

**Statewide Toll Integration and Maintenance Draft RFP  
December 22nd Advertised RFP Comment Log**

<b>No.</b>	<b>Volume #</b>	<b>Section</b>	<b>Comment</b>	<b>Response</b>
1	Vol 1-ITP	2.1	Is the compliance matrix exempt from the page count?	Yes - the Technical Provisions Compliance Matrix will not count toward the page count limit.
2	Vol 1-ITP	3.0	Is the compliance matrix to be included as Section 6 of Volume 2 or is there another place in the technical proposal that TxDOT would like it placed?	See section 2.1.2 of Volume 1 of the RFP, "Volume II shall contain the Proposer's Technical Proposal, together with a Technical Provisions Compliance Matrix, in the form attached hereto as Attachment B, completed by the Proposer."
3	Vol 1-ITP	4	What weight does the compliance matrix carry in the evaluation process?	The compliance matrix will be reviewed for responsiveness generally. Furthermore, Volume I of the RFP will be revised by addendum to indicate that responses in column (2) will be evaluated on a pass/fail basis and that a new sub-factor will be added to Section 4.3(ii) of the ITP to take into account responses in specified line items of column (3) of the matrix.
4	Vol 1-ITP	1.10.5	This section and Volume 3 speak to DBE requirements on a Segment basis. Are there any DBE goals or requirements for the ongoing maintenance or future warranty periods?	TxDOT will establish a DBE goal for Toll Systems Services per Project Segment, but no separate goal for maintenance or warranty work. Volume II of the RFP (Exhibit G to the Agreement) will be revised by addendum to clarify that a goal will be expressed only as a percentage of the total amount of Toll Systems Services.
5	Vol 1-ITP	1.10.5	This section states, "The DBE goal for this Project will be determined on a Project Segment by Project Segment basis and will be specified in each Project Segment Supplement." Please clarify any DBE requirements associated with the maintenance portions of the project.	TxDOT will establish a DBE goal for Toll Systems Services per Project Segment, but no separate goal for maintenance or warranty work. Volume II of the RFP (Exhibit G to the Agreement) will be revised by addendum to clarify that a goal will be expressed only as a percentage of the total amount of Toll Systems Services.
6	Vol 1-ITP	Attachment C	As TxDOT did not include AWDT volumes in Attachment C, please confirm that the volumes provided in the comment log, #91, are to be used for system calculations.	As shown in the response to comment 91 of the vendor comment log posted online November 18, 2011: "For the hypothetical project, the CTTS 2010 T&R Forecast, the AWDT volumes for the SH 45 N O'Connor Ramps is: WB DC 8,031, WB Exit 850, EB DC, 8,605, EB Entrance 1,457." The purpose of this information is for system design.
7	Vol 1-ITP	Pricing Table U-1	Please clarify what the quantities represent in this pricing table. (These are obviously not related to the hypothetical segment.)	See section 3.7 of Volume 1 of the RFP, last paragraph, "Unit quantity assumptions set out in Pricing Tables U-1 and U-2 are provided for the purpose of enabling Proposers to develop their Price Proposals based on consistent quantity assumptions, and shall not constitute a representation or guarantee by TxDOT of any unit quantities that may be required under one or more Project Segment Supplements issued in accordance with the Agreement."
8	Vol 2-TPs	4.3.1.e	It is unclear whether video images are to be captured for every vehicle, or only for "exceptions". Please clarify the requirements for image capture.	Section 4.3.1 (a) of Volume 2 of the RFP states "The System shall detect vehicles passing through the Tolling Zone either on the traffic lanes or on the shoulder and shall generate an ETC or image based toll transaction." All vehicles that pass through the the tolling zone shall have images capture. Item (e) will be deleted to decrease confusion.
9	Vol 2-TPs	4.3.7.2	The comment log indicated that color cameras were not required, but this was not clarified in the actual RFP documents. Please confirm that color cameras are not required.	As shown in the response to comment 51 of the vendor comment log posted online November 18, 2011, color cameras are not required. Section 4.3.7 does not dictate color or black and white, and neither does the ICD as shown in Attachment 1 of the Volume 2 of the RFP. The discretion is left up to the Integrator to design their system to meet the technical and performance requirements.
10	Vol 2-TPs	7.10	Please clarify whether the MTTR times (particularly Priority 1), are inclusive of time to arrange MOT.	Section 7.10 of Volume 2 of the RFP states, "The total response and repair time shall be measured from the exact time that the problem is first reported to the Integrator until the equipment is brought back online and is functioning at full capacity. This shall not occur until any maintenance of traffic equipment is completely removed and the lane(s) are back in operating condition."