

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

**Addendum No. 2**

March 28, 2019

**Prospective Responders:**

**Addendum 2, Item A: You are hereby notified that Questions and Responses submitted during the Pre-Proposal Conference, held on March 21, 2019, are available herein.**

#	RFP Part	RFP Page	RFP Section	Section Title	Proposer Questions During Pre-Proposal Conference	IAG Participating Members' Response
1.	n/a	n/a	n/a	n/a	For questions that are asked and answered during today's discussion, must they be resubmitted in writing?	No, questions asked during this Pre-Proposal Conference do not have to be resubmitted in writing, unless expressly requested to do so. IAG Participating Members will document all questions asked today, but if it does not appear that the question is documented as intended, please let us know. IAG Participating Members will try to provide responses to these questions by early next week, but no later than April 11 <sup>th</sup> , in accordance with the schedule.
2.	3	20	3.1.2 #311 & 313	Interior, Windshield-Mounted, Switchable, Hard-Case 6C Transponders	Is the IAG 6C interior windshield mounted switchable hard-case transponder a 2-position switch or 3-position switch?	<p>IAG Participating Members requires that switchable transponders (TDM and 6C) support at least two statuses. Transponders that support more than two statuses will be acceptable.</p> <p>Technical Requirements #117 &amp; #119 (TDM) and #311 &amp; #313 (6C) have been updated for clarity. The requirements are revised as follows:</p> <p>"The Interior Switchable Hard-Case 6C Transponder shall include a switch that allows the driver to select a supported status indication."</p> <p>"The Interior Switchable Transponder shall support two statuses: low (typically single) occupancy vehicle and high occupancy vehicle (HOV).</p> <p>Transponders providing capability for more than two statuses are acceptable. Functionality of such a transponder if a status unused by the IAG Participating Members is selected shall be confirmed with the IAG Participating Members."</p>
		2	1.1.3 #117 & 119	Interior, Windshield-Mounted, Hard-Case, Switchable TDM Transponders		
3.	3	20	3.1 #301	6C Transponder Models	Regarding the IAG 6C exterior motorcycle and external truck headlamp stickers, these are typically a single tag, so why are these broken out separately?	These were listed separately in the event a vendor has a subtle difference between the two. It is acceptable to propose the same transponder model for both.

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4.	1	1	1.2.1	Nature of Contract	<p>Questions regarding the Procurement Approach:</p> <p>a) There are nine (9) different transponder types, so you could have up to nine (9) resulting contracts?</p> <p>b) The third bullet states "For any transponder type/model awarded to a Proposer, Proposer will execute separate, but substantially identical contracts with each Participating Member." Does this mean for every tag type the contract will be substantially identical?</p> <p>c) Would a TDM contract be essentially identical to a 6C contract?</p> <p>d) So the commercial terms would be substantially identical?</p> <p>e) Question from Stan Ozalis to Dan Toohey: Is there a concern that the terms would/would not be the same? Answer from Dan Toohey: No, we would hope they would be the same.</p>	<p>There was discussion of each of these questions during the meeting. A consolidated response follows.</p> <p>RFP Part 1 Section 1.2.1 states:</p> <p>"IAG Participating Members will determine a successful Proposer in regard to each type (i.e. TDM or 6C) and model (e.g. interior switchable, etc.) of Transponder requested, as defined specifically in Section 1.2.2 Transponder Types Requested. A Proposer that is successful in this RFP process will execute separate, but substantially identical contracts with each IAG Participating Member. Each contract will include the IAG Participating Members' general Terms &amp; Conditions (Part 5: Terms &amp; Conditions) and the applicable IAG Participating Member's specific Terms &amp; Conditions (Part 5: Terms &amp; Conditions, Appendix A)."</p> <p>To clarify, "A Proposer that is successful in this RFP process" means a Proposer that is successful for one or more individual transponder models of either type. Thus, a successful proposer's contract with each IAG Participating Member would include each transponder model that was awarded to the Proposer (and all technical requirements pertinent to each transponder type/model included).</p>
5.	4	2	3	Proposal Contents	<p>For the Proposal Content, a physical sample of each transponder type/model proposed must be submitted. Does the physical samples need to be programmed, and if so, how would you like it programmed or would you want a blank transponder?</p>	<p>The intent is just to see the physical nature of the device; the Transponder will not be read or written to.</p>
6	5	n/a	n/a	Terms & Conditions	<p>Regarding Terms &amp; Conditions, is everything, either general or specific, included in the document?</p>	<p>RFP Part 5 contains all the general and IAG Participating Member specific Terms and Conditions applicable as of the RFP release.</p>

