

REQUEST FOR PROPOSALS “RFP” PS20161055

PROVISION OF WEIGH SCALE MANAGEMENT AND POINT OF SALE SYSTEM

QUESTIONS AND ANSWERS NO. 3

ISSUED ON DECEMBER 2, 2016

Q1	Has the City completed the designs for the VSTS and VLF?
A1	The designs for VSTS and VLF are complete, and include substantial amounts of empty conduit for adding terminals, peripherals and traffic control devices.
Q2	Do the construction and scale installation projects allow sufficient time to reflect the requirements and capabilities of the new weigh scale management and point of sale system in the design for VSTS and VLF?
A2	VSTS construction is underway and will complete before the Weigh Scale Solution contract is awarded. VLF construction is scheduled to begin in Q3 2017. The City expects to consult with the successful Proponent to refine the design in advance of construction.
Q3	Will there be a person who acts as the first point of contact with City personnel for non-technical support, who is knowledgeable about waste operations, policies and procedures, as part of the City’s WSS Support Team?
A3	The City has a Weigh Scales Administration Manager who is responsible for the non-technical support.
Q4	Please elaborate on the “intake process”, as referenced in requirement 2.38 (Lane Management)? We speculate that it refers to the work flow for processing a load but we would like to get that confirmed or to get a more complete description if that’s not the case.
A4	“Intake Process” does refer to the work flow for inbound processing; it encompasses identification of the vehicle, (optional) communication with the vehicle driver, any metadata collection (e.g. source, material type), weighing of the load (optional), logic for gate control, and providing destination directions to the driver.
Q5	In regards to the City’s response A9 in Questions and Answers No. 2, can the City provide the values used for the status field as referred to in requirement 3.3.20?
A5	At minimum the transaction status must have Open and Closed values, or labels with similar meaning. The system should also indicate if further action is required, e.g. for an Offense. The manner in which the ‘pending’ status is communicated will depend on the system.
Q6	Can billing assignments and waste assessment be used on the same transactions?

**REQUEST FOR PROPOSAL - RFP # PS20161055
PROVISION OF WEIGHT SCALE MANAGEMENT AND POINT OF SALE SYSTEM**

QUESTIONS AND ANSWERS NO. 3

A6	Yes. Example: a demolition job involving asbestos, using a contract hauler.
Q7	Can a single material type have multiple destinations based on facility ID (site)?
A7	There may be multiple potential destinations for a material type at a site, but only one default per material type. Only one destination would be selected; loads are not split. Example: rubble may be used for capping a completed cell (default destination), or for road building to a new cell. Loads may be directed to the road-building location (non-default destination) on instructions from the Operations Superintendent.
Q8	What is the business purpose for the status code "Closed"?
A8	For reporting and audit reasons the City must maintain account customer information beyond closure of the account. The status "Closed" keeps the information yet prevents further charges to the account.
Q9	Please provide details payment types including the internal such as NSF.
A9	Cash, Debit, NSF, Voucher, subsidy, credit card (all Moneris-supported types), City Account. See also Annex 2, 3.3.24.
Q10	Can you provide a detailed description or use-case for this transaction?
A10	See details at the links provided in the text (Annex 3 - Section 4.1) for the minimum required functionality.
Q11	Can you provide a detailed use-case scenario for this business rule - Code Grouping?
A11	Example: a summary report is required that shows totals for clean fill, hazardous waste, recyclables and garbage. There are multiple material types/codes for each report group. Other reports must group data by customer classifications, blending multiple customer types or accounts, e.g. City, partner municipalities, farms, demolition haulers, etc.
Q12	What would be considered financial tracking? Are there examples of what reports you will be expecting?
A12	"Financial Tracking" refers to monitoring of account customer status, e.g. account in good standing with available credit limit, and non-account customers with NSF's outstanding. Typical report elements are listed in Annex 2, 3.6.01. A variety of reports for daily operations, finance, monthly management reports, monthly regional and regulatory material reports are required.
Q13	Please provide details of the scope on exchanging data with other city systems.
A13	The initial candidate for data exchange is commercial account data between the City's utility billing system (Tempest) and the Solution. Other City systems may be able to provide metadata for transactions, e.g. sanitation Beat Number or Work Order number, at a future date. See Annex 2,3.8 Extensibility.
Q14	Please explain dynamic designated lane changed, ie. Signage of open, closed lanes etc.
A14	The design of the expanded scale facilities at VSTS and VLF allows the lanes to be operated as either inbound or outbound (with some limitations). For example if a scale is down for maintenance the lane directions on the operating lanes can be adjusted by facility staff for best traffic flow. A lane outfitted with an unattended terminal may be operated as unattended when

