which will include all time schedules and trigger points for each direction for each time schedule entry for each intersection along the route.
Note: different routes could have different versions since the only restriction is that an entire route is included in any route definition transferred. It is anticipated that individual routes will be added and/or updated over time and since the version number is to be included in the request message, the analysis of the data collected will "know" which version of the database is being used.

2.2.4 Database Change Logging

Each time the trigger point definition database is updated at the TMC, NYCDOT shall log the database version number, name of the user making the change, and time of the change.

3- Route Trigger Point Definition File Structure

The following table structure has been developed to allow the City to identify a specific trigger point for each intersection on a transit route for each direction (e.g. inbound, outbound) for the specific time(s) of the day and days of the week that TSP is to be active – i.e. that TSP requests transmitted by the bus to the Transit Center and forwarded to the TMC for transmission to the intersection are executed.
Route trigger point definition files are CSV text files, in which each line contains a fixed number of columns. The first line in the file is the file header, which contains the names of the columns in the file, and subsequent lines contain trigger point definitions for each intersection on the route, both on the outbound and inbound legs of the route.

3.1 File Header

The first line in the file will contain the names of each column in the subsequent data lines, as described in Table 2 below.

3.2 Data Rows

The columns in a data line in the trigger point definition file for a transit route are described in Table 1 below. The column names in the file header are required to match those in this table.

TABLE 1 - ROUTE DATA COLUMN

Name	Description	Size	Value/ Value Range	Used by
Route ID	Case-sensitive identifier for a NYCT SBS bus route in the format "<borough prefix> <route number> <descriptive suffix>". Examples: "M15" for Manhattan route 15 or "B35LTD" for limited	1-80 characters	Text string	MTA and NYCDOT

Name	Description	Size	Value/ Value Range	Used by
	Brooklyn route 35. There should be no blank space between the borough prefix and route number. The descriptive suffix may contain spaces but may not contain any of the following characters: dash, less than, greater than, colon, double quote, forward slash, backslash, vertical bar, question mark, or asterisk (-<>:"/|?* respectively). The route ID should be consistent with NYCT bus route IDs; if not, the request will be rejected by NYCDOT TCS/TSP service.			
Route Direction	Identifies route origin, direction, and destination. For example: M60-SBS to SELECT BUS WEST SIDE BWAY - 106 ST	0-128 characters	Text string	NYCDOT
Direction Type	Distinguishes inbound from outbound direction, either "Inbound" or "Outbound"	8 characters	Text string	
Jurisdiction Name	One of Manhattan, Queens, Bronx, Brooklyn, Staten Island, or Testing	1-14 characters	Text string	MTA
Update Date	Date when this trigger point definition was last updated	10 characters	Text string, MM/DD/YYYY	NYCDOT
Update Time	Time of day when this trigger point was last updated, in 24-hour format	8 characters	Text string, HH:MM:SS	NYCDOT
Publication Reason	Reason the trigger point definition was last updated	0-128 characters	Text string	NYCDOT
Vehicle Trigger Database Version	Version number assigned to this version of the route trigger point definitions by NYCDOT	1-10 characters	Number, 1-2147483647	NYCDOT and MTA
Intersection Name	Text string describing the intersection, built from the main street and cross street names, such as "Church Avenue and East 7 Street"	1-256 characters	Text string	MTA
Main Street	The Main Street Name on NYCDOT Timing sheet	0-128 characters	Text string	NYCDOT
Cross Street	The Cross-Street Name on NYCDOT Timing sheet	0-128 characters	Text string	NYCDOT
Intersection ID	Decimal version of the NYCDOT Intersection ID	1-5 characters	Number, 0-65535	MTA and NYCDOT
NYCDOT Intersection ID	The controller cabinet address.	4 hexadecimal	Hexadecimal number, 0000-FFFF	NYCDOT

