PDF Page	Subject	Question	Answer	Follow-up Question	Follow up Answer
11	xxi. Enable toll collection attendants to begin shifts and end shifts (open and close toll lanes) with a unique barcode attendant badge or user identification and password information.	Is unique User ID and PIN entry acceptable method to log into the lane? (Does GIBA currently use barcode cards for logon?)	We currently use id number and pin to log on. We do not have bar codes for login	If the future system allows barcode logon do you still want to have the manual method of entering ID and PIN as a backup? Do you still want to require the PIN entry even if a barcode badge is scanned, or should the barcode badge allow access to open the lane immediately without PIN entry?	For security purposes a password pin should always be required.
12/13	xxix. Identify and detect axle mismatch events for electronic transactions against existing customer base. Allow means of classification override for pre-class treadle reads when lane is out of sync. and xliv. Transaction data to be accurately captured, processed and stored shall include: transaction time; transaction date; shift number; lane number; attendant ID; vehicle classification; expected vehicle axles (indicated by toll attendant or electronic pass account); detected vehicle axles (pre-classification and post- classification treadles); number of violations; loop detector status; fare amount; payment type (cash or electronic); toll card number; lane reset flag (true/false); manual override flag (true/false).	When you state "pre-class" here does this mean there are two treadles in your current lane ? One for pre-classification out in front of the toll booth, and one after (post-classification)? Or are you requesting that there be put in an additional treadle and loop system for pre-classification? Why do you seek to pre-classify vehicles?	We only have one treadle. Each vehicle classification in the lane selection has a fixed number of expected axles. We would like the possibility of assigning decals to specific vehicle types (and corresponding expected axles) on the back end. Then when the vehicle pulls up to the lane the classification hit by the attendant must match the expected classification from the back end. Pre-class does not mean we want to add another set of treadles just that we pre-class the vehicle with the corresponding axles expected and then the vehicle drives across the treadle when exiting the booth.	Just to confirm, you do not require a pre-class treadle and loop in the new system? We noticed several sections of your RFP where it clearly states this requirement.	Pre-class means we classify the vehicle before it crosses over the loop and treadle. Each vehicle classification on the screen has a pre-determined number of expected axles which is then cross referenced with the number of axles read by the treadle after payment is made and the vehicle exits the booth. WE ARE NOT ADDING ANOTHER SET OF TREADLES AS PART OF THIS PROJECT.
13	xlviii. Provide recommendations for system to be compatible with mobile app and/or include design of mobile app.	What features are you looking for in a mobile application? Is the mobile application for internal or patron use? Comment: It's easy to recommend it to be compatible with mobile apps, more work to design it, but that would all come after award of bid, but the cost of designing it (but not implementing it) would need to be included in bid.	The mobile app is for patron use. We are looking for you to tell us if mobile apps are being used in tolling currently and if so how would it benefit GIBA? We are not looking for a specific cost of designing in this initial bid.	Yes, smartphone apps are being used for tolling, mostly in India, but with a few companies in North America trying to make headway. The PROS of mobile phone payment: 1) No cost for a card, decal or RFID tag, 2) No RFID or barcode scanner in lane (if you were to completely go with mobile payments), 2) The user signs up via the app and requires less administration work on your end. CONS: 1) If you were to go completely smartphone, it would assume all patrons have a smartphone, which is not always going to be true, 2) You would need LPR cameras to cross-verify the association of the vehicle with the smartphone registered plate 3) If more than one person in the vehicle has the app running, it might cause duplicate charges, which would have to be dealt with. 4) The app has to be developed for multiple platforms and has to also be running in memory on the smartphone at the time of passage. People will forget to make sure it is running, in which case the cameras OCR the plate and charge the account based on plate number. An alternative to using only a smartphone, which some drivers will simply not have, is to do the validation based on License Plate Reader (cameras), and simply have a mobile app for registering your vehicle's plate or multiple plates. In all cases the app would also be used for paying the tolls for the account and checking transaction history. Credit card companies will charge a fee for payments made with credit card. The cameras could also be used in conjunction with the geo-fence technology normally used for smartphone toll payment, as a verification and proof of passage.	At this time I don't believe we are ready for a mobile app but would like the system to be able to incorporate this technology in the future when perfected in North America.
13	xlv. Provide vehicle exterior mounted bar code RFID stickers, hand held bar code cards, and vehicles mounted bar code stickers.	a. Is the intention to have the RFID stickers barcoded? b. Where are the current vehicle mounted bar code stickers attached to? What part of the vehicle? c. What device is used to scan the vehicle mounted bar codes? Does the toll collector use a handheld device to do the scanning?	Our current RFID stickers are also barcoded. They are mounted to the driver side rear passenger window. We currently have Alien RFID readers and handheld bar code scanners.	Do you wish to continue to use the Alien RFID hardware for the side window decals on the windows, or do you wish to phase them out in favor of another AVI technology, such as windshield sticker tags which are more commonly used in the tolling industry?	We would like to consider all available options and select the option that will meet our current and future needs.