

**IOWA DEPARTMENT OF TRANSPORTATION**

**Request for Proposal**

**for**

**DEVELOPMENT**

**OF A**

**INTELLIGENT TRANSPORTATION SYSTEM**

**DEPLOYMENT PLAN**

**for**

**LARGE URBAN TRANSIT SYSTEMS**

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# **Development of Intelligent Transportation System Deployment Plan for Large Urban Transit Systems**

## **Request for Proposal**

### **I. GENERAL**

The Iowa Department of Transportation (DOT) is inviting consultants to develop a complete Intelligent Transportation System (ITS) Deployment plan for Iowa's large urban transit systems. The Iowa DOT has available \$300,000 for this project and consultants are invited to prepare proposals considering this constraint.

Proposals for this project will be evaluated on the merit of the information contained in the proposal including;

- The consultant's expertise in ITS development, information technology, and public transit.
- The clarity of the proposal, approach and focus, previous performance, and personnel.

### ***A. PROJECT BACKGROUND***

The State of Iowa is embarking on a program to deploy transit ITS technologies throughout Iowa's large urban transit systems. The first phase of the effort is a needs analysis and development of a prioritized deployment plan. The second phase will begin deployment of selected transit ITS technologies at the highest priority locations and highest priority purposes. This request for proposal is for Phase I.

There are 11 large urban (greater than 50,000 population) transit agencies in Iowa. There are also seven small urban (less than 50,000 population) and sixteen regional transit agencies, operating various types of fixed route and paratransit services. Descriptions of the systems can be found on the Office of Public Transit Web Site: <http://www.iatransit.com>. This project will focus on the large urban transit applications and integration of these with regional ITS applications.

There are many potential applications of transit ITS technologies ranging from computer aided dispatching and traveler information systems with automatic vehicle location systems to automated client billing and on-board surveillance systems. The intent of the deployment plan is to assess needs from the point-of-view of transit agencies, assess feasible technologies, develop a business case from a cost-benefit point-of-view, and recommend a strategy that can be implemented in the 2006-2010 time frame. This means that Iowa's large urban transit systems don't want to wait for the technology that is futuristic, but must act now to deploy readily available and useful technologies.

A number of ITS initiatives are underway in Iowa. A Statewide Small Urban and Regional ITS Deployment Plan was completed in October 2002 and implementation of that plan is underway. This project is to be complimentary to those efforts. Also, underway or already in place are various efforts in the large urban areas. These are to be documented and assessed as part of this effort.

The Large Urban ITS Deployment Plan project requires assessing the business case for ITS deployment of technologies at large urban transit agencies, assessing potential for interoperability with other ITS systems being deployed within the urban area itself and the statewide rural transit system architecture, assessing the potential for integration with the regional transit system technologies, examining both the constraints and opportunities offered by new technologies, applying and integrating existing and emerging technologies, and recommending a cost effective strategy that can be implemented.

### ***B. OBJECTIVES***

The project for which proposals are being sought is the development of a plan, which will be used by the DOT and transit agencies to provide direction and guidance to effectively invest and implement ITS technological applications. The document will result in an integrated, cost-effective plan designed to enhance operator and passenger safety, reliability, efficiency and cost of public transportation services of Iowa's large urban transit systems.

The objectives of this project are to (1) identify large urban transit ITS deployment needs and objectives, (2) identify the cost and benefits of meeting those needs and objectives (2) identify opportunities for integration into the statewide rural transit ITS architecture, (3) define and prioritize large urban transit ITS projects, (4) develop a schedule for deployment and (5) develop a financial plan for deployment.

### ***C. SCOPE OF SERVICES***

The accomplishment of these objectives will require at least the following tasks:

*Task 1.* Update the assessment of the ITS needs and capabilities of Iowa's large urban transit agencies that was produced in the 2002 Statewide ITS Deployment Plan. The updated needs assessment should include:

- ITS-related technologies currently employed/planned
- Communication system used
- Identify problems/challenges that can be addressed by ITS approaches.
- Identify areas that would most improve service or reduce costs, building on current investment and integrating solutions to existing technologies where possible
- Staff capability to manage/maintain ITS and technology

- Financial capability to support on-going maintenance, operations, technology upgrades, and periodic system re-integration requirements
- Estimate costs and benefits of current/planned systems.

