

REQUEST FOR QUALIFICATIONS

TO

DESIGN, CONSTRUCT, EQUIP, INSTALL, INTEGRATE, TEST, OPERATE AND MAINTAIN A TOLL COLLECTION SYSTEM AND PROVIDE BACK OFFICE TOLL COLLECTION AND CUSTOMER SERVICE FOR THE LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT

RFQ QUESTION AND ANSWER MATRIX #1

Proposer questions/comments to the RFQ, questions consolidated as of November 11, 2013

Seq #	Page, Doc. and Section #	Comment(s)	IFA/Joint Board Response
1.	Page A-2, Part A, Section 1.3	Are there major differences in the legal framework for Violation Processing between the two States? In particular, is DMV related violation processing similar?	DMV/BMV processing is similar between the States. Violation processing will be similar for both states except for court-related processes. KY violation processing is expected to involve an administrative hearing process and IN violation processing is expected to involve a traffic court. More information will be available in the RFP.
2.	Page A-3, Part A, Section 1.4	The clear split of scope, responsibility, solution resilience, performance, required documentation, installation inputs and assessment once done should be specified in the RFP.	The RFP will address all of these areas.
3.	Page A-3, Part A, Section 1.4	The role & responsibilities of the IFA in this coordination should be clarified in the RFP.	The RFP will address all of these areas.
4.	Page A-3, Part A, Section 1.4	Who is responsible for the tag procurement, integration and performance of the overall solution with reader/antenna and the system ?	Transponder purchase is currently being procured in a separate RFP through Indiana DOT which is expected to be awarded in Spring 2014. The Toll System Provider (TSP) will integrate the selected AVI subsystem and integrate into the roadside system.
5.	Page-4, Part A, Section 1.4	Has IFA decided on which E-Z Pass Group class of membership it plans to join: full, associate, sponsored affiliate, national affiliate?	No.
6.	Page A-4, Part A, Section 1.4	The clear split of scope, responsibility, solution resilience, performance, required documentation, installation inputs and assessment once done should be specified in the RFP.	The RFP will address all of these areas.
7.	Page A-6, Part A, Section 1.4-5	Please expand upon the meaning of "off the shelf" back office.	The TSP shall provide an existing back office solution based upon existing business rules. The Joint Board is not seeking to develop a new back office. The Joint Board is seeking to install, configure and use an existing roadside and back office system.
8.	Page A-6, Part A, Section 1.4-6	The targeted hours of operation for walk-in center should be included in the RFP.	The RFP will include this information.
9.	Page A-7, Part A, Section 1.4-7	The anticipated lead-time for reconfiguration of roadside lanes should be specified in the RFP?	The RFP will include this information.
10.	Page A-7, NOTE	Does IFA intend to have its own statewide/regional BOS/CSC that is independent from other states or are they considering operations using an existing CSC?	The Joint Board currently anticipates that operations shall utilize an existing CSC but will consider alternative options.
11.	Page A-10, Part A, Section 2.1	Is a call Center Required?	Yes.
12.	Page A-10, Part A, Section 2.1	Should the Spanish language be included in the IVR and Contact Center?	Yes
13.	Page A-10, Part A, Section 2.1	Is CVSE required for trucks, hence a ASTM V6 Tag?	No. However, it is expected that Pre-Pass transponders will be compatible with the system using the E-ZPass TDM protocol on the transponders.
14.	Page A-10, Part A, Section 2.1	Does interoperability include an interface with ATI Hub?	No.
15.	Page A-10, Part A, Section 2.1	Does enforcement include contracting with a Debt Collection Agency?	Yes
16.	Page A-10, Part A, Section 2.1	Does a "0% DBE goal for the Project" mean that DBE scoring will not	That is correct.

		impact the qualification of the Proposer?	
17.	Page A-12, Part A, Section 3.2	Will the previous Lot 1 questions (as sent in Phase 1) be considered before issuing the draft RFP?	All previous questions were reviewed in the development of this RFP.
18.	Page A-16, Part A, Section 5.2	Can a Proposer use references from an affiliate ("affiliate" means parent companies at any tier, subsidiary companies at any tier, entities under common ownership, joint ventures and partnerships involving such entities) ?	Yes
19.	Page B-3, Part B, Section 1.6	Please clarify the meaning of Back Office "Purchase" in the title	See response to Question #7 above.
20.	Page B-5, Part B, Section 1.7.3	Does "Additional Facilities" indicate multiple authorities or multiple tolling zones/bridges/plazas?	Additional Facilities means additional tolling zones but could be additional authorities. Additional details will be set forth in the RFP.
21.	Page B-9, Part B, Book 2, Section B	What information about the recent acquisition of a proposed company is required?	If such an event is a material change, as described in the SOQ, see paragraphs 3-6 of <u>Part B, Book 2, Section B</u> for the information to be provided..
22.	Page(s) C-5-C-7, Part B & C Forms	Will the IFA be releasing Form B and Form C in an Excel or other suitable format for the Proposer to complete and submit in the response? If so, could this be posted to the website for download? If not, please advise the format IFA intends the Proposer to follow.	Yes, word versions of the forms will be posted to the Website.
23.	N/A	Please provide the Concept of Operations (ConOps) document for the Project. In addition, please provide the ConOps as it directly relates to the publishing of toll rates, the establishment of vehicle classes and rates, and specifically as it relates to the incident management and operational procedures (Toll Policy) assigned to INDOT and to KYTC.	Since the Joint Board's intent is to purchase/utilize an existing system, ConOps will be developed after the procurement is complete. Toll rates are established through the Joint Board. Vehicle classes and rates have been set. See the following website for more information on the toll rates established for the commencement of tolling on the Ohio River Bridges Project: http://kyinbridges.com/downtown-crossing/tolls/ Incident management will be coordinated as specified in the RFP
24.	Page A-5, Part A, Section 1.4	Please indicate if loops are the only devices acceptable to the Joint Board for vehicle detection and classification.	No. Any automatic vehicle classification (AVC) system that meets the technical, functional and performance requirements of the RFP will be considered.
25.	Page A-3, Part A, Section 1.4	Please clarify what classification categories are required for these toll sites.	We are unclear as to the question being asked.
26.	Page A-5, Part A, Section 1.4	Will the Toll System Provider (TSP) be installing, warranting, and operating ITS equipment that will be provided to them by the DB Contractor and/or the Developer?	No. No ITS equipment will be provided by the DB Contractor and/or Developer to be installed by the TSP. However, the RFP will address ITS equipments responsibilities of the TSP.
27.	Page A-5, Part A, Section 1.4	Will the TSP bear the responsibility of creating the pricing tables, and pushing that data out to the CMS and how often will the data be pushed out?	Yes. The TSP will create rate tables in the TCS consistent with Joint Board rate setting and direction and push them out to the CMS. The rates will change as decided by the Joint Board. Dynamic pricing is not anticipated in the RFP requirements. Since it will not be dynamically priced, the push to the roadway will be at the discretion of the TSP to meet the technical, functional and performance requirements.
28.	Page A-5, Part A, Section 1.4	Will the TSP be responsible for the provision and operation of the ATMS	No.

