

**State of Georgia  
State Road and Tollway Authority**



**REQUEST FOR QUALIFIED CONTRACTORS (RFQC)**

**Tolling Systems Integrator/I-85 Express Lanes and Back Office Conversion Project**

***RFQC No. 927-10-00002***

Prospective Systems Integrator Statements Due:

**4:00 P.M. Local Time (Atlanta, GA) on September 14, 2009**

Submit Response To:

State Road and Tollway Authority  
c/o Barbara Harris Chappel, SRTA Contracting Officer  
101 Marietta St, NW, Suite 2500  
Atlanta, Georgia 30303

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](http://www.georgiatolls.com/procurement.aspx)

Refer ALL Inquiries to:

**Barbara Harris Chappel  
SRTA Contracting Officer  
404-893-6134**

[procurement@georgiatolls.com](mailto:procurement@georgiatolls.com)

**Only email inquiries accepted**

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**1.0 Overview**

- 1.1 SRTA is seeking qualified Contractors interested in providing tolling systems integration services (i.e. design, installation, integration, implementation, and systems maintenance) for SRTA's Toll Facilities. The selected contractor (Systems Integrator) will be the Prime Contractor responsible for the I-85 Express Lanes and Back Office Conversion Project ("I-85 Express Lanes Project"), and will be under contract (term anticipated to be 5 years) to SRTA to provide the same or similar services for future SRTA tolling projects. SRTA will select its Systems Integrator contractor through a two-step procurement process consisting of this Request for Qualified Contractors ("RFQC") solicitation, followed by a Request for Proposals released to those vendors pre-qualified by SRTA through this RFQC. **At SRTA's discretion, the selected 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.**
- 1.2 Successfully qualifying through this RFQC will be the only opportunity for a vendor to be eligible to submit a proposal as a Prime Contractor in response to SRTA's Tolling Systems Integrator/I-85 Express Lanes Project Request for Proposals ("Systems Integrator RFP"), and potentially other tolling projects that SRTA or the State of Georgia commences during the term of the awarded contract. **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."**
- 1.3 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. Please note this requirement is only for joint ventures that are interested in being qualified under this RFQC as a potential Prime Contractor. The Prime Contractor will be able to subcontract portions of the scope of work of the Systems Integrator RFP and those subs will not have to agree to joint & several liability.
- 1.4 SRTA reserves the right to limit participation for any potential RFP to only those Prospective Systems Integrators that submit and qualify under the terms and conditions of this RFQC. There will be NO other opportunity to engage SRTA directly for the Systems Integrator RFP, once the RFQC due date has passed.
- 1.5 **Vendors who are not pre-qualified through this process or do not respond to this RFQC are fully eligible to contract with any of the Qualified Contractors as a subcontractor to provide services requested under the Systems Integrator RFP once released.**
- 1.6 SRTA reserves the right to modify project described in Appendix F between selection of Qualified Contractors and the issuance of any potential RFP.
- 1.7 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>

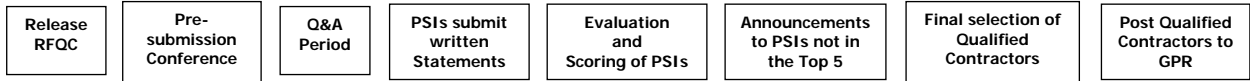
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1.8 Prospective Systems Integrators must submit the required information for this RFQC as instructed in this document.