To fully assess the needs of the transit systems the contractor will interview and survey each of the large urban systems to establish their level of need, current ITS capability and planned ITS developments.

*Task 2.* Prepare and submit an interim report to the Steering Committee covering Tasks 1. The report will provide an assessment of each large urban transit system's current and planned for state of ITS development. The report should focus on the current and planned ITS technology deployments in each large urban transit agency, describing problems to be solved, the ITS solution, the estimated costs and benefits, and the agency's financial ability to sustain the solution. The product will also include an analysis of the current and planned ITS technology and the level of integration or compatibility with the Statewide ITS Deployment Plan.

*Task 3.* Assess the availability and capability of technologies on the market that address the ITS needs of Iowa's large urban transit agencies. This task should include:

- Fleet Management Systems (FMS). Fleet Management systems involve the integration of fleet based communication, automatic passenger counting, vehicle monitoring and location, and vehicle control technologies to improve overall planning, scheduling, and operations in transit systems.
- Operational Software and Computer Aided Dispatching Systems (OS/CAD) including Automatic Vehicle Location (AVL) and Monitoring (AVM) systems. These are automated systems designed to improve the effectiveness of transit scheduling, including run cutting and bus scheduling, dispatching, service planning and operations. When linked with automated vehicle monitoring and control systems, transit operational software and computer-aided dispatch systems provide real-time dispatching of vehicle fleets, faster responses to service disruptions, improved coordination of transit services and improved vehicle maintenance.
- Advanced Traveler Information Systems (ATIS). ATIS includes a broad range of advanced computer and communication technologies designed to provide transit riders pre-trip and real-time information to make better informed decisions regarding their mode of travel, planned routes, and travel times. ATIS systems include in-vehicle computers and displays, terminal or wayside based centers, telephone information systems, and systems that provide information via cable TV, interactive TV, the internet, and personal digital assistants (PDAs).

- Electronic Fare Payment Systems (EFP). EFPs are advanced fare collection and fare media technologies, designed to make fare payment more convenient for the transit user and more flexible and efficient to the transit provider. These systems include fare media, ranging from magnetic strip to smart cards, and their associated fare collection and processing systems.
- Intelligent Vehicle Initiative (IVI). IVI involves the development, evaluation, and deployment of advanced vehicle technologies, vehicle collision avoidance systems, and driver information systems to improve the safety and efficiency of transit operations.
- Security and Surveillance Systems (SS). These are advanced sensor systems (chemical, radio, x-ray) and audio/video systems for both on board and facility locations that aid in passenger and employee safety.

This search should focus on technologies that are or could be integrated into large urban transit application in Iowa. The product of this task should be an assessment of the technologies that are mature and readily accessible for deployment that would meet the needs of Iowa's large urban transit systems. This task should also examine opportunities for economies through standardization and interoperability across systems in Iowa.

*Task 4.* Prepare and submit an interim report to the Steering Committee covering Tasks 3. The report should provide an assessment of the appropriate technologies and integration for each urban system with recommendations for each system.

*Task 5.* Develop criteria for prioritization and strategies for deployment of the proposed systems, technologies and improvements in cooperation with Iowa DOT and the Steering Committee. Criteria should be based on increasing operating efficiencies, improving services, improving information and integration with other technologies and systems, and increasing safety and security for passengers and drivers.

*Task 6.* Recommend an ITS deployment plan for Iowa's large urban systems. The deployment plan should include, a prioritized list of projects, an implementation timeline, strategies for ongoing system support, ITS procurement strategies and options, and an estimate of the benefits and costs. The plan should include a business case for ITS strategies that include return on investment, capital costs, support costs, recurring costs, life cycle costs and plans for future deployment phases.

*Task 7.* Prepare and submit to the Steering Committee a final report that documents the study methods and findings.

