



**Pre-Bid Conference for
Ticket Vending Machine System (TVMS)
January 10, 2014**



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- Procurement Overview
- What is *CTfastrak*?
- Program Participants
- Program Schedule
- TVMS Procurement Details
- New Fare Technologies System
- Evaluation and Scoring
- Question Process

- TVMS (this procurement)
 - Paper based, 2D bar codes
- Magnetic Ticket Validator (separate procurement)
 - Interim solution
 - Sole source to existing vendor
- New Fare Technologies System (separate procurement)
 - Smart card implementation
 - Mobile ticketing

- Bus Rapid Transit (BRT)
 - Fast, frequent, reliable service throughout central Connecticut corridor
- Goals
 - Reduce congestion on I-84 west of Hartford
 - Improve Air Quality: reduced emissions
 - Regional mobility improvements
 - Transit-Oriented Development opportunities

- Integrated multi-modal investment strategy
 - Connections at Hartford and Waterbury with existing service
 - Rail connections at Newington Junction and Flatbush Avenue
 - Connections to Bradley International Airport
 - Connections to local bus systems

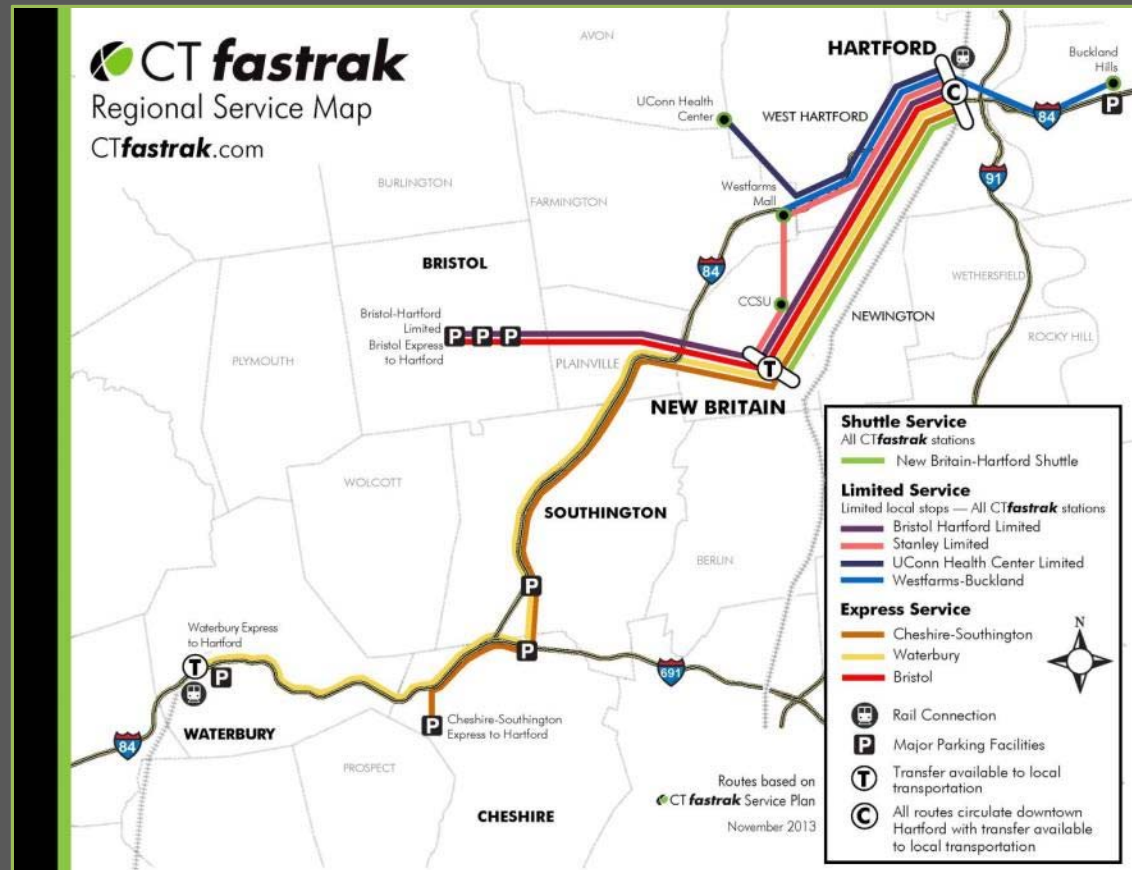
“SYSTEM HARDWARE”

- Exclusive guideway
- Rapid-transit-style stations
- Branded buses
- Multi-use trail



“SYSTEM SOFTWARE”

- Service Plan
 - Frequency
 - Flexibility
 - One-Seat Ride



- Owner and Operator – Connecticut Department of Transportation
– Contact Phil Scarrozzo
- Program Managers – Michael Baker Engineering
- Designer of Record – LTK



What is the Ticket Vending Machine System?

