



State of Georgia State Road and Tollway Authority

REQUEST FOR QUALIFIED CONTRACTORS (RFQC)

Tolling Systems Integrator

I-75 South Express Lanes Project and

I-75/I-575 Northwest Corridor Express Lanes Project

RFQC No. 92700-13-100214

Prospective Systems Integrator Statements Due:

4:00 P.M. Local Time (Atlanta, GA) on February 14, 2013

All available information concerning this Request for Qualified Contractors can be downloaded from the State Road and Tollway Authority website: www.georgiatolls.com/procurement.aspx

**Submit Response & Refer ALL Inquiries to:
Debra Blount Barletta, C.P.M. – Director of Procurement**

**47 Trinity Avenue, 4th Floor
Atlanta, Georgia 30334-9006
404-893-6129
dbarletta@georgiatolls.com**

Only email inquiries accepted

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1 Overview

1.1 Qualified Toll Collection System Contractors

SRTA is seeking Qualified Contractors interested in serving as SRTA's Toll Systems Integrator (TSI) to provide All Electronic Tolling (AET) systems for SRTA's I-75 South Express Lanes Toll Facilities (I-75 South) and the I-75/I-575 Northwest Corridor (NWC) Express Lanes Toll Facilities. The selected contractor will be the Prime Contractor responsible for Toll System design, provisioning, integration, installation, implementation, testing, operations and maintenance. The Express Lanes Toll System will include AET with multiprotocol (3 protocols) readers, processing both SRTA home and interoperable transactions, video transactions, variable/dynamic pricing, entry/exit trip building, image processing, and interfacing with a third party back office. In addition to the selection, provisioning, and testing of the automatic vehicle identification (AVI) subsystem, the specific protocols that the multiprotocol readers must be capable of processing are Peach Pass (6C), IAG, Cruise Card (eGo® Plus) and SeGo (6B) transponders in a highway open road tolling environment.

(Note: The Request for Proposals will require that proposed readers' 6C capabilities be certified by an approved independent third party lab and certification process. Certification under the OmniAir Certification Services' ISO 18000-6C Certification Program will satisfy this requirement.)

The Projects (I-75 South and NWC) are design build construction projects with oversight by GDOT. Please see Appendix D for detailed Projects descriptions. In general, these Projects will be Barrier Separated Reversible Express Lanes systems, that will employ dynamic variable pricing to manage traffic.

The initial project will be the integration and implementation of the I-75 South followed by the NWC. At SRTA's discretion, the selected Toll Systems Integrator will also provide the same or similar services for future tolling projects without further competitive procurement during the term of the awarded contract. The initial term will include system implementation and a 5-year maintenance period from the time of system acceptance, with options to extend.

SRTA will select its TSI contractor through a two-step procurement process consisting of this Request for Qualified Contractors (RFQC) solicitation, followed by a Request for Proposals (RFP). Only those contractors successfully identified as a Prospective Systems Integrator will be able to respond to the RFP.

Vendors who are interested in being pre-qualified as potential Prime Contractors shall be referred to throughout this document and RFQC process as "Prospective Systems Integrators" or "PSIs."

1.2 Opportunity to Participate in RFP

Responding to this RFQC and successfully qualifying through this RFQC will be the only opportunity for a contractor to be eligible to submit a proposal as a Prime Contractor and Systems Integrator in response to SRTA's Tolling Systems Integrator RFP. This RFP will include the I-75 South Express Lanes Project and the I-75/I-575 Northwest Corridor Express Lanes Project. There will be NO other opportunity to engage SRTA directly as a Prime Contractor for the Express Lanes System Integrator RFP, once the RFQC due date has passed.

1.3 Joint Ventures Must Agree to JOINT and SEVERAL LIABILITY

Sole proposing vendors or joint ventures interested in being selected as the Prime Contractor may respond to this RFQC. **In the case of joint ventures, the individual companies that are forming a joint venture must agree to "joint and several liability" for their joint venture regardless of the legal structure of the newly created venture.** SRTA's determination of the need for "joint and several liability" shall be conclusive. The Prime Contractor will be able to subcontract for portions of the scope of work and those sub-contractors will not have to agree to joint & several liability.

1.4 Subcontractor Participation

There are NO RESTRICTIONS on vendors to participate as a sub-contractor on the subsequent Request for Proposal.

1.5 Project Modification(s)

SRTA reserves the right to modify the Projects as described in Appendix D after the selection of the qualified Prospective Systems Integrators and prior to the issuance of a Request for Proposal.

1.6 Governing Terms and Conditions

This RFQC shall be governed by the terms and conditions contained herein and the SRTA Procurement and Protest Policies: <http://www.georgiatolls.com/procurement.aspx>

1.7 RFQC Submittal Requirements

Prospective Systems Integrators must submit all of the required information as instructed in Section 3 of this document.

2 RFQC Process

2.1 Schedule of Events

Event	Date
Posting of RFQC to SRТА’s website at: http://www.georgiatolls.com/procurement.aspx	December 21, 2012
Questions Period Questions due to dbarletta@georgiatolls.com	December 21, 2012 – January 25, 2013
Pre-submission Conference Attendance is Optional at: State Road and Tollway Authority 47 Trinity Avenue, 4 th Floor, Atlanta, GA 30334-9006	January 22, 2013 1:00pm – 4:00pm
Last Day Answers will be posted to SRТА’s website at: http://www.georgiatolls.com/procurement.aspx	January 30, 2013
PSI Qualification Statements Due	February 14, 2013 4:00 P.M. Local Time (Atlanta)
SRТА RFQC Review and Evaluation	February 14 – 28, 2013
Formal Notice of Selection of Shortlist of Qualified Contractors	March 1, 2013

2.2 Pre-submission Conference

There will be an Optional Pre-submission Conference. Attendance at the Pre-submission Conference is NOT mandatory. The date, time, and location of the Pre-submission Conference are as indicated above in the Schedule of Events.

The Pre-submission conference is intended to be an opportunity for PSIs to ask questions in order to further clarify any uncertainties that they may have. Please note that oral answers given at the conference represent a good faith effort to provide useful information; however, any verbal responses provided at the conference shall not be deemed to have altered or revised this RFQC document unless a formal amendment is issued. Only those material changes executed via an addendum to the solicitation will be binding.

2.3 Question and Answer Period

Question and answer period for Prospective Systems Integrators. Q&A period begins before Pre-submission Conference and will continue after the conference per the time period set forth in the **Schedule of Events**. Answers will be posted to SRТА’s website on a continuous basis but no later

than **January 30, 2013**.

2.3.1 Questions Submittal

Questions must be directed via email to dbarletta@georgiatolls.com. Only questions received directly by email will be provided a response. All questions about this RFQC must be submitted in the following format:

Company Name	Detailed Questions
1. Citation of relevant section of the RFQC	Question
2. Citation of relevant section of the RFQC	Question

2.3.2 Responses

Responses to the submitted questions will be posted on SRТА's website at: <http://www.georgiatolls.com/procurement.aspx>.

2.4 Submit Qualifications Statements

Prospective Systems Integrators (PSI) written responses (i.e. PSI Qualification Statements) must be submitted by **4:00 pm, February 14, 2013**.

2.5 Announcements to Prospective Systems Integrators Shortlisted

Shortlisted PSIs will be posted on SRТА's website at: <http://www.georgiatolls.com/procurement.aspx> and will be sent out via email to the entities that submit PSI Qualification Statements in response to this RFQC.

2.6 RFQC Purpose is to Prequalify PSIs

This RFQC is intended solely to pre-qualify PSIs that meet the criteria set forth herein as pre-qualified PSIs. PSIs that are qualified and shortlisted under this RFQC shall be pre-qualified to submit a proposal as a prospective Prime Contractor in response to the RFP. The PSI, who receives a contract award pursuant to the RFP, may subcontract to third party companies' portions of the work to be performed pursuant to the RFP. **Failure or inability to obtain prequalification under this RFQC does not disqualify any vendor from offering its services as a subcontractor to successfully pre-qualified PSIs.**

SRТА's ultimate determination regarding the capability of any pre-qualified PSI to perform the work shall be made by SRТА's evaluation of the responses to the RFP, in which SRТА may reject any and all proposals.

2.7 RFQC Contents Rule

This RFQC consists solely of this Request for Qualified Contractors, Appendices hereto and any written addenda to this RFQC as issued by SRТА. No other information in any form, including any other information posted on SRТА's website or the Georgia Procurement Registry, shall be deemed part of this RFQC. Each PSI, by filing a PSI Qualification Statement (see Section 3), acknowledges and agrees to the foregoing and certifies that in responding to this RFQC or preparing its PSI Qualification Statement it has not relied upon any information other than that which is contained in this RFQC, Appendices hereto and any written addendum to this RFQC as issued.

2.8 SRTA is Under NO Obligation and SRTA May Amend, Modify or Cancel this RFQC

This RFQC does not obligate SRTA to establish a list of pre-qualified PSIs, issue any RFP, or award a contract to anyone, including any PSI. SRTA reserves the right to, amend, modify or cancel this RFQC without prior notice, at any time, for any reason, at its sole discretion.

2.9 SRTA NOT LIABLE for any Expenses

SRTA shall not be liable for any expenses incurred by any party other than SRTA in connection with this RFQC.

2.10 Restrictions on Oral and Written Communications

PSI's are prohibited from participating in any **oral conversations or agreements** with any officer, agent, or employee of the State or, in particular, SRTA, regarding this RFQC, the preparation of PSI Statements, any technical questions, and any subsequent RFP. **No written statements** by any person(s) **other than** Debra Blount Barletta, C.P.M., Director of Procurement, are authorized. Violation of the foregoing may result in the disqualification of your organization from participation in the RFQC or the RFP process.

