



Solicitation 16-000
Electronic Tolling Transponders
Response to Written Questions

March 22, 2016

Question #1: ITB Section 27.2.1 describes the testing of the following transponder characteristics: Minimum activation energy and Return signal strength. Can SRTA provide the stated requirement for these values? In follow up to this question, can SRTA provide a description of the test procedure that will be used to measure these characteristics?

Answer #1: The test procedure to be used is documented in the GS1/EPCGlobal document “Tag Performance Parameters and Test Methods” version 1.1.3, located at http://www.gs1.org/docs/epc/uhfg2_1_1_0-TestMethod-TagParameters_1_1_3-20080630.pdf

SRTA’s intention for this testing is to ensure the proposed tags perform in a manner similar to existing SRTA tags with regard to the characteristics listed above. SRTA does not have test results available but as indicated in the ITB, can provide samples of current PeachPass tags should Bidders wish to do their own testing prior to the testing which SRTA will commission.

Question #2: As noted in Section 27.2.3 and Section 27.5.1 of the ITB document, the existing transponder serial numbers produced for SRTA appear to not follow the TOC Bar Code Formatting. However, 27.4.1 states the transponders shall be bar coded per the 6C TOC Standard. Please clarify how the Bar Code and Transponder ID is to be formatted and printed: meaning, to the current SRTA requirements or to the 6C TOC requirements? If the requirement is to use existing SRTA format, can SRTA provide the formatting specification please?

Answer #2: As indicated in section 27.4.1, Transponders shall be barcoded per the 6C TOC Standard, with the exception of headlamp tag transponders, on which barcodes are optional.

Question #3: ITB Section 27.3.2 references the Hang Tag, and describes its desired use in low speed parking applications. Can SRTA please describe the expected application for this hang tag to be used? Secondly, will the Hang Tag be required to have an OmniAir Certification Services certificate? Third, will the hang tags need to perform at highway speeds, as described in Section 27.2.5?

Answer #3: SRTA anticipates the hang tags to be used in low speed parking applications. Secondly, the Hang Tag is not required to have an OmniAir Certification Services certificate, but they do need to be compliant with the 6C Standard, as indicated in Section 27.1.1. Third, the hang tags are not required to perform at highway speeds.

Question 4: Regarding Section 27.3.3, is the desired second hard case type Transponder required to be removable and reusable, such that it can be used in other vehicles, or permanent (non-functional once removed from the windshield)? If removable/reusable, what are the removal force requirements? What are the minimal/maximum forces required to ensure the tag remains affixed to the windshield?

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Answer #4: The hard case tag is required to be removable/reusable. SRTA anticipates adhesive-backed hook and loop or similar mounting material to be used for the hard case transponders and does not have a particular removal force requirement.

Question 5: In regard to Section 27.3.3, Is the hard cast type Transponder required to have an OmniAir Certification Services certificate?

Answer #5: Yes

Question 6: In regard to Section 27.3.4, are the Interior Mount Transponders single-use once affixed to the windshield or shall they be removable and reusable if affixed to the same or another surface?

Answer #6: Single use (i.e. break on remove).

Question 7: In regard to 27.3.5, are the sticker type Exterior Mount Transponders single-use transponders once affixed to the windshield, or shall they be removable and reusable once affixed to the same or another surface?

Answer #7: Single use (i.e. break on remove). Note it is not a requirement for exterior-mount sticker-type transponders to be windshield-mounted.

Question 8: What are the dimensional requirements to sticker type Exterior Mount Transponder?

Answer #8: SRTA has no particular dimensional requirements for Exterior Mount Transponders. SRTA anticipates sticker type Exterior Mount Transponders to be sized to allow for practical mounting on locations such as headlamps, etc.

Question 9: Does the Part number have to be the same as current SRTA sticker type Interior Transponders?

Answer #9: No.

Question 10: Is there a part number format that needs to be followed, or can the bidder provide the part number and format of their own?

Answer #10: Bidder is free to use their own part number format.

Question 11: Regarding Section 27.4.2.1: Can the Interior type and Exterior type transponders be on a single summary sheet or are separate summary sheets required for each type of transponder.

Answer #11: A single summary sheet for all tags in an order is acceptable.

Question 12: With the exception of the Cover page, all the other forms requiring signatures (*Offer Document 1 - Contractor Information, Offer Document 2 - Bid Letter, Offer Document 3 - Bid Certification, Offer Document 4 - Statement of Responsibility, Offer Document 7 - Acknowledgment of Addenda*) provide a pre-configured field for a digital signature. Is it sufficient for the original hard copy of each of the above 5 documents to carry evidence of digital signature in order to be considered a signed original copy? Is it sufficient for the original, hard copies and the electronic copy of the Offer Document 3 - Bid Certification to carry evidence of digital signature by the Notary Public, or will a Notary Public stamp be expected/required on the original copy? Does the Cover Page require an original wet signature, or can it be digitally signed as well?