- Purpose
 - Automated sales of paper tickets and passes
 - Monitor and control of devices
 - Reports for maintenance, administration, reconciliation, and settlement
- Payment Methods
 - Coins (*no change provided*)
 - Bills
 - Bank Cards (credit/debit)
- Fare Types
 - Single trip
 - Two trips
 - Day passes
- Media Type
 - Nonmagnetic, thermal receipt-type stock with security provisions



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- Proof of Payment operations on *CTfastrak*
- Ticket Vending Machines at all guideway stations and other locations
 - Dedicated ethernet system
 - Wireless data communication
- Designated Paid Fare Zone at each platform
- Visual inspection of tickets by roving fare inspectors
 - Date and time stamp



TVMS Scope of Work Elements

1. Project Overview
2. System Design Requirements
3. Ticket Vending Machines
4. Central Management System
5. Management
6. Systems Services and Support
7. Design Review
8. Inspection and Testing
9. System Performance Requirements
10. Warranty Services
11. Hardware Maintenance Services (optional)
12. Extended Software Support Services (optional)
13. Revenue Services
14. On-Site Technical Support
15. Maintenance Services - by Operator



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- Notice to Proceed February 2014
- Start of System Testing and Training October 2014
- Completion of System Implementation January 2015
- Start of Revenue Operations: February 2015

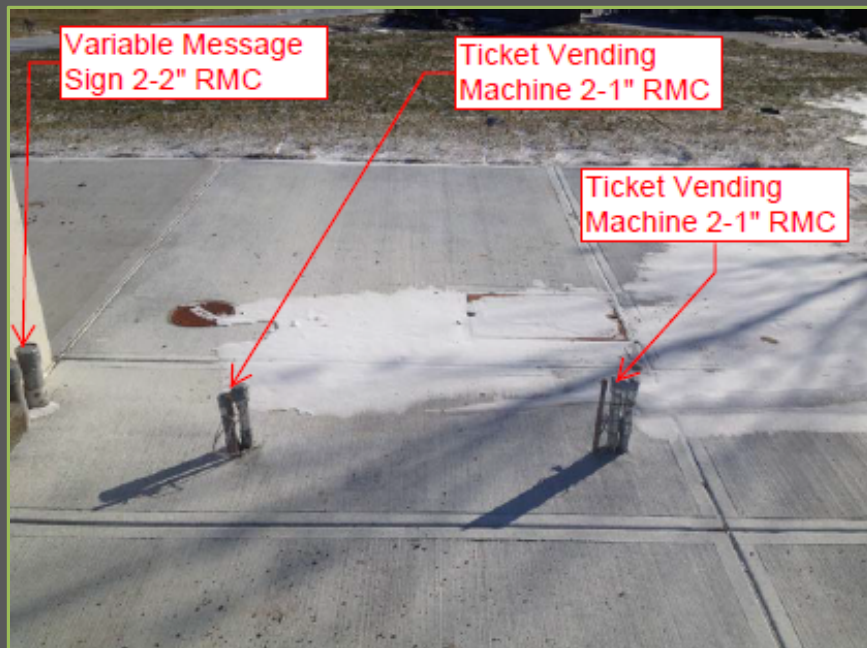
- Working under an aggressive schedule
- Requires maximum degree of flexibility in deployment
- Single implementation phase
- Must satisfy all functional requirements of a modern fare collection system

- Union Station
- Sigourney Street
- Parkville
- Kane Street
- Flatbush Avenue
- Elmwood
- Newington Junction
- Cedar Street
- East Street
- **East Main Street**
- Downtown New Britain