**2.0 RFQC Process**

The following describes this RFQC process (See Appendix A for schedule):



- 2.1 Release RFQC on SRTA's website
- 2.2 Pre-submission Conference
- 2.3 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 Appendix A. Answers will be posted to SRTA's website
- 2.4 Prospective Systems Integrators written responses (i.e. Prospective Systems Integrator Statements) submitted
- 2.5 Evaluation and scoring of Prospective Systems Integrators
- 2.6 Announcements to Prospective Systems Integrators not in the Top 5
- 2.7 Final selection of Qualified Contractors
- 2.8 Post listing of Qualified Contractors to the SRTA website procurement page
- 2.9 All questions about this RFQC must be submitted in writing in the following format:

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

- Questions must be directed in writing to [procurement@georgiatolls.com](mailto:procurement@georgiatolls.com). Responses will be posted on SRTA's website at: <http://www.georgiatolls.com/procurement.aspx> (Check the website daily)
- 2.10 A pre-submission conference will be held as specified in Appendix A. Attendance at the pre-submission conference is NOT mandatory but it is strongly encouraged. The pre-submission conference is intended to be an opportunity for Prospective System Integrators to ask questions in order to further clarify any uncertainties that they may have. However, please note that oral answers given at the conference are not binding, but represent a good faith effort to provide useful information.
- 2.11 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

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RFQC shall not be construed to mean that any Prospective Systems Integrator 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 Prospective Systems Integrators based on their prior experience in providing similar or related services to potentially undertake a project such as the I-85 Express Lanes Project and SRTA's needs for tolling systems integration services.

- 2.12 This RFQC is intended solely to pre-qualify Prospective Systems Integrators that meet the criteria set forth herein as pre-qualified Prospective Systems Integrator, who are thus the only parties eligible to receive an award pursuant to the RFP. SRTA's ultimate determination regarding the capability of any pre-qualified Prospective Systems Integrator to perform the work shall be reserved solely and exclusively to SRTA's evaluation of the responses to the RFP, in which SRTA may reject any and all proposals.
- 2.13 Prospective Systems Integrators that are qualified under this RFQC shall be pre-qualified to submit a proposal as the prime contractor in response to the RFP. The Prospective Systems Integrator, 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 Prospective Systems Integrators.**
- 2.14 This RFQC consists solely of this Request For Qualified Contractors, and Appendices hereto and any written addenda to this RFQC as issued by SRTA.
- 2.15 No other information in any form, including any other information posted on SRTA's website or the Georgia Procurement Registry, shall be deemed part of this RFQC. Each Prospective Systems Integrator, by filing a Prospective Systems Integrator Statement, acknowledges and agrees to the foregoing and certifies that in responding to this RFQC or preparing its Prospective Systems Integrator 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.
- 2.16 This RFQC does not obligate SRTA to establish a list of pre-qualified Prospective Systems Integrators, issue any RFP, or award a contract to anyone, including any Prospective Systems Integrator. SRTA reserves the right to, amend, modify or cancel this RFQC without prior notice, at any time, at its sole discretion.
- 2.17 SRTA shall not be liable for any expenses incurred by any party other than SRTA in connection with this RFQC.
- 2.18 No oral conversations or agreements with any officer, agent, or employee of the State or, in particular, SRTA, regarding this RFQC are authorized, and if the same shall occur, they shall not affect or modify any terms of this RFQC. No written statements of any persons other than Barbara Harris Chappel, SRTA Contracting Officer are authorized, and if the same shall occur, they shall not affect or modify any terms of this RFQC.
- 2.19 SRTA may, in its sole discretion, waive any irregularities or defects in a Prospective Systems Integrator Statement. SRTA reserves the right to seek clarification of a Prospective Systems Integrator Statement from the Prospective Systems Integrator or verification of information

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contained in a Prospective Systems Integrator Statement from any other source. The inability of SRTA, using the information provided in the Prospective Systems Integrator Statement, to be able to verify a Prospective Systems Integrator's prior experience in relation to the qualification criteria set forth herein shall be grounds to reject such Prospective Systems Integrator Statement as unacceptable.

