NEBRASKA
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DEPARTMENT OF TRANSPORTATION

ADDENDUM ONE

Date: March 13, 2020

To: All Vendors

From: Brandy Henke, Buyer
Nebraska Department of Transportation

RE: Questions and Answers for Request for Proposal Number RFP R209-20, Investigator Crash Reporting System to be opened March 27, 2020 at 3:00 p.m..

Following are the questions submitted and answers provided for the above mentioned Request for Proposal. The questions and answers are to be considered as part of the RFP.

Solicitation Section Reference	RFP Page Number	Question	Answers
Section II, Terms and Conditions	Page 15	1. If a Contractor already has a Contract in place with NDOT that contains terms and conditions appropriate to software solutions, would NDOT consider allowing the Contractor to propose use of that Contract instead? Compared to negotiating a new 2nd Contract, amending an existing Contract to cover the proposed solution would facilitate and streamline the contractual process. This approach would help achieve the State's timelines, as expressed in the Schedule of Events and Requirement # H.GEN.02, since it would leverage terms comparable to those in Section II to which the State and Contractor have previously agreed.	No. This will be established as a new contract.
V. PROJECT DESRIPTION AND SCOPE OF WORK The bidder should provide the following information in response to this RFP.	Page 22	2. In a COTS solution, or an enhanced COTS solution, the intellectual property is the contractors.	Ownership, as used in Section V, refers to ownership of the contract as outlined in page i Scope of Services section and is not intended to be interpreted as ownership of software solution as a whole. NDOT does own all data collected by the proposed solution – images, data, log files, etc.
A. PROJECT OVERVIEW "NDOT retains the right to assume ownership of the software	Page 22	3. Is with word "ownership" in the context itemized intended to mean ownership of the intellectual property (source code)?	See response to Question #2.

V. PROJECT DESCRIPTION AND SCOPE OF WORK E Solution Hosting, Scope of Service statement & A Project Overview, 1 Objectives indicates: Contractor/cloud-hosted, and Solution hosting will be Contractor hosted with storage in the Amazon Web Services (AWS) with the decision on either the commercial or government cloud and region the sole decision of the Nebraska OCIO.	Page 25	4. What application / network / service topology is envisioned where part of the ICR is hosted by the contractor, while the storage (data repository?) for the application is hosted in AWS?	In such a configuration, a secured VPN between Contractor, data, and end-users would be required. User authentication must be configurable based on the individual agency's requirement. *See Appendix A – ICR Requirements Traceability / Restricted Access / Restricted Access – General H.RA.05 through H.RA.4.2.*
V. PROJECT DESCRIPTION AND SCOPE OF WORK A. PROJECT OVERVIEW 1. Objective "c. NDOT's Crash Information Database - CID (Attachment H H.GEN.6)." "NDOT uses LexisNexis for its backend MMUCC 5 cloud-hosted crash database, and data entry routing and retrieval system. No new or alternate crash database shall be proposed."	Page 25 Attachment H	5. Is the CID and the LexisNexis crash database one and the same? If not, please describe how these relate and differ.	The Crash Information Database (CID) is the custom build User Interface that is used by internal NDOT staff to enter, validate, and review vehicle crash data. The CID uses the LexisNexis database architecture to route and store the entered data; all crash-related images are stored in NDOT's Hyland OnBase image database. The RFP (ICR) is to build a Law Enforcement User Interface to electronically capture the crash information at the source and route the collected data to the CID/LexisNexis database via the NDOT approved XSD (Attachment E eaxi3.0). Additional details can be found in Appendix A - ICR Requirements Traceability Matrix / General section.
		6. Is the solution expected to be a real time conduit between the CID or the LexisNexis crash database, essentially a "front end" for this database?	Additional details for the timeliness of crash report data transmittal can be found in Appendix A - ICR Requirements Traceability Matrix / General section.
		7. Can the provided solution contain any intermediate data storage?	This storage should be in the AWS cloud.
		8. A COTS MMUCC 5 solution would already have a database, can the solution provide for a conduit between a COTS database and the CID or LexisNexis crash database?	Yes. The NDOT approved XSD <u>must</u> be used to transmit data to the CID system in <u>any</u> Contractor proposed solution. *(Attachment E eaxi3.0)*
V. PROJECT DESCRIPTION AND SCOPE OF WORK E Solution Hosting, Scope of Service statement & A Project Overview, 1 Objectives "Contractor/cloud-hosted, and Solution hosting will be Contractor hosted with storage in the Amazon Web Services (AWS) with the decision on either the	Page 25	9. Is the requirement for use of AWS storage tied directly to the current CID or the LexisNexis crash database?	No. The proposed solution must store the officer collected data in an AWS cloud. This cloud hosted data will be used by the Contractor to allow a reporting office/agency to amended previously submitted reports; as well as allow agencies and NDOT to run statistical reports against the stored data. At no time will the proposed solution pull data from NDOT's CID system to accomplish the task of incomplete report storage, amended, etc. of an agency's/officer's reports.