2.11 Right to Waive Irregularities or Defects

SRTA may, in its sole discretion, waive any irregularities or defects in a PSI Qualification Statement. SRTA reserves the right to seek clarification of a PSI Qualification Statement from the PSI or verification of information contained in a PSI Qualification Statement from any other source. The inability of SRTA, using the information provided in the PSI Qualification Statement, to be able to verify a PSI's prior experience in relation to the qualification criteria set forth herein shall be grounds to reject such PSI Qualification Statement as unacceptable.

2.12 Schedules may Change

The Schedule of Events set out herein represents SRTA's best estimate of the schedule that will be followed. However, delays to the process may occur which may necessitate adjustments to the proposed schedule. If a component of this schedule, such as the close date, is delayed, the rest of the schedule may be shifted as appropriate. Any changes to the dates up to the closing date of the RFQC will be publicly posted prior to the closing date of this RFQC. After the close of the RFQC, SRTA reserves the right to adjust the remainder of the proposed dates, including the dates for evaluation and posting of qualified PSI's, on an as needed basis with or without notice.

2.13 Confidential/Proprietary Information

PSIs shall state with specificity those elements of its response that it considers confidential and/or proprietary. Failure to properly identify and mark confidential or proprietary information as specified in the following paragraph and to state the legal basis for the exemption with supporting citations to the Georgia Code may result in all information received being deemed non-confidential, non-proprietary, and in the public domain. Notwithstanding the foregoing, PSIs are hereby given notice that any and all materials submitted in response to this RFQC are subject to the provisions of Georgia's Open Records Act (O.C.G.A. § 50-18-70 et seq.). SRTA's receipt, review, evaluation or any other act or omission concerning any such information shall not be considered to create an acceptance of any obligation or duty for SRTA to prevent the disclosure of any such information except as required by the Open

Records Act. PSIs that decide to submit information they believe should be exempt from disclosure under the Open Records Act shall clearly mark each page containing such information as confidential, proprietary or exempt and state the legal basis for the exemption with supporting citations to the Georgia Code. Pursuant to Georgia law, if the information is requested under the Open Records Act, SRTA shall make a final determination if any exemption actually exists for SRTA to deny the request and prevent disclosure. If SRTA receives a request for public disclosure of all or any portion of the materials identified as confidential, SRTA will promptly notify the PSI of the request. PSI may seek a protective order or other appropriate remedy at such PSI's sole cost and expense. SRTA will withhold such information from public disclosure under the Open Records Act only if SRTA determines, in its sole discretion, that there is a legal basis to do so. Any proposals received where the PSI has marked the entire submission confidential will be rejected as nonresponsive.

2.14 Materials Submitted Become SRTA Property

All material submitted regarding this RFQC becomes the property of SRTA, with the possible exception of trade secret or proprietary information in accordance with Georgia law.

2.15 Governing Laws

This RFQC and any activity pursuant to this RFQC by any party are governed by all applicable laws including, without limitation, State of Georgia and Federal antitrust laws.

3 Prospective Systems Integrator (PSI) Qualification Statements

PSIs are invited to submit a PSI Qualification Statement in accordance with these instructions. PSI Qualification Statements will be evaluated in accordance with the procedures and criteria set forth herein. Each PSI must provide certain information in the prescribed format and limit their response statements as instructed.

SRTA recognizes the amount of effort necessary to prepare a response to this RFQC and leaves it up to the PSI to determine the exact level of detail necessary to demonstrate that it has the requisite prior experience and capabilities to perform up to SRTA's expectations. Each PSI Qualification Statement shall be prepared simply and economically, providing a straightforward, concise delineation of the PSI's capabilities to satisfy the requirements of this RFQC. Emphasis on each PSI Qualification Statement must be on **relevance**, completeness, and clarity of content.

3.1 Preparing a Response

When preparing a response, the PSI must adhere to the following instructions:

1. A **cover letter, limited to two pages and** signed by an officer of the PSI with signature authority to enter into a possible contract with SRTA and referencing the RFQC Number must be submitted. This letter should be brief but should indicate 1) corporate acceptance of the terms of the RFQC; 2) understanding of the qualification requirements; 3) provide the corporate commitment to meet the scope and schedule of a subsequent Request for Proposal; and 4) the name of the Contract Manager.
2. Each qualification item in Section 4 must be addressed in the order presented in this RFQC. Responses for Section 4 must be in Microsoft Word and answered in sufficient detail for evaluation while staying within the page limit specified for each subsection of Section 4. Each page shall have print on only one side of the page with margins no smaller than 3/4 inch (.75"). The font size shall be no smaller than Courier 10 characters per inch, 12 point or equivalent).
3. The Statement of Responsibility Certification Form at Appendix A must be completed, signed, notarized and submitted as an attachment to the PSI Qualification Statement. Every question must be answered.
4. Any and all files must be identified by the nomenclature specified by SRTA.
5. PSI's must submit the following documents as attachments to the PSI Qualification Statement:
 - a. Attachment A Statement of Responsibility Certification Form
 - b. Attachment B - PSI Statement Questionnaire
 - c. Attachment C - Project List
 - d. Attachment D - Project Descriptions
 - e. Attachment E - Financial Statements & Reports

3.2 Completed Prospective Systems Integrator Questionnaire – Appendix B

Each PSI must complete the “Prospective Systems Integrator Questionnaire” by entering “Yes” or “No” Responses to each item and submit with the PSI Qualification Statement package.

3.3 Copies - “Hard Copy” and Electronic Copies Required

Each PSI must provide the following number of copies of its complete response:

- One (1) hard copy, marked “Original” with original signatures;
- Five (5) hard copies; and
- Two (2) CD-ROM copies.

In the event of a discrepancy and/or conflict between a hard copy and the electronic version, the electronic version will govern.

The hard copy response submission must be placed in a binder, page numbered, and with a header containing the PSI's name on each page. Each section of the PSI Qualification Statement must be clearly identified in the same numbering and header format as the RFQC.

The electronic submission must be clearly identified in the same numbering and header format as the RFQC.

3.4 Electronic Copies

1. Each PSI is urged to use caution in creating the electronic CD file. If SRTA is unable to open an electronic file due to a virus or because the file has become corrupted, the PSI's response may be considered incomplete and disqualified from further consideration.
2. Each PSI must use commonly accepted software programs to create electronic files. SRTA has the capability of viewing documents submitted in the following format: Microsoft Office Suite 2010 or portable document format file (PDF), and plain text files with the file extension noted in parentheses (.txt). **NO OTHER FORMATS ARE ACCEPTABLE.** In the event SRTA is unable to open an electronic file because SRTA does not have ready access to the software utilized by the offeror, the offeror's response may be considered incomplete and disqualified from further consideration.

3.5 Submitting the Response

Mark the outside of shipping package as follows:

Name of Company
Point of Contact for Company
Address for Company,
Email address and Phone Number
RFQC# INSERT RFQC NO.
Date Submitted

The PSI's complete response must be received on or before the due date and time specified in the Schedule of Events at the following location:

Debra Blount Barletta, C.P.M. – Director of Procurement
47 Trinity Avenue, 4th Floor
Atlanta, Georgia 30334-9006

All PSI responses will be time stamped by SRTA upon receipt. Prospective Systems Integrator Qualification Statements must be received on or before the deadline specified in the Schedule of Events. Responses received after the due date and time may not be evaluated.

4 Qualification Requirements

4.1 PSI General Information (3 pages maximum)

Identify who will be the lead firm and contact for the Contract, as well, as the roles of any teaming firms. Provide the name and background of the Principal in Charge, firm name, home office address, telephone number, e-mail address for the primary contact person, former firm names (if any), and Georgia office address (if different from home office) for each firm which is part of the proposing team. If a firm has branch offices, state which office will be performing the majority of the work. If a team member or subcontractor is mentioned in this RFQC, the team member and subcontractors mentioned must be part of the response to the RFP and may not be removed without approval by the SRTA.

4.2 PSI AET, Managed lanes, Dynamic/Variable Pricing & Trip Building Knowledge & Experience (6 pages maximum)

As stated in Section 1.1, the I-75 South and NWC projects will be Reversible Express Lanes, and will be barrier separated from the General Purpose Lanes. These projects will be Managed Express Lanes and will include All Electronic Tolling (AET), with multiprotocol (3 protocols) readers, processing both domestic and interoperable transactions, video transactions, variable/dynamic pricing, entry/exit trip building, image processing, interfacing with and interoperable with a third party Back Office System (BOS) as well as provide system maintenance for the Electronic Toll Collection System (ETCS) and the fiber communication networks

The multiprotocol readers will be required to read the following transponders and protocols in an open road tolling environment:

1. SRTA's Peach Pass (6C);
2. The IAG tag and protocol, and
3. Cruise Card and SunPass SeGo (6B) transponders

The image processing includes both OCR and manual reviews. The manual image reviews will be processed through SRTA's image review center, utilizing PSI-provided Image Review workstation hardware/software.

The completed Trip Transactions, including both AVI and image based, will be sent to a third party BOS for posting and violation processing. There will be a requirement for reconciliation and reporting of all transactions for each tolling point within a project/segment and an accounting at the Toll Facility Host level for all transactions and trips constructed. In addition, there will be reconciliation and reporting requirements related to all Trip Transactions sent to and processed by the third party BOS.

The PSI shall depict their experience, knowledge and understanding of various aspects of each of the components mentioned above, and the PSI must include a discussion of projects that were successfully implemented as a Managed Lane or AET solution(s) with Trip Building. The PSI must address its ability, in general, to **demonstrate** the various processes and **show** the service levels achieved on an active project, which SRTA would be able to **observe**.

