

REQUEST FOR PROPOSALS
MAINE TURNPIKE AUTHORITY

Sealed Proposals will be received by the Maine Turnpike Authority for:
RFP# 2026.102

Intelligent Transportation System Platform Software as a Service (SaaS)

Issuing Agency:	Maine Turnpike Authority
RFP Number:	2026.102
Issued:	April 14, 2026
Questions Due:	April 28, 2026 by 4:00 PM EST
Proposals Due:	May 12, 2026 by 2:00 PM EST
Purchasing Manager:	Nathaniel F. Carll
Contact Email:	ncarll@maineturnpike.com
Mailing Address:	Maine Turnpike Authority, 2360 Congress Street, Portland, ME 04102

PART 1 -INTRODUCTION

A. Purpose and Background

The Maine Turnpike Authority (MTA) is seeking to procure an Artificial Intelligence/Machine Learning (AI/ML) enabled Intelligent Transportation System Platform with associated services. The new system will feature automated incident detection and near real-time monitoring to complement existing Advanced Traffic Management System software and Intelligent Transportation Systems and will streamline Traffic Management Center processes, enhance system integration and improve incident detection times and accuracy.

This Request for Proposals (RFP) document outlines the functional and technical requirements for the new Intelligent Transportation System Platform, including installation, training, and technical support. This document contains instructions for proposals and clarifying questions submission, as well as the procedure and criteria by which the awarded Bidder will be selected; including the contractual terms which will govern the relationship between Maine Turnpike Authority (MTA) and the awarded Bidder.

B. General Provisions

- 1) From the time the RFP is issued until award notification is made, ALL contact with MTA regarding the RFP must be made through MTA's Purchasing Manager. No other person/ MTA employee is empowered to make binding statements regarding the RFP. Violation of this provision may lead to disqualification from the bidding process, at the MTA's discretion.
- 2) Issuance of the RFP does not commit MTA to issue an award and will not be liable for any damages or expenses incurred by a Bidder in the preparation of a response to the RFP or in anticipation of this RFP. This includes, but is not limited to attendance at personal interviews or other meetings and software or system demonstrations, where applicable.
- 3) All proposals must adhere to the instructions and format requirements outlined in the RFP. Please respond all questions and follow the instructions specified in the "Proposal Submission Requirements" section of the RFP.
- 4) Bidders will take careful note that in evaluating a proposal submitted in response to the RFP, the MTA will consider materials provided in the proposal, information obtained through interviews/presentations (if any), and internal MTA information relating to previous contract history with the Bidder (if any). The MTA also reserves the right to consider other reliable references and publicly available information in evaluating a Bidder's experience and capabilities.
- 5) The proposal must be signed by a person authorized to legally bind the Bidder and must contain a statement that the proposal and the pricing contained therein will remain valid

and binding for a period of 180 days from the date and time of the bid opening, even after a conditional award has been issued under Section V(C)(2).

- 6) The RFP and the awarded Bidder's proposal, including all appendices or attachments, will be the basis for the final contract, as determined by MTA.
- 7) Following announcement of an award decision, all submissions in response to this RFP will be public records, potentially available for public inspection pursuant to the State of Maine Page 5 of 27 Freedom of Access Act (FOAA) (1 M.R.S. § 401 et seq.). MTA's contracts and information related to contracts, including bid submissions, are generally public records per FOAA.
- 8) If a Bidder believes any information submitted in response to this RFP is confidential, it must mark that information accordingly and include citation to legal authority in support of the Bidder's claim of confidentiality. If and when, MTA receives a FOAA request that includes submissions marked as confidential; MTA shall evaluate the information and any legal authority from the Bidder to determine whether the information is an exception to FOAA's definition of public record. If MTA determines to release information marked as confidential, it shall provide advance notice to the Bidder to allow them to seek legal relief.
- 9) MTA, at its sole discretion, reserves the right to recognize and waive minor informalities and irregularities found in proposals received in response to the RFP.
- 10) All laws applicable to this RFP, whether or not herein contained, are incorporated by reference. It is the Bidder's responsibility to determine the applicability and requirements of any such laws and to abide by them.
- 11) MTA reserves the unqualified right to reject all proposals, or to negotiate with one or more proposers prior to acceptance, and will to accept that proposal which in its sole judgement will under all circumstances serve its best interest.