commercial or government cloud and region the sole decision of the Nebraska OCIO."			
V. PROJECT DESCRIPTION AND SCOPE OF WORK A. PROJECT OVERVIEW 1. Objective "NDOT estimates this statewide ICR system would be comprised of up to 250 individual agencies and up to 5,000 users"	Page 22	10. How many users are anticipated for Omaha PD?	An <u>estimated</u> 700.
		11. How many field units (mobile devices that may operate in offline mode) are anticipated for Omaha PD?	An <u>estimated</u> 200.
		12. Is there an anticipated peak number of concurrent users for Omaha PD?	The Contractor should expect not to exceed 100 users at any given time, but the system should be scalable to accommodate OPD growth, as well as the possibility of the Contractor's solution becoming the statewide solution. *See Request for Proposal / V. Project Description and Scope of Work / A. Project Overview for additional details on statewide "ownership" and expected number of users.*
V. PROJECT DESCRIPTION AND SCOPE OF WORK J. SEGMENT 2: PERFORM IMPLEMENTATION 6. Conduct Testing As Per Testing Plan and All Subsections d. Complete Performance Testing (Volume and Stress), "Performance Tests shall demonstrate the solution meets performance requirements under anticipated user loads."	Page 36	13. What is the "anticipated" concurrent load?	Normally, OPD enters an estimated 10 crash reports at any given point in time, but during peak crash time OPD can expect to have 70 concurrent users actively creating reports.
V. PROJECT DESCRIPTION AND SCOPE OF WORK A. PROJECT OVERVIEW 1. Objective "(Attachment H H.GEN.6); defined as an information technology system that NDOT used for crash data collection. This Crash Information Database (CID) is used by the State to enter; validate; store; analyze; transmit; and retrieve vehicle crash data and images." and V. PROJECT DESCRIPTION AND SCOPE OF WORK J. SEGMENT 2: PERFORM IMPLEMENTATION	Page 22 Page 34	14. Is the CID to be replaced with a new database as a result of this project?	No. The CID system is the State's internal Crash Information Database and is outside of the scope of this RFP. The purpose of the ICR RFP is to create an electronic Law Enforcement user interface thus allowing crash data collection by the investigation office electronically at the scene. This ICR collected and validated data will then be transmitted to NDOT's CID system via NDOT's XSD. *(Attachment E eaxi3.0)*
		15. If the current CID is to be replaced, is there a requirement to migrate historical data from the old/current CID to the new database?	See response to question #14.

