

REQUEST FOR PROPOSALS (RFP)

EXPRESS LANE NETWORK

TOLL SYSTEM INTEGRATION & MAINTENANCE, dated December 13, 2013

Proposers' Submitted Questions and Answers (No. 3)

Item #	RFP section or RFP appendix number	Attachment # and title	Page #	Section #	Specific and applicable text	Request for clarification or exception	Response
1	RFP, Section VII	Addenda and Requests for Clarifications & Exceptions	8		<i>General question.</i>	Will BAIFA answer all submitted questions?	BAIFA will answer all questions submitted by official deadlines. BAIFA will consider answering questions submitted after official deadlines.
2	RFP, Section VII	Addenda and Requests for Clarifications & Exceptions	8		<i>General question.</i>	Will potential bidders have an opportunity to respond to BAIFA's answers on questions and edits related to the RFP, Appendix 3, Agreement for BAIFA Express Lane Network Toll System Integration & Maintenance?	Potential bidders will have one day to officially respond to BAIFA's changes and answers to questions related to the <u>Agreement</u> . Based on the current schedule, potential bidders can anticipate on having Thursday, December 19th to review and respond.
3	RFP Section IX	Form of Proposal and B. Proposal Section 2: Technical Proposal; SOW A1-3 Host	pages 10 and 17	Section 2.2.1 Section 3 (Host)	The last sentence of the 2nd paragraph of IX. Form of Proposal instructs to "Include only the information specified for each section." On page 17, for 2.2.1.3 Host, the following topics are specified: toll rate calculations, toll rate publishing, toll rate assignment, toll rate manual overrides and toll rate corrections, financials, real time monitoring, and trip building.	The topics listed for the host do not appear to cover the full technical requirements in the SOW. Please clarify if and/or where the following SOW requirements are to be addressed: 3.1 Host Processing; 3.2 Database, 3.3 Host Locations, 3.4 Hardware and Equipment, 3.5 Toll Roadway Operations Center, 3.6 Host Operations Under Failures, 3.7 Host Graphic User Interface, 3.8 Express Lane Composition, 3.13 Customer Escalation and Transaction Research, and 3.14 Enforcement Lookups.	All technical requirements listed in the Scope of Work are to be addressed in the Technical Proposal; therefore the requirements referenced in this request for clarification shall be included in Proposal Section 2.2.1 – Tolling System.
4	General	General			DBE/SBE participation	Please clarify any requirements for DBE/SBE or other MBE/WBE participation.	There is no requirement for DBE/SBE or other MBE/WBE participation.
5	RFP Section XI.D	Public Records	29	D	In the second paragraph, the proposer is instructed to include a list of pages containing confidential information, "at the front of the proposal."	Where specifically would BAIFA like this list to appear?	Please include the notice for proprietary materials at the front before Proposal Section 1.1.
6	SOW Section A1-2	Roadside System	12	2.2.6	The TCS shall provide the ability to turn on or off the transponder "beep" functionality.	Is this a system administrative function or a user function? Does BAIFA have a preferred method for accomplishing this?	The requested clarification is based on text from the Draft RFP, not the Final RFP, and is not applicable. Please review the requirement in the Final RFP.
7	RFP XI, H	Bond Requirements	32		The Performance and Payment Bonds shall remain in full force and effect until Project Completion. Sixty (60) days following approval ...may be reduced ...	Are the "sixty days" mentioned calendar days?	Yes, "days" or "Days" refers to calendar days unless otherwise specified.

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8	RFP Section III	Minimum Qualifications	6	6	The proposer shall not have received two (2) or more formal notices of material breach of contract (e.g. default notices, cure letters, etc.) in relation to toll project management, performance or delivery within the last three (3) years as of the posting of this RFP. This qualification applies to the prime and all subcontractors.	Will BAIFA consider changing the minimum qualifications?	No.
9	Appendix 1	Attachment 1A System Requirements	2, 3, 31, and 36	3.9.5.4, and 3.9.10.4	There are a few places in the Scope of Work where it says things like “displaying the current rate simultaneously on multiple Variable Toll Message Signs (VTMS) within the Zone”, “that all VTMS within the same Zone will display the same toll rate(s)”, and “at any given time, all VTMS within a single Zone display the same toll rate”.	If some of the VTMSs within a Zone are communicating with the host and others are not, it is possible that the VTMSs could be showing different rates. Also it is very unlikely that the request for a new toll rate will be received through the network and be processed at exactly the same time. Please remove the word “simultaneously” and change “will display the same toll rate” and “display the same toll rate” to “should display the same toll rate” to allow for the fact that they may not always be the same. Also it needs to be clear in each of these cases that the patron will be charged based on the toll rate displayed on the VTMS associated with the place where the patron’s vehicle entered the Express Lanes.	The requirements address the expectation that under normal conditions the system will display the same toll rate at each VTMS in the same Zone.
10	Appendix 1	Attachment A-1 System Requirements	67	9.4.6	TSI shall provide and configure network communication from the Host site to the external systems, see Section 5, based on Interface Control Documents developed.	Can BAIFA clarify whether the TSI can assume these external systems are all on BAIFA Backhaul Network and that the TCS Host systems will have network access to these networks: - BATA RCSC- Caltrans TMC - BAVU - PeMS- MTC 511	BAIFA will provide the communications services to these external interfaces. The TSI shall be responsible for providing any solution to support the external interfaces, including but not limited to hardware, network equipment, and measures to secure the external interfaces from unauthorized access to the rest of the Host.
11	Appendix 2	COST PROPOSAL Form C-5 IMPLEMENTATION MILESTONE PAYMENTS	20	N/A	Form C-5	The milestone payments are missing a pay item for the TCS Host System. Can BAIFA please add a pay item for the Host System? We request that this item be added as its own separate Milestone Series.	No. The itemization of costs shown in Appendix 2, Form C-1: <u>Implementation</u> , does not have a direct correlation to the payment structure shown in Form C-5: <u>Implementation Milestone Payments</u> .
12	Appendix 2	COST PROPOSAL Form C-5 IMPLEMENTATION MILESTONE PAYMENTS	20	N/A	Form C-5	Can BAIFA please split the below noted pay items in half so that the first part of the payment is received when equipment is delivered to the installation site or the contractor’s facility? This will more closely tie payments with actual costs incurred. Pay Items :2-4, 2-5, 2-6, 2-7, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 4-3, 4-4, 4-5, 4-6	Once the TSI is selected, BAIFA may be open to reasonable adjustments to the payment schedule.
13	Appendix 1	Attachment A-1 System Requirements	13	2.4.4.2	The Lane Controller shall have the ability to process multiple transponder reads in a vehicle.	In the event a single vehicle is determined to have multiple transponders, is it BAIFA's intent to have all associated transponders posted in one transaction or multiple transactions?	Please see Appendix 1, Attachment A-1, <u>System Requirements</u> , Req. 3.9.8.1, for clarification and intention of this requirement in relation to system design and logic for Trip Building.