Name	Description	Size	Value/ Value Range	Used by
		characters (0-9 and A-F)		
NYCDOT UID	This is the TCS intersection ID, used for reference in the TCS user interface, which requires the UID. There is no computational relationship between the intersection UID and the hexadecimal intersection ID.	1-10 characters	Number, 1-2147483647	NYCDOT
Zone ID	Identifies a zone number within a route. The zone ID will be used for monitoring sections of the route and managing changes to the route, such as when a corridor is extended after initial deployment.	1 character	Numeral, 1-6	NYCDOT
Longitude	Longitude of TSP clear point (where the TSP request will be dropped/cleared) for defining a service (approach), or 0 if TSP is disabled for the approach. In NYC longitudes will be negative. Example: "-73.627408" This location is definable and changeable by agreements between NYCDOT and MTA.	Decimal Degrees Specified to a precision of millionths of a degree if necessary	Floating point number, -DD.dddddd	MTA
Latitude	Latitude of TSP clear point (where the TSP request will be dropped/cleared) for defining a service (approach), or 0 if TSP is disabled for the approach. In NYC, latitudes will be positive. Example: "45.571634" This location is definable and changeable by agreements between NYCDOT and MTA.	Decimal Degrees Specified to a precision of millionths of a degree if necessary	Floating point number, DD.dddddd	MTA
Heading	Direction of travel (0-359 degrees) from which the bus will approach the intersection for service. Compass heading North=0.	3 characters	Number, 0-359	MTA
Service	TSP service (strategy number) to be executed by the traffic controller; this is also the "input number" for the TSP request; convention used is 1= Northbound, 2= Eastbound, 3= Southbound, 4= Westbound, 5 & 6 = other action such as permissive left turn, or queue jump. The traffic controller must be configured with the appropriate TSP	1 character	Numeral, 0-6	MTA and NYCDOT

Name	Description	Size	Value/ Value Range	Used by
	parameters for each requested strategy. Strategy=0 means there is no TSP for this intersection. This parameter will be used as "Strategy" number for NYCDOT to configure traffic controller database.			
Service name	Description of service (or strategy) # used in traffic controller DB, "Northbound" for Strategy #1, "Eastbound" for Strategy #2, "Southbound" for Strategy #3, "Westbound" for Strategy #4.	0-128 characters	Text string	MTA and NYCDOT
Default ETA	Estimated time of arrival (ETA) threshold in seconds for making the request from the point of interest based on speed of the vehicle and distance from the defined clear point during non-peak hours. A value of 0 deactivates TSP for the intersection in the default time slot. Default ETA= Traffic controller TSP maximum extension/truncation time + network latency.	1-5 characters	Number, 0-32767	MTA
Default Distance	Distance in feet upstream from the defined clear point at which a bus should request TSP in the default time slot. Default Distance (ft) = Default ETA * Average Travel Speed(ft/s). A value of 0 deactivates TSP for the intersection in the default time slot.	1-5 characters	Number, 0-32767	MTA
Default Extended Phase	Indicates the phase(s) to be extended for this approach in the default time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
Default Truncated Phase	Indicates the phase(s) to be truncated for this approach in the default time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
Default Max Extension/ Truncation Time	The maximum number of seconds that the designated phases can be extended or truncated in the default time slot. Note that the traffic controllers are using split balancing such that extension is corrected with the truncation to maintain progression. 0 indicates no TSP support for this intersection	1-3 characters	Number, 0-255	NYCDOT
Default Start Time	Start time for default time slot	5 characters	Text string, HH:MM	MTA and

Name	Description	Size	Value/ Value Range	Used by
				NYCDOT
Default End Time	End time for “default TSP” time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
Default Intersection Travel Time Baseline	Travel time for the segment from the clear point of the upstream TSP intersection to the clear point of this TSP intersection in the default time slot. Performance measure baseline to be used for the dashboard for this approach for this intersection.	8 characters	Text string, HH:MM:SS	NYCDOT
Default Route Travel Time Baseline	Time to travel the entire route in the specified direction in hours, minutes, and seconds in the default time slot. Performance measure baseline to be used for the dashboard for this route for the specified time slot and direction.	8 characters	Text string, HH:MM:SS	NYCDOT
AM ETA	Estimated time of arrival (ETA) threshold in seconds for making the request from the point of interest based on speed of the vehicle and distance from the defined clear point in the morning. A value of 0 deactivates TSP for the intersection in the default time slot. AM ETA= Traffic controller TSP AM maximum extension/truncation time + network latency.	1-5 characters	Number, 0-32767	MTA
AM Distance	Distance in feet upstream from the defined clear point at which a bus should request TSP in the AM time slot. AM Distance (ft) = AM ETA* Average Travel Speed(ft/s). A value of 0 deactivates TSP for the intersection in the AM time slot.	1-5 characters	Number, 0-32767	MTA
AM Extended Phase	Indicates the phase(s) to be extended for this approach in the AM time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
AM Truncated Phase	Indicates the phase(s) to be truncated for this approach in the AM time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
AM Max Extension/T	The maximum number of seconds that the designated phases can be extended or truncated in	1-3 characters	Number, 0-255	NYCDOT