The PSI must indicate if it has been the Prime Contractor (or the Key Tolling Subcontractor) on at least

one (1) project within the past five (5) years that is open to traffic that has all of the following components:

1. Trip Building
2. Variable Toll Pricing (i.e. toll rates are not a single fixed rate; but rather varies based on time of day or some other variable) or Dynamic Toll Pricing (trip tolls that vary in "near-time" response due to different conditions and/or congestion)
3. AET, or Managed Lanes, and
4. Automatic License Plate Recognition (ALPR) and OCR processing is used to identify vehicles using license plate data.

In addition, the PSI must show experience and skill in processing image based transactions, including both OCR and a successful manual image review system and process.

The PSI must show an understanding of the processes and issues associated with a managed or AET facility. The PSI must indicate how these issues would be addressed to ensure a successful project.

4.3 PSI Current System Performance (3 pages maximum)

PSI must provide current specific system performance rates achieved as described below. The PSI must indicate the currently deployed systems in production, processing live traffic that has been validated to meet the required service level metrics. The PSI must describe how each of the service level metrics was measured, the testing environment, the data size used, and the frequency they were measured, for each associated project. The PSI must use projects included in the project detailed description listing required by section 4.13. The PSI should indicate whether SRTA would be able to visit the site to observe the performance.

4.3.1 Performance Metrics

1. *AVI Read accuracy* - Indicate AVI reader(s), protocol(s) and vehicle speed(s) used for testing. Include percentage of transponder-equipped vehicles read/missed and average read counts per vehicle passage.
2. *AVC accuracy* - Describe vehicle classification scheme (shape based, axle based, etc.) and detection/classification accuracy.
3. *Image capture accuracy* - Indicate camera/trigger technology used and accuracy of capturing human readable image of license plates.
4. *Transaction framing accuracy* - Describe the system's accuracy related to assigning the AVI, AVC & Image data to the proper vehicle passage.
5. *ALPR/OCR accuracy* - Describe the system's accuracy related to processing images to correctly identify license plate number and jurisdiction. Describe and quantify the correlation between ALPR/OCR accuracy and the system-assigned confidence level, for the purposes of potentially bypassing manual review. Indicate which US states are included in measurement.
6. *Trip Building accuracy* - Describe the system's accuracy in forming trips from roadside transactions (indicate trip building methodology used). Describe how 'orphan' transactions are processed.
7. *System Availability* - Describe roadside and back office system availabilities, including lane/zone controllers, servers and networks.

4.4 PSI Audit, Reconciliation and Reporting (3 pages maximum)

The PSI must discuss current system audit and reconciliation processes and reporting capabilities with specific references to current systems and projects. The PSI if successful will be required to audit and reconcile all transactions by location and all trips by transactions. There will also be a requirement that the PSI reconcile all trip transactions processed between each Toll Facility and the BOS. The PSI must describe the system audit and reconciliation tools available and used on current projects. Please specify whether such tools are automated, manual or a combination thereof.

4.5 Variable and/or Dynamic Pricing (3 pages maximum)

The PSI must discuss Variable and/or Dynamic pricing experience. This should include the purpose of the pricing differentiation, how the application was used and what projects it was used on. If dynamic pricing was used, discuss the basis of the algorithm (or other methodology used), including what information feeds and devices (ITS or otherwise) are used to determine the pricing; if variable pricing was used discuss the operational rules and how they were implemented. As part of this discussion the PSI should describe the use of changeable message signs, monitoring the signs and tying the price to the trip.

4.6 Trip Building Experience (3 pages maximum)

Discuss the PSI's Trip Building experience. Indicate by project whether the system included Entry/Exit; Barrier based trip reconstruction; AET systems; ticket systems; etc. Discuss the issues associated with trip building (i.e. orphan transactions) and how the PSI has address them.

4.7 PSI Integration Experience with Other Vendors (3 pages maximum)

The PSI must show experience providing and implementing a roadside toll system into a Back Office System, where the Back Office System was provided by a different vendor. The PSI must provide at least one example of successfully implementing and integrating this type of project. The PSI must describe in detail what processes and tools are used for detailed transaction reconciliation between the roadside Toll System and the Back Office.

4.8 ITS Qualifications (3 pages maximum)

The PSI should discuss project experience using and integrating ITS devices such as Microwave Sensors (for speed/volume), AVI Scanners (for trips and travel time), Changeable Message Signs (to display toll rate and other information to customers) and CCTV Cameras. All of these devices will be components of the system for the dynamic pricing functionality and will be included in the Maintenance contract. The PSI should indicate if it has experience integrating and implementing multiple ITS devices with a Toll Collection system.

4.9 PSI Financial Ability to Implement Projects (3 pages maximum)

The PSI shall furnish SRTA with financial documentation demonstrating that they possess adequate financial resources necessary for these Projects, to include the ability to finance and implement the Projects, and to obtain the required performance and payment bonding (typically 100% of the contract value).

4.10 Audited Financial Statements (no specific page limit)

The PSI shall provide the most current audited financial statements (not more than 12 months old) which shall include, but is not necessarily limited to, an opinion of the Certified Public Accountant on the statement(s), a Balance Sheet, an Income Statement, a Statement of Cash Flows, Notes to Financial Statement(s), a Statement of Direct (Operational) Costs and a Statement of Indirect (General and Administrative) Costs and other financial information necessary for SRTA to determine financial adequacy of the firm(s). Though an "unqualified opinion" is highly desirable, in the case of a "qualified opinion", SRTA reserves the right to evaluate the qualifications and at its sole discretion, either accept or disqualify the PSI. If the response is from a Joint Venture, the primary partners must each provide the requested financial information.

4.11 Project Management (3 pages maximum)

The PSI shall discuss their anticipated project management approach in regards to the implementation of these two system projects and the on-going system maintenance associated with each. The current schedules for the two projects are included within Appendix D. The PSI shall also discuss the availability of qualified resources sufficient to implement these two projects, the Maintenance Contract associated with them, additional SRTA Projects in the future, as well as meeting their current and projected projects during critical overlapping timeframes. The PSI shall explain in detail how they will ensure that the SRTA implementation schedule will not be impacted by resource availability.

4.12 PSI Projects & Clients Listing (no specific page limit)

The PSI shall provide a listing of all Electronic Toll Collection System (ETCS) projects awarded to the PSI between 2002 - 2013 where the PSI is/was the Prime Contractor or, alternatively, is/was the Key Subcontractor primarily responsible for the integration and deployment of the ETCS, regardless of whether the project is currently in the design, construction or operational phase. The PSI shall clearly denote projects that incorporate a **Trip Building** component and a **Managed Lanes/AET** type component with **Variable/Dynamic** pricing and/or image based processing using **ALPR and OCR** technology for processing vehicles using license plate data, including **Manual Image Review** processes. The information sought in this Section 4.12 is meant to be a list.

Appendix C-1 includes **the information shown below and the PSI must follow the Excel template provided in Appendix C-1 for the project list.** SRTA will provide the excel file for format. The PSI shall include the following information for each Project identified:

- Brief Project Description
- Client Name
- Client Contact (name, telephone & email)
- Status: (Active, Completed, Maintenance, Terminated, other)
- PSI Project Manager
- Project Contract Award Value _____ , and Current Contract Value _____
- Original Contract Delivery Date
- Current Contract Delivery Date
- On Time: _____ On Budget: _____

This information shall be included as **Attachment C – Project List**. The Client contact names provided may be used as reference checks by the SRTA Evaluation Committee, so please ensure the contact information is accurate and current.

4.13 PSI Projects Detailed Description (3 page narrative limit, excluding the Appendix C-2 Excel Spreadsheet PER PROJECT)

The PSI must provide a detailed description of **three (3)** of the **projects** listed in response to Section 4.12 that the PSI wishes SRTA to consider as the most relevant for SRTA to review in its consideration of the PSI's qualifications in reference to this procurement opportunity. These project detailed descriptions can include additional information required to clarify or elaborate on the project and performance on the project. The PSI must decide which projects are **most relevant** to SRTA's projects. There is a form provided as Appendix C-2 that must be used as the initial page of each detailed project description. The Client contact names provided may be used as reference checks by the SRTA Evaluation Committee, so please ensure the contact information is accurate and current. Appendix C-2 includes **the information shown below and the PSI must follow the Excel template provided in Appendix C-2**.

- Client & Project Name
- Firm Project Manager
- Brief Project description including:
 - Scope and Functionality
 - Managed lanes
 - Trip building
 - Variable/Dynamic Pricing
 - Multi-protocol readers
 - System functionality
 - Number of lanes installed
 - Number of Lanes operated
 - Number of lanes maintained
 - Image Processing (OCR vs. Manual - give %s)
 - Project cost: Implementation
 - Project cost: Maintenance/Year
 - Project start and completion dates
- Client Project owner
- Client Project Manager
- Client Contact and contact information (name, telephone number, email)

The detailed description for each project should follow the order of the list above. This Section is intended to allow the Offeror to show the **relevance of a project** to the SRTA's Projects and how that experience will help the PSI provide a successful project to SRTA.

Each project detailed description has a three (3) page narrative limit, excluding the Appendix C-2 Excel Spreadsheet. Each page shall have print on only one side of the page with margins no smaller than 3/4 inch (.75"). The font size shall be no smaller than Courier 10 characters per inch, 12 point or equivalent that provides:

- Summary description of the Project

- Firm's experience/scope on Project, and
- **Relevance of the PSI's experience to SRTA's tolling systems integration service needs** and the I-75 South and NWC Express Lanes Projects.

The project detail descriptions will be included in one document as **Attachment D–Project Descriptions**, with each project description as a separate section within the Attachment.

4.14 Facilities – Production & Testing (3 pages maximum)

The PSI must describe the production, research and testing facilities that the PSI proposes to use during the term of this Contract. The PSI must indicate whether such facilities are **open for visits and inspections** by SRTA representatives (including staff, and/or consultants of SRTA or GDOT), as well as any caveats or preconditions on such visits/inspections.