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	commercial account traffic volume is high, and operated with an attendant to handle cash/credit traffic when residential customer volume is high. Changes to direction or mode of operation should be accomplished within minutes, by following established procedures. Traffic flow signs on each lane are easily switched to new configurations from controls in the scalehouse.
Q15	Is the system just tracking or actually processing the credit/debit card payment.
A15	At minimum the system must track the credit/debit card payments. See Annex 2, 3.5.15 for payment processing (Desirable) subject to PCI compliance requirements.
Q16	For cash payments do we interface with a cash drawer
A16	Yes.
Q17	Are we expected to interface to existing gates/lights/barriers, provide new equipment or both
A17	See the instructions in Annex 2, 6.0 Components
Q18	Does the system show remaining capacity on each axle exist now, if so is this being replaced?
A18	The system showing loading of each axle is in operation now at the VSTS Truck Tunnel. It is not expected to be replaced.
Q19	What's the details of the daily summary from KY that needs to be uploaded in to the VLF database? Is this just tracking the KY transaction number with a new transaction at the VLF?
A19	The present system at KY is a custom application, independent of the current Solution. Load details: truck, date/time, material type and weight are transferred in the daily summary. The custom application at KY is to be replaced by the new Solution in Phase 4 of the project; allowing transaction data to be easily shared between VLF and KY.
Q20	Are they weighing multiple materials? If so, are they weighed in a single pass?
A20	Outbound loads at KY: Vehicles pick up a single material (rubble).
Q21	Are they weighing multiple materials? If so, are they weighed in a single pass?
A21	Outbound aggregate loads at KY: Vehicles pick up a single material.
Q22	What is the differentiator in examples 3.2.1, .2.2 and 3.2.3 that defines when you print two copies of the ticket?
A22	Two copies of the ticket are printed when a copy of the ticket is to be provided at the destination to permit bypassing the destination site's scale
Q23	In the reversed lane 3 scenario where does the driver get the mobile device?
A23	The mobile device is for the WeighMaster, in lieu of a desktop workstation in a kiosk. Due to space constraints on the site there is no space for a kiosk in the reverse direction. This configuration would only be used when necessary.
Q24	Is the expectation the vehicle that has weighed-out from Kent Yards or Transfer Station to the Landfill, is tracked to the ByPass Lane for authorization?

**REQUEST FOR PROPOSAL - RFP # PS20161055
PROVISION OF WEIGHT SCALE MANAGEMENT AND POINT OF SALE SYSTEM**

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A24	Yes. Other vehicles authorized for bypass lane access include the site's service equipment, light trucks, and inspector's vehicles.
Q25	Do you accept payments at the unattended terminal via Cash, Credit or Debit?
A25	No. Unattended terminal use will be limited to City account holders and internal vehicles, e.g. sanitation trucks.
Q26	What is the expected function of the message screens? Please provide detail use-case examples for what would be displayed on the message screens.
A26	Message screens are expected to provide instructions to drivers on unattended lanes. Examples: if the vehicle is not positioned correctly on the scale: "Back up", Directions to destination on site: "Proceed to Road 18"
Q27	What is archive format?
A27	Archive format is a human-readable text format, not binary format. May be CSV, XML or flat file export from the database.
Q28	What are path codes?
A28	Path codes are used to connect transactions from one site, or part of a site, to another. Example: rubble is picked up at Kent Yards, and delivered to the Landfill.
Q29	Does the vehicle come in with one container and leave with another container?
A29	Yes. The vehicle arrives with an empty bin, and swaps it for a full bin.
Q30	Is this a refund of the deposit at the time of payment?
A30	No. This situation occurs when a fee is later disputed by a customer. After review the City may grant a refund.