Name	Description	Size	Value/ Value Range	Used by
runcation Time	the AM time slot. Note that the traffic controllers are using split balancing such that extension is corrected with the truncation to maintain progression. 0 indicates no TSP support for this intersection			
AM Start Time	Start time for morning time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
AM End Time	End time for morning time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
AM Intersection Travel Time Baseline	Travel time for the segment from the clear point of the upstream TSP intersection to the clear point of this TSP intersection in the AM time slot. Performance measure baseline to be used for the dashboard for this approach for this intersection.	8 characters	Text string, HH:MM:SS	NYCDOT
AM Route Travel Time Baseline	Time to travel the entire route in the specified direction in hours, minutes, and seconds in the AM time slot. Performance measure baseline to be used for the dashboard for this route for the specified time slot and direction.	5 characters	Text string, HH:MM:SS	NYCDOT
Midday ETA	Estimated time of arrival (ETA) threshold in seconds for making the request from the point of interest based on speed of the vehicle and distance from the defined clear point in the midday. A value of 0 deactivates TSP for the intersection in the default time slot. Midday ETA= Traffic controller TSP Midday maximum extension/truncation time + network latency.	1-5 characters	Number, 0-32767	MTA
Midday Distance	Distance in feet upstream from the defined clear point at which a bus should request TSP in the midday time slot. Midday Distance (ft) = Midday ETA * Average Travel Speed(ft/s). A value of 0 deactivates TSP for the intersection in the AM time slot.	1-5 characters	Number, 0-32767	MTA
Midday Extended Phase	Indicates the phase(s) to be extended for this approach in the AM time slot; 0 means there will be no TSP support for this approach, time slot and	1-20 characters	Text string, 1-20 characters	NYCDOT

Name	Description	Size	Value/ Value Range	Used by
	intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT			
Midday Truncated Phase	Indicates the phase(s) to be truncated for this approach in the AM time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
Midday Max Extension / Truncation Time	The maximum number of seconds that the designated phases can be extended or truncated in the midday time slot. Note that the traffic controllers are using split balancing such that extension is corrected with the truncation to maintain progression. 0 indicates no TSP support for this intersection	1-3 characters	Number, 0-255	NYCDOT
Midday Start Time	Start time for midday time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
Midday End Time	End time for midday time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
Midday Intersection Travel Time Baseline	Travel time for the segment from the clear point of the upstream TSP intersection to the clear point of this TSP intersection in the midday time slot. Performance measure baseline to be used for the dashboard for this approach for this intersection.	8 characters	Text string, HH:MM:SS	NYCDOT
Midday Route Travel Time Baseline	Time to travel the entire route in the specified direction in hours, minutes, and seconds in the midday time slot. Performance measure baseline to be used for the dashboard for this route for the specified time slot and direction.	8 characters	Text string, HH:MM:SS	NYCDOT
PM ETA	Estimated time of arrival (ETA) threshold in seconds for making the request from the point of interest based on speed of the vehicle and distance from the defined clear point in the evening. A value of 0 deactivates TSP for the intersection in the default time slot. PM ETA= Traffic controller TSP PM maximum extension/truncation time + network latency.	1-5 characters	Number, 0-32767	MTA

Name	Description	Size	Value/ Value Range	Used by
PM Distance	Distance in feet upstream from the defined clear point at which a bus should request TSP in the PM time slot. PM Distance (ft) = PM ETA * Average Travel Speed(ft/s). A value of 0 deactivates TSP for the intersection in the PM time slot.	1-5 characters	Number, 0-32767	MTA
PM Extended Phase	Indicates the phase(s) to be extended for this approach in the AM time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
PM Truncated Phase	Indicates the phase(s) to be truncated for this approach in the AM time slot; 0 means there will be no TSP support for this approach, time slot and intersection; otherwise A, B, C, etc. through P. Phase conventions per NYCDOT	1-20 characters	Text string, 1-20 characters	NYCDOT
PM Max Extension / Truncation Time	The maximum number of seconds that the designated phases can be extended or truncated in the PM time slot. Note that the traffic controllers are using split balancing such that extension is corrected with the truncation to maintain progression. 0 indicates no TSP support for this intersection	1-3 characters	Number, 0-255	NYCDOT
PM Begin Time	Start time for evening time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
PM End Time	End time for evening time slot	5 characters	Text string, HH:MM	MTA and NYCDOT
PM Intersection Travel Time Baseline	Travel time for the segment from the clear point of the upstream TSP intersection to the clear point of this TSP intersection in the PM time slot. Performance measure baseline to be used for the dashboard for this approach for this intersection.	8 characters	Text string, HH:MM:SS	NYCDOT
PM Route Travel Time Baseline	Time to travel the entire route in the specified direction in hours, minutes, and seconds in the PM time slot. Performance measure baseline to be used for the dashboard for this route for the specified time slot and direction.	8 characters	Text string, HH:MM:SS	NYCDOT