Page 34 "on how the solution will operate in parallel, while keeping data synchronized in real-time or near real-time with the existing CID through full system deployment"			
Appendix A - ICR Requirements H.GEN.4.1 "The proposed ICR must embed a base64 image of the MMUCC 5 Police Crash Report"	App. A H.GEN.4.1	16. What "image" format is expected? For example: pdf, jpeg, png. Base64 encoding adds approximately a 30% overhead to the size of the source document. In order to optimize document sizing, in our experience, pdf is most often the preferred crash report format.	The base64 image is to be a PDF and must be embedded into the XML.
Appendix A - ICR Requirements H.RA.1 "These security groups should be built around Active Directory"	App. A H.RA.1	17. Are the Active Directory security groups mentioned in this requirement specifically, and only, a control on what users can access/login to the application? If AD security groups are to provide further (beyond controlling user authentication) application security controls, please provide examples.	User authentication is to be done via an agency's AD, if they have one, or via the ICR's AD authentication process if the agency does not have an AD. If the State opts to make the ICR a statewide solution, then AD authentication will be done via the State's AD. Individual group level access within the ICR will be done within the ICR once the user has been authenticated through the AD.
Appendix A - ICR Requirements H.RA.05 "ICR must allow each agency to link to its own Active Directory (AD) server"	App. A H.RA.05	18. If an agency is to be AD authenticated, will All users in the agency be authenticated via AD without exception? How are users between agencies with the same user id to be handled?	Yes. Standard AD practices should be used in creating AD user names. Since each agency can be seen as a new group with each agency having administrators, users, etc., it is suggested that the ICR's AD be created from a domain/agency/user structure. If you have two individuals with the same first and last name within an individual agency, then it is suggested that you use the middle initial when creating one user's account and no middle initial when creating the second account. The final decision on the AD structure will be made between the ICR Core team and the selected Contractor after awarding of the contract.
Appendix A - ICR Requirements H.RA.07 "the proposed ICR must have its own internal AD within the proposed ICR"	App. A H.RA.07	19. Given a COTS solution, using its own internal authentication not based on Active Directory, does this requirement mean that Active Directory must be incorporated into the application? How are these user ids to be unique between internal users and agency AD user ids?	Yes. *See Appendix A – ICR Requirements Traceability Matrix / Restricted Access / Restricted Access – General section for additional details.*

Appendix A - ICR Requirements H.RO.7 "The proposed ICR must generate an overdue report list"	App. A H.RO.7	20.	What defines an "overdue report"?	State Statues requires an investigated vehicle crash to be reported to NDOT within 10 days from the time of crash/investigated. Any report that exceeds 10 days from the date of the report entry is overdue.
Appendix A - ICR Requirements H.DGEN.1.3 "the proposed ICR must be able to be fully compatible and usable on a tablet"	App. A H.DGEN.1.3	21.	What is the minimum screen size and resolution of a device/tablet deemed to be compatible with the ICR?	The device/tablet ICR solution must be created in such a way as to allow for easy readability/usability based on the individual device's form factor. Due to the myriad of devices on the market, the vendor should use a standard "10.1" size with a 800 x 1280 on the pixel count.
Appendix A - ICR Requirements H.DGEN.13 "The proposed ICR must save the final submittal"	App. A H.DGEN.13	22.	Is there some circumstance or work path that would result in a crash report that would not being saved? Does "saved" specifically mean updated to the CID?	Yes. No. "Saved" would be saving to the ICR. Upload or submit would be the process that transmits a validated XML via the XSD to NDOT's CID.
Appendix A - ICR Requirements H.GEN.LM.6.3 "The proposed ICR must allow for the deletion of a crash location "spot".	App. A H.GEN.LM.6.3	23.	What does deleting a "spot" mean? What part of creating a crash report requires deleting a spot and why?	See H.GEN.LM.8 for a definition of a "spot". After H.GEN.LM.8 occurs H.GEN.LM.6.3 must allow for the removal of the spot created in H.GEN.LM.6.3.
Appendix A - ICR Requirements H.GEN.LM.8 "Spot sizing will be determined by the ICR Core Team"	App. A H.GEN.LM.8	24.	How does "spot" differ from location data such as lat/long, or on-street, or at intersection, or feet from intersection, mile marker, etc.?	The spot is a visual representation of the ICR mapping interface that allows the officer to see the placement of the crash. The lat/long, or on-street, etc., is information gathered by the ICR mapping interface once the user places the spot's location on the map. Spot placement is done by clicking on the map.

This addendum will become part of the proposal and should be acknowledged with the Request for Proposal.