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14	Appendix 1	Attachment A-1 System Requirements	53	4.5	Digital Video Auditing System (DVAS)	There is mention of two mobile DVAS units in section 8. Is there a requirement to have fixed DVAS units at any read points? Or any DVAS other than the two mobile units?	BAIFA's intention for the DVAS is to be able to audit all Read Points. Therefore the use of integrated only DVAS, portable DVAS, or a combination of integrated and portable DVAS is dependent on the proposer's solution to meet the requirements as stated in the RFP.
15	Appendix 1	Attachment A-1 System Requirements	54	5.1.1	For interfaces with systems external to the TCS, the TSI shall communicate using an ICD developed during the design phase.	Please list all external system that the TSI must interface with, as this will help with our cost estimating process.	Please refer to Appendix 1, Attachment A-1, <u>System Requirements</u> , Section 5, for requirements regarding external interfaces to BATA Regional Customer Service Center, Caltrans Traffic Management Center BAVU, Caltrans PeMS, and Metropolitan Transportation Commission 511.
16	Appendix 1	Attachment A-1 System Requirements	57	6.1.2.1	The plate is not obstructed (all numbers and letters on the plate are completely visible).	Are dirty, faded or bent license plates considered readable for ALPR? There are cases where it may be human readable but impossible for an ALPR to read. Please consider adding dirty, faded or bent to the list of potentially unreadable plates.	After consideration, there is no change to the requirement as stated in the RFP.
17	Appendix 1	Attachment A-1 System Requirements	68	11.1.2	The access control system (proximity card or active directory) shall be housed on BAIFA's network and will be owned and managed by BAIFA.	Is it the TSI's responsibility to supply the proximity card and/or active directory?	Physical access to the Host Server rooms will not be the responsibility of the TSI to supply but as stated in Appendix 1, Attachment A-1: <u>System Requirements</u> , Req. 11.3.1, the TSI shall utilize the access control system. For logical/application access, the TSI will not provide active directory, but shall integrate with active directory.
18	Appendix 1	Attachment C Performance Requirements and Penalties	8	3	No. 3.4 Mean time to repair - 2 hours; tolling hours required repair - 1 hour	In the event a repair requires an MOT to complete, will the repair times be extended to allow time for MOT? Time for measuring repair times should begin after the necessary MOT is in place.	No. The proposed solution must be capable of running in degraded mode and wait until lane closure restrictions are lifted and repair made. For example, please see Appendix 1, Attachment A-1, <u>System Requirements</u> , Req. 2.4.15, for lane controller redundancy.
19	IX. Form of Proposal	None	10	IX.	Font sizes for graphic representations (i.e. organizational charts) may be less than 12 point...	Can tables, which often accompany graphics, also be excluded from the minimum 12 point restriction?	Yes, text contained in tables may be in font sizes less than 12 points as long as it meets the requirement to "be readable without magnification" (see RFP, page 11).
20	IX. Form of Proposal	None	12	IX.	Proposal Section 2.5.1 Example Reports.	Proposal Section 2.5.1 has only allocated 100 pages for inclusion of all required reports. We would like to kindly ask that Section 2.5.1 be either excluded from the page limits, or this be increased from 100 pages to 150 pages.	No. Proposers shall not submit more than 100 pages of report examples or samples.
21	IX. Form of Proposal	Table 2, Proposal Organization	12	IX.	Proposal section 2.4, Proposed Project Schedule	Table 2 only mentions a 5-page limit for the narrative but does not state that the GANTT chart is excluded. Please confirm that all 11x17 GANTT charts are excluded from the page limit in proposal section 2.4	Please refer to the RFP instructions on page 23 which states that the GANTT schedule is not included in the page limit for Proposal Section 2.4.

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22	IX. Form of Proposal	Table 2, Proposal Organization	12	IX.	Proposal submissions.	Please confirm the following: For Section 3, only an Original and CD is required and no copies. Please confirm that for Section 4 only an Original and CD is required and no copies.	Please refer to Addendum 2, Item 4 for confirmation.
23	IX. Form of Proposal	Section E. Proposal Section 5: Financial Statements	25	IX.	Section E. Proposal Section 5: Financial Statements	Due to the extensive size of our firm's financial statements, would it be acceptable that these be submitted as CD copies only?	No, proposers are required to provide hardcopies of the requested financial statements.
24	Appendix 1 - Scope of Work	2.8 Traffic Monitoring System (TMS)	19	2.8.1	The TSI shall install TMS devices based on microwave vehicle detection technology to measure traffic conditions in the express lanes and all general purpose lanes at the locations and in the travel direction indicated in Reference 2, Diagrams, Drawings and Schematics.	Would it be acceptable to propose other ITS sensors as an alternative to microwave sensors (e.g. magnetic sensors) for detecting traffic volumes?	The devices used to measure traffic conditions shall be based on the technology as specified. Please use Appendix 2, Form G: <u>Disposition/Issues Matrix</u> , to identify and describe alternative approaches.
25	Appendix 1 - Scope of Work	Section 2.3.1.1	12	2.3.1.1	The ability to capture two (2) images of the rear license plate (if present) of each vehicle that passes through a Read Point in the express lane under all light conditions. If a license plate is not present or human readable, the system shall capture an image of the vehicle.	If a system could be provided that only required capturing one high resolution image to meet the image performance requirements, would that be acceptable to BAIFA?	Proposers are required to respond to the requirements as written. Please use Appendix 2, Form G: <u>Disposition/Issues Matrix</u> , to identify and describe alternative approaches.
26	Form C, Cost Proposals	Form C-2, Maintenance	10 of 27	Form C-2	Monthly maintenance costs during warranty.	Please confirm that monthly maintenance costs during warranty begin at toll commencement for each roadway section.	Please see Appendix 1, Attachment A-3, <u>Maintenance and Warranty Requirements</u> , Section 3.2, where the commencement of monthly maintenance costs during warranty is defined.
27	Form C, Cost Proposals	Form C-3, Unit Prices	Page 13 of 27	Form C-3	Unit Pricing	Please confirm that the Unit Pricing provided on Form C-3 is for the Form C-6 Hypothetical Project Estimate and additional roadways sections.	Yes, the unit pricing provided on Appendix 2, Form C-3: <u>Unit Prices</u> , should be reflected in the Hypothetical Project Estimate and will be used to estimate additional roadway sections.
28	Form C, Cost Proposals	Form C-3, Unit Prices	Page 16 of 27	Form C-3	Unit Pricing	Please confirm that the Unit Prices on Form C-3 will be escalated annually based on the CPI. Will the anniversary date for escalation be based upon the contract date or date of first roadway section in toll commencement?	No, the Unit Prices in Appendix 2, Form C-3: <u>Unit Prices</u> will not be escalated on an annual basis.
29	Form C, Cost Proposals	Form C-3, Unit Prices	Page 16 of 27	Form C-3	Line / Item C, TSI Services and Development	The form instructions do not state what is to be included on these lines (Form C-3, lines 16-18). Please confirm that any requirement for these line items will be based upon the hourly labor rates.	Use of these lines is at the TSI's discretion. They are for any unit prices (lump sum, turnkey solutions, etc.) defined by the TSI that are not already captured on Form C-3: <u>Unit Prices</u> .
30	Form C, Cost Proposals	Form C-4, Hourly Labor Rates	Page 17 of 27	Form C-4	Hourly Labor Rates	Other than work performed under Contract Paragraph 11.3 Unanticipated Maintenance, which is paid under Time & Materials, would these hourly rates apply at any other time?	The hourly rates will also apply for any additional work that may be requested under this Agreement. As noted in the Agreement (Appendix 3): Attachment C, <u>Price Forms</u> will be created by compiling the following Cost Proposal forms in Appendix 2, <u>Required Proposal Forms</u> , as completed by the Proposer and accepted by BAIFA: Form C-1: <u>Implementation</u> , Form C-2: <u>Maintenance</u> , Form C-3: <u>Unit Prices</u> , Form C-4: <u>Hourly Labor Rates</u> , Form C-5: <u>Implementation Milestone Payments</u> . Also see Article 12, Changes to the Work in the <u>Agreement</u> .