3.3 Special Cases for Intersections

All intersections traversed on a transit route may be included in the trigger point file, even those for which TSP is not used or not supported. Intersection approaches for which TSP will not be used must have ETA, distance, longitude, and latitude values of zero (0) but may be included to help understand the path of a vehicle following the route and as a minimum intersection configuration requirement by MTA TSP server.

3.4 Time slots

The MTA TSP server can support up to 4 time slots for a given corridor.

4- Route Trigger Point File Validation

The TransSuite data exchange interface is expected to validate the following information in trigger point definitions. The interface should alert users if it detects one of the problems below in the trigger point definition database, but not prevent a data exchange from proceeding.

4.1 Approach Heading

Approach heading values must be in the range 0-359, inclusive.

4.2 Approach Heading and Service Validation

If the “Heading” value is in the range of 0-89 inclusive, the service number must not be 3 or 4.
If the “Heading” value is in the range of 90-179 inclusive, the service number must not be 1 or 4.
If the “Heading” value is in the range of 180-269 inclusive, the service number must not be 1 or 2.
If the “Heading” value is in the range of 270-359 inclusive, the service number must not be 2 or 3.

4.3 Intersection ID Validation

The Intersection ID field must be the decimal equivalent of the NYCDOT Intersection ID field.

4.4 Latitude Validation

The latitude for an intersection must be between 40.48 (40° 27” north) and 41 degrees north at approaches at which TSP is enabled, or 0 if TSP is disabled.

4.5 Longitude Validation

The longitude for an intersection must be between -74.26 (74° 16” west) and -73.68 (73° 41” west) degrees at approaches at which TSP is enabled, or 0 if TSP is disabled.

4.6 NYCDOT UID Validation

The NYCDOT UID field must be the numeric universal ID (UID) of the NYCDOT intersection with the specified NYCDOT Intersection ID on the NYCDOT traffic control system (TCS).

4.7 Phase ID Validation

The phase IDs for extended and truncated phases must be a text string with up to 20 characters, either 0 for no phase or a capital letter in the range A-P, representing phases 1-16.

4.8 Route Travel Time Baseline Validation

The route travel time baseline values for all intersections in a unique combination of time slot, such as AM, PM, MD or default, and direction must be equal.

4.9 Route Travel Time Baselines and Intersection Travel Time Baseline Validation

The route travel time baseline field for an intersection, time slot, and direction must be greater than or equal to the sum of the intersection travel time baseline values for that route in the same direction.

4.10 Service Number Validation

Service numbers must be in the range 0-6.

4.11 Service Name Validation

Service names for service numbers 1-4 should be consistent with the values in Table 2 below. No checks will be performed for service numbers 5 and 6.

TABLE 2 - DESIRED STRATEGY NAME AND NUMBER USAGE

Strategy Number	Strategy Name
1	Northbound
2	Eastbound
3	Southbound
4	Westbound

4.12 Zone ID Validation

Zone IDs must be in the range 1-6.

5- Performance Measures

The various “XX Route Travel Time Baseline” and “XX Intersection Travel Time Baseline” fields in Table1 above will be used for performance measures in the associated time slots. NYCDOT needs to provide baseline values for these fields by direction and time slot. The “Route Travel Time Baseline” field will be compared to the measured time from when a bus first requests TSP on a route in the specified direction to the last TSP clearance time for the bus on the route in the specified direction.