The actual visits to the sites may be either part of the RFQC evaluation or the forthcoming RFP evaluation, or both.

5 Evaluation

5.1 Shortlist

Once PSIs have been evaluated based on their written responses, they will be ranked according to their scores. SRTA will deem PSI qualified, only if the PSI's Qualification Statement satisfactorily meets the requirements as stated herein, the reference checks are deemed satisfactorily passed, and the PSI's score is within the top 3 - 5 scores of the PSI Qualification Statements received and scored. It is the intent of SRTA to pre-qualify a manageable pool of no less than three (3) and no more than five (5) PSIs. SRTA reserves the right to proceed with the procurement with a smaller or larger number of shortlisted PSIs.

5.2 Guidelines

Each PSI submission will be evaluated in accordance with the provisions contained in Section 2 - RFQC Process and based on the process and criteria set forth in this Section 5. Appendices A & B contain the appropriate guidelines, questions and instructions that should be followed by those PSIs seeking to be pre-qualified.

5.3 Responses Evaluation

Evaluations will be based on:

1. PSI's responses to the questions in Appendix B, and
2. PSI's responses to the requirements in Section 4.
3. Satisfactory Passing of Reference Checks
4. Satisfactory Passing of Bidder Responsibility Review

PSI's responses to the questions in Appendix B, along with each response to supporting documentation for Section 4, will be scored by the Evaluation Team.

The evaluation scores will be dependent on:

1. How **Responsive** the PSI's information is to the criteria set forth in Section 4 of the RFQC, and
2. How **Relevant** the responses, stated experience and referenced project information are to SRTA's anticipated tolling systems integration service needs.

The more responsive and more relevant the responses are to SRTA's needs, the higher the PSI's responses are likely to score.

5.4 Disqualification

Any PSI whose response to one or more questions is scored a "0" can be disqualified, removed from further consideration, and if disqualified, will not be eligible to submit a proposal in response to the Express Lanes Systems Integrator RFP as a Prime Contractor.

5.5 Fair and Unbiased Scoring Process

Each question is weighted and the Evaluation Team's score will be multiplied by the points assigned to each question. The process set forth in this RFQC will not result in any predetermination by SRTA, nor shall this RFQC be construed as a determination of any kind that is binding on SRTA. Further, this

RFQC shall not be construed to mean that any PSI is actually capable of performing the work that will be the subject of the RFP. Rather, the criteria set forth herein is intended only to identify PSIs based on their prior experience in providing similar or related services to potentially undertake projects such as the I-75 South and NWC projects and SRTA's needs for tolling systems integration services.

5.6 SRTA May Request Clarifications

SRTA may request Clarifications from the PSIs during the evaluation and scoring phase. PSIs shall provide the requested information in writing by the date and time indicated in the request for clarification. If the requested information is not timely received, the PSI's score may be adversely affected and/or the PSI Qualification Statement may be declared non-responsive and disqualified from further consideration.

Appendix A Statement of Responsibility Certification Form

INSTRUCTIONS:

THIS FORM MUST BE COMPLETED, SIGNED, NOTARIZED AND SUBMITTED WITH YOUR BID/PROPOSAL.

Please complete this form, answering every question. ***A "Yes" answer to any of the subparts of QUESTION NO. 3 requires a written explanation attached to the completed form, submitted on your company letterhead and signed by an authorized representative of the company. A "Yes" answer to any of the subparts of Question No. 3 will not necessarily result in denial of award, but will be considered in determining Offeror responsibility in the event SRTA undertakes an investigation into Offeror's responsibility status.*** For any explanation, indicate to whom it applies; identify the initiating agency and the dates of action.

Offerors are responsible for updating any information submitted in their Statement of Responsibility Certification Form if a change occurs prior to the award of the contract.

QUESTIONS:

1. Does Offeror certify that it has, or has the ability to obtain, adequate financial resources to perform the Services and Deliverables identified in the Agreement? This includes, but is not limited to, the ability to obtain required bonds and insurance from sureties and insurance companies authorized to do business in Georgia.

_____ YES _____ NO

2. Does Offeror certify that it is their intent to comply with all contractual requirements and fulfill all of its contractual obligations if awarded the contract, considering Offeror's other business obligations?

_____ YES _____ NO

3. Within the past three (3) years, has Offeror's company or any principal of Offeror (e.g., any owner, partner, officer, or major stockholder with 10% or more shares) been the subject of any of the following:

(a) judgment or conviction for any conduct constituting a felony under local, state or federal law, including, but not limited to, fraud, extortion, bribery, racketeering, labor, anti-trust, price-fixing, or bid collusion?

_____ YES _____ NO

(b) a criminal investigation or indictment for any conduct constituting a felony under local, state or federal law, including, but not limited to, fraud, extortion, bribery, racketeering, price-fixing, or bid collusion (to the best of Offeror's knowledge*)?

_____ YES _____ NO

(c) an unsatisfied judgment, injunction or lien obtained by a Georgia state government agency including, but not limited to, judgments based on taxes owed and fines and penalties assessed by any Georgia state government agency?

____ YES ____ NO

(d) an investigation for a civil violation by any local, state or federal agency (to the best of Offeror's knowledge*)?

____ YES ____ NO

(e) a suspension, debarment or termination for cause from any local, state or federal government procurement process?

____ YES ____ NO

(f) a suspension or termination for cause prior to the completion of the term of any local, state or federal government contract?

____ YES ____ NO

(g) a denial of award for non-responsibility determination made by any local, state or federal government?

____ YES ____ NO

(h) an agreement to a voluntary exclusion from bidding/contracting on any local, state or federal procurement?

____ YES ____ NO

(i) an administrative proceeding or civil action seeking specific performance or restitution in connection with any local, state or federal procurement (to the best of Offeror's knowledge*)?

____ YES ____ NO

(j) any bankruptcy proceeding?

____ YES ____ NO

CERTIFICATION:

The undersigned: (i) recognizes that this questionnaire is submitted for the express purpose of assisting the State Road and Tollway Authority (SRTA) to make a determination regarding the eligibility for award of a contract, or to approve a subcontract; (ii) acknowledges that the SRTA, the State of Georgia, its agencies and political subdivisions may, in their sole discretion, by means which they may choose, verify the truth and accuracy of all statements made herein; (iii) acknowledges that submissions of false or misleading information may constitute fraud, may result in ineligibility for

contract award, may be used as grounds for termination for default of any contract awarded in relation to this certification, may be considered by the SRTA, the State of Georgia, its agencies and political subdivisions in making responsibility determinations in other procurements, and may subject the Offeror or its representatives to criminal liability; (iv) as the authorized representative of the Offeror, states that the information submitted on this certification form and any attached pages is true, accurate and complete.

The undersigned hereby attests that he/she is duly authorized by the Offeror to make the statements and representations contained herein and/or attached hereto, on behalf of such Offeror.

Legal Name of Offeror's Company

Signature of Offeror's Authorized Representative

Address

Printed Name of Offeror's Authorized Representative

City, State, Zip Title

State of _____ County of _____

Sworn to and subscribed before me on this _____ day of _____ 200____.

Notary Public

My Commission Expires: _____

Note: *As used herein, the term "to the best of Offeror's knowledge" shall refer to the current actual knowledge of Offeror and shall be construed, by imputation or otherwise, to refer to the knowledge of any agent, manager, representative or employee of Offeror but does not impose upon Offeror any duty of inquiry or investigation of the matter to which such actual knowledge, or the absence thereof, pertains. The fact that Offerors (or their principals) are under investigation will not necessarily result in a determination of non-responsibility; rather, SRTA will determine if the information and circumstances regarding such investigation are of such a nature or magnitude as to cause the SRTA to deem the bidder non-responsible in order to protect the interests of the SRTA and/or the State.

Appendix B PSI Statement Questionnaire

	Section	Question	PSI Response
	Section	GENERAL QUALIFICATIONS	Yes/No
	4.1	<p>PSI General Qualifications - Information</p> <p>Did the PSI submit the required information on the Firm?</p>	
	4.2	<p>PSI General Qualifications - Knowledge</p> <p>A. Please indicate whether or not (via Yes or No) the PSI has general project expertise and knowledge in the following areas:</p> <ol style="list-style-type: none"> 1. Managed Express Lanes 2. All Electronic Tolling (AET) 3. Trip Building 4. Dynamic/Variable Pricing 5. Multiprotocol Readers 6. Interoperable Transactions, and 7. Image Processing including both OCR and Manual reviews 8. System Maintenance for the ETCS as well as the fiber communication networks <p>B. Has the PSI been the Prime Contractor (or the Key Tolling Subcontractor) on at least one (1) project within the past five (5) years that is open to traffic that has all of the following components:</p> <ol style="list-style-type: none"> 1. Trip Building 2. Variable Toll Pricing (i.e. toll rates are not a single fixed rate; but rather varies based on time of day or some other variable) or Dynamic Toll Pricing (trip tolls that vary in "near-time" response due to different conditions and/or congestion) 3. AET or MANAGED LANES, and 4. ALPR and OCR processing is used to identify vehicles using license plate data. 	<p style="text-align: center;">A.</p> <p>1. _____</p> <p>2. _____</p> <p>3. _____</p> <p>4. _____</p> <p>5. _____</p> <p>6. _____</p> <p>7. _____</p> <p>8. _____</p> <p>B. _____</p>