- 2.20 The dates, times, and sequence of events related to this RFQC and the RFP shall ultimately be determined by SRTA. The schedule shown in Appendix A is subject to change.
- 2.21 Prospective Systems Integrators may not discuss SRTA's requirements, preparation of Prospective Systems Integrator Statements, proposals in response to the RFP, or technical questions with any SRTA or State personnel other than through Barbara Harris Chappel, SRTA Contracting Officer or the processes set forth in this RFQC and the resulting RFP. Violation of the foregoing may result in the disqualification of your organization from participation in the RFQC or the RFP process.
- 2.22 CONFIDENTIAL/PROPRIETARY INFORMATION – Prospective Systems Integrators 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 may result in all information received being deemed non-confidential, non-proprietary, and in the public domain. Notwithstanding the foregoing, Prospective Systems Integrators 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. Prospective Systems Integrators 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. 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.
- 2.23 All material submitted regarding the RFQC becomes the property of SRTA.
- 2.24 This RFQC and any activity pursuant to this RFQC by any party are governed by all applicable laws including, without limitation, State and Federal antitrust laws.
- 2.25 Successfully qualifying through this RFQC will be the only opportunity for a Prospective Systems Integrator to receive the Systems Integrator RFP. There will be NO other opportunity to engage SRTA directly once the RFQC due date has expired. Vendors who are not pre-qualified through this process are fully eligible to contract with any of the Qualified Contractors as a subcontractor to provide services requested under the Systems Integrator RFP once released.**

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**3.0 Prospective Systems Integrator Responses**

- 3.1 The written responses that will be submitted by Prospective Systems Integrators and evaluated against the requirements set forth in this RFQC shall be referred to as "Prospective Systems Integrator Statements."
- 3.2 Prospective Systems Integrators are invited to submit a Prospective Systems Integrator Statement in accordance with these instructions. Prospective Systems Integrator Statements will be evaluated in accordance with the procedures and criteria set forth herein.
- 3.3 SRTA is asking that each Prospective Systems Integrator provide certain information in accordance with the instructions set forth in Appendix B – Prospective Systems Integrator Statement Instructions.
- 3.4 Prospective Systems Integrator Statements must be received on or before the deadline specified in Appendix A. Any Prospective Systems Integrator Statements received after the due date and time may be rejected.
- 3.5 See Appendix B for additional response instructions.

**4.0 Evaluation**

- 4.1 SRTA will deem a Prospective Systems Integrator qualified, only if the Prospective Systems Integrator's Prospective Systems Integrator Statement satisfactorily meets the requirements as stated herein and scores within the Top 5 of the PSI Statements received and scored.
- 4.2 Each Prospective Systems Integrator submission will be evaluated in accordance with the provisions contained in Section 2.0 - RFQC Procedure and based on the process and criteria set forth in this Section 4.0. Appendices B - D contain the appropriate guidelines, questions and instructions that should be followed by those Prospective Systems Integrators seeking to be pre-qualified.
- 4.3 It is the intent of SRTA to pre-qualify a manageable pool of no less than two (2) and no more than five (5) Prospective Systems Integrators.
- 4.4 **Any Prospective Systems Integrator who cannot answer "Yes" to Question 1a or 1b, and answer "Yes" to Questions 2 through 4, will be disqualified, removed from further consideration, and will not be eligible to submit a proposal in response to the Systems Integrator RFP.**
- 4.5 Prospective Systems Integrators' "Yes" responses to the questions in Appendix C, along with each response's supporting documentation, will be scored based on the consensus opinion of the Evaluation Team as to how responsive the Prospective Systems Integrator's information is to the criteria set forth in the questions and how relevant the response, stated experience and referenced project information is to SRTA's anticipated tolling systems integration services needs, as well as the technical scope and complexity of the I-85 Express Lanes and Back Office Conversion Project.