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31	Form C, Cost Proposals	Form C-6, Hypothetical Project Estimate	page 27 of 27	Form C-6	Detailed Description of Items	How will proposer be compensated for any potential upgrade or programming necessary for the TSC Host Systems?	Please see RFP Appendix 3, <u>Agreement</u> , Article 12.3, regarding System Improvements, including system upgrades and programming beyond what is included in the initial Scope of Work. Please describe any expected upgrades or programming work for the Host if that work would be necessary, based on the scenarios provided, and provide pricing on the line item for Host System Integration to a new Corridor.
32	General - Cost Proposals	General			Sales Taxes	Please confirm that the Authority is tax exempt and will provide the TSI any required tax exemption certificates. Please confirm that proposers pricing shall not include sales taxes.	BAIFA is <u>not</u> exempt from sales tax.
33	Form C, Cost Proposals	Form C-3, Unit Prices	Form C-3		Toll Collection System, Reader/Antenna System, Vehicle Enforcement System, CCTV System	Please confirm that all future roadway sections will be of similar configuration with regard to lane width, shoulder width and gantry infrastructure.	Assume roadway sections will be of similar configuration with regard to lane width, shoulder width and gantry infrastructure. However, the sections will need to be designed for site specific conditions.
34	Appendix 1	Attachment A-1 System Requirements	17	2.6.2	At each VTMS location, there shall be up to three LED panel types detailed below. See Reference 2, Diagrams, Drawings and Schematics,	Is it the TSI's responsibility to only supply the LED panels or supply and install LED panels?	Please see Appendix 1, Attachment A-2, <u>Implementation Requirements</u> , which states that it will be the TSI's responsibility to both supply and install LED panels.
35	Appendix 1	Attachment A-1 System Requirements	17	2.6.2	At each VTMS location, there shall be up to three LED panel types detailed below. See Reference 2, Diagrams, Drawings and Schematics,	Reference 2, Diagrams, Drawings and Schematics, shows all VTMS signs as having 3 LED panels. Section 2.6.2 states "At each VTMS location, there shall be up to three LED panel types". Please clarify this statement or provide a detailed list of each VTMS sign and how many, including sizes, LED panels each will have.	Please refer to the Tolling Equipment Location Table in Appendix 1, Reference 2A: <u>Tolling Equipment Location Tables</u> , for the location and quantity details of VTMS signs.
36	Appendix 1	System Requirements	21 of 71	3.1.2	The Host will be operational 24 hours a day, 7 days a week; therefore the hosting solution must include all necessary redundant components to achieve this availability requirement, facilitate maintenance and reduce the potential for single point failures.	Can a single point failure on one sub-system be handled by a different sub-system?	Yes, as long as the proposer's solution meets BAIFA's requirements as stated in the RFP, in particular Host availability in Appendix 1, Attachment C, <u>Performance Requirements and Penalties</u> .
37	Appendix 1 - Atch A-4	DRAFT Business Rules - Section 1.1 Permitted Vehicles	6 of 23	1.1.2	Any vehicle carrying a trailer or towing another vehicle, and vehicles with more than two axles, are not permitted to use the express lanes.	Is VES Enforcement required for Vehicles with more the 2 Axles?	Yes, VES enforcement is required regardless of axle count.
38	Appendix 1	Attachment A-1 System Requirements	16	2.5.1.4.1.1	The overhead beacon light shall be a 180-degree light mounted overhead at Read Points determined by BAIFA during the design phase.	Can BAIFA please clarify whether it is expected that the viewing angle also be 180 degrees? For example, is it expected that an observer can stand directly below the mounted beacon and see when it flashes?	Yes, the viewing shall be 180 degrees. It is not expected that an observer could stand directly below the mounted beacon and see when it flashes.
39	Appendix 1	Attachment A-1 System Requirements	20	2.8.3.8	Be (TMS) capable of monitoring its health and communicate it to MOMS.	Can BAIFA please clarify if there any specifics on what minimum expectations are for health reporting?	This would be dependent on the proposed solution to meet the requirements stated in the RFP.