		Question	PSI Response
	Section	GENERAL QUALIFICATIONS	Yes/No
	4.3	<p>PSI Current System & Components Performance</p> <p>Please indicate whether or Not (via Yes or No) the PSI provided specific performance level achievements for the subsystem components listed below.</p> <ol style="list-style-type: none"> 1. AVI Read accuracy 2. AVC accuracy 3. Image capture accuracy 4. Transaction framing accuracy 5. ALPR/OCR accuracy, confidence level, percent successfully processed 6. Trip building accuracy 7. System Availability 	 1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____ 7. _____
	4.4	<p>PSI Audit, Reconciliation and Reporting</p> <p>Please indicate whether or Not (via Yes or No) the PSI has implemented through a current system each of the following:</p> <ol style="list-style-type: none"> 1. Automated system audit processes 2. Manual system audit processes 3. System reconciliation processes 4. Reporting capabilities 5. System audit and reconciliation tools 	 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
	4.5	<p>Variable and Dynamic Pricing</p> <p>Please indicate whether or Not (via Yes or No) the PSI has experience and shared relevant information regarding the following:</p> <ol style="list-style-type: none"> 1. Dynamic pricing experience 2. Basis of Dynamic Pricing algorithm 3. Variable Pricing 4. Basis of Variable Pricing 	 1. _____ 2. _____

		Question	PSI Response
	Section	GENERAL QUALIFICATIONS	Yes/No
		5. Changeable Message Signs 6. Monitoring CMS 7. Applying proper price to transactions	3. _____ 4. _____ 5. _____ 6. _____ 7. _____
	4.6	Trip Building Experience Does the PSI have successful trip building experience?	
	4.7	PSI Integration Experience with Other Vendors Has the PSI successfully implemented and integrated a Lane System with a Third Party Back Office System?	
	4.8	ITS Qualifications Please indicate whether or Not (via Yes or No) the PSI has experience: <ol style="list-style-type: none"> 1. Integrating multiple ITS devices with a Toll Collection System 2. Devices such as Microwave Sensors (for speed/volume) 3. AVI Scanners (for trips and travel time) 4. Changeable Message Signs (to display toll rate and other information to customers) 5. CCTV Cameras. 	1. _____ 2. _____ 3. _____ 4. _____ 5. _____
	4.9	Financial Qualifications (Implementation) Does the PSI have sufficient financial strength and resources to undertake the scope if implementing the NWC Project and the I-75 South Project given their overlapping timeframes?	
	4.10	Audited Financial Statements Did the PSI provide current audited financial statements?	

		Question	PSI Response
	Section	GENERAL QUALIFICATIONS	Yes/No
	4.11	<p>Project Management</p> <p>1. Does the PSI have an anticipated project management approach in regards to the implementation of the I75 South and I75 NWC projects and the on-going system maintenance associated with each project?</p> <p>2. Did the PSI address how they can handle the Projects with their other book of business that could be in design, construction or testing/implementation during critical timeframes for SRTA's overlapping projects?</p>	<p>1. _____</p> <p>2. _____</p>
	4.12	<p>List of Projects and Associated Clients</p> <p>Did the PSI provide a list of ETCS projects awarded since 2002?</p>	
	4.13	<p>PSI Projects Detailed Description PSI Projects Detailed Descriptions</p> <p>Did the PSI include a not to exceed 3 page detailed project description for the 3 projects provided in Section 4.12 list of projects that the PSI considers the most relevant for SRTA to review in its consideration of the PSI's qualifications in reference to this procurement opportunity?</p>	
	4.14	<p>Facilities – Production & Testing</p> <p>Did the PSI indicate if the production, research, and testing facilities that will be used for the Projects are open for visits and inspections from the SRTA management & representatives?</p>	

Appendix C-1 Projects & Clients List

Use the format below to provide the Projects list requested in Section 4.12 for **all projects awarded** during the period 2002-2013. An Excel File is provided for format. These are all meant to be single line answers, please do NOT expand.

PROJECT 1

Brief Project Description:	
Client:	
Client Contact:	
Status:	
PSI Project Manager:	
Project Contract Award Value	
Current Contract Value	
Original Contract Delivery Date	
Current Contract Delivery Date	
On Time (Yes - No)	
On Budget (Yes - No)	

PROJECT 2

Brief Project Description:	
Client:	
Client Contact:	
Status:	
PSI Project Manager:	
Project Contract Award Value	
Current Contract Value	
Original Contract Delivery Date	
Current Contract Delivery Date	
On Time (Yes - No)	
On Budget (Yes - No)	

PROJECT 3

Brief Project Description:	
Client:	
Client Contact:	
Status:	
PSI Project Manager:	
Project Contract Award Value	
Current Contract Value	
Original Contract Delivery Date	
Current Contract Delivery Date	
On Time (Yes - No)	
On Budget (Yes - No)	

Appendix C-2 Detail Project Descriptions

For response to Section 4.13, use the format below to provide the first page of the detail project descriptions for the **three** most relevant projects listed in the projects list and response to Section 4.12.

PROJECT 1 DETAIL

Company:					
Client/Agency			Start Date		
Project Name			End Date		
Project Pricing (In Millions)		Implementation	\$0	Maint/Year	\$0
Firm Project Manager					
Firm's Role					
Scope and Functionality					
Lanes					
Number of Lanes Installed		Number of Lanes Maintained			
Number of Lanes Operated					
		Yes / No	# of Protocols	Types of Protocols	
Multi-protocol Readers					
		Yes / No	# of Lanes	Transactions/Month	
Managed Lanes					
Trip Building					
Variable/Dynamic Pricing					
Inductance Loop Based AVC					
Digital Video Audit System (DVAS)					
Image Processing		Yes / No	% of Total	Accuracy / Confidence	
Image Processing - OCR					
Image Processing - Manual					
ITS		Yes / No	# of Devices		
Microwave sensors					
AVI Scanners					
Changeable Message Signs					
CCTV Cameras					
BOS		Yes / No			
Integrate w/3rd Party BOS					
Back Office System					
Violation Enforcement					
Client Project Manager					
Client Contact Name					
Contact Information		<i>email</i>			
		<i>Tele.</i>			

Appendix D SRTA Project Descriptions

I-75 South Express Lanes and I-75/I-575 Northwest Corridor Express Lanes

Project 1 – I-75 South Express Lanes

1.1 Toll System Design & Implementation Project

The Toll System Integrator shall coordinate with the selected GDOT Design Build contractor to deliver the 75 South Express Lanes. The TSI shall be responsible for: confirming final design requirements, providing input on site specific details, review of tolling infrastructure design plans, schedule coordination for installation of all tolling infrastructure, toll related ITS and communications system components, as well as testing of the tolling components and system, and site inspections for the tolling infrastructure turnovers.

Testing for this project will encompass all required toll system component testing as defined in the TSI RFP through "end to end" testing which will include the full team of partners and is the last step before tolling may commence.

A high level schedule for the Design Build activities is attached. The design build RFP will be provided to TSI shortlisted firms once it has been finalized and released to the public. The design build RFP contains schedule requirements for the TSI roadside activities. Currently, the TSI will have a period of 220 days to install, test (component through end to end), and integrate all the required roadside equipment prior to open to tolling.

The scope of the Toll system integrator for providing the roadside tolling related components consists of the below major categories:

1. Electronic Toll Collection System (Toll System). Includes but is not limited to the following: Multi-protocol readers, antennas, in-pavement loops, zone controllers, violation enforcement cameras, toll lane vehicle detection equipment, communications from cabinet to controller, power from cabinet to devices, power back-up systems, mounts, brackets, and other incidental items to complete the installation, testing, and integration services.
2. Toll Related intelligent transportation system (ITS). Includes but is not limited to the following: Toll related ITS cameras, general purpose lane scan sites, and integration of the design build team furnished and installed ITS equipment; toll rate Changeable Message Signs (CMS) and microwave detection systems (MDS).
3. Communications. Includes but is not limited to the following: Network design, installation, testing, and integration to support the tolling infrastructure. The logical layer(s) is the responsibility of the TSI. The physical layer (duct bank, conduit, fiber, patch panel) will be furnished and installed by the Design Build team.

4. Maintenance. Includes but is not limited to providing System Maintenance for both the ETCS and the fiber communication network

The TSI shall also be responsible for providing the appropriate Toll Operations Center (TOC) user interfaces to monitor the equipment, toll rate signs, effective toll rates, traffic conditions (toll related ITS devices) and operate the Express lanes system. The toll rate sign cameras will be fully integrated, monitored and controlled in the TOC. SRTA has primary control of all tolling components and toll related ITS components (toll rate CMS, general purpose lanes scan sites, and MVD devices) to support operations.

The TSI roadside toll collection system will capture and process individual tolling point transactions by a vehicle, build those transactions into a trip, and assign a calculated fare for revenue due. This "trip" along with the associated fare will be transmitted to the SRTA existing back office system for posting to a customer's account and / or for violation processing. The TSI RFP shall contain an Interface Control Document (ICD) for the information flow between the TSI roadside system and the SRTA existing back office system.

The roadside access control system to operate the reversibility of the facility will be designed, furnished, and installed by the Design Build team. GDOT's Traffic Management Center (TMC) System Integrator (SI) will be responsible for integrating it into the existing NaviGator system. GDOT's TMC shall have full control of this system. The TSI will be required to coordinate with the GDOT TMC system integrator so that an automated message is sent and received between the GDOT TMC NaviGator system and SRTA's TOC system to confirm when each of the respective systems has reversed directions.

