June 15, 2020

RE: Bus Camera Enforcement Systems
Clarifications for Questions to SEPTAS Expression Of Interest

Dear Proposer,

The due date for the EOI response document containing a letter of interest, qualifications, experience, and related technical specifications regarding this Expression of Interest (EOI) remains unchanged and is due no later than 2:30 P.M. (Prevailing Eastern Time) on Friday June 19, 2020.

Bus Camera Expression of Interest Questions and Answers – June 8, 2020

Q1. When is it anticipated that the RFP will be released?
A1. To be determined, in part based on the responses to this Expression of Interest (EOI).

Q2. Is there an anticipated budget for the project?
A2. The budget for this project is unknown at this time.

Q3. Does the City of Philadelphia have legislation that defines the evidentiary requirements to determine a violation?
A3. The City and Commonwealth of Pennsylvania have (or will have) legislation to support this program, similar to Pennsylvania’s existing Automated Red Light Enforcement program.

Q4. Who will be the adjudicating authority?
A4. The legislation under consideration will address who has adjudicating authority.

Q5. What bus routes and locations are targeted for enforcement?
A5. The program contemplates enforcement of violations as the bus travels through the downtown congestion zone – generally, the areas bounded by Center City and University City.

Q6. What bus quantities are anticipated?
A6. SEPTA has 1500 buses, but the number of buses to be equipped with the camera enforcement technology will be a subset of that 1500, and in part a function of coverage requirements and pricing.

Q7. What bus makes and models are expected to be involved in this project?
A7. SEPTA’s bus fleet currently features the following makes and models, which could be involved in this project:

- 2003 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2004 – NEW FLYER – DIESEL – 40-FOOT
- 2008 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2008 – NEW FLYER – ELECTRIC TROLLEY BUS – 40-FOOT
- 2009 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2010 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2011 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2013 – NOVA BUS – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2014 – NOVA BUS – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2014 – NOVA BUS – DIESEL-ELECTRIC HYBRID – 60-FOOT
- 2015 – NOVA BUS – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2016 – NEW FLYER – DIESEL – 30-FOOT
- 2016 – NOVA BUS – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2017 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2018 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT
- 2019 – NEW FLYER – DIESEL-ELECTRIC HYBRID – 40-FOOT

Q8. Does the agency have an estimate as to the bid timeline once released? For example, the time from tender release to submission?
A8. To be determined, in part based on the responses to this EOI.

Q9. When does the agency anticipate the program beginning?
A9. To be determined, in part based on the responses to this EOI.

Q10. Which technology provider does SEPTA currently utilize for citation issuance and is this the desired provider to issue bus-lane enforcement citations?
A10. N/A – this is a newly proposed program.

Q11. Is SEPTA looking to contract with one provider for the infraction identification and citation issuance solution, or can these be two different providers?
A11. To be determined, in part based on the responses to this EOI.

Q12. Does SEPTA require that the Bus Camera Enforcement System integrate with existing on-board systems?
A12. System integration preferred but not necessarily required at this time.

Q13. In order to provide options for SEPTA and determine if existing hardware can be integrated or for example, utilized for communication - will SEPTA please advise the make and model / year installed for each system in SEPTA’s fleet:

<table>
<thead>
<tr>
<th>Make:</th>
<th>Model:</th>
<th>Original Install:</th>
<th>Camera Type</th>
<th>Cellular</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile View</td>
<td>Penta ABC</td>
<td>2012-2016</td>
<td>Analog</td>
<td>No</td>
</tr>
<tr>
<td>Mobile View</td>
<td>Penta D</td>
<td>2012-2016</td>
<td>Analog</td>
<td>No</td>
</tr>
</tbody>
</table>
Q14. Approximately how many buses are forecasted to be equipped with a Bus Camera Enforcement System?
A14. SEPTA has 1500 buses, but the number of buses to be equipped with the camera enforcement technology will be a subset of that 1500, determined in large part by coverage requirements and vendor pricing.

