E-ZPass Transponder (TDM & 6C) Request for Proposals (RFP)
Solicitation Number 2019-IAGPA-0001

Addendum No. 3

April 11, 2019

Prospective Responders:

Addendum 3, Item A: You are hereby notified that Questions and Responses submitted by the March 28, 2019 deadline, are available herein.

#	RFP Part	RFP Page	RFP Section	Section Title	Proposer Questions Submitted by March 28, 2019 Cutoff	IAG Participating Members' Response
1	1	1	1.2.1	Scope of Services	Please confirm that the language "*Such Vendors will be in addition to the Transponder Vendor presently under contract with IAG"* was not meant to preclude the current vendor form bidding and that the current vendor is eligible to submit a bid.	This language is not intended to preclude the current vendor from bidding on this procurement.
2	3	5	1.4	Transponder Physical/Environmental	Items 149 and 150 refer to *"Performance* degradation" whereas the term "Performance" is not defined. The performance of a transponder is likely to change over the parameters listed in items 149 and 150 in which case it performance in one condition may be less, i.e. degraded, relative to the performance under another condition. Please confirm that the intent is that performance under any combination of conditions shall not be less that the performance requirements of the RFP or those guaranteed by the Vendor.	Performance referred to in these requirements is as defined in "Transponder Performance Requirements, section 1.5" and are not those guaranteed by the vendor. Transponders shall meet these RFP defined performance requirements under the conditions identified in 149 and 150 whether occurring individually or in combination.
3	3	8	1.4	Transponder Physical/Environmental	a) Similar to the above question related to item2 149 and 150, item 153 refer to transponders being designed such that "… external conditions as listed above do not affect performance." whereas external conditions may have an effect. Please confirm that the intent is that performance under any combination of conditions shall not be less that the performance requirements of the RFP or those guaranteed by the Vendor.	Performance referred to in these requirements is as defined in "Transponder Performance Requirements, section 1.5" and are not those guaranteed by the vendor. Transponders shall be designed such that they meet these RFP defined performance requirements under the conditions identified in 149 and 150 whether occurring individually or in combination.
4	3	10	1.8	Equipment Certification	Item 175 requires that transponders comply to FCC's Part 15 requirements. Please confirm that such compliance is not required when the transponders operate under a license according to another FCC Part.	Any transponder(s) proposed in response to this procurement shall meet Canadian and US regulatory requirements governing the operation of unlicensed RF devices, e.g. in the US that would fall under FCC Part 15.

#	RFP Part	RFP Page	RFP Section	Section Title	Proposer Questions Submitted by March 28, 2019 Cutoff	IAG Participating Members' Response
5	3	9	1.6 Req 163	Feedback Transponder Warranty	The warranty for the Feedback transponder is listed as 10 years, which is longer than the feedback Transponder warranty in the current E-ZPass ETC Technology Contract. Please confirm that the warranty of feedback transponders should be 7.5 years to align both contracts.	Previously addressed – see Addendum 2, Question 10.
6	3	8	1.4	Transponder Physical/Environmental	*"Transponders shall withstand any damage or corruption of data when subjected to an electrostatic discharge of up to at least 50,000 volts or any greater levels attributable to normal handling by an IAG Participating Member or its customers".* This is higher than requirements of ISO, ANSI and SAE and extremely difficult to safely test. The standards of the existing E-ZPass ETC Technology contract are electrostatic discharge of up to 15,000 volts (air discharge) or 8,000 volts (contact discharge). Please confirm that the 15,000 / 8,000 volts are the proper metrics.	Previously addressed– see Addendum 2, Question 9.
7	3	38	5.2	Performance Test Cases	The testing as described in this section goes to speeds of only 60 MPH, though the performance requirement is 100 mph. Testing at 60 mph cannot provide confidence of the performance up to the required 100 MPH speeds. Can you provide a standard approach to prove out to the desired confidence level the performance at 100mph?	The IAGPM has revised several of test cases in section 5.2, changing from 60-mph to 85-mph. Although the IAGPM test cases do not include a test case at 100-mph, the proposer shall submit data that validates their claim that the proposed device(s) will perform at the 100-mph as required in the RFP.
8	1	12	Appendix B	Transponder Volumes	Please confirm as stated at the Bidders Conference that the transponder volumes listed in Appendix B are non-binding estimates and that this procurement does not guarantee any transponder volumes	Yes, confirmed.
9	5	36	Article 1.36	Default	The cure period in Article 1.36 is stated at 10 days. Some issues cannot be adequately cured within that timeframe. Will the IAG consider raising the cure period to thirty (30) days to insure and adequate timeframe to cure any necessary event	The cure period remains as currently stated in the RFP.