C. Contract Term (anticipated)

Period	Start Date	End Date
Initial Period (2 Years)	1/1/2027	12/31/2029
Renewal #1 (2 Years)	1/1/2029	12/31/2030
Renewal #2 (1 Year)	1/1/2030	12/31/2031

D. Number of Awards

The MTA will make no more than one award.

PART II – SCOPE & CAPACITY OF SERVICES TO BE PROVIDED

Requirements are organized into:

- Part II Scope and Capacity of Services
 - APPENDIX D – Technical Assessment Form
 - APPENDIX H – Proposed Services Form
 - APPENDIX I – Proposed Services Requirements Worksheet
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A. The MTA requires the following services:

1. Functional Requirements

The system must:

- 1.1 Support monitoring of at least 120 miles of roadway.
- 1.2 Support integration of at least 120 CCTV cameras.
- 1.3 Support integration of at least 200 traffic sensors, including loops, radar or equivalent.
- 1.4 Support integration of at least 20 road weather information systems (RWIS)
- 1.5 Support integration of at least 120 dynamic message signs (fixed and mobile).
- 1.6 System shall support monitoring of at least 100 fleet and patrol vehicles.
- 1.7 System shall support processing of at least 100 incidents per day.
- 1.8 System shall support at least 5 concurrent operator users.
- 1.9 System architecture shall be scalable to support deployments of up to 300 cameras and 300 dynamic message signs.
- 1.10 The system must utilize machine learning or artificial intelligence.
- 1.11 The system must support secure API-based integration.
- 1.12 The system must be ATMS agnostic and vendor neutral.

2. Unified Application Requirement

- 2.1 System shall provide all functionality within a single, unified, web-application.
- 2.2 Operators shall not need to switch applications to access system capabilities.

2.3 The system shall be accessible through standard web browsers without requiring plug-ins.

2.4 The system shall support responsive interfaces for use on standard operator workstations and a large display wall (currently Hiper-wall).

3. Data Integration and Event Fusion

3.1 The system shall ingest events and detections from at least five independent real-time data sources.

3.2 Event sources shall include, at a minimum:

- i. Traffic sensors
- ii. Floating car data providers
- iii. Computer vision detections
- iv. Crowdsourced incident feeds
- v. Weather systems
- vi. Fleet reporting systems

3.3 The system shall fuse detections using at minimum:

- i. Geographic proximity
- ii. Temporal proximity
- iii. Event type

3.4 The system shall automatically fuse related detections into a single incident event.

3.5 The event fusion process shall reduce raw alerts to no more than 5% of incoming detections.

3.6 The system shall maintain traceability showing all detections contributing to a fused event.

4 Traffic Data Fusion

4.1 The system shall ingest traffic data from at least three independent sources.

4.2 Supported traffic sources shall include at least three of the following:

- i. Inductive loop detectors
- ii. Radar sensors
- iii. HERE traffic data
- iv. INRIX traffic data
- v. Google RMI
- vi. Tom Tom Traffic data
- vii. Waze traffic data.

4.3 The system shall produce fused traffic speed and flow measurements with spatial resolution of 100 meters or better.

5 Historical Traffic Modeling

- 5.1 The system shall maintain at least three months of historical traffic data.
- 5.2 The system shall generate baseline traffic models based on historical data, including differentiation between seasonal traffic flow.
- 5.3 The system shall automatically detect traffic anomalies, including:
 - i. Sudden speed drops
 - ii. Abnormal congestion
 - iii. Queue formation

6 CCTV Integration

- 6.1 The system shall support integration with ONVIF-compliant cameras.
- 6.2 The system shall support cameras from AXIS and at least one additional of the following vendors
 - i. COHU
 - ii. Bosch
 - iii. Pelco
 - iv. Mobotix
- 6.3 The system shall support both static cameras and PTZ cameras.
- 6.4 The system shall support at least 120 simultaneous camera streams.
- 6.5 The system shall support integration via Video Management Systems including:
 - i. Axis
 - ii. Milestone
 - iii. Genetec