1.2 Physical Description of the 75 South Express lanes is as follows:

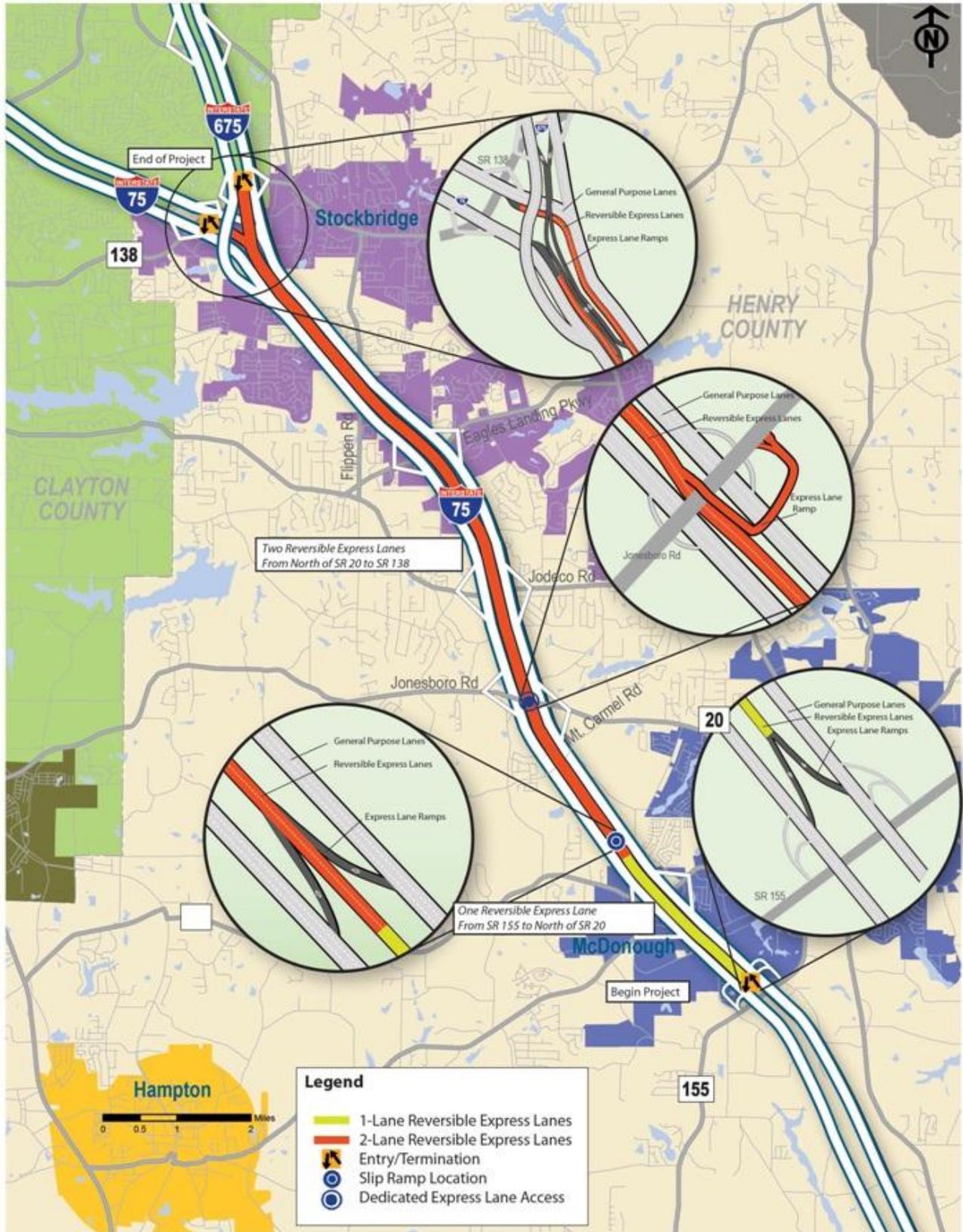
The I-75 South Project will include reversible barrier-separated Express lanes along southbound I-75 and I-675 in Henry and Clayton Counties. The Project's Express Lanes system will begin at the I-75 Bridge over SR 155/McDonough Road and will consist of one reversible Express lane. Approximately 1-mile south of Mt. Carmel Road, the reversible Express Lane will transition from one to two reversible Express Lanes. Two reversible Express Lanes continue along I-75, ending just south of the I-75 southbound ramp from SR 138/Stockbridge Highway. From the I-75/I-675 Interchange, the Express Lanes continue along I-675 and end at SR 138/Stockbridge Highway. The Express lanes will be variably/dynamically tolled. Primary direction flow will be northbound in the am, and southbound in the pm. The weekends will be northbound.

The currently tolling concept proposes the following tolling scheme:

TOLLING POINTS I-75 South Express Lanes

Toll Zone	Description	Reversible	Tolling Lanes
Tolling Zone 1	Double Gantry; Single Lane w/Shoulder	Y	4
Tolling Zone 2a	Entry Ramp NB; Single Lane w/Shoulder	N	2
Tolling Zone 2b	Exit Ramp SB; Single Lane w/Shoulder	N	2
Tolling Zone 3	Double Gantry; Entry and Exit Ramp; Double Lane with Shoulder	Y	6
Tolling Zone 4	Future – Not included in this procurement		
Tolling Zone 5a	I-75N; Exit Gantry NB; Double Lane with Shoulder;	N	3
Tolling Zone 5b	Entry Ramp SB; Double Lane with Shoulder	N	3
Tolling Zone 6	I-675; Double Gantry; Single Lane with Shoulder	Y	4
Total Tolling Lanes			24

The two diagrams below provide a high level overview of the project location, as well as a straight line diagram depicting the currently proposed tolling and ITS concept. The final RFP documents for the design build contract will be furnished to the shortlisted TSI firms upon their release.



Project 2 – I-75/I-575 Northwest Corridor Express Lanes

2.1 Toll System Design & Implementation Project

Project Descriptions:

The Toll System Integrator shall coordinate with the selected GDOT Design Build contractor to deliver the I-75/I-575 Northwest Corridor Managed Lanes. The TSI's primary responsibilities shall be: confirming final design requirements, providing input on site specific details, review of tolling infrastructure design plans, schedule coordination for installation of all tolling infrastructure, toll related ITS and communications system components, as well as testing of the tolling components and system, and site inspections for the tolling infrastructure turnovers.

Testing for this project will encompass all required toll system component testing as defined in the TSI RFP through "end to end" testing which will include the full team of project partners and is the last step before tolling may commence.

A high level preliminary schedule for the Design Build activities is attached. The design build RFP (or the relevant portions thereof) will be provided to the TSI shortlisted firms. . The TSI will have to comply with the schedule contained in GDOT's Design Build Contract as the schedule relates to the TSI roadside activities. Currently, the schedule allows the TSI a period of 270 days to install, test (component through end to end), and integrate all the required roadside equipment prior to open to tolling.

The scope of work for the Toll System Integrator is to design, provide, integrate and test the roadside tolling-related components consisting of the major categories below:

1. Electronic Toll Collection System (Toll System). Includes but is not limited to the following: Multi-protocol readers, AVI antennas, in-pavement loops, zone controllers, violation enforcement cameras, toll lane vehicle detection equipment, communications from cabinet to controller, power from cabinet to devices, power back-up systems, mounts, brackets, and other incidental items to complete the installation, testing, and integration services.
2. Toll Related Intelligent Transportation System (ITS). Includes but is not limited to the following: Toll related ITS cameras, general purpose lane scan sites, and integration of the design build team furnished and installed ITS equipment; toll rate CMS signs and microwave detection systems (MVD).
3. Communications. Includes but is not limited to the following: Network design, installation, testing, and integration to support the tolling infrastructure. The logical layer(s) is the responsibility of the TSI. The physical layer (duct bank, conduit, fiber, patch panel) will be furnished and installed by the Design Build team.
4. Maintenance. Includes but is not limited to providing System Maintenance for both the ETCS and the fiber communication network

The TSI shall also be responsible for providing the appropriate Toll Operations Center (TOC) user interfaces to monitor the equipment, toll rate signs, effective toll rates, traffic conditions (toll related ITS devices) and operate the Express lanes system. The toll rate sign cameras will be fully integrated, monitored and controlled

in the TOC. SRTA has sole control of all tolling components and toll related ITS components (toll rate CMS, General Purpose lanes (GP) scan sites, and MVD devices) to support operations.

The TSI roadside toll collection system will capture and process individual tolling point transactions by vehicle, build those transactions into a trip, and assign a calculated fare for revenue due. This "trip" along with the associated fare will be transmitted to the SRTA back office system for posting to a customer's account and / or for violation processing. The TSI RFP shall contain an ICD for the information flow between the TSI roadside system and the SRTA back office system.

The roadside access control system that will operate the reversibility of the facility will be designed, furnished, and installed by the Design Build team. GDOT's TMC SI will be responsible for integrating it into the existing NaviGator system. GDOT's Traffic Management Center (TMC) shall have full control of this system. The TSI will be required to coordinate with the GDOT TMC system integrator so that an automated message is sent and received between the GDOT TMC system and SRTA's TOC system to confirm when each of the respective systems has reversed directions.

Physical Description of the I-75 Northwest Corridor Managed Lanes is as follows:

The 29.7-mile NWC Managed Lanes Project will involve the addition of reversible Express Lanes along I-75 and I-575 in Cobb and Cherokee Counties. The Project will include two lanes on the outside of the existing General Purpose Lanes along I-75, between I-285 and I-575. The two reversible tolled Express Lanes will consist of a mix of roadway at-grade, on walls, and elevated highway. In addition, one reversible tolled Express Lane will be added along I-75 between I-575 and Hickory Grove Road, as well as along I-575 to Sixes Road. These lanes will be at-grade and located in the median along the inside of the existing General Purpose lanes. Access to the Express Lanes will be provided by Express Lanes interchanges on I-75 and slip ramps on I-575. Express Lanes interchange access points are proposed along I-75 at I-285, Terrell Mill Road, SR 3 Connector/Roswell Road, I-575 at Barrett Parkway, and Hickory Grove Road. Three pairs of slip ramps are proposed on I-575 at Barrett Parkway, Shallowford Road, and Sixes Road. The exact location of the slip ramp locations differ for southbound and northbound access. The southbound slip ramps only allow vehicles to enter the reversible-lane system and northbound slip ramps only allow vehicles to exit the reversible-lane system. Reversible ramps providing connection to and from I-285 general purpose lanes are also part of the proposed improvements. Refer to the NWC Map below for interchange and slip ramp locations.