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40	Appendix 1	Attachment A-2 Implementation Requirements	3	1.3.5.3	The Project Schedule shall be resource-loaded critical path method schedule using Microsoft Project or a similar, program proposed by the TSI.	Can BAIFA please indicate if there is a preference for Microsoft Project? Does BAIFA have access to a copy of Oracle/Primavera P6 software to review project schedules should the TSI submit in P6 format?	Microsoft Project is preferred but similar programs may be considered; however, BAIFA does not have Primavera software.
41	Appendix 1	Attachment A-1 System Requirements	11	2.1.1.6	The final classification scheme will be approved by BAIFA	Can BAIFA please clarify the classification scheme that is envisioned?	This would be dependent on the proposer's solution to meet the requirements as stated in the RFP. BAIFA would prefer to have at minimum 6 classification categories for car, motorcycle, bus, truck, null, and multiple axles.
42	Appendix 1	Attachment A-1 System Requirements	17	2.6	Variable Toll Message Sign	Can BAIFA clarify whether the VTMS need to be NTCIP compliant?	BAIFA would prefer NTCIP compliant VTMS.
43	Appendix 1	Attachment A-1 System Requirements	23	3.3.2.2.2	Two Mittal server rack cabinets (42U) with 5KW of electrical power	Will BAIFA provide additional racks if required by the TSI design?	No additional server rack space will be provided at 375 Beale.
44	Appendix 1	Attachment A-1 System Requirements	25	3.5.1	The TSI shall set up and support BAIFA's primary Toll Roadway Operations Center at the Caltrans Traffic Management Center (TMC) located at Caltrans District 4, 111 Grand Ave, Oakland, CA.	Can BAIFA please clarify how much equipment space and floor space will be provided at the Caltrans TMC for the Toll Roadway Operations Center?	Equipment space at the Caltrans TMC will be finalized during the design phase; however, Proposers should be aware that space is limited, but will be sufficient to support Toll Roadway Operations Center functionalities.
45	Appendix 1	Attachment A-1 System Requirements	40	3.13.1.1.5	Comply with applicable current Generally Accepted Accounting Principles requirements to ensure accurate financial reporting, including revenue recognition reporting.	Can BAIFA please clarify the current policies for revenue recognition?	Please see Appendix 1, Attachment A-4, Business Rules , Section 7, for information regarding revenue recognition.
46	Appendix 1	Attachment A-1 System Requirements	56	5.3.1	The TCS Host shall be required to interface with the Caltrans Traffic Management Center.	Can BAIFA please clarify whether the TCS Host is required to provide TMS data directly to the Caltrans Traffic Management Center?	TMS data is required to be sent to Caltrans. Proposer should refer to Appendix 1, Attachment A-1, System Requirements , Section 5.3.3, for TMS data to the Caltrans Traffic Management Center requirements.
47	Appendix 1	Attachment A-1 System Requirements	12	2.3.1.3	VES shall be able to self-trigger if necessary to detect vehicles passing through the Read Point in the event that the AVD/AVC system is unavailable.	Can BAIFA please clarify whether self-triggered mode is held to the same performance accuracy as "triggered" image capture? If the lane is down, what is expected of the images? Are they to be associated with buffered tags, etc?	Accuracy performance is to be the same regardless of lane status. The intention is for images to be used for the TSI's trip building solution as needed.
48	Appendix 1	Attachment A-1 System Requirements	13 14	2.4.4.2 2.4.10	The Lane Controller shall have the ability to process reads from multiple transponders in a vehicle. The Lane Controller shall interface with the AVI subsystem. The Lane Controller will report all transponder reads as elements of the Lane Transaction; the details of the data format shall be finalized during the design phase. Loss of communication to any element of the AVI system shall be immediately detected by the Lane Controller and transmitted to the MOMS.	Can BAIFA please clarify whether there is a max number of tags that need to be associated with a vehicle? For example, what if a vehicle is carrying a box of tags that all reads? What is the behavior for picking which tag is used for determining the beacon light and transaction status?	The proposed solution shall meet the requirements as stated in the RFP.
49	Appendix 1	Attachment A-1 System Requirements	53	4.3.2.4	Commands to tune the VTMS.	Can BAIFA please clarify what tuning commands are expected? Is this through the application or can we use vendor supplied tools to adjust?	The proposed solution shall meet the requirements as stated in the RFP. The intention is to be able to make some adjustments without closing lanes.

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50	Appendix 1	Attachment A-1 System Requirements	54	4.4.2.2	Commands to tune TMS sensors.	Can BAIFA please clarify what tuning commands are expected? Is this through the application or can we use vendor supplied tools to adjust?	The proposed solution shall meet the requirements as stated in the RFP. The intention is to be able to make some adjustments without closing lanes.
51	Appendix 1	Attachment A-1 System Requirements	59	6.3.2	The parameters shall be used to modify and optimize the system behavior. For example, parameters allowing use of confidence levels to determine which images are sent to the RCSC .Such parameters will be designed with the TSI and will be based on availability of images, confidence level of individual images, state of plate, and correlation between ALPR values.	Can BAIFA please clarify whether these parameters are end user configurable through the application?	The system is not required to have end user configuration capabilities for these parameters.
52	Appendix 1	Attachment A-1 System Requirements	60	7.1.2.8	Allow the collection of AVI reads or not.	Can BAIFA please clarify whether the reader RF needs to be turned off (do not read tags at all) or just not used for processing?	If the TCS was set to not collect Lane Transactions, the RF reader would be on, but tag reads would not be processed into Lane Transactions.
53	Appendix 1	Attachment A-1 System Requirements	60	7.1.2.10	Allow for Lane Transactions to be created during the Lane Mode or not.	Can BAIFA please clarify whether this means that no transactions are created by the lane controller or just not used for processing?	Lane Controllers would create Lane Transactions, but Trip Transactions would not be created.
54	Appendix 1	Attachment C Performance Requirements & Penalties	4 6	2.5 2.14	Capture human readable rear license plate images as defined in Appendix 1, Attachment A-1 Section 6.1, where both the plate number and the US state of registration are discernible. At least 80% of the total human readable images shall be identified by the TCS as having a correct ALPR rate of at least 98%.	Can BAIFA please clarify whether these requirements apply to motorcycles?	Yes, the requirements apply to motorcycles.
55	Appendix 1	Attachment A-1 System Requirements	15	2.4.18	All configuration files and tables needed to support lane operations shall be maintained at the Host for version control and be available for download to the Lane Controllers from the Host. All Lane Controller software shall be transmitted to the Lane Controllers from the Host and versions on each Lane Controller shall be maintained, tracked and recorded.	Can BAIFA please clarify what is required for "All Lane Controller software shall be transmitted to the Lane Controllers from the host"? Is this automatic or just how builds are to be distributed? What sort of version tracking is required?	The proposed solution, which shall meet the requirements as stated in the RFP, is at the proposer's discretion and contingent upon BAIFA's approval during the design process.
56	Appendix 1	Attachment A-1 System Requirements	11	2.2.2.6	Detect, report, and store the time, date, and transponder number of all transponder reads at a Read Point regardless of the state of the Lane Controller computer and the Host.	Can BAIFA please clarify whether there is a requirement to store a history of tags already sent to the lane controller or just for buffered tags?	The TCS is required to store a history of all transponders read by the AVI subsystem.
57	Appendix 1	Attachment A-1 System Requirements	64 of 71	9.2	BATA/BAIFA Backhaul network	Can BAIFA please provide the list of network services that the "Backhaul network" will be offering? Will it be "MPLS with an Ether channel hand off" to TCS with the VLAN's going to a single site and/or multiple sites? If not MPLS, will Backhaul Network be able to provide some kind of VPLS service like E-LAN or E-Tree?	Please refer to Appendix 1, Attachment A-1, <u>System Requirements</u> , Key Concepts and Constraints, page 6, Network Communications, for a description of the backhaul network. The backhaul network is an Ethernet and IP based network that provides routed VLANs from the Roadside network to the Host and backup host locations. It also provides a communications path to the BAIFA provided Antivirus repository and the BAIFA Active Directory servers.