Exhibit 2 - List of Existing TSP Routes:

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
1	Manhattan	M15 (SBS)	Lower Manhattan	Water St and Whitewall St	Allen St and E. Houston St	1	2.2
2	Bronx	BX41 (SBS)	Webster Avenue	3rd Ave and E 149th St / Melrose Ave	East Gun Hill Road and White Plains Road East Roadway	1	5.3
3	Brooklyn	B44 (SBS)	Nostrand Avenue	Flatbush Ave and Farragut Road/ Rogers Ave	Knapp St and Shore Parkway S/R South	1	4.4
4	Staten Island	S79 (SBS)	Hylan Blvd	Richmond Ave and Yukon Ave	Fort Hamilton Pky and 90th St	1	14
5	Brooklyn	B46 (SBS)	Malcolm X Blvd/ Utica Ave	Broadway and Malcolm X Blvd	Kings Highway & Utica Ave	1	4.1
6	Queens	Q44 (SBS)	Main St - Zone II - TSP ONLY	Main St & Horace Harding Expw South	Main St & Queens Blvd	1	2.4
7	Manhattan	M60 (SBS)	125th St / LaGuardia - Manhattan Side	Broadway & W 105th St / Duke Ellington Blvd	E 125th St & 2nd Ave	1	2.66
8	Manhattan	M60 (SBS)	125th St/LaGuardia - Queens Side	94th St & LaGuardia Access Rd	Hoyt Ave S & 31st St		4.14
9	Queens	Q43	Hillside Ave	Parsons Blvd & Hillside Ave	Hillside Ave & Braddock Ave - North Intersection (Clustered with Braddock Ave - South intersection)	1	7
10	Brooklyn	B46 (SBS)	Utica Ave - Phase II	Utica Ave and Ave H	Flatbush Ave and Utica Ave / Ave S		1.4
11	Queens	Q25/Q34	Kissena/Parsons Blvd - Zone II - ATC+TSP	Kissena Bl & Maple Av	Kissena Blvd & Horace Harding Expw North	2	4

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
12	Queens	Q25/Q34	Kissena/Parsons Blvd - Zone III - TSP ONLY	Kissena Blvd & Horace Harding Expw South	Parsons Blvd & Hillside Ave		
13	Queens	Q44 (SBS)	Main St - Zone III - ATC+TSP	Main St & Maple Av	Main St &Horace Harding Expw North		1
14	Staten Island	S62/S92	Victory Blvd	Victory Blvd and Richmond Ave	Bay St / Richmond Terrace/Entry/Exit to Saint George Terminal	2	5.7
15	Brooklyn	B35	Church Ave	Ocean Parkway	East 98 St	1	3.4
16	Queens	Q52/Q53	Woodhaven Blvd - Phase I	Metropolitan Ave	Rockaway Blvd	2	2.6
17	Queens	Q5LTD	Merrick Blvd	Archer Ave& 160th St	Merrick Blvd & Farmers Blvd	1	3.6
18	Manhattan	M1	Fifth Ave (Pt 3)	Malcolm X. Blvd and W. 142nd St to Fifth	Fifth Ave and E. 110th St	1	2
19	Manhattan	M15 (SBS)	Northbound-First Ave Segment 1	E 2 St	E 13 St		0.6
20	Manhattan	M15 (SBS)	Northbound-First Ave Segment 2	E 72 St	E 122 St		2.7
21	Manhattan	M15 (SBS)	Southbound-Second Ave Segment 1	E 124 St	E 72 St		2.7
22	Manhattan	M1	Fifth Ave (Pt 1)	E 109 St	E 79 St		1.5
23	Bronx	BX6 (SBS)	South Bronx Crosstown	Riverside Drive West & W 155th St	Halleck St & Food Center Drive	1	6
24	Queens	Q52/Q53	Woodhaven Blvd - Phase II	Roosevelt Ave and 61st St	Rockaway Beach Blvd and Beach 116th St (Q53) and Beach 67th St (Q52).		16