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Answer #12: Electronic signature is sufficient for the document to be considered a signed original copy for all offer documents requiring signature. However, all offer documents which require the signature of a Notary Public must have the Notary Public's stamp on the original.

Question 13: Can you please provide a copy of your current provider's contract for reference purposes, as a more expedient alternative to a FOIA request? If not, please provide background context with respect to why SRTA is issuing this ITB given that this contract could be extended until June 30, 2017.

Answer #13: Yes. The contract has been attached to this document.

Question 14: Technical Compliance Form item 27.3.2 reads, *DESIRED: Bidder shall supply at least one type of "Hang Tag" transponder (Designed to hang from a vehicle's rearview mirror-typically used in low speed parking applications)*. Given that (as you say) hang tags are typically used for low speed and access control purposes, can you please elaborate on how SRTA plans to use the requested hang tags with regard to its toll facilities? Are the system level performance expectations of a hang tag equivalent to those for a sticker tag?

Answer #14: SRTA does not anticipate using the hang tags in ORT environments. These are anticipated for use in low speed (currently parking or access control) applications. Hang tag performance is not required to support high speed applications.

Question 15: Similarly, Technical Compliance Form item 27.3.3 reads, *DESIRED: If "sticker type" tags are proposed as the primary Interior Mount Transponder, it is desired to have a second hard case type Transponder quoted in the Bid Price sheet and available for purchase by SRTA. a.) Does SRTA intend for the above-mentioned second hard case type transponder to be interior or exterior? b.) Can you please elaborate on the purpose of this second hard case type transponder?*

Answer #15: SRTA desires an interior-mount hard case type transponder for customers who prefer this form factor. Performance of these tags, and operating characteristics as described in Section 27.2.1 are required to be consistent with Bidder's standard interior-mount tags (e.g. windshield sticker tags).

Question 16: Technical Compliance Form item 27.1.3 reads, *the successful Bidder will be required to provide (at their own cost) a third party (i.e. OmniAir Certification Services certification or an alternate certification body approved by the 6C Toll Operators Coalition) statement of device-standards compliance with the most recent revision of the 6C TOC Standard (Appendix B)*. It is our understanding that OmniAir Certification Services does not certify to the 6C TOC, which is a programming standard and not a protocol standard. Please clarify the type of third party compliance statement that SRTA expects.

Answer #16: The only third party compliance statement that currently conforms to SRTA's requirement is the OmniAir Certification Services certification pertaining to 6C products.

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Question 17: Technical Compliance Form item 27.2.2 reads, *[a]ny batches failing testing may be replaced at the supplier's expense at SRTA's sole discretion. A batch is considered as failed if there are more than 1 transponder errors per 200 tested (0.5%)*. It is our understanding that these tests are to be based on performance criteria of minimum activation energy, return signal strength, and polarization. Please clarify the specific limits for these tests. Based on each criteria, what does SRTA consider "failure"?

Answer #17: In addition to the tag programming itself (which must exactly match the programming specification), the tags submitted by the apparent successful bidder must demonstrate a level of consistency in the listed characteristics to constrain the variability in real-world AVI implementations sufficient to allow accurate tag-to-vehicle correlation. Upon SRTA testing/verification of Technical Compliance of the apparent successful bidder's tag and approval of the bidder's tag for production, production tags shall not vary greater than 20% from the values recorded and accepted during SRTA Technical Compliance testing/verification.

Question 18: Requirement 27.7.2 reads, *[b]idder warrants and represents that all of its proposed Transponders shall be free from defects in function, labor and materials for a period of six (6) years*. Elements of a transponder's cosmetic appearance may change slightly after years of exposure to sunlight. Does this six-year warranty apply solely with respect to transponder performance and function?

Answer #18: Yes.

Question 19: SRTA does not commit to a minimum order quantity. However, because pricing is affected by order volume and since other agencies may potentially order based on this contract, would SRTA agree to a minimum order quantity of 50,000?

Answer #19: See Section 26.2 for the required minimum order amount pursuant to this procurement.

Question 20: Considering the upcoming Easter holiday and the prevalence of spring vacation plans among office staff surrounding that holiday, would SRTA consider extending the due date for responses by two weeks? This would make the opening date April 12, 2016.

Answer #20: No, not at this time. The bid submission deadline shall remain March 29, 2016 unless otherwise indicated by an addendum to this solicitation.