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58	Appendix 1	Attachment A-1 System Requirements	66	9.3.1.4	All Roadside Network hardware and software necessary to provide access, connectivity, and network functionality, including but not limited to routing, switching, security, and QoS.	Can BAIFA please confirm the requirement to support all the features listed is necessary? Some of the features may require higher end switches that are more costly, which may be a concern with the number of Read Point locations.	The requirement is confirmed; the TSI shall provide a Roadside Network that meets the requirements as stated in the RFP. Selection of hardware is at the proposer's discretion and contingent upon BAIFA's approval during the design process.
59	Appendix 1	Reference 3 Communications Network Conceptual Pre-Design	N/A	N/A	General Comment	Would it be possible for Proposer's to meet with BAIFA in a one-on-one vendor workshop to discuss the Communications Network Conceptual Pre-Design?	No. The Communications Network Conceptual Pre-Design is not a requirements document. It is meant to provide context and guidance, but does not dictate requirements for the solution that the TSI will ultimately determine and deliver.
60	RFP App 1 (SOW), Att C	Att A-1: System Requirements	SOW pg 11 of 71 and Att. C (KPIs), page 1	2.2.2.1 and Table 1	RFP App1 (SOW) Attachment C (Performance Requirements and Penalties): Table 1, Vehicle Separation (to meet all standards): 2 ft. minimum. RFP App1 (SOW), Att A-1, Sect. 2.2.2.1 Correctly associate transponders to vehicles when the vehicles are travelling in the express lane, straddling express and general purpose lanes, or traveling in the shoulder.	Confirm whether the TCS ever has to capture the AVI tag contents of two vehicles that have less than a 2 foot separation in the direction of travel. If it does, please clarify the performance requirements (KPI) for this circumstance.	The TCS does not have to capture the AVI tag contents of two vehicles that have less than a two foot separation, in the direction of travel. See Addendum 2, Appendix 5, for updated performance requirements.
61	RFP App 1 (SOW), Ref 2	Diagrams, Drawings and Schematics	109-12, 114 of 166 in PDF	D: Typical	No text. Diagrams of typical Read Points, VTMS Points, TMS Points and CCTV Points	Please describe electrical power provided to the sites.	BAIFA will coordinate with PG&E for electrical service to the service meter. See Appendix 1, Attachment A-1, <u>System Requirements</u> , for electrical requirements, where the TSI shall be responsible for electric power beyond the PG&E service meter.
62	RFP App 1 (SOW), Ref6	I-80 Civil Design Documents	129 of 143 in PDF	L-1	"Overhead sign data" table that includes OS-1E, OS-1F and OS-1G	What are the minimum and maximum turn radii for the curved portion of the "Overhead Sign Typical Section", and what are the minimum and maximum distances from the center of the median across the roadway to the end of the mast arm?	Distance of the overhead structure will extend over the Express Lane as needed. Please refer to Appendix 1, Reference 6: <u>Civil Plans</u> , for roadway geometric information.
63	RFP App 1 (SOW), Ref6	I-80 Civil Design Documents	129 of 143 in PDF	L-1	"Overhead sign data" table that includes OS-1E, OS-1F and OS-1G	What is the minimum and maximum distance from the Express Lane pavement to the center of the mast arm?	Distance of the overhead structure will extend over the Express Lane as needed. Please refer to Appendix 1, Reference 6: <u>Civil Plans</u> , for roadway geometric information.
64	RFP App 1 (SOW), Ref 2	Diagrams, Drawings and Schematics	110-3,115 of 166 in PDF	D: Typical	Diagrams, not text. The typical Read Point diagrams appear to show in-pavement loops under the Express Lane.	The typical Read Point diagrams in RFP Appendix 1 Reference 2 Section D appear to show in-pavement loops under the express lane. Is the TSI required to use in-pavement loops for classification of vehicles in the express lane?	No, the TSI is not required to use a solution that uses in-pavement loops for classification.
65	RFP App 1 (SOW), Ref 2	Diagrams, Drawings and Schematics	110-3,115 of 166 in PDF	D: Typical	Diagrams, not text. The typical Read Point diagrams appear to show no in-pavement loops under the inner shoulder adjacent to the Express Lane.	Please confirm that the Toll Collection System is required to detect vehicles that travel past the Read Point on the inner shoulder.	Detection of vehicles will not be required on inner shoulders. A correction to Appendix 1, Attachment A-1, <u>System Requirements</u> and Appendix 1, Attachment C, <u>Performance Requirements and Penalties</u> , will be formally issued in Addendum 3.