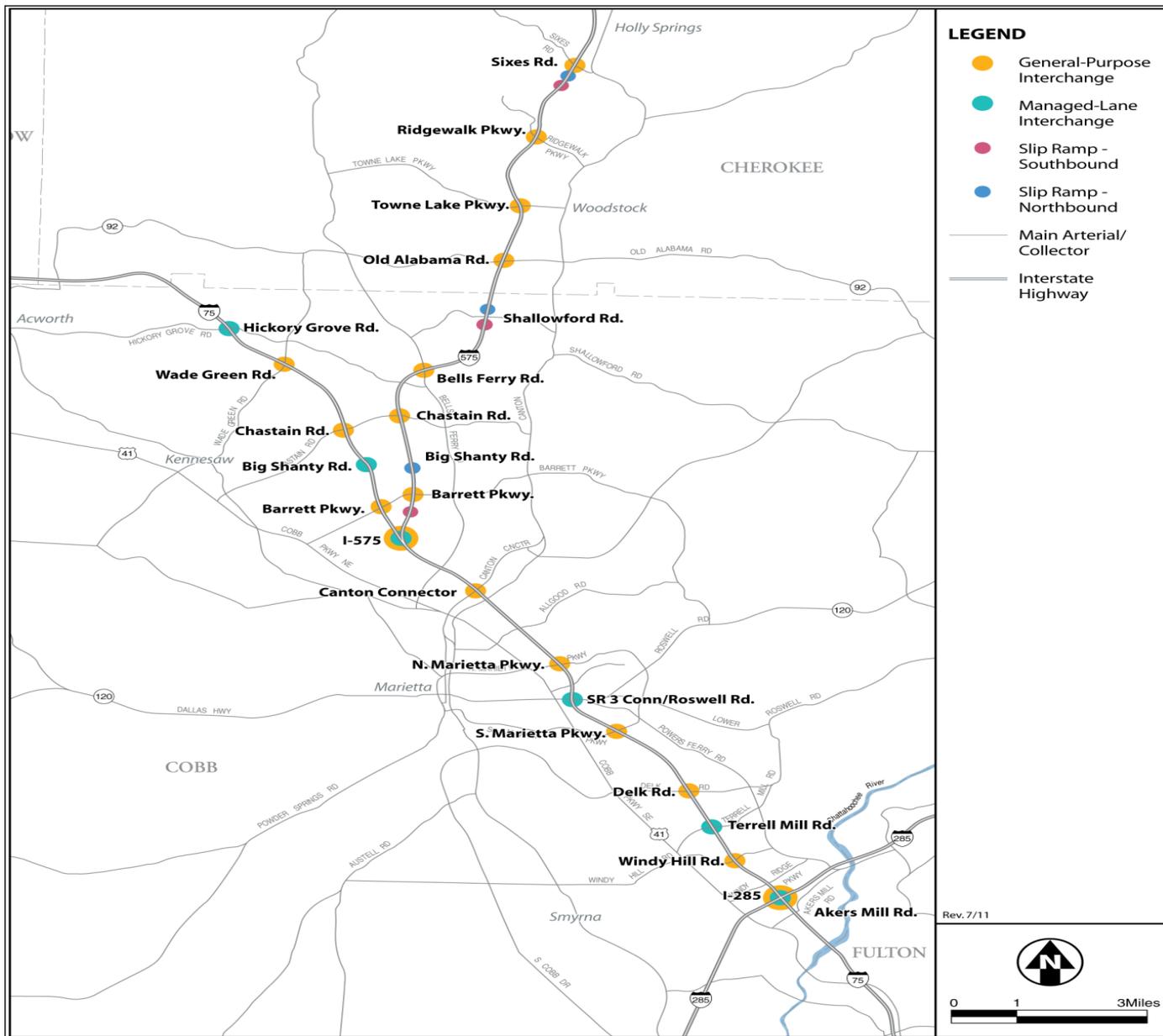
The NWC Managed Lanes Project is being undertaken to provide reliable transportation alternatives, to supply much needed congestion-priced capacity, provide substantial travel time savings, and generate significant economic benefits for the region.

The current tolling concept consists of the following tolling scheme:

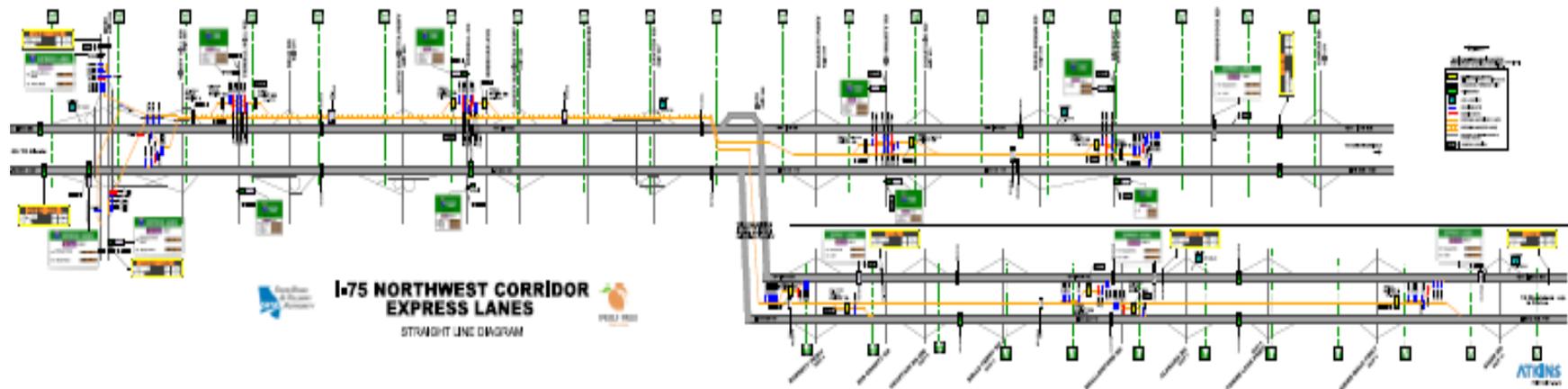
TOLLING POINTS I-75 Northwest Corridor Express Lanes

TOLL POINT	Location	Number of Travel Lanes	Number of Shoulders	Total Toll Lanes	Reversible
1	Just N of Windy Hill Road	2	1	6	Yes
2A	Ramp to Terrell Mill, S of overpass	1	1	4	Yes
2B	Ramp from Terrell Mill, N of overpass	1	1	4	Yes
3A	Ramp to Roswell, S of underpass	1	1	4	Yes
3B	Ramp from Roswell, N of underpass	1	1	4	Yes
4A	Ramp to Big Shanty, S of underpass	1	1	4	Yes
4B	Ramp to Big Shanty, N of underpass	1	1	4	Yes
5A	Ramp to Hickory Grove, S of overpass	1	1	4	Yes
6	Just N of Hickory Grove Rd Overpass	1	1	4	Yes
7B	Slip Ramp S of Barrett Pkwy on 575	1	0	1	No
7A	Slip Ramp N of Barrett Pkwy on 575	1	0	1	No
8B	Slip Ramp S of Shallowford Rd on 575	1	0	1	No
8A	Slip Ramp N of Shallowford Rd to 575	1	0	1	No
9	Just N of Ridgewalk Pkwy on 575	1	1	4	Yes
	Total Tolling Lanes			46	

The two diagrams below provide a high level overview of the project location, as well as a straight line diagram depicting the currently proposed tolling and ITS concept. The Design Build RFP will be furnished to shortlisted TSI firms when released by GDOT.



Note: The following straight line diagram for the I-75 NWC project will be provided electronically on the SRTA website.



The two timelines presented on the next two pages represent high level preliminary schedules for the Design Build and Toll System Integrator activities

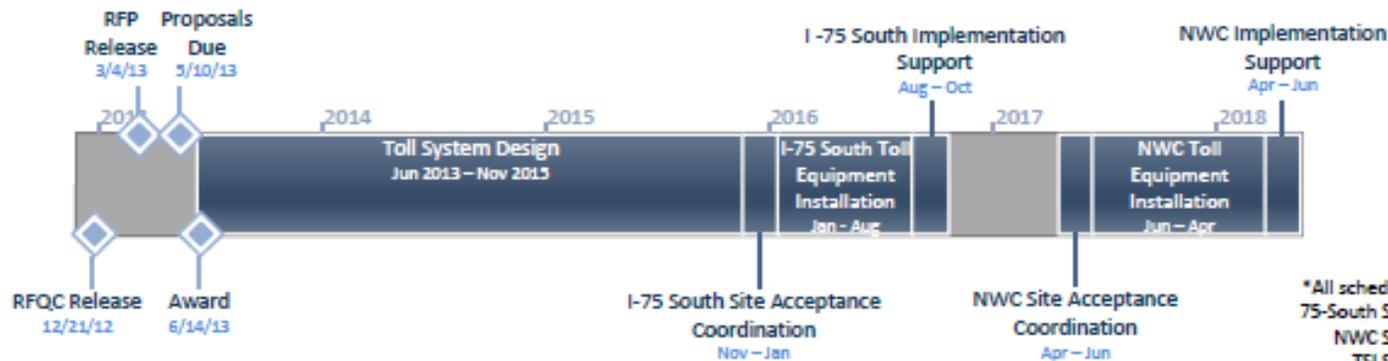
Draft I-75 South DB Timeline



Draft I-75 Northwest Corridor DBF Timeline



Draft Tolling System Integrator Timeline



*All schedules are subject to change
 75-South Schedule revised 11/30/12
 NWC Schedule revised 11/20/12
 TSI Schedule revised 12/17/12

Draft Tolling System Integrator Procurement Timeline



*All schedules are subject to change
TSI Schedule revised 12/17/12

Appendix E- Terms and Definitions

All-Electronic Tolling (AET): is synonymous with Open Road Tolling, or no-cash tolling that provides a seamless method of collecting tolls from customers without slowing down or stopping at tollbooths.