		platform that will perform traffic management and incident management operation of the bridges, including dispatch of incident responders?	However, the TSP will be required to coordinate with the IN and KY traffic management centers. This will be described in the RFP.
29.	Page A-5, Part A, Section 1.4	What ATMS systems are currently in operation by TRIMARC and by INDOT in the region?	See response to Question #28.
30.	Page A-7, Part A, Section 1.4	Please provide the ConOps and the outline of operational authority between INDOT and KYTC as to the operation of the Roadside Access Control System. Is this system to be deployed and operational temporarily during initial construction phases only?	Since the Joint Board's intent is to purchase/utilize an existing system, ConOps will be developed after the procurement is complete. Yes, the system may be deployed in construction phases. This will be described in the RFP.
31.	Page A-7, Part A, Section 1.4	Please provide the ConOps and the outline of operational authority between INDOT and KYTC as to the operation of the Roadside Access Control System. Is the intent of this system for it to be deployed in the event of a future bridge closure whereby traffic will need to be re-routed and in turn create bi-directional traffic flow on one of the unaffected bridges?	See response to Question #30. The operational authority between the states is the Joint Board. A link to the Bi-State Development Agreement for the Joint Board is listed on the website below. http://kyinbridges.com/library/documents/ No, the temporary phasing collects tolls during an interim construction phase while the existing Kennedy Bridge is being rehabilitated.
32.	Page A-7, Part A, Section 1.4 Item 5	Please confirm who determines the direction of traffic flow for the Kennedy Bridge and the new Downtown Crossing Bridge	Direction of traffic flow is not anticipated to change. Different lanes may be used based on the construction phasing.
33.	Page A-7, Part A, Section 1.4 Item 5	Please confirm who is responsible for warning signs and traffic barriers that will prevent motorists from travelling across the Kennedy Bridge or the new Downtown Crossing Bridge in the wrong direction.	See response to Question #32.
34.	Page A-1, Part A, Section 1.1	Please confirm that there is a single Primary BOS and a single Disaster Recovery BOS and not one of each per State.	Correct, a single BOS and single Disaster Recovery BOS is expected for the Project.
35.	Page A-1, Part A, Section 1.1	Please clarify what is meant by "other external service providers to ensure high efficiency."	This will include, but is not limited to, an accounting system and financial services provider, custodian, marketing and communication services and other services required outside the TSP. The RFP will describe any interfaces required with the TSP.
36.	Exhibit A-1, Part C Exhibit A	Part C Exhibit A refers to only two ramp locations - I-65 NB to Court Avenue and Court Avenue to I-65 SB. Does that mean the I-65 SB ramp to West Market Street will no longer be present in the final configuration?	Yes, the I-65 SB ramp to West Market Street will not be present in the final configuration.
37.	Page A-4 Part A, Section 1.4	Please indicate which other agencies or states, if any - beyond Indiana, Kentucky and the EZ-Pass Group -- the ORB BOS facilities need to be interoperable with.	This will be described in the RFP but no other interoperable facilities outside of E-ZPass are expected at the commencement of operations.
38.	Page B-4, Part B, Section 1.7.1	Can you confirm that the TSP is not required to provide any traffic management or lane closures during the installation phase on the toll zones?	No, the TSP will provide maintenance of traffic for shoulder or lane closures involving the TSP work. This will be described in the RFP.
39.	Page B-4, Part B, Section 1.7.1	Is there a construction schedule available in MS projects or P6 from the DB team and the developer that we can reference in responding to the RFP for resource planning?	No. The key milestones are generally described in the RFQ and will be further described in the RFP.
40.	Page A-3, Part A, Section 1.4	Are there any updated detailed or conceptual drawings available for the toll structures for installation and maintenance planning?	Not at this time. Standards will be provided during the RFP.