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
25	Manhattan	M1, M2, M3, M4	Madison Ave	E 62 St	E 135 St	3	3.7
26	Manhattan	M1	Fifth Ave (Pt 2)	E 8 St	E 13 St		0.3
27	Manhattan	M14A	14 St	Avenue A/E 14 St	Avenue A/E 4th St	1	0.43
28	Manhattan	M14D	14 St	E 14 St/1st Ave	Avenue D/E 8th St	1	0.85
29	Bronx	BX19	149 St	Southern Blvd	River Ave	1	2.7
30	Manhattan	M11	9 Ave	14 St	59 St	1	2.2
31	Manhattan	M57	West End Ave	59 St	72 St	1	0.55
32	Manhattan	M2	7 Ave	110 St	153 St		2.15
33	Staten Island	S44/S94	Bus Route	St. George Ferry	Yukon Ave / KMART Driveway	2	10.3
34	Queens	Q3/Q4/Q5/Q17/ Q30/Q36/Q42/Q77/ Q84/Q85/X63/Q4 LTD/Q17LTD/Q36L TD/Q85LTD/Q83	Merrick Blvd	Hillside Ave	Springfield Blvd	16	6.4
35	Manhattan	M20	8 Ave	13 St	59 St	1	2.2
36	Brooklyn	B8	18 Ave	Cropsey Ave	Coney Island	1	3
37	Staten Island	S74/S84	Bus Route	Bay St / Slosson Terrace	Allentown Ln / Arthur Kill Rd	2	18
38	Bronx	BX15/BX21	Third Ave	East 189 St	East 135th St	2	3.55

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
39	Brooklyn	B82	South Brooklyn Crosstown	Cropsey Ave & Bay 37th St	Pennsylvania Ave & Seaview Ave	1	10.2
40	Bronx	BX1/BX2	Grand Concourse	Grand Concourse and E140th St	Grand Concourse and Mt Eden Ave	2	2.2
41	Queens	Q12/Q13/Q19/ Q28/Q44 (SBS) / Q66	Northern Blvd	Prince St	Glenwood St	5	5.7
42	Queens	Q3	Farmers Blvd	Merrick Blvd	Hollis Ave		2.2
43	Manhattan	M102	Lenox Ave	W 116 St	W 145 St	1	1.45
44	Bronx	BX6 (SBS)	South Bronx Crosstown	Bruckner Blvd at Faile St	White Plains Rd at Lafayette Av		2.04
45	Brooklyn	B4/B16/B49	Ocean Ave	Flatbush Ave	Emmons Ave	3	5.5
46	Manhattan	M101, M102, M103	Lexington Ave	E 24 St	E 125 St	2	5.07
47	Staten Island	S51/S81/S74/ S84/ S76/S46/ S48/S61/ S91/S62 / S92/S78/ S66/S52/ S42 LTD/ S86 LTD /S96 LTD / S98 LTD	Bay St	North Rd	Hyatt St	14	7.8

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
48	Bronx	BX12 (SBS)	Fordham Road	West 207th St at Broadway (Manhattan)	E Fordham Road EB and Southern Blvd (Bronx)	1	2.45
49	Queens	Q65	College Point - Phase I	Hillside / 164 St	LIE Service RD/164 St	1	2.2
50	Bronx	BX28/BX30/BX38	East Gun Hill Road	Bainbridge Ave	Bartow Ave	3	2.33
51	Brooklyn	B44 (SBS)/B49	Rogers Ave	Bedford Ave at Dean St	Foster Ave		2.7
52	Brooklyn	B8/B17/B47	Remsen Ave	Utica Ave	Seaview Ave	2	2.95
53	Brooklyn	B25/B26/B52	Fulton St	Flatbush	Rockaway	3	3.8
54	Brooklyn	B38	Dekalb Ave	Seneca Ave	Flatbush Ave		3.9
55	Brooklyn	B38	Lafayette Ave	Fulton St	Patchen Ave		2.8
56	Brooklyn	B12	East New York Ave	Albany Ave	Alabama Ave	1	2.5
57	Bronx	BX35	East 167 St-East 169 St	Jerome Ave/East 167 St	Westchester Ave/Hoe Ave	1	2.21
58	Brooklyn	B13/B14/B15/ B20/BM5	Linden Blvd	Ashford St	79th St	5	1.4
59	Manhattan	M7	6 Ave	23 St	59 St	1	1.8
60	Bronx	BX5	Pelham Bay and West Farms Rd /Southern Blvd (Phase I)	Hunts Point Ave	Lafayette Ave	1	2.6
61	Brooklyn	B8	Linden Blvd	Avenue B	Rockaway		1.1