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- 4.6 Prospective Systems Integrator's responses will be assigned a score using the following scale of 0 (Non-responsive) to 5 (Outstanding):

<b>5 points – Outstanding</b> – Response clearly meets criteria set forth in the question and exceeds in multiple areas. Response addresses the topic, and referenced projects/experience directly addresses multiple anticipated needs of SRTA.
<b>4 points – Good</b> – Response clearly meets criteria set forth in the question and may exceed multiple criteria. Response addresses the topic and referenced projects/experience is directly relevant to SRTA's anticipated needs.
<b>3 points – Acceptable</b> – Response meets the criteria set forth in the question. Response addresses the topic and referenced projects/experience is relevant to SRTA's anticipated needs.
<b>2 points – Needs Improvement</b> – Response minimally meets the criteria set forth in the question. Response addresses the topic and project/experience, with some improvements, modifications or adaptations, may be relevant to SRTA's anticipated needs.
<b>1 point – Poor</b> – Response is questionable as to whether it meets the criteria set forth in the question; or, response is questionable as to whether it adequately addresses the topic; or, response has little or extremely limited relevancy to the type of project or type of experience a qualified candidate should possess for SRTA's anticipated needs.
<b>0 points – Non-responsive or failed to meet criteria</b> – Response does not meet the criteria set forth in the question; or, response does not address the topic; or, response is not relevant to the type of project or type of experience a qualified candidate should possess for SRTA's anticipated needs.

- 4.7 **Any Prospective Systems Integrator whose response to one or more questions is scored a "0" will be disqualified, removed from further consideration, and will not be eligible to submit a proposal in response to the Systems Integrator RFP as a Prime Contractor.**
- 4.8 Each Question is weighted and the Evaluation Team's score will be multiplied by the points assigned to each question (see Appendix C for questions and weighting).
- 4.9 SRTA may request Clarifications from the Prospective Systems Integrators during the evaluation and scoring phase. Prospective Systems Integrators 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 Prospective Systems Integrator's score may be adversely affected and/or the Proposal may be declared non-responsive and disqualified from further consideration.
- 4.10 Once Prospective Systems Integrators have been evaluated based on the written responses, SRTA will prequalify up to the five (5) highest scoring Prospective Systems Integrators based on the final weighted scores. **Prospective Systems Integrators that SRTA determines do not have the necessary experience, or that score lower than the top 5 will not be prequalified, and thus will not be eligible to submit a proposal in response to the Systems Integrator RFP.**

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**Appendix A  
Schedule of Events**

Event	Date
Posting of RFQC to SRTA's website at: <a href="http://www.georgiatolls.com/procurement.aspx">http://www.georgiatolls.com/procurement.aspx</a>	August 14, 2009
Questions will be accepted	August 17 – September 9
Prospective Systems Integrators' Conference at: State Road and Tollway Authority 101 Marietta Street, Suite 2500 Atlanta, GA 30303	September 3, 2009
Questions due to <a href="mailto:procurement@georgiatolls.com">procurement@georgiatolls.com</a>	September 9, 2009
Last Day Answers will be posted to SRTA's website at: <a href="http://www.georgiatolls.com/procurement.aspx">http://www.georgiatolls.com/procurement.aspx</a>	September 11, 2009
Prospective Systems Integrator Statements Due	4:00 P.M. Local Time (Atlanta) on September 14, 2009
Notification to Unsuccessful Prospective Systems Integrators	September 24, 2009
Formal Notice of Selection of Qualified Contractors	October 14, 2009

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**Appendix B  
Prospective Systems Integrator Statement Instructions**

SRTA recognizes the amount of effort necessary to prepare a response to this RFQC and leaves it up to the Prospective Systems Integrator 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.

At the same time, to make this task more manageable, SRTA is asking that each Prospective Systems Integrator provide certain information in a prescribed format and limit their Statements as instructed in this Appendix B, and in Appendices C and D. All information shall be delivered in both hard and electronic copies in accordance with Appendix E.

Each Prospective Systems Integrator Statement shall be prepared simply and economically, providing straightforward, concise delineation of Prospective Systems Integrator's capabilities to satisfy the requirements of this RFQC. Fancy bindings, colored displays, and promotional materials are not required. Emphasis on each Prospective Systems Integrator Statement must be on completeness and clarity of content.