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7	3	36	5.1	Test Site Requirements	Clarification. Is it mandatory to use the PTC Harrisburg site for Plaza Validation Testing?	It is desirable to use the PTC site as it is known to replicate the typical E-ZPass Plaza environment well. However, a Proposer may utilize an alternate site having the same characteristics as the PTC site with the approval of the IAG Participating Members.
8	3	5	1.4.1 #149	Operating Environment	The Technical Requirements mandate performance at vehicle speed up to 100mph; however, the Validation Test scenarios only test to 60mph. Please explain?	A response to this question is not ready at this time. The response will be included with the final response to all RFP questions scheduled for release on Apr 11.
	3	23	3.4.1 #340	Operating Environment		
	3	38	5.2	Performance Test Cases		
9	3	7	1.4.3 #158	Other	In Section 1.4, the electrostatic discharge (ESD) requirement of 50,000 volts is above the ISO standard. This requirement was in the original IAG RFP and was modified. Is the intent to be 50,000 volts (if so, it cannot be tested as ESD is tested today)?	Technical Requirements #158 (TDM) and #350 (6C) are revised as follows:  "Transponders shall withstand any damage or corruption of data when subjected to an electrostatic discharge of up to 15,000 Volts (air discharge) or 8,000 Volts (contact discharge) attributable to normal handling by an IAG Participating Member or its customers."
	3	25	3.4.3 #350	Other		
10	3	9	1.6 #163	Transponder Warranty	Regarding the warranty for the TDM feedback transponders, the current IAG and NCTA contracts require a 7.5-year warranty, but the RFP requires a 10-year warranty. Was it intended to be a 10-year warranty, or the same warranty as required today?	Technical Requirement #163 (TDM) is revised as follows:  "Vendor shall provide replacement Transponders (or at IAG Participating Member option, a credit at the price currently in effect for new purchase) for any Transponder not functioning for any reason for ten (10) years (except that for the feedback Transponder and the switchable Transponder the period shall be 7.5 years), with the ten (10) years (or 7.5 years in the case of the feedback Transponder or the switchable Transponder) beginning the date the Transponder is delivered to the IAG Participating Member's designated delivery location. The warranty period for the replacement Transponder shall be for the time remaining in the ten (10) year (or 7.5 year for the feedback Transponder or the switchable Transponder) warranty period for the replaced defective Transponder."

**Addendum 2, 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
- Part 4: Proposal Contents and Submission Format

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:

	<p><b>Issued:</b>                  Release Version <del>2.03.0</del>  <del>March 18, 2018</del><u>March 28, 2019</u></p>	
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**Part 1: Administrative**

**Revisions**

1. Section 1, Notice of Request for Proposals, page 1 (page 6 of 513 in the RFP Release r3 PDF file), Release Version and Date – Edits as follows:

**TITLE:** E-ZPass Transponder (TDM & 6C) Request for Proposals

**ISSUED:** Release Version ~~2.0, March 18, 2019~~3.0, March 28, 2019

**Part 3: Technical Requirements**

**Revisions**

1. TDM Switchable Transponders, Section 1.1.3 Interior, Windshield-Mounted, Hard-Case, Switchable TDM Transponders, page 2 (page 39 of 513 in the RFP Release r3 PDF file) – Edits as follows:

117.	The Interior Switchable Transponder shall include a switch that <del>when toggled causes</del> <u>allows the driver to select a the Transponder to switch between</u> supported status indications.
119.	The Interior Switchable Transponder shall support two statuses: low (typically single) occupancy vehicle and high occupancy vehicle (HOV). <u>Transponders providing capability for more than two statuses are acceptable. Functionality of such a transponder if a status unused by the IAG Participating Members is selected shall be confirmed with the IAG Participating Members.</u>

2. 6C Switchable Transponders, Section 3.1.2 Interior, Windshield-Mounted, Hard-Case, Switchable 6C Transponders, page 20 - 21 (pages 57-58 of 513 in the RFP Release r3 PDF file) – Edits as follows:

311.	The Interior Switchable Hard-Case 6C Transponder shall include a switch that <del>when toggled causes the Transponder to switch between</del> <u>allows the driver to select a</u> supported status indications.
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313.	The Interior Switchable Transponder shall support two statuses: low (typically single) occupancy vehicle and high occupancy vehicle (HOV). <u>Transponders providing capability for more than two statuses are acceptable. Functionality of such a transponder if a status unused by the IAG Participating Members is selected shall be confirmed with the IAG Participating Members.</u>
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3. TDM Electrostatic Discharge, Section 1.4.3 Other, page 8 (page 45 of 513 in the RFP Release r3 PDF file) – Edits as follows:

158.	Transponders shall withstand any damage or corruption of data when subjected to an electrostatic discharge of up to <del>at least 50,000 volts or any greater levels</del> <u>15,000 Volts (air discharge) or 8,000 Volts (contact discharge)</u> attributable to normal handling by an IAG Participating Member or its customers.
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4. 6C Electrostatic Discharge, Section 3.4.3 Other, page 26 (page 63 of 513 in the RFP Release r3 PDF file) – Edits as follows:

350.	Transponders shall withstand any damage or corruption of data when subjected to an electrostatic discharge of up to <del>at least 50,000 volts or any greater levels</del> <u>15,000 Volts (air discharge) or 8,000 Volts (contact discharge)</u> attributable to normal handling by an IAG Participating Member or its customers.
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5. Feedback and Switchable Transponder Warranties, Section 1.6 Transponder Warranty, page 9 (page 46 of 513 in the RFP Release r3 PDF file) – Edits as follows:

163.	Vendor shall provide replacement Transponders (or at IAG Participating Member option, a credit at the price currently in effect for new purchase) for any Transponder not functioning for any reason for ten (10) years (except that for the <u>feedback Transponder and the</u> switchable Transponder the period shall be 7.5 years), with the ten (10) years (or 7.5 years in the case of the <u>feedback Transponder and the</u> switchable Transponder) beginning the date the Transponder is delivered to the IAG Participating Member’s designated delivery location. The warranty period for the replacement Transponder shall be for the time remaining in the ten (10) year (or 7.5 year for <u>feedback Transponder and the</u> switchable Transponder) warranty period for the replaced defective Transponder.  Refer to Part 5: Terms and Conditions, Article 1.8 Warranties.
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## Part 4: Proposal Contents and Submission Format

### Revisions

1. Price Submission, Section 3 Proposal Contents, page 2 (page 91 of 513 in the RFP Release r3 PDF file) – Edits as follows:

**Price Submission** (in a separate, sealed envelope)

9. Cover Letter
10. Pricing Forms; ~~in a separate, sealed envelope~~

2. Price Submission header, Section 3.2 Price Submission, page 4 (page 93 of 513 in the RFP Release r3 PDF file) – Edits as follows:

3.2 Price Submission (in a separate, sealed envelope)