Progress at East Main Street Station



- NB Platform Conduits – East Main Street Station

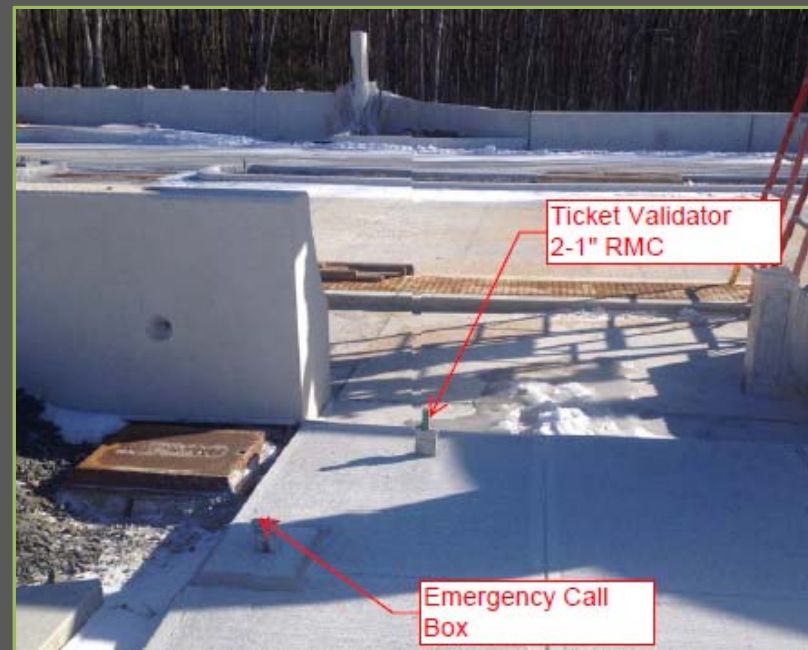
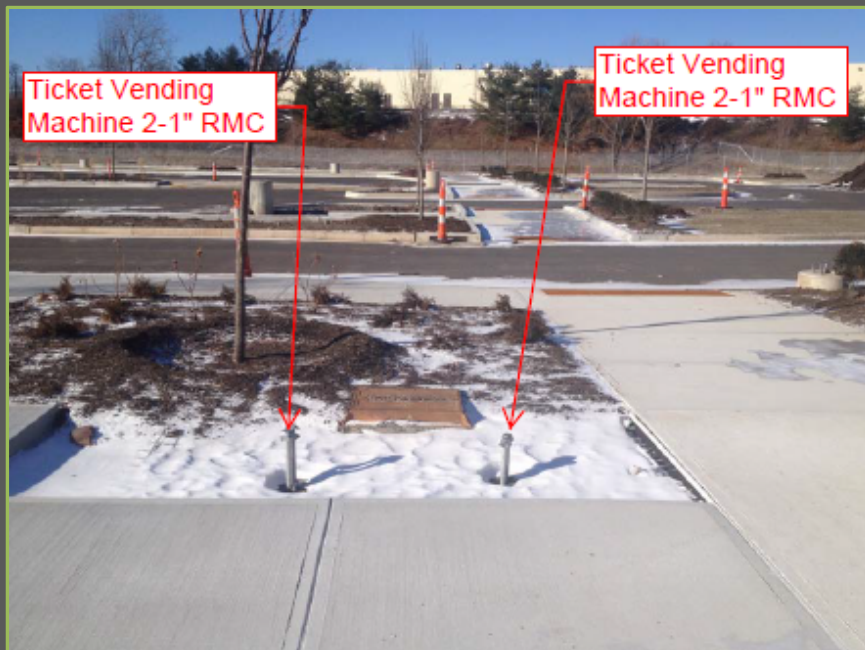


- Union Station
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Progress at Cedar Street Station



- SB Platform Conduits – Cedar Street Station



- Interim solution to support existing magnetic fare media
- Installed at all BRT stations
- Communicates with existing Network Manager
- Removed upon full implementation of smart card system (NFTS)
- Implementation to be completed by end of January 2015

- Introduce new fare technology state-wide, including contactless smart cards and mobile ticketing
- Support current and new fare policies
- Improve operational efficiency
- Offer increased convenience and choice





New Fare Technologies System

- New fareboxes for all fixed-route buses
 - Includes CT*fastrak* corridor
- Provide smart cards for all existing fares (replaces high value media)
- Bar code media replaces all low value magnetic media
- Deploy mobile ticketing
- Utilize several web portals tailored to specific customer segments
- Employ a third party retail sales network to sell and replenish media
- Comprehensive hosted central data system
- Proof of payment fare for electronic media
 - Validation using platform validators
 - Fare inspection with handheld fare inspection terminals



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	Criterion	Points
1	Technical Response	40
2	Proposer Experience	20
3	Project Management	10
4	Price	30
	TOTAL	100

Scoring criteria subject to change.

Pricing for option quantities remain in effect until FDR.

- All questions need to be submitted in writing
 - deadline – January 10, 2014 at 3:00 pm
- Answers to questions will be distributed to all proposers by January 17, 2014
- Proposals due January 31, 2014



Thank you for your Interest
Good Luck!

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