Alternative Fuel Vehicle (AFV): A vehicle with an Alternative Fuel Vehicle license plate from the state of Georgia.

Automatic Vehicle Classification (AVC): The system automatically classifies vehicles as they pass through the toll zone or toll lane.

Automatic Vehicle Identification (AVI): A system consisting of an antenna and reader installed in a toll lane and a compatible transponder mounted on a vehicle for automatic identification of the transponder as it passes through the lane.

Automatic License Plate Recognition (ALPR): The process of using cameras and related video equipment coupled with OCR technology installed over or to the side of a roadway to determine the license plate identifier and state where the vehicle is registered.

Back Office: Central processing system server location(s) where vehicle trip transactions from the zone controllers and all other functions related to toll collection data management (e.g., database processes, clearing and settlement, network maintenance and system administration), and related non-customer-facing activities.

Back Office System (BOS): The hardware and software system(s) that supports, manages and processes vehicle trip transactions from the zone controllers and other functions related to toll collection (or other vehicle fee) data management (e.g., database processes, clearing and settlement, network maintenance and system administration), and related non-customer facing customer service and video processing activities.

Clarification: A request for further information and verification of statements in the submitted written responses to the RFQC as requested by SRTA. This may include the need for the PSI to submit additional information or further verify in writing components of previously submitted written responses.

Changeable Message Sign (CMS): The signs installed before all entrances to a "Managed Lanes" Lane Tolling Section that display the rate information. Commonly known as Variable Message Sign (VMS).

Closed Circuit Television (CCTV): A system of security cameras and related equipment required to allow remote users to view the "Managed Lanes" CMS displays.

Cruise Card: SRTA's legacy branded eGo® Plus transponder. Although Cruise Cards have not been distributed since mid-2011, there are roughly 189,048 Cruise Card transponders in use on existing SRTA toll facilities. SRTA currently only distributes PeachPass branded ISO 18000-6C transponders.

Customer Service Center/Violation Processing Center (CSC/VPC): An integrated system that contains infrastructure equipment, software, and services required to manage customer accounts, process toll payments, obtain correct account name, and address information, and prepare billing, invoicing and violation noticing for payment processing per the established SRTA Business Rules.

Department of Revenue (DOR): The principal tax collecting agency for the State of Georgia that includes, among other functions, the Motor Vehicles Division.

Dynamic Pricing: A toll pricing method that varies in “near-time” based upon live traffic condition in response to changing congestion levels in traffic on the facility to maximize the performance of the toll facility. For example, in a HOT lane, the toll rate charged to enter the lane will be lower when more lane space is available and higher when less lane space is available.

Dynamic Pricing Algorithm: The calculations performed by the appropriate Facility Host or subsystem thereof based on vehicle congestion and/or lane occupancy (either speed or volume derived) in the Express Lane(s) and *may be* based on vehicle congestion and/or lane occupancy in the general purpose lanes. The most congested downstream Section of the Express Toll Lane in one toll Corridor shall be the basis for congestion measurement.

Electronic Toll Collection System (ETCS): A system of integrated devices and components that perform the automated vehicle identification, recording and reporting of vehicle-based transactions through electronic means as part of a toll-based revenue collection system and transmitted to the Back Office System to be posted to customer accounts.

Express Toll Lanes (ETL): Express Toll Lanes are a form of Managed Lanes (See definition below). The Express Toll Lanes make use of the Variable Pricing concept and restricted access to provide motorists who choose to pay a toll access to a relatively free flowing travel lane separate from the General Purpose Lanes.

Facility Host: Each Toll facility system that contains software required to accept tolling transactions (AVI, ALPR and video) from the tolling zone controllers; builds trips from combination of transaction inputs; determines toll for a trip; interfaces with the SRTA BOS to provide the completed Trip Transaction and the toll associated with that Trip.

Gantry: A structure positioned over the roadway where AVI and other tolling equipment is mounted for the purpose of reading transponders, obtaining images of vehicle license plates and gathering other data required by the Lane Controller for the accurate processing of Lane Transaction Records.

Gantry Controlled Access (GCA): SRTA’s Electronic Barrier and Enforcement System and Method, patent pending, US Patent Application #12/170322.

General Ledger (GL): A collection of the group of accounts that supports the items shown in SRTA’s financial statements.

Georgia Department of Transportation (GDOT): The transportation agency for the State of Georgia established under O.C.G.A. § 32-1-1 *et seq.*

High Occupancy Toll (HOT) Lane: A managed lane that combines HOV and pricing strategies by allowing

vehicles that do not meet HOV occupancy (or other toll-exempt requirements) to gain access to HOV lanes by paying a toll.

Inter-Agency Group (IAG): Is an association of 24 toll agencies in 14 states that operates the E-ZPass electronic toll collection program providing toll interoperability among the member agencies

I-85 Express Lanes Project: A demonstration project converting 15.6 miles of existing HOV lanes into HOT Lanes in the high volume I-85 Corridor for the purpose of providing reliable travel time for qualifying HOV vehicles as well as toll paying customers who would not otherwise be eligible to use the HOV Lanes.

Maintenance On-line Management System (MOMS): A software package provided by the Contractor that supports reporting and tracking of alarm messages, and maintains status, location, health, and attributes for the Managed Lanes Lane and Back Office equipment.

Managed Lanes (ML): Managed lanes are defined as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions. Potential lane management applications that fall into this broad definition of "Managed Lanes" are:

- *Pricing* — includes both traditional toll lanes and toll lanes that use congestion pricing, where price is varied during certain time periods in order to manage demand (e.g. peak-period surcharge, or off-peak discount).
- *Vehicle eligibility* — The lanes are managed by allowing certain vehicles or restricting others; minimum occupancy is an example of an eligibility restriction.
- *Access control* — an example would be express lanes where vehicles are allowed but access is limited during long stretches of the facility, minimizing turbulence in the flow of vehicles.

Open Records Act: means O.C.G.A. § 50-18-70 *et seq.*

Open Road Tolling (ORT): The automated collection of tolls on a toll facility where no toll booths are present and vehicles are allowed to travel at normal speeds while passing under the tolling Gantries.

Optical Character Recognition (OCR): is the automatic translation of optically scanned bitmaps of license plates characters into character codes based on data feeds from digital cameras in the lanes.

Peach Pass: SRTA's branding for transponders and customer accounts used on the I-85 Express Lanes. SRTA may elect to phase out the Cruise Card branding in order to utilize the Peach Pass identifier for all SRTA-issued transponders and associated accounts. SRTA may phase out or change branding again at any time in the future. The number of Peach Pass active Transponders is approximately 204,000.

Prime Contractor: The single legal entity that enters into a contract with a client for the purpose of delivering services under a defined scope of work. For purposes of the Systems Integrator RFP, the Prime Contractor will be the pre-qualified Prospective Systems Integrator that executes the contract with SRTA and is the primary point of contact with SRTA with respect to the services being delivered.

Prospective Systems Integrator (PSI): A vendor/contractor/firm seeking prequalification under this RFQC.

Qualified Contractor: The Prospective Systems Integrator(s) that are pre-qualified by SRTA and thus the only entities eligible to respond to the Systems Integrator RFP as a Prime Contractor.

Radio Frequency Identification (RFID): The technology used at the lane level to communicate between a transponder and a roadside reader to identify the transponder's unique identification number and other information that may be written to the transponder.

Request for Proposals (RFP): The public procurement document to be issued for the Systems Integrator RFP subsequent to this Request for Qualified Contractors.

Request for Qualified Contractors (RFQC): The public procurement document and process used to pre-qualify Prospective Systems Integrators as Qualified Contractors eligible to respond to the planned Systems Integrator RFP in the role of a Prime Contractor.

State: means the State of Georgia

State Road and Tollway Authority or SRTA: The public authority and instrumentality of the State of Georgia established under O.C.G.A. § 32-10-60 *et seq.*

SunPass: Florida Turnpike Enterprise (FTE) branding for transponders and customer accounts used in Florida.

Toll Facility: A structure or structures on a toll road, or Managed Lanes within a roadway that includes the toll system that provides for the collection of toll or specified fee for usage from travelers who are not toll-exempt.

Toll System Integrator (TSI): The Prime Contractor responsible for Toll System design, integration, provisioning, installation, implementation, testing, operations and maintenance for both projects.

Traffic Management Center (TMC): The headquarters and information clearinghouse for NaviGator, GDOT's Intelligent Transportation System (ITS).

Transaction Record: The record created in an Express Lane containing the data captured by the Zone Controller for a vehicle passage. These Transaction Records are transmitted to the Facility Host where they are processed to create Actual Transactions for transmission to the BOS for posting to customer accounts.

Transponder: A radio transmitter-receiver mounted in or on a customer's vehicle that is used to communicate with a roadside reader for the purpose of communicating a unique serial number and other information.

Transponder Inventory Management System (TIMS): Automated system provided by the Contractor to manage and track the inventory of transponders.

Trip: The term used to describe the passage of a vehicle through an Express Lane Corridor from the point where the vehicle enters the Express Lane at an authorized entry location until it exits the Express Lane at an authorized exit location. A Trip may include a single Tolling Section or multiple Tolling Sections. Vehicles associated with a Toll Account will be charged a toll for each Tolling Section travelled over the course of the Trip

Variable Toll Pricing: A toll pricing method that is based on peak and off-peak use periods to manage traffic flow and encourage motorists to use the roadway during less congested periods, allowing traffic to flow more

freely during peak times. Tolls may vary by time of day, evenings, weekends, holidays etc.

Violation Processing Center (VPC): See definition for *Customer Service Center/Violation Processing Center (CSC/VPC)*.