**SUMMARY OF TASKS DELIVERABLES:**

|        |   |
|--------|---|
| Task 1 | Update the assessment of the ITS needs and capabilities of Iowa's large urban systems.  |
| Task 2 | <b>Prepare report on Task 1</b>   |
| Task 3 | Assess the availability and capability of technologies on the market that address the ITS needs of Iowa's large urban transit agencies. |
| Task 4 | <b>Prepare an interim report covering Task 3</b>  |
| Task 5 | Develop criteria for prioritization and strategies for deployment   |
| Task 6 | Recommend an ITS deployment plan for Iowa's large urban systems   |
| Task 7 | <b>Prepare a final report and present it to the Steering Committee that documents the study methods and findings.</b>                   |

**Consultant will be required to submit:**

- 1. Fifteen (15) copies of the interim and final reports.**
- 2. Provide an Electronic file in PDF format of interim and final reports.**

## II. PROPOSAL REQUIREMENTS

### A. *Proposal Contents:*

Proposals must include complete and accurate information.

*The proposal should include, but not limited to:*

1. Describe how the consultant will address each item outlined in the tasks described in Section I of this Request for Proposal.
2. Set forth a work plan specifying the tasks to be performed, when the actual work will begin if the contract award is received, and the completion date if prior to October 1, 2006. Include a preliminary work plan and schedule.
3. Include a detailed resume and a time commitment for each professional or technical person to be assigned to the project. Identify the principal or manager who will serve as the project manager and their office address. Provide a list of sub-consultants and the work they will perform. The Iowa DOT reserves the right to approve sub-consultants employed by the consultant.
4. Include final reports or work products from other projects undertaken by the personnel to be assigned to this project, with particular emphasis on projects of similar scope and effort. It is desirable that a summary of the projects be included in the proposal. These reports or work products may be attached as an appendix to the proposal. Multiple copies of the reports or products are not required. The names, addresses, and telephone numbers of agencies for which the consultant has previously conducted similar efforts, even projects in progress, should be included.

### B. *Consultant Selection:*

Proposals will be evaluated by a selection committee (established by the Iowa DOT), which will select the proposal deemed most appropriate. *In selecting a proposal, the committee shall consider, but not be limited to, each of the following factors: (factor weights are in parenthesis)*

1. Consultant's proposed statement of work. (20%) Emphasis will be on the consultant's grasp of the project, the soundness of the approach, the ability to complete the work in a timely fashion, and the quality of the recommendations for modification (if any) in the tasks to be performed.

2. Background and previous experience of personnel (30%), including consultant and sub-consultants, to be assigned to the project and their demonstrated competence in the type of work each is to perform, including the quality of previous reports and work products. Consultants should demonstrate expertise in communications, information technology, and public transit.
3. Proposed work plan and schedule (20%) broken down by the appropriate personnel and timetable to complete each task. Consideration will be given to management and project control, ability to commit staff within time requirements and relevant performance record.
4. Proposed work relationships and communication (20%) between the Department of Transportation staff, the various large urban transit agencies and the steering committee. Included would be the location of the consultants' office where the majority of work will be done.

As part of its final evaluation process, the Iowa DOT may request oral presentations from the highest ranked consultants if there is no clear choice. Those selected will be provided with no less than seventy-two 72 hours' notice. Presenters must include the proposed project manager and other key members of the proposed study team. There shall be no cost to the Iowa DOT for oral presentations.

**C. *Submission of Proposal:***

Ten (10) copies of each proposal must be received by Mr. John Hey, Iowa Department of Transportation, Modal Division, 800 Lincoln Way, Ames, Iowa 50010 **on or before 3:00PM November 18, 2005.**

Late proposals will not be accepted; they will be returned unopened to the sender.

All proposals must be complete. Incomplete proposals may not be considered for review or evaluation.