To expedite the evaluation of Prospective Systems Integrator Statements, it is essential that Prospective Systems Integrator follow the format and instructions contained herein:

- 1) Prospective Systems Integrators seeking to be a qualified Prospective Systems Integrator **must** answer each question in Appendix C with a "Yes" or "No" response.
- 2) Separate Questionnaire supporting documentation **must** be submitted for each "Yes" response of an Appendix C question. The Prospective Systems Integrator's **must** complete the template provided in Appendix D for each project that they reference in their response. A Narrative about each referenced project should be submitted. Narratives must be no more than 2 pages in length with font & margin limitations as set forth in Appendix D.
- 3) No more than 3 projects per Appendix C question may be submitted, so PSIs are limited to a maximum of 3 completed templates and 3 separate 2-page Narratives per question.
- 4) Questionnaire supporting documentation should, as appropriate, provide summary description of the referenced project; the PSI's experience/responsibilities on the project; how the criteria required by the question is met (or exceeded); and, the relevance of the PSI's experience to SRTA's tolling systems integration services needs and the I-85 Express Lanes and Back Office Conversion Project. References to specific technologies involved, approach and methods employed, timeframes to achieve results, and other representative information demonstrating the Prospective Systems Integrator's qualifications are also helpful. **However, the specific content and decision of what to include within the 2 page limit is up to the Prospective Systems Integrator.**
- 5) Prospective Systems Integrators are encouraged to review Appendix F to obtain an overview of the I-85 Express Lanes and Back Office Conversion Project to provide context for their responses and an understanding of SRTA's needs.

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**Appendix C  
Prospective Systems Integrator Statement Questionnaire**

Weighting	Question	PSI Response
<b>40%</b>	<p><b>1a.</b> Has the PSI <i>been the Prime Contractor</i> on at least one (1) ORT project within the past four (4) years that is open to traffic and where at least one of the following components <u>has been implemented</u>:</p> <ul style="list-style-type: none"> <li>(i) Variable Dynamic Toll Pricing</li> <li>(ii) cashless HOT lanes, and/or</li> <li>(iii) ALPR processing used to identify vehicles using license plate data?</li> </ul> <p><b>OR OR</b></p> <p><b>1b.</b> Has the PSI <i>been a Subcontractor</i> on at least one (1) ORT or vehicle fee project within the past four (4) years that is open to traffic, where the PSI was responsible for at least one of the following:</p> <ul style="list-style-type: none"> <li>(i) Providing Back Office System contractor services (i.e. providing Back Office System Hardware &amp; Software maintenance) for a cashless HOT lane project; and/or,</li> <li>(ii) Installation and maintenance of an ALPR processing system?</li> </ul> <p>Note: In order to be considered for pre-qualification you must be able to answer "Yes" to either 1a. OR 1b. In the column to the right, please state your response, as well as which question (1a or 1b) your response is for.</p> <p>Please provide at least one, but no more than 3 different project examples. Experience on projects that include multiple components are likely to score higher, than projects that included fewer or only one of the above components.</p>	
<b>10%</b>	<p><b>2.</b> Is the PSI currently providing Back Office System contractor services (i.e. providing Back Office System Hardware &amp; Software maintenance) on at least one (1) toll collection project that is open to traffic?</p> <p>Note: Please provide at least one, but no more than 3 different project examples.</p>	
<b>25%</b>	<p><b>3.</b> Does the PSI have experience integrating Road Side Toll System and/or external peripheral systems (i.e. DMV databases, enterprise financial or general ledger systems, etc.) into a Back Office System, where the Back Office System was provided by a vendor other than the provider of the Road Side Toll System or other peripherals?</p> <p>Note: Please provide at least one, but no more than 3 different project</p>	

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Weighting		Question	PSI Response
		examples.	
<b>25%</b>	<b>4.</b>	<p>Does the PSI possess in-house project management experience working with multiple vendors on at least one (1) ORT project?</p> <p>Note: Please provide at least one, but no more than 3 different project examples.</p>	

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**Appendix D  
Questionnaire Supporting Information Template**