Item #	RFP section or RFP appendix number	Attachment # and title	Page #	Section #	Specific and applicable text	Request for clarification or exception	Response
66	RFP App 1 (SOW)	Att A-1: System Requirements	p60 of 71	8	General.	When the mobile DVAS has been moved to a specific Read Point, is it permitted to obstruct any part of the inner shoulder? If so, does this apply for all inner shoulders or only for ones that exceed a certain width?	No, the mobile DVAS cannot obstruct any part of shoulders.
67	RFP App 1 (SOW)	Att A-1: System Requirements	p60 of 71	8	General.	Can a mobile DVAS be parked on a shoulder or does it need to be off-road? During DVAS operation, can it slow-down traffic or obstruct any part of a shoulder?	No, the mobile DVAS cannot obstruct any part of the shoulders.
68	RFP App 1 (SOW)	Att A-1: System Requirements	p60 of 71	8	General.	Can the DVAS camera be on the right-hand side of the traffic lanes or does it have to be closer to the express lane and express/GP straddle?	Yes, the DVAS camera can be on the right-hand side of the traffic lanes as long as the DVAS meets requirements as specified in Appendix 1, Attachment A-1, <u>System Requirements</u> , Section 4.5 and 8, and Appendix 1, Attachment A-2, <u>Implementation Requirements</u> , Section 8.
69	RFP App 1 (SOW)	Att A-1: System Requirements	p60 of 71	8	General.	Is it acceptable to slowdown express traffic to temporarily mount a DVAS camera on a pole on the median next to the inner shoulder?	Yes, as long as the installation occurs in accordance with the approved Traffic Control Plans referenced in Appendix 1, Attachment A-2, <u>Implementation Requirements</u> , Section 8.2, Traffic Control Plan(s).
70	RFP App 1 (SOW)	Att A-1: System Requirements	p60 of 71	8	General.	Does the mobile DVAS ever have to report on activities occurring in the GP lanes, or can it focus exclusively on the portion of the road that is relevant for the operational Read Point equipment?	The DVAS should report exclusively on the activities in the portion of the road relevant to the operational Read Point equipment.
71	RFP App 1 (SOW)	Att A-1: System Requirements	p11 of 71	2.1.1.6	The final classification system shall be subject to BAIFA approval	Can BAIFA provide an upper limit on the number of categories in the final classification system?	This would be dependent on the proposed solution to meet the requirements stated in the RFP. BAIFA would prefer to have at minimum 6 classification categories for car, motorcycle, bus, truck, null, and multiple axles.
72			p130/166	2	In the server rooms at the primary and secondary Hosts, existing communications racks will be provided for the TSIs exclusive ...	How deep are the racks and how many U tall?	Please refer to Appendix 1, Attachment A-1, <u>System Requirements</u> , Section 3.3.1.2.2 and Section 3.3.2.2.2. At Benicia Toll Plaza, space is provided for 4 standard 42U server racks. At 375 Beale, the racks are Rittal TS IT TS-82 cabinets. The rack specifications at 375 Beale are subject to change.
73	RFP App1 (SOW) Ref3	Reference 3 Communications Network Conceptual Pre-Design	p6/40 in Ref 3, p132/166 in PDF	3, Subsection: Communications Design	... the TSI will need to design the communications system to: bridge the gap ...	How many miles of roadway, across all three Corridors, do not have fiber in conduits that will be available to the TSI?	Please refer to Appendix 1, Reference 2E: <u>Conduit Inventory Table</u> . Only items listed in this inventory shall be considered available.
74	RFP App1 (SOW) Att C	Att C: Performance Requirements and Penalties	pp 186 of 187 in PDF	3.1	3.1 Host Availability	Please clarify whether the Host Availability number applies (a) to the Primary and Secondary Host as a set, or, (b) to each Host individually. In other words if one Host fails and the other Host is still working fine, does that mean the Host is "available" or "unavail is the Host still considered to be "available"?	If any Host is functioning properly, then the Host is considered to be available.

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75	RFP App 1 (SOW), Ref 2	Diagrams, Drawings and Schematics	pp26-27 of 166	A: Tolling Location Details	SR-92 Toll Equipment Location Table	Planned paved left shoulder widths are provided in units of feet for all Read/VMTS/CCTV/TMS Points except for some on I-80 where those cells include a text description instead. Can the inner shoulder widths be provided in units of feet for those locations as well?	No.
76	RFP App 1 (SOW), Ref 2	Diagrams, Drawings and Schematics	pp26 of 166	A: Tolling Location Details	I-80 Toll Equipment Location Table	Where will the two Backhaul Network hubs for the I-80 Corridor be located? Will it be one at each end of the current project on that corridor?	Please refer to Appendix 1, Reference 2A: Tolling Location Details and Appendix 1, Reference 2C: Straight Line Diagrams , for locations of Backhaul Hubs.
77	RFP App 1 (SOW)	Statement of Work	pg 17 of 71	2.6 VTMS	General.	To clarify, the civil contractor will be procuring and installing the physical sign(s) and the TSI will only be responsible for the installation of the insert? Will the civil contractor install brackets before hanging the sign so that the TSI will only have to insert the LED once in the air?	Yes. The TSI will only be responsible for the installation of the LED Panels. The TSI is responsible for the design and installation of brackets associated with the VTMS LED panels. The TSI will install the LED before the sign is installed. Please see Appendix 1, Attachment A-2, Implementation Requirements , Section 7.1.6.
78	RFP App 1 (SOW)	Att A-1: System Requirements	p11	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	Please identify the height of the tallest vehicle that must be correctly classified by the AVD/AVC equipment.	There are no height limits regarding classification of vehicles by the AVD/AVC equipment. However, vehicle heights are limited by overhead structures along the roadways.
79	RFP App 1 (SOW)	Att A-1: System Requirements	p13	2.4.4.3	2.4.4.2 The Lane Controller shall have the ability to process reads from multiple transponders in a vehicle. 2.4.4.3 One Lane Transaction shall be created for each vehicle that travels through a Read Point	When the Lane Controller handles the case of more than one transponder in a vehicle, is there anything more that it has to do beyond ensuring that one and only one Lane Transaction will be generated?	Please see Appendix 1, Attachment A-1, System Requirements , Req. 3.9.8.1, for clarification and intention of this requirement in relation to system design and logic for Trip Building.
80	RFP App1 (SOW)	Att A-1: System Requirements	P 17 of 71	2.6.2.3	Section 2.6.2.3 (toll system requirements) specifies a 27' wide sign.	Where are the signs located and does the TSI need to do any civil design or is this under the responsibility of the civil contractor?	Please see Appendix 1, Reference 2A: Tolling Location Details , for locations and quantities of VTMS general message sign LED panels. See Appendix 1, Reference 2D: Typicals , for demarcation of work between the Civil Contractor and the TSI. In addition, see Appendix 1, Attachment A-2, Implementation Requirements , Section 7.1.6, for specific details on VTMS coordination with the Civil Contractor.
81	Form C-5	Cost Proposal	Pg 20 of 27	Form C-5	Payment Milestones	The final proposal still has most of the payment for equipment occurring after installation, whereas the TSI will certainly have to disburse significant funds much earlier, when the material is ordered and/or produced. The corresponding working capital needs and associated carrying costs could increase the price and therefore reduce the attractiveness of the offers submitted to BAIFA. Will BAIFA consider revising the payment terms to include higher payments at the beginning of each corridor deployment?	Once the TSI is selected, BAIFA may be open to reasonable adjustments to the payment schedule.