**D. *Proposal Inquiries:***

1. Questions concerning this RFP should be directed to Mr. John Hey, Modal Division, Iowa Department of Transportation, 800 Lincolnway, Ames Iowa, 50010 in writing or by email: [john.hey@dot.state.ia.us](mailto:john.hey@dot.state.ia.us). If an Addendum is required, it will be posted on the DOT website listed below. It is the vendors responsibility to monitor the website for any addendums or updates to the RFP. The deadline for any inquiries is November 10, 2005
2. A copy of this RFP is available on the Iowa DOT Consultant Utilization website <http://www.prof-tech-consultant.dot.state.ia.us>

***E. Bidder's Conference:***

1. A Bidder's Conference will not be held. Substantive inquiries and answers to the inquiries will be posted on the website above. It is the vendors responsibility to monitor the website for any additional information concerning the RFP.

***F. Selection:***

1. The selection committee will evaluate proposals and consultants selected for interviews with the selection committee, if required, will be notified during the week of **December 5, 2005**.
2. If deemed necessary, the selection committee will conduct oral presentations the week of **December 12, 2005 in Ames, Iowa**.

***G. Notice of Award:***

1. Notice of the Award shall be issued on or before **December 23, 2005**.

***H. Protest of Solicitation Administration:***

Any party may initiate a protest of these provisions or decisions made pursuant to them. Protests must be filed in writing, signed and submitted to: Michelle Mc Enany, Director, Office of Public Transit, Iowa Department of Transportation, 800 Lincoln Way, Ames, IA 50010. Protests shall be filed as soon as possible, but in no case shall they be accepted more than ten (10) business days after the announcement of intended award. The Iowa DOT will issue its written decision on the protest within five (5) business days after receipt. Should protestor not be satisfied with the Iowa DOT response, the protestor has the right to appeal in writing to the Federal Transit Administration (901 Locust St, Room 404, Kansas City, MO 64106) within five (5) business days after receipt of the Iowa DOT response.

***I. Contract Period:***

Consultant shall begin work on date of agreement with the DOT, with completion of the project no later than **October 1, 2006**.

## ***J. Pre-Qualification***

Selected Consultants must be pre-qualified prior to submitting a proposal to the Department. Pre-qualification information can be obtained at the **Iowa DOT Consultant Utilization website** <http://www.prof-tech-consultant.dot.state.ia.us>

Selected pre-qualified categories for this project include:

- 111 – Statewide Regional Systems Planning
- 112 --Urban Area Transportation Planning
- 113 – Local/Regional Systems Planning
- 141 – Public and Rapid Transportation Planning
- 231 – Public Transit Program (Systems) Management
- 233 -- Public Transit Controls, Communications and Information Systems
- 234 – Public Transit Operations Management and Support Services

## **III. GENERAL REQUIREMENTS**

### ***A. Upon Submission of Proposal:***

#### ***1. Signature of Consultant's Agent:***

An officer of the offering firm, or a designated agent empowered to bind the firm in a contract, shall sign the proposal and any clarifications to that proposal.

#### ***2. Proposal Obligation:***

The contents of the proposal and any clarifications to the contents submitted by the successful consultant shall become part of the contractual obligation and incorporated by reference into the ensuing contract.

#### ***3. Disposition of Proposals:***

All timely proposals become the property of the Iowa DOT and will not be returned to the consultant.

#### ***4. Disclosure of Proposal Content:***

The laws of Iowa require that at the conclusion of the selection process the contents of all proposals be placed in the public domain and be open to inspections by interested parties.

**5. *Acceptance Period:***

In submitting a proposal, consultants agree that the proposal shall remain valid for a period of sixty (60) days after the closing date for submission of proposals, and may be extended beyond that date by mutual agreement.

**6. *Rejection of Proposals:***

The Iowa DOT reserves the right to reject any and all proposals or parts of proposals, to negotiate modifications of proposals submitted, to accept part or all of a proposal, and to negotiate specific work elements with a respondent into a project of lesser or greater expense and reimbursement than described in this Request for Proposal or the respondent's reply. The Iowa DOT will not pay for any information nor is it liable for any costs incurred by the consultant.