<b>QUESTION # _____</b>	
<b>Referenced Project Information</b>	
Project Title and Location	
Name and address of the client	
Contact of the client: <ul style="list-style-type: none"> <li>▪ Telephone number</li> <li>▪ E-mail (if available)</li> </ul>	
Contract Information: <ul style="list-style-type: none"> <li>▪ Names of Contracting Parties</li> <li>▪ Term of contract</li> <li>▪ Contract/Project Begin and End Dates</li> </ul>	
Role of PSI in Project (Prime, key sub, other)	
Brief Bullet Point Listing of Scope of Services provided by PSI:	
<p><b>Narrative (two page limit - 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:</b></p> <ul style="list-style-type: none"> <li>• <b>Summary description of the Project</b></li> <li>• <b>PSI's experience on Project</b></li> <li>• <b>How the criteria required by the question is met (or exceeded); and,</b></li> <li>• <b>Relevance of the PSI's experience to SRTA's tolling systems integration service needs and the I-85 Express Lanes and Back Office Conversion Project</b></li> </ul>	

COMPLETE THE ABOVE TEMPLATE AND PROVIDE NO MORE THAN A 2-PAGE NARRATIVE FOR EACH PROJECT THAT YOU REFERENCE IN REPSONSE TO THE QUESTIONS SET FORTH IN APPENDIX C. REMEMBER YOU ARE LIMITED TO MAXIMUM OF 3 DIFFERENT PROJECTS PER QUESTION, SO YOU CAN SUBMIT A MAXIMUM OF 3 COMPLETED TEMPLATES AND 3 SEPARATE 2-PAGE NARRATIVES PER QUESTION.

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**Appendix E  
Prospective Systems Integrator Statement Submission Instructions**

Content and Format for Prospective Systems Integrator Statements

- **Prospective Systems Integrators responses are comprised of the following:**
  - **Completed Prospective Systems Integrator Questionnaire – Appendix C –** *[completed with the Prospective Systems Integrator's "Yes" or "No" Responses should be submitted by the Prospective Systems Integrator Statements Due Date set forth in Appendix A]*
  - **Completed Questionnaire Supporting Information – Appendix D –** *[must be completed for each "Yes" response to the questions in Appendix C and submitted by the Prospective Systems Integrator Statements Due Date set forth in Appendix A]*
- For the paper submission, all responses must be placed in a binder, page numbered, and each page should contain the Prospective Systems Integrator's name. Each section of the Prospective Systems Integrator Statement must be clearly identified. For the CD submission, each section of the Prospective Systems Integrator Statement must be clearly identified.
- All response packages should be marked **"Response to Tolling Systems Integrator/I-85 Express Lanes and Back Office Conversion Project, RFQC No. 927-10-00002"** and include all requested information.
- Prospective Systems Integrators shall submit one original and nine (9) paper copies with all required signatures, and one electronic copy on a CD of their response Statements. All responses should be submitted to the Contracting Officer on or before the Prospective Systems Integrator Statements Due Date set forth in Appendix A.
- Submit all Prospective Systems Integrator Statements **by 4:00 p.m. Local Time (Atlanta)** to:

State Road and Tollway Authority  
Attn: Barbara Harris Chappel, Contracting Officer  
101 Marietta Street, Suite 2500  
Atlanta, GA 30303

**Appendix F  
I-85 Express Lanes and Back Office Conversion Project Description**

## **Project Description**

The I-85 Express Lanes Project includes the following major components to be supplied by the Contractor:

- Lane equipment (with the exception of the ETC reader subsystem), software and related equipment for 37 Gantry locations serving the northbound and southbound lanes of the I-85 Express Lanes Corridor;
- Back Office hardware, software and related equipment to support a full range of transaction processing and CSC and VPC functionality;
- Hardware, software and communications to support a remote CSC/VPC;
- PeachPass website and associated e-mail system to service PeachPass customers;
- MOMS;
- TIMS;
- Mobile Enforcement Vehicle systems equipment, support and interface;
- IVR System integrated with SRTA's phone system;
- CCTV equipment to monitor the status of the CMS display;
- Back Office Hosting including both the primary and backup locations;
- Full complement of operational, management, audit and reconciliation, and financial reports;
- External interfaces including, but not limited to, the DOR, TMC, banks and clearing facilities and the Georgia court system;
- Integration with the GA 400 toll plaza, SRTA GL & financial application and the CMS;
- Migration planning, testing and support for the existing Cruise Card accounts;
- Hardware and software maintenance support to meet performance requirements
- Onsite systems and database support during the entire period of the Agreement as required to meet the performance requirements and service level requirements to be specified in RFP;
- Test lane(s) and other test facilities as needed to verify that all aspects of the System perform in accordance with the requirements defined in the RFP's Scope of Work; and
- Project management, installation, test services.

SRTA will furnish the following:

- Design, construction, commissioning and testing of the Gantries;
- Signage and road striping;

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- Procurement of the transponders, reader subsystems and portable readers (either ISO 18000 6C or 5.9 GHz depending on SRTA's bid award under SRTA ITB # 927-10-00001 - Electronic Tolling Transponders, Reader Subsystems and Support Services);
- Procurement, installation and testing of the CMS; and
- Provision of fiber and power (including battery backup) to the roadside.

### HOT Lane Concept

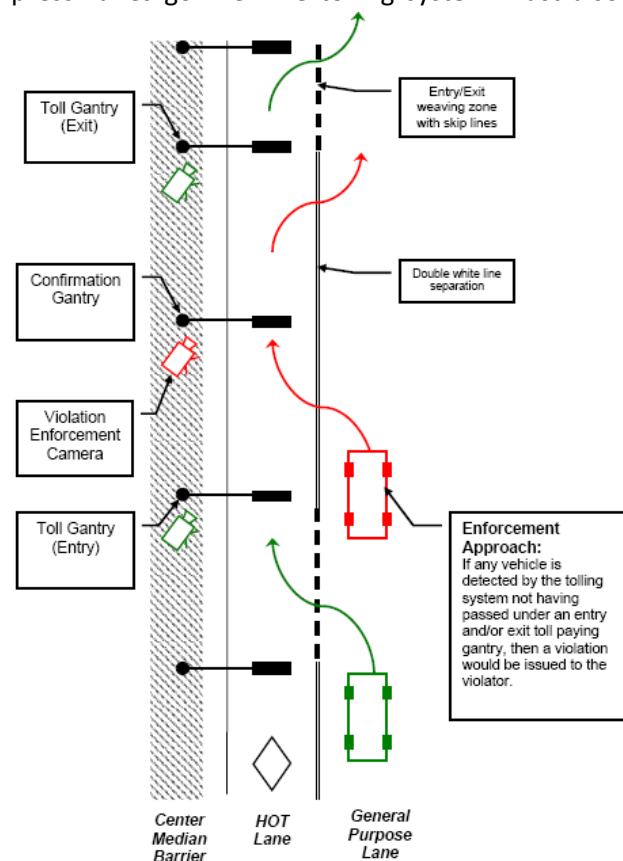
HOT Lanes in the Atlanta region will allow registered qualified toll exempt vehicles to ride in the High Occupancy Vehicle (HOV) lanes for free while other registered PeachPass equipped vehicles will be charged a toll to use the lane. The fee (or toll amount) will change on a regular interval based on the number of vehicles in both the HOT Lanes and the adjacent general purpose lanes in order to keep the HOT Lane traffic free-flowing and provide reliable travel times for commuters. Transit, vanpools, and other eligible vehicles (i.e. carpoolers, motorcycles, AFV and emergency vehicles) will receive the benefits of reliable Free-Flow conditions, but will not be required to pay a toll.