Q15. What are the specific city bylaws / legislation that describe the offense(s) that this system is to detect? Is it possible to provide a web link to that information?
A15. Currently laws are in place to manually enforce violations of bus lanes and bus zones; there are bills being proposed to extend those enforcement provisions to automated camera systems.

Q16. The EOI states the system must have the “Ability to capture and store all incidents of vehicular infractions involving illegal stopping/parking in SEPTA bus zones”
A16. A. What is the definition of a bus zones? The definition of a bus zone is a location along a public right of way where customers board and alight surface transit vehicles.
   1. Are they specific stops or are they the designated bus lanes? For bus zones, the EOI refers to all bus stops within the downtown congestion zone. For bus lanes, please refer to the EOI documentation, which describes the bus lanes under consideration.

B. Can you please provide a listing of bus zones or point us to documentation that describes where the bus zones are located? There are thousands of bus stops along dozens of bus routes across Center City and University City Philadelphia. With few exceptions, buses stop at every street corner along each route, mostly on the near-side of the intersection.

Q17. Can you please provide the specific bus routes that will have buses equipped with Bus Camera Enforcement System?
A17. The program contemplates enforcement of violations as the bus travels through the downtown congestion zone – generally, the areas bounded by Center City and University City, and the bus routes that serve that zone.

Q18. Is enforcement (collection of evidence) to be 24 hours per day, 365 days per year or are there times where enforcement is not required?
A18. Yes, that is the idea at this time.

Q19. How are the bus lanes identified?-Color on road? Printing on the ground? Specific lines separating bus lanes from regular lanes?
A19. The demarcation for bus lanes is under development in conjunction with the City of Philadelphia. The current demarcation is via white painted words on the street combined with overhead signage.
Q20. Are some vehicles permitted in the bus lanes – i.e. taxi’s, delivery vehicles, ambulances, police, fire etc. are there city bylaws / legislation we can review to further understand what is permitted?
A20. Please refer to Section 12-909 and Section 12-913 of the Philadelphia Code.

Q21. Any particular format we need to abide by for the response document? Is there a limit on the number of the pages?
A21. No limitations on the number of pages and/or no specific format for the response is required. SEPTA will accept whatever length and formatting is best suited to respond to the EOI letter.

Q22. There is a front facing camera currently used in a bus. Will the new system use the existing camera or will have new camera(s)? If there will be new camera(s), will they be IP (digital) or analog?
A22. New cameras are assumed, largely due to the age of the existing camera system.

Q23. In order to retrieve details of a license plate, is there a protocol/system in place to access the DoT database?
A23. This is not contemplated as part of this program at this time.

Q24. Will SEPTA or the contractor issue the tickets?
A24. The ticket issuer is to be determined.

Q25. Is there any legal document discussing the Bus Lane Enforcement, that the system needs to adhere to?
A25. There is no such legal document at this time.

Q26. Has legislation been approved enabling bus lane enforcement? If not do you have any estimate when you expect it to be?
A26. HB 2578 has been introduced by Rep. Martina White and awaits consideration by the House Transportation Committee.

Q27. When you respond to the vendor questions will you provide all of the questions to all participating vendors?
A27. Yes, as stated in the EOI Letter, “The answers to all questions submitted will be forwarded to all prospective proposers.”

Q28. Will the document be withheld from the public until after the RFP is awarded? Can we send a redacted copy?
A28. Pursuant to the exceptions set forth in Sections 708(b)(10)(i)(A) and 708(b)(26) of the Right-to-Know Law (RTKL), records of an agency pertaining to the procurement of goods/services prior to formal award of contract are considered pre-decisional in nature. As such, those records are deemed exempt from access by a requester.

At such time that an award is actually made (and contract is executed), any technical/pricing proposal documents submitted to SEPTA and the contract itself can be redacted to the extent of protecting any confidential proprietary information contained therein, in accordance with Sections 706 and 708(b)(11) of the RTKL. In conjunction therewith, whenever SEPTA receives RTKL requests for public records under an RFP, prior to production SEPTA
generally notifies the vendor of the request and solicit input (i.e., including performing their own redactions to the subject documents), pursuant to Section 707(b) of the RTKL.