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10	5	-	-	Most Favored Client	The current E-ZPass ETC Technology Contract has a Most Favored Client article. This article has served the IAG Member Agencies well by ensuring that they received the lowest price for the technology they are procuring. Do the IAG Participating Agencies desire this same type of price protection to ensure they get the best pricing that vendor offers	This article is not included in the RFP.
11.	Appendix B	12	6C Transponders	6C Transponders	Does this table reflect the estimated annual quantity for a single member of the IAG or the IAG as a whole.	This table reflects the total for IAG Participating Members.
12.	3	22	3.2	3.2 Transponder Functional Requirements	Requirement 329 states "Transponder shall be fully compatible with E-ZPass systems (current and legacy readers)" Are all current and legacy readers capable of reading 6C transponders?	Requirement 329 applies only to transponders which support the Time Division Multiplexing (TDM) protocol.
13.	3	27	3.8.1	3.8.1 IAG Equipment Certification	Requirement 364 states "If any of the proposed Transponders have not previously been approved for use by IAG, Proposer shall complete Validation Testing per Part 3: Technical Requirements, Section 5 Validation Testing. If the proposed Transponders are already in widespread use and proven at other toll facilities, would the IAG waive this testing requirement?	Identifying that transponders are in widespread use will not satisfy the requirements of the Validation Testing. However, the vendor may provide test data for consideration by the IAG, provided those data demonstrate conformance under each of the test cases defined in Section 5.2 at the required volumes. The IAG will consider such data and rule on whether the data is sufficient to uphold the proposers claim that the transponders meet the Validation Testing requirements of the RFP.

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14.	3	28 & 29	3.9.2	3.9.2 Retail Transponder Packaging	Do requirements 370, 371 and 372 apply to only the hardcase switchable interior transponders, or do these requirements also apply to the interior sticker and exterior headlamp sticker transponders?	As per 3.9.2 introduction text, these requirements apply to all interior transponders.
15.	3	35	4.4	4.4 Support Devices – Warranty & Maintenance	Requirement 442 states "Vendor shall provide on-call remote and on-site Maintenance Support Services and other technical support for delivered Handheld Readers, Transponder Programmers, and Transponder Testers throughout the Warranty Period." Please explain what is meant by "on-site Maintenance Support Services"?	The proposer needs to provide for the dispatch of maintenance personnel to the site where these units are installed to provide field repair services on an on-call basis.
16.					When and what quantities are being requested for delivery? this year or 2020?	Refer to Part 1: Section 1.2.3 of the RFP and Part 1: Administrative, Appendix B
17.					Is certification needed to prove compliance of an IAG-compatible transponder? If so, what certification, if any, must be shown?	Refer to Part 3: Section 5 for Validation Testing Requirements
18.					Can the Agency help vendors who are willing to develop IAG-compatible transponders by providing the necessary equipment — or access to the necessary equipment (Reader, software, documents, etc.) — for proper development? For example, a non-incumbent vendor may have hardware suitable for offering an IAG-compatible TDM internal transponder but needs to develop new software to assure compliance with the IAG protocol. To do that, the vendor would need Agency support to provide the necessary equipment for proper development. This may suit IAG interests in having more vendors compete.	No, it is the responsibility of the vendor to obtain the necessary equipment, if required.

Addendum 3, Item B: You are hereby notified of changes to the following information regarding the referenced RFP:

- Part 0: Overall Table of Contents
- Part 1: Administrative
- Part 3: Technical Requirements

All other terms, conditions and requirements of the original RFP dated February 28, 2019 remain unchanged unless modified by this addendum, or previous addenda to this RFP.

Description of revisions:

Part 0: Overall Table of Contents

Revisions

1. Cover Page, Release Version and Date – Edits as follows:

Issued:
Release Version ~~3.0~~ 4.0
~~March 28, 2019~~April 11, 2019

Part 1: Administrative

Revisions

1. Section 1, Notice of Request for Proposals, page 1 (page 6 of 513 in the RFP Release r4 PDF file), Release Version and Date – Edits as follows:

TITLE:	E-ZPass Transponder (TDM & 6C) Request for Proposals
ISSUED:	Release Version ~~3.0, March 28, 2019~~4.0, April 11, 2019

Part 3: Technical Requirements

Revisions

1. Validation Testing, Section 5.2 Performance Test Cases, page 38 - 39 (page 75 - 76 of 513 in the RFP Release r4 PDF file) – Edits as follows:

Plaza Test Cases	Passes	Cum Passes
Test Case 1003 – Gated Three Vehicle	125	125
Test Case 1006 – 5 MPH Three Vehicle	250	375
Test Case 1015 – 30 MPH Three Vehicle	250	625
Test Case 1017 – Gated Three Vehicle Simultaneous – Order A	250	875
Test Case 1018 – Gated Three Vehicle Simultaneous – Order B	125	1000
Test Case 1020 – 5 MPH Three Vehicle Simultaneous	250	1250
Test Case 1026 – 30 MPH Three Vehicle Simultaneous	250	1500
Test Case 1041 – Three Vehicle Low Speed Acceleration	250	1750
Test Case 1044 – Three Vehicle Deceleration	250	2000
Test Case 1045 – Passing	250	2250
Test Case 1046 – Braking/Acceleration	250	2500
Test Case 1047 – Simulated Manual Interaction	250	2750

ORT Test Cases

Test Case 2002 – Stop and Go Four Vehicle	125	2875
Test Case 2007 – 10 MPH Four Vehicle	250	3125
Test Case 2016 – 30 MPH Three Vehicle	250	3375
Test Case 2021 – ~~60~~ 85 MPH Two Vehicle – Order A	125	3500
Test Case 2022 – ~~60~~ 85 MPH Two Vehicle – Order B	250	3750
Test Case 2024 – Straddle Lane Three Vehicle Stop and Go	250	4000
Test Case 2025 – Stop and Go Four Vehicle	250	4250
Test Case 2028 – Straddle Lane Four Vehicle 10 MPH	250	4500
Test Case 2036 – Straddle Lane Three Vehicle ~~60~~ 85 MPH	250	4750
Test Case 2037 – Stop and Go Lane 3 Only	250	5000
Test Case 2048 – Mixed Lane Stop and Go	125	5125
Test Case 2049 – Mixed Lane 10 MPH	250	5375
Test Case 2051 – Mixed Lane 30 MPH	125	5500
Test Case 2053 – Mixed Lane 60 MPH	125	5625
Test Case 2054 – Stop and Go Side-By-Side	250	5875
Test Case 2055 – 10 MPH Side-By-Side	250	6125
Test Case 2057 – 30 MPH Side-By-Side	250	6375
Test Case 2059 – 60 MPH Side-By-Side	250	6625
Test Case 2061 – 10 MPH Four Vehicle Simultaneous	250	6875
Test Case 2065 – 30 MPH Four Vehicle Simultaneous	250	7125
Test Case 2068 – Two Vehicle Low Speed Acceleration	250	7375
Test Case 2069 – Two Vehicle Medium Speed Acceleration	250	7625
Test Case 2070 – Two Vehicle Medium Speed Deceleration	250	7875
Test Case 2071 – Two Vehicle Passing	250	8125
Test Case 2072 – Braking/Acceleration	250	8375

Test Case 2073 – Stopped Vehicle in Lane	250	8625
Test Case 2074 – Changing Lanes Two Vehicles 10 MPH	250	8875
Test Case 2076 – Changing Lanes Two Vehicles 30 MPH	250	9125
Test Case 2078 – Changing Lanes Two Vehicles 60 MPH	250	9375

MTA Test Cases

MTA01 – Reversible Stop N Go	250	9625
MTA02 – Reversible Stop N Go	250	9875
MTA03 – Exclusion Stop and go	250	10125
MTA04 – Exclusion Flowing (30 MPH)	250	10375
MTA05 – Live performance testing (coordinate with MTA)	250	10625

Special Vehicle Plaza Test Cases

Test Case 1003 – Gated Three Vehicle	125	10750
Test Case 1018 – Gated Three Vehicle Simultaneous – Order B	125	10875

Special Vehicle ORT Test Cases

Test Case 2002 – Stop and Go Four Vehicle	125	11000
Test Case 2021 – 60 MPH Two Vehicle – Order A	125	11125
Test Case 2048 – Mixed Lane Stop and Go	125	11250
Test Case 2051 – Mixed Lane 30 MPH	125	11375
Test Case 2053 – Mixed Lane 60 MPH	125	11500

2. 6C Transponder Functional Requirements, Section 3.2 Transponder Functional Requirements, page 22 (page 452 of 513 in the RFP Release r4 PDF file) – Edits as follows:

329.	Transponders that support the TDM protocol shall be fully compatible with E-ZPass systems (current and legacy readers).