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82	1.7.1.1	RFP APPENDIX 1: Attachment A General Scope of Work	10	General Requirements	The TSI shall provide UPS back up at all roadside tolling and network equipment location sufficient to maintain normal tolling operations for a minimum of three hours.	Lane equipment requires 3 hours of UPS backup. Can this 3-hour requirement be calculated using normal power consumption as opposed to maximum power consumption as listed by the equipment?	This is at the discretion of the proposer as long as the specified requirements are met for 3-hour backup power and any associated performance requirements.
83	1.3.5	RFP APPENDIX 1: Attachment A General Scope of Work	9	General Requirements	Tolling equipment deployed on the roadside shall be secure and protected from traffic.	Will civil contractor be providing barrier protection for lane equipment?	Yes, the Civil Contractor will provide barrier protection for lane equipment as needed.
84	1.6.3	RFP APPENDIX 1: Attachment A General Scope of Work	10	General Requirements	All roadside enclosures will be appropriately weatherproofed, ruggedized and NEMA certified for field use...	Which NEMA certification are you requiring for cabinets? It does not specify in 1.6.3.	The TSI is responsible for identifying and implementing the applicable NEMA requirements for electrical enclosures. Please see Appendix 1, Attachment A-1, <u>System Requirements</u> , Section 1.1, Bay Area Physical Environment.
85	Appx. 1, Attch. C, Table 2, Item 2.1	RFP APPENDIX 1: Attachment A Performance Requirements and Penalties	4	General Requirements	Date/Time Synchronization: All components of TCS shall be time-synchronized by the Host to within 1/10 of a second to correctly synchronize all parts of all lane and trip transactions, images and video. \$100 per component per hour that the device is not synchronized - up to \$10,000 per day	Please clarify what is intended by "all components", as not all lane hardware elements keep time.	TCS components that keep time are to be time-synchronized.
86	RFP APPENDIX 2	COST PROPOSAL Form C-5 & IMPLEMENTATION MILESTONE PAYMENTS	20 & 21	C-5	COST PROPOSAL Form C-5 & IMPLEMENTATION MILESTONE PAYMENTS	The way the payment milestones are structured in the RFP, a considerable portion of the payments occur in the later part of the contract, even though there are substantial costs incurred by the contractor in purchasing materials, equipment installation, civil work and other up-front expenses incurred. Question: Would BAFIA consider discussing the milestone payments during contract negotiations to achieve a payment schedule that more fairly compensates the contractor for purchased materials, civil work and other up-front expenses incurred?	Once the TSI is selected, BAIFA may be open to reasonable adjustments to the payment schedule.
87	RFP APPENDIX 2	COST PROPOSAL Forms C-1 Thru C-6	3 thru 27	C-1 thru C-6	COST PROPOSAL FORMS	Could BAIFA please provide the Cost Proposal Forms in Excel format?	The following forms have been provided in their native file format on the procurement website at http://bids.mtc.ca.gov/procurements/145 : Proposer Project Experience (Form B), Cost Proposal (Form C Series), and Disposition/Issues Matrix (Form G).
88	RFP APPENDIX 2	COST PROPOSAL Forms C-1 Thru C-6	3 thru 27	C-1 thru C-6	COST PROPOSAL FORMS	Is BAFIA Exempt from Sales Taxes?	BAIFA is <u>not</u> exempt from sales tax.

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89	Appendix 1: Att C	Attachment C	8	Table 5, entries 3.4, 3.5	In the response time column for each of the subject entries are the phrases: Maximum time to respond – 2 hours Mean time to repair – 2 hours Tolling hours required response – 1 hour Tolling hours required repair – 1 hour	Please explain how to interpret the 'Tolling hours' requirements with regard to the maximum time to respond and the mean time to respond. In particular, with regard to the possibility that MOT may be necessary to effect corrective actions.	The proposed solution must be capable of running in degraded mode and wait until lane closure restrictions are lifted and repair made. During tolling hours, allowable response and repair times are shorter.
90	Attachment A-3 Maintenance and Warranty Requirements	Toll Collection System Warranty Period	3	3.3	The one (1) year Warranty on the TCS covers Hardware and software and is therefore to be replaced or repaired in the case of Warranty failure or malfunction at no material cost to BAFIA.	Are the Workstations and peripherals for the video wall that are provided by the TSI, but maintained by the BAIFA (as referenced in requirement 1.6) part of this 1 year warranty period?	Yes.
91	Attachment A-3 Maintenance and Warranty Requirements	Toll Collection System Warranty Period	4	4.1	The TSI will be reimbursed, at cost, for all replacement spare parts, including delivery costs, which have been received and successfully tested by the TSI. No markup on the components is permitted under this Agreement.	Can BAIFA provide clarification as to the party responsible for covering the cost of initial spares? Is the TSI or BAIFA covering the cost of the initial spares purchase? Also, confirm that the cost of receiving and testing replacement spares would be chargeable.	Please see Appendix 2, Form C-1: <u>Implementation</u> , page 8, wherein the initial spare parts inventory is identified in the description for "Additional Items". Costs associated with spare parts may be further described and identified by the proposer in the "Description Modifications" column.
92	Attachment A-3 Maintenance and Warranty Requirements	Toll Collection System Warranty Period	3	3.1	Maintenance during Hardware, software, and TCS warranty periods (referred to as "Warranty" herein) shall only cover the cost of labor not included in the manufacturer's Warranty of Hardware and systems.	Please confirm that maintenance labor not included in manufacturer's warranty of hardware and software systems would be chargeable under the contract.	Only maintenance labor that is not included in manufacturer's warranty of hardware and software systems shall be included in maintenance costs. Please use the "Description Modifications" column on Appendix 2, Form C-2: <u>Maintenance</u> , to provide any further information on maintenance costs.
93	Appendix 1	Attachment A-1 System Requirements	21	2.9	Electrical Work	Can BAIFA please confirm that provision of electrical service points is not the responsibility of the TSI?	Yes, the service drop to service pedestal/meter will not be the responsibility of the TSI. BAIFA will coordinate with PG&E for electrical service to the service meter.
94	Appendix 1, Reference 2	I-80 Toll Equipment Location Table	1	I-80	EB Station 70+30 – Provide CCTV at this location Also on I-80 Straight Line Diagram	It is indicated in I-80 toll equipment location table and straight line diagram that a CCTV camera be provided at this location. The I-80 Utilities Sheet E-1 does not provide for conduit to this location. • Can BAIFA please clarify if the toll equipment location table governs on the number and location of equipment? • If conduit is not provided on the civil plans to a location for toll equipment listed in the toll equipment location table, can BAIFA confirm whether the TSI should assume that conduit will be provided by the civil contractor?	The Tolling Equipment Location Table governs the number and locations of tolling equipment. Yes, the conduits as shown on typicals in Appendix 1, Reference 2D, are being provided by the Civil Contractor for the Roadside System only, which includes the CCTV cameras on I-80.
95	Appendix 1, Reference 2	CCTV Typical Examples Plan Sheet	NA	NA	Grey colored note at bottom center - "Power/Comm from Roadside Cabinet to Equipment Cabinet (inside directional bores)"	Can BAIFA please confirm that the TSI is to provide only the conductor and not the conduit for both power and communications, and that the conduit will be provided by others?	Yes, the directional bore conduit is being provided by the Civil Contractor for the Roadside System only, which includes the CCTV cameras.