Consultants whose proposals do not meet the mandatory requirements will be so notified. After evaluation of the proposals and approval by the Iowa DOT, all consultants will be notified of the successful proposal.

**B. *Contract Conditions:***

**1. *Conflicts Between Terms:***

The Iowa DOT reserves the right to accept or reject any exception taken by the contractor to the terms and conditions of this Request For Proposal.

**2. *Non-Appropriations Clause:***

The State's performance and obligation to pay under this contract is contingent upon an annual appropriation by the Iowa Legislature. Should said funds not be appropriated, the State may terminate this agreement with respect to those payments for succeeding fiscal years for which such funds are not appropriated. The State will give the Consultant thirty (30) days' written notice of such termination. All obligations of the State to make payments after the termination date will cease.

**3. *Termination:***

The Iowa DOT may terminate the contract resulting from this request at any time the contractor fails to carry out any provisions or to make substantial progress under the terms specified in this request and the resulting proposal.

- a. The Iowa DOT will provide the contractor with thirty (30) days written notice of conditions endangering performance. If, after such notice, the contractor fails to remedy the conditions contained

in the notice, the Iowa DOT shall issue the contractor an order to stop work immediately and deliver all work and work in progress to the Iowa DOT. All work performed becomes the property of the Iowa DOT.

- b. The Iowa DOT shall be obligated only for those services rendered prior to the day of notice of termination, less liquidated damages that may be assessed for non-performance. With mutual agreement of both parties upon receipt and acceptance of not less than thirty (30) days written notice, the contract may be terminated on an agreed date prior to the end of the contract period without penalty to either party.

**4. *Security of Data:***

Some data files of the Iowa DOT may be of confidential nature. The contractor's employees shall be allowed access to these files only as needed for their duties related to the contract and in accordance with the rules established by the Iowa DOT. The contractor shall maintain positive policies and procedures for safeguarding the confidentiality of such data and may be liable civilly or criminally under privacy legislation for negligent release of such information.

**5. *Subcontracts:***

The Iowa DOT reserves the right to approve any subcontracts entered into by the consultant who is awarded the contract for the purpose of completing the provisions of the contract. The Iowa DOT shall not assume any liability for any contract entered into between the principal contractor and any subcontractor. All restrictions that apply to the principal contractor will also apply to the subcontractors.

All records relating to subcontractors shall be available for audit or examination as required under the "Audit or Examination of Records" section of this Request For Proposal.

**6. *Immunity from Liability:***

Every party to the contract resulting from this Request For Proposal is notified and agrees the Iowa DOT is immune from liability and suit for or from contractor's activities involving third parties and arising from a contract.

### ***7. Audit or Examination of Records:***

The consultant who is awarded the contract agrees that the auditor of the Iowa DOT or an authorized representative of the state shall have access to, and the right to examine, audit, excerpt, and transcribe any directly pertinent books, documents, papers, and records of the contractor relating to orders, invoices, or payments of this contract.

All records relating to the awarded contract shall be retained for three years after the date of final payment or completion of any required audit.

Compliance with this clause does not relieve a contractor from retaining any records required by other laws or regulations of federal, state, or local governmental units.

### ***8. Status of Consultant:***

The consultant shall at all times be deemed an independent contractor and not an employee of the Iowa DOT. The consultant shall also be responsible for all its withholding taxes, social security, unemployment, workers' compensation, and other taxes and shall hold the Iowa DOT harmless for any claims for the same.

## **IV. CODES, LAWS AND PROVISION REQUIREMENTS**

### ***A. Civil Rights Requirements:***

- (1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act as amended, 42 U.S.C. Section 2000d, Section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C, Section 6102, Section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C, Section 12132, and Federal transit law at 49 U.S.C. Section 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue
- (2) Equal Employment Opportunity: Contractors, or subcontractors thereof, performing lower tier contract services must be an equal opportunity employer as defined in the Rights Act of 1964 and in Iowa Executive Order Number Fifteen. The successful firm in accepting the offer of a professional service contract under terms of this solicitation certifies that its officials shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, disability, or national

origin. The successful firm shall also take affirmative action to insure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, disability, or national origin. The following requirements apply to the underlying contract:

- (a) Race, Color, Creed, National Origin Sex - In accordance with title VII of the Civil Rights Act, as amended, 42 U.S.C. Section 2000c, and Federal transit laws at 49 U.S.C. Section 53432, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 CFR Parts 60 et seq., (that implement Executive Order No. 11246, Equal Employment Opportunity as amended by the Order No. 111375, "amending Executive Order 11246 relating to Equal Employment Opportunity," 42 U.S.C. Section 2000c note), and with any applicable Federal statutes, executive orders, regulations and Federal policies that may affect manufacturing activities undertaken in the course of producing the buses being purchased. The Contractor agrees to take such affirmative actions as may be necessary to assure compliance. These actions shall include, but shall not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition the Contractor agrees to comply with any implementing requirements FTA may issue.
  - (b) Age - In accordance with Section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. Section 623 and Federal transit law at 49 U.S.C. Section 5332, the Contractor agrees to refrain from discrimination against present and prospective employers for reason of age. In addition, the contractor agrees to certify with any implementing requirements FTA may issue.
  - (c) Disabilities - In accordance with Section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. section 12112, the Contractor agrees that it will comply with the requirements of the U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act, "29 CFR part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
- (3) The Contractor agrees that it shall include these requirements in each subcontract financed in whole or in part with Federal assistance

provided by FTA, modified, only if necessary, to identify the affected parties and clarify the responsibilities entailed.

***B. No Federal Government Obligation to Third Parties:***

The Contractor acknowledges and agrees that notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligation or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

Any firm submitting qualifications pursuant to this solicitation agrees to include the paragraph/provision immediately above in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the provision shall not be modified, exempt to identify the subcontractor who will be subject to this provision

***C. Program Fraud and False or Fraudulent Statement and Related Acts:***

Each Contractor/firm submitted qualifications in response to this RFP are obliged to comply with the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, at 31 U.S.C. Section 3801 et seq, and U.S. DOT regulations "Program Fraud Civil Remedies" 49 CFR, Part 31. Upon execution of the underlying contract (accepting a contract awarded pursuant to this solicitation), the contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract is being manufactured or work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes or causes to be made a false, fictitious, or fraudulent claim, statement, submission, or certification, the federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C, Section 5307, the Government reserves the right to impose the penalties of 18 U.S.C. Section 1001 and 49 U.S.C, Section 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the clauses delineated as (1) and (2) above in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified except to identify the subcontractor who will be subject to the provisions.

***D. State and Local Law Disclaimer:***

The use of many of the clauses delineated herein, to comply with Federal requirements may be significantly affected by State law. In the event that the Code of Iowa may contain requirements that are not precluded by federal statute, state law or local shall be applicable. If the Contractor has reason to believe that any discrepancy exists between local, state, or federal requirements, it is incumbent on the Contractor to request in writing that a determination be made and issued by the Procurement Administrator to resolve any such discrepancy.

***E. Prohibited Interest:***

No member of, or delegate to the Iowa State Legislature or the Congress of the United States shall be admitted to any share or part of this contract or to any benefit arising there from. No member, officer, or employee of the Iowa DOT, during his/her tenure or for one year thereafter shall have any interest, direct or indirect, in a contract or proceeds resulting from this solicitation.

***F. Declaration of Project Federal Assistance, Payment for Services:***

Federal assistance is anticipated to defray approximately 50% of the budgeted project costs of the work or item(s) being purchased. Federal assistance for the items being purchased cannot be reimbursed by Federal Transit Administration until such work/item is delivered, inspected, and accepted. Unless otherwise detailed in writing, payment for the item(s) purchased shall not be made to the Contractor until approximately thirty (30) days after the date an item is accepted by the Iowa DOT.

***G. Disadvantaged Business Enterprises (DBE):***

It is the policy of the Iowa DOT that Disadvantaged Business Enterprises (DBE) as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds. However, for this project there is no specific goal for DBE participation.