During the initial deployment, all vehicles that use the HOT Lanes must have a PeachPass transponder registered to a PeachPass account. The Toll Collection System must be designed to support a Register-by-Plate function for infrequent local users. However, the Register-by-Plate option will be introduced as a secondary product sometime after the I-85 Express Lanes go live. The tolling system must also be designed to support multiple HOT Lane Corridors within the Atlanta metropolitan area.

### Gantry Controlled Access (GCA)

Effective enforcement is required to ensure compliance with the double white line pavement markings that separate the HOT Lanes from the adjacent general purpose lanes. The double white lines are intended to signal to motorists when it is safe and proper to enter or exit the HOT Lanes at designated locations. Crossing the double white lines to enter HOT Lanes at locations other than designated entry and exit points is a Toll Facility Infraction. Designated points of permissible ingress and egress are marked by dashed double white lines.

The *Gantry Controlled Access - Electronic Barrier and Enforcement System and Method*, patent pending, US Patent Application #12/170322, has been developed to directly eliminate the need for any physical barrier while also



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enhancing the enforcement of the HOT Lanes. This “invisible barrier” approach will use a network of Gantries and violation enforcement cameras along the Corridor.

The toll gantry network is comprised of Gantries located strategically between the entry/exit points to the HOT Lane Corridor. If any vehicle is detected by the Back Office transaction processing algorithm as not having entered or exited the HOT Lane properly, then it will enter the violations process.

### **In-Lane Violation Processing**

Mobile, on-board systems will be installed in enforcement vehicles for the I-85 Express Lanes Project. These on-board system(s) will consist of either on-board ALPR camera systems, on-board mobile transponder readers, or some combination thereof; and appropriate interface hardware and software to allow the system to be integrated with the vehicle’s existing on-board systems, and other enforcement and tolling systems.

### **ETC (RFID) Equipment**

SRTA will procure the transponders and reader subsystems for the Project. This equipment will be of an open standard (either ISO-18000 6C or 5.9 GHz at SRTA’s discretion). The Contractor will be responsible for installing, integrating, tuning and maintaining the readers, antennas and ancillary equipment in order to meet performance standards as defined in the RFP.

### **Congestion Pricing Strategy**

Dynamic pricing will be utilized with toll rates recalculated and redisplayed on the CMS 24 hours a day. Measured vehicle congestion of all thru lanes of a Toll Section (not only the HOT Lane) will be used as the basis of that Toll Section's congestion calculation.

The Toll Schedule in use at the time a vehicle enters any portion of the HOT Lane will be used to calculate the toll due for each section travelled by the vehicle in a single direction from initial entry to the first authorized exit, for that particular HOT Lane Corridor (the initial HOT Lane Project consists of two (2) Corridors: one being southbound and the other northbound).

Tolls charged for use of the HOT Lanes will vary dynamically over a set period of time, as yet to be determined, in order to control the number of vehicles in the HOT Lane for the customers’ *travel time reliability*.

**Appendix G  
Terms and Definitions**

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

**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 all 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:** The hardware and software system(s) that supports, manages and processes 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 HOT 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 HOT CMS displays.

**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 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.

**Electronic Toll Collection (ETC):** A system of integrated devices and components that perform the automated recording and reporting of vehicle transactions through electronic media in a toll revenue collection system.

**Gantry:** A structure positioned over the roadway where ETC 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.

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**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.

**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.

**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 HOT Lane and Back Office equipment.

**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.

**PeachPass:** SRTA's proposed 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 PeachPass identifier for all SRTA-issued transponders and associated accounts. SRTA may phase out or change branding again at any time in the future.

**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.

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**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.*

**Toll Facility:** A roadway, or HOT Lane within a roadway, for which travelers who are not toll-exempt pay a specified fee for usage.

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

**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.

**Variable Dynamic Toll Pricing:** Tolls that vary in "near-time" in response to changing congestion levels in traffic on the facility. Variable dynamic pricing is a key characteristic of toll pricing, allowing for prices that change or fluctuate due to different variables, conditions, and situations.

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

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