Item #	RFP section or RFP appendix number	Attachment # and title	Page #	Section #	Specific and applicable text	Request for clarification or exception	Response
96	Appendix 1, Reference 2	Read Point Only, VTMS/ Read Point, and VTMS Plan Sheets	NA	NA	Grey colored note at bottom center - "Power/Comm from Roadside Cabinet to center median Equipment Cabinet (inside directional bores)"	Can BAIFA please confirm that the TSI is to provide only the conductor and not the conduit for both power and communications, and that the conduit will be provided by others?	Yes, the directional bore conduit is being provided by the Civil Contractor for the Roadside System only, which includes the VTMS and Read Points.
97	Appendix 1, Reference 3	Communications Network Conceptual Pre-Design	37	Figure 3 in Appendix 1 for I-80	Legend: Next to light blue line – "Proposed MTC-Owned Wireless, Microwave, or Leased Radio"	Can BAIFA please provide clarification on what MTC is proposing to provide for use by the TSI for the I-80 corridor?	See Addendum 2, Appendix 4, Figure 3: I-80 Conceptual Alternative, for a revised Backhaul Network configuration on I-80.
98	Appendix 1, Reference 6 Appendix 1, Reference 5	I-80 Civil Design I-880 Civil Design	Sheet E-1 Sheet E-1	Notes Notes	Project Notes 1. Install two 2" conduit Project Notes 1. Four 2" conduit (civil contract, not a bid item) 2. Four 2" conduit in 8" casing (civil contract, not a bid item)	Can BAIFA please confirm that the two 2" conduits provided for I-80 is part of the civil contract and not a TSI bid item as indicated for I-880 and the other roadways in the civil design plans?	Yes, the conduit indicated on I-80 is being provided by the Civil Contractor as are the conduits shown on the other Corridor civil plans.
99	Appendix 1	Attachment A-1 System Requirements	21	3.1.1	The TSI shall supply a Host that will support the express lanes Tier 1 projects and future tolling projects. The Host shall be designed and sized to accommodate approximately 350 million annual Lane Transactions and the system must be designed to be scalable to handle future tolling projects.	Can BAIFA please clarify whether the 350 million transactions are SOV, HOV, violators (no tag), or all? If all, can BAIFA please provide an estimated breakdown by SOV, HOV, and violator (no tag)?	The transaction counts include all types (SOV, HOV, Violation). No estimated breakdown is available.
100	Appendix 1 (SOW)	SOW Reference 2 (Diagrams, Drawings and Schematics)	p110 of 166 in PDF	Part D (Typicals)	Diagram showing a typical Read Point	It is understood that at TSI Contract Award, the civil design will be 65% complete. Can the height of the gantry arm above the pavement be adjusted at that point to optimize for tolling operations? Alternatively, would an option be available to add a second gantry arm at a different height?	The gantry arms may be adjusted higher to optimize for tolling operations but may not be lower than specified in the civil design. There is no option for a second gantry arm to be provided.
101	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	pg 4	Key Requirements & Constraints	For the purposes of BAIFA's express lanes, a Trip Transaction will be created for each Corridor traveled.	Please confirm that a trip cannot continue from one roadway to another, that the roadway changes the start/finish of a trip. For example, if a vehicle enters the ELN on SR-84 and continues in the express lane on I-880, there will be separate trip transactions formed for each of the roadways	Yes. Please see definition of "Trip" and "Corridor" in Appendix 1, Reference 1: <u>Glossary of Acronyms, Terms and Definitions</u> , and trip building requirements in Section 4 of Appendix 1, Attachment A-4, <u>Business Rules</u> .
102	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	In addition to detecting each vehicle, does the AVD/AVC subsystem also have to classify the vehicle as being a motorcycle or a non-motorcycle and report that information in the Trip Transaction?	BAIFA would prefer to have at minimum 6 classification categories for car, motorcycle, bus, truck, null, and multiple axles. Vehicle classification included in Trip Transactions would be dependent on the proposer's solution to meet the requirements as stated in the RFP.
103	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	Please clarify the responsibility for the AVD/AVC system to identify vehicles in the express lanes when the vehicles are not of the authorized type (not passenger car, motorcycle, etc.).	The AVD/AVC system is responsible to classify all vehicles through Read Points.

Item #	RFP section or RFP appendix number	Attachment # and title	Page #	Section #	Specific and applicable text	Request for clarification or exception	Response
104	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	Please verify that all vehicles in the express lane during HOT operation without a transponder will be assigned the same full toll rate regardless of vehicle category.	Yes. All vehicles in the express lane during HOT operation without a transponder will be assigned the same full toll rate regardless of vehicle category.
105	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	Please verify that, regardless of vehicle category, toll discounts will only be applied if a transponder is detected in the vehicle and its status is toll-exempt, HOV2 or HOV3.	Yes. Regardless of vehicle class, toll discounts will only be applied if a transponder is detected and is set for discount toll passage.
106	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	Please verify that no vehicle category information from the AVD/AVC subsystem is required in order to assign a toll rate or a toll discount to any vehicle.	No vehicle classification information is required in order to assign a toll.
107	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	To assist in selecting suitable AVD/AVC equipment, please provide the maximum height for any vehicle that must be detected and also assigned to a vehicle category that is to be uniquely identified by the Toll Collection System?	There are no height limits regarding classification of vehicles by the AVD/AVC equipment. Note that vehicle heights are limited by overhead structures along the roadways.
108	Appendix 1 (SOW)	SOW Attachment A-1 (System Requirements)	p11 of 71 (p21 of 187 in PDF)	2.1.1.6	2.1.1.6 The AVD/AVC system shall be able to classify vehicles to populate Lane Transactions. The final classification scheme shall be subject to BAIFA approval.	To assist in selecting suitable AVD/AVC equipment, what is the anticipated maximum number of vehicle categories that the Toll Collection System will have to uniquely identify?	This would be dependent on the proposer's solution to meet the requirements as stated in the RFP. BAIFA would prefer to have at minimum 6 classification categories for car, motorcycle, bus, truck, null, and multiple axles.