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
62	Brooklyn	B41	Flatbush Ave	Avenue U	Livingston St	1	6.3
63	Staten Island	S48/S98 LTD / S40/S90/SIM30/ SIM33 /SIM34/ SIM35/SIM3	Forest Ave	Victory Blvd	South Ave	7	4.8
64	Queens	Q32	Madison Ave/Queens Blvd / Roosevelt Ave	E 32 St	82 St		6.4
65	Manhattan	M3/M11/ M100/M101	Amsterdam Ave	W 125 St	W 193 St	1	4
66	Brooklyn	B20/B46 Local /B47/Q24	Broadway	Marcy Ave	East New York Ave	2	3.8
67	Bronx	BX5	Pelham Bay and West Farms Rd /Southern Blvd (Phase II)	Westchester Ave	Baychester Ave		5.7
68	Brooklyn	B15	Lewis Ave	Fulton St	Broadway		1.3
69	Queens	Q66/Q69/Q100	21 St	Queens Plaza North	Hoyt Ave North		2
70	Manhattan	M104	7 Ave/ 8 Ave / Broadway / Amsterdam Ave	W 41 St	W 129 St	1	6.7
71	Brooklyn	B38	Dekalb Ave	Cypress Ave	Fulton St	1	3.94
72	Brooklyn	B38	Lafayette Ave	Flatbush Ave	Kosciusko St		2.84
73	Brooklyn	B15/B83	New Lots Ave	Cleveland St	Mother Gaston Blvd	1	1.4

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
74	Staten Island	S53	Clove Rd, Hylan Blvd, Sand Lane, McClean Ave	Broadway	Lily Pond Ave	1	3.6
75	Staten Island	S46	Castleton Ave / Innis St / Morningstar Rd	Brighton Ave	Walker St		3
76	Queens	Q23/Q58	108th St	43rd Ave	Queens Blvd	2	2.02
77	Queens	Q48	108th St	Astoria Blvd	Roosevelt Ave	1	0.69
78	Bronx	BX3	University Ave	Washington Bridge Exit	W Kingsbridge Rd	1	2.06
79	Bronx	BX3	W 181 St, W Kingsbridge Rd, Sedgewick Ave, Ft Independence St	Wadsworth Ave	Bailey Ave		1.7
80	Manhattan	M15 (SBS)	First Ave Segment	E 14 St	E 71 St		2.8
81	Manhattan	M15 (SBS)	First Ave Segment	E 123 St	E 125 St		0.2
82	Manhattan	M15 (SBS)	Second Ave Segment	E 71 St	E 1 St		3.5
83	Staten Island	S66/S91/S93	Victory Blvd	Bay St	Loop Rd	1	5.8
84	Staten Island	S62/S92	Victory Blvd	Wild Ave	Arlene St		1.6
85	Brooklyn	B6/B6LTD	Bay Pkwy/Ave J/Flatlands Av	Linden Blvd @Ashford St	Cropsy Ave@ 25 Ave	2	10.78
86	Brooklyn	B15	Marcus Garvey Blvd	Broadway	Fulton St		1.4

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
87	Brooklyn	B15	Albany Ave, Troy Ave, Buffalo Ave	Fulton St	St Johns Pl		1.3
88	Brooklyn	B15	Ralph Ave, E 98th St, Hegeman Ave	St Johns Pl	Osborn St		1.6
89	Brooklyn	B15	Fountain Ave	Dumont Ave	Hegeman Ave		0.1
90	Brooklyn	B15	Conduit Ave	Linden Blvd	Lefferts Blvd		1.6
91	Queens	Q54	Grand St/Metropolitan Ave / Jamaica Ave	Washington Plaza	170th St & Jamaica Ave	1	9.61
92	Queens	Q66	21 St, 35 Ave, Northern Blvd	Queens Plaza	126 St		6.82
93	Bronx	BX12Local	Fordham Road corridor - Phase I	West 207th St at Broadway (Manhattan)	E Fordham Road EB and Southern Blvd (Bronx)	1	2.45
94	Brooklyn	B12	Albany Ave, Clarkson Ave, Parkside Ave	Maple St	Ocean Ave		1.7
95	Manhattan	M7	Manhattan Ave/ Lenox Ave / Malcom X Blvd	W 106 St	W 145 St		2.5
96	Manhattan	M7	Columbus Ave	W 106 St	W 66 St		2.1
97	Manhattan	M7	Broadway	Columbus Circle S	W 72 St		1
98	Manhattan	M7	7 Ave	Central Park S	W 14 St		2.3
99	Manhattan	M7	6th Ave	W 14 St	W 59 St (Central Park S)		2.4
100	Manhattan	M7	Amsterdam Ave	W 73 St	W 106 St		1.7