7 Computer Vision Detection

- 7.1 The system shall provide real-time computer vision analytics on CCTV streams.
- 7.2 Computer vision detection shall detect at a minimum.
 - i. Wrong-way drivers
 - ii. Crashes
 - iii. Stopped vehicles
 - iv. Pedestrians on roadway
 - v. Road debris
 - vi. Animals on roadway
 - vii. Vehicles with hazard lights activated
- 7.3 Computer vision shall operate on both PTZ and static cameras.
- 7.4 Detection accuracy shall be 90% or greater under normal operating

8 Computer Vision Masking and Calibration

- 8.1 The system shall support configurable detection masking zones.

8.2 Masking shall allow exclusion of areas outside the roadway.

8.3 Masking shall support time-of-day configurations.

8.4 For PTZ cameras, the system shall automatically adjust detection masks after camera movement.

9 Geolocation of Computer Vision Events

9.1 The system shall geolocate computer vision detections on a map.

9.2 Event geolocation accuracy shall be 10 meters or better.

9.3 The system shall support mapping detections to WGS-84 coordinates as well as mile-marker based roadway linear referencing systems.

10 Pan/Tilt/Zoom Camera Control

10.1 The system shall allow operators to control PTZ cameras through the web interface.

10.2 The system shall identify cameras capable of observing a detected event.

10.3 The system shall notify operators if no camera is currently observing an event location.

10.4 The system shall recommend PTZ adjustments to view detected events.

10.5 The system shall allow automated PTZ positioning based on event latitude and longitude coordinates

10.6 Operators shall retain the ability to override automated camera movement.

11 Map Based Operational Interface

11.1 The system shall provide a primary **GIS-based operational map interface**.

11.2 The map shall display locations of:

- i. Cameras
- ii. fleet vehicles
- iii. weather stations
- iv. traffic sensors
- v. message signs
- vi. active events.

11.3 Operators shall be able to select assets on the map to view:

- i. asset status
- ii. operational telemetry
- iii. live data.

11.4 The system shall display a live traffic heatmap.

- 11.5 The system shall display a live crash-risk heatmap based upon historical data and current traffic conditions.
- 11.6 The map shall display indicators of traffic congestion.

12 Virtual Video Wall

- 12.1 The system shall provide a live, virtual wall interface within the application.
- 12.2 The video wall shall support simultaneous viewing of multiple camera streams.
- 12.3 Operators shall be able to filter cameras from the video wall.

13 Event Details

- 13.1 The system shall allow for customized detection rules and thresholds.
- 13.2 The system shall allow for configurable alert types and escalation.
- 13.3 The system shall display live video from nearby cameras associated with the event.
- 13.4 The system shall allow playback of recorded video from multiple cameras.
- 13.5 The system shall allow downloading of video related to events.
- 13.6 The system shall allow PTZ camera control from the event window or panel.
- 13.7 The event window shall display a traffic graph indicating:
 - i. Current traffic conditions
 - ii. Predicted traffic baseline
- 13.8 The event window shall display event meta-data including:
 - i. Number and type of detections fused into the event
 - ii. Crowdsourced confirmations
 - iii. Severity level
- 13.9 The event panel shall allow operators to identify the nearest response vehicles.
- 13.10 Operators shall be able to assign response vehicles to an event.
- 13.11 The system shall display an archived events window.
- 13.12 Operators shall be able to search archived events by type, date and location.

14 Filtering and Sorting

- 14.1 The system shall allow filtering of events and assets by:
 - i. Type
 - ii. Location
 - iii. Status

15 Reporting and Analytics

- 15.1 The system shall provide a dedicated reported and analytics window accessible within the application.
- 15.2 The reporting pane shall allow operators to generate reports based upon:
 - i. Selected roadway segments.
 - ii. Configurable geographic regions
 - iii. Selected date and time ranges.
- 15.3 The system shall provide incident Key Performance Indicator reports.
- 15.4 Incident KPI reports shall support filtering by:
 - i. Roadway segment
 - ii. Geographic region
 - iii. Date and time range
- 15.5 Incident