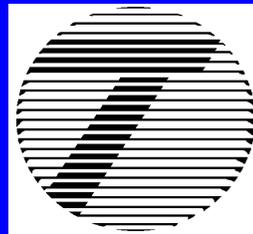


Public / Private Partnerships and the Sharing of Data Collection Risks

Traffic Monitoring Unit
Highway Data Services Bureau
NYSDOT
NATMEC 2000



Why Does NYSDOT Contract For Data?

- Data needs are growing
- Public sector staffs are shrinking
- Bureaucratic confines limit:
 - Efficiency
 - Timeliness
 - Innovation

NYSDOT Data Contracts

- Traffic Counting Services
 - Volume counts
 - Vehicle speed
 - Vehicle classification
 - Turn Counts
 - Travel time studies
- Furnish, Install and Maintain Permanent Traffic Count Sites
 - Continuous count system expansion including construction and maintenance of sites

Traffic Counting Services Contracts

1999 Contracted Traffic Counts

- Volume: 4308
- Classification: 375
- Manual Classification: 74
- Manual Turn: 28

Traffic Counting Services Contracts

- Three year contract period
- Seven contracts covering eleven geographic NYSDOT Regions
- All count collection and processing procedures must adhere to contract specs and the “New York State Traffic Monitoring Standards for Contractual Agreements” (EI 96-045)

Traffic Counting Services Contracts

Scheduling

- Count schedule developed by Regional Contract Manager
- One-half of scheduled counts must be completed by the midpoint of the count season
- During each quarter two weeks are reserved for “special counts” and rescheduling of rejected counts
- Contractor provides a written report weekly to the Contract Manager on the progress of the contract

Traffic Counting Services Contracts

Data Submission

- Data must be submitted to the Regional Office within 10 business days following the collection of the data
- Payment for data submitted after 10 business days made at the rate of 50% of the unit prices for each item
- Regional Contract Manager may reject data:
 - Cannot be field verified using historical or current data
 - Both directions for all counts incomplete
 - All lanes not complete at speed and classification sites
 - Not in accordance with EI 96-045
- For a rejected speed or class count, the contractor may be paid for a volume count at 50% of the volume unit price

Current Continuous Count System

- 79 Continuous Count (CC) Sites
- 19 Automatic Vehicle Classification (AVC) Sites
- 6 Weight-In-Motion (WIM) sites
- 474 Permanent Short Count (PSC) Sites

Current System Problems

- Poorly placed sites
 - Historically “slipped” into capital program projects
 - Not necessarily the best location for the system
- Poor quality of construction
 - Last priority on larger projects
 - Inspections not conducted
- Lack of maintenance staff
 - Public sector “downsizing”

Objectives of the Expansion

- Increase coverage of the Interstate System (including volume, class, and speed)
- Improve coverage across NYSDOT Regions to allow differentiation and identify trends
- Improve coverage on the Federal Aid System

Expansion – Phase I

Installation of 57 New Sites

- Contractor paid for installation or upgrade of sites
- Two year warranty on sites
- Contractor paid “per day of data” based on the performance of each site

Expansion – Phase II & III

II – Repair and Maintenance of 104 Existing Sites

III – Repair and Maintenance of Sites Installed Under Phase I After Expiration of the Warranty Period

- NYSDOT retains ownership of permanently fixed equipment
- NYSDOT gains ownership of upgraded equipment as technology changes
- Contractor paid a maintenance fee plus “per day of data”

“Per Day of Data”

- Bidder must propose an annual maintenance price per site
- Price quoted will include the cost of all parts and labor for one year as well as two site inspection visits per year
- Price for “per day of data” is a firm fixed price for each day for which 24 hours (midnight to midnight) of acceptable data is received via telemetry by NYSDOT from each site
- Annual maintenance price per site shall not exceed 20 percent of the total of the annual maintenance price per site plus the annual total price for “per day of data”

Expansion - Details

- 95% operational readiness
- Liquidated damages assessed if site is down for more than seven consecutive days
- Provisions in contract for additional sites to be built at a later date at firm fixed prices
- Pre-existing conditions may also be repaired using Over and Above items in the contracts

Additional Sites

- Can be built using prices bid as Over and Above Requirements
- Allows flexibility to construct site that meets specific needs
- Site construction no longer must be “slipped into” Capital Program construction
- Two year warranty on sites

Initial Bid Results

Furnish, Install and Maintain Permanent Traffic Count Sites

- \$3,004,025 for Phase I construction + data
- \$614,605 annually for Phase II maintenance & data
- \$314,575 annually for Phase III maintenance + data
- Contractor disbarred in New York for labor law violations – worked “at risk” for 3 months
- Contract never awarded

New Contract Structure

Furnish, Install and Maintain Permanent Traffic Count Sites

- Three separate contracts
 - Western/Central Region
 - Upstate/Hudson Valley Region
 - NYC/Long Island including Rockland and Westchester Counties
- Looser qualification requirements than initial contract for more competitive bidding
- Bid opening on September 29, 2000