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
101	Manhattan	M101, M102, M103	3rd Ave	E 7 St	E 125 St		5.9
102	Queens	Q70SBS	Roosevelt Ave /Broadway / Woodside Ave	Roosvelt Ave and 63 St	94th St and Grand Central Pky WB Service Road	1	4.5
103	Manhattan	M11	Riverside Dr / Broadway	W 145 St	W 135 St		0.8
104	Manhattan	M11	Amsterdam Ave	W 110 St	W 124 St		0.8
105	Manhattan	M11	Columbus Ave	110 St W	W 60 St		2.5
106	Manhattan	M11	9 Ave/Hudson St	W 14 St	Christopher St		0.5
107	Manhattan	M11	Greenwich St/W 14 St	Christopher St	Washington St		0.7
108	Manhattan	M11	10 Ave/Amsterdam Ave	W 14 St	W 110 St		4.8
109	Brooklyn	B47	Ralph Ave, Rockaway Ave/E 98th St, Clarkson Ave	Ralph Ave and Qunicy St	Clarkson Ave and 92nd St E		2.6
110	Brooklyn	B47	Ralph Ave, Mill Ave, Ave U	Ralph Ave and Church Av	Ave U and E 54th St		3.1
111	Brooklyn	B103	Ave H, Glenwood Rd, E 80 St, Ave M, E 105 St	Flatbush Ave and Nostrand Ave	Flatlands Ave and E 108th St	1	4.5
112	Queens	Q58	Broadway / Corona Ave, Grand Ave, Fresh Pond Rd	Fresh Pond Rd and 67th Ave	Corona Ave and 108th St		4.5
113	Bronx	BX36	W Tremont Ave, E Tremont Ave, White Plains Rd	W Tremont Ave and University Ave	White Plains Rd and Story Ave	1	4.2
114	Bronx	BX9	W 225th St, W Kingsbridge Rd, E Kingsbridge Rd, Southern Blvd, E 180th St	Broadway and W 225th St	Boston Rd and E 180th St	1	3.3

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
115	Queens	Q66, Q69, Q100	21 St	Queens Plaza North	Hoyt Ave North	2	2
116	Staten Island	S52	St. Marks Pl, Westervelt Ave, Jersey St, Cebra Ave, Tompkins Ave	St. Marks Pl and Fort Pl	Tompkins Ave and Fingerboard Rd	1	4.27
117	Queens	Q32	Roosevelt Ave	82nd St	Queens Blvd	1	2.3
118	Queens	Q60	Sutphin Blvd, Queens Blvd	Jamaica Ave	Jackson Ave	1	8.4
119	Queens	Q111, Q113, Q114	Guy R Brewer Blvd, Rockaway Blvd	Guy R Brewer Blvd and Archer Ave	Rockaway Blvd and Five Towns Center	3	5.5
120	Bronx	BX21	Boston Rd, Morris Park Ave	Boston Rd and 3rd Ave	Morris Park Ave and Eastchester Rd	1	4
121	Bronx	BX30	Co-op City Section 5-Pelham Pky	Boston Rd and Thwaites Pl	Hunter Ave and Erskine Pl		11
122	Brooklyn	B63	5 Ave	Atlantic Ave and Columbia St	5 Ave and 92 St	1	6.7
123	Manhattan	M31	York Ave, E 57 St, W 57 St	York Ave and E 92 St	11 Ave and W 57 St	1	3.6
124	Bronx	BX40, BX42	W Burnside Ave, E Burnside Ave, Valentine Ave / Webster Ave, E 180 St, E Tremont Ave	Burnside Ave and Sedgwick Ave	E Tremont Ave and Harding Ave	2	7.1
125	Brooklyn	B68 - Segment A	Prospect Park W, Coney Island Ave	Bartel Prichard Square and Prospect Park SW	Brighton Beach Ave and Coney Island Ave	1	6

No.	Borough	Bus Route	Name of Corridor	Start Point	End Point	No. New Routes	Length (miles)
126	Brooklyn	B68 - Segment B	Brighton Beach Ave, Neptune Ave	Brighton Beach Ave and Brighton 7 St	Stillwell Av and Mermaid Av		1.6
127	Bronx	BX6-Local	RIVERSIDE DR, HUNTS PT	Halleck Street and East Bay Avenue / Hunts Points Avenue	Riverside Drive West and W 155 Street	1	4.7
128	Bronx	BX12-SBS	Fordham Road corridor Phase 2	E Fordham Road and Bronx Park Road	Pelham Parkway and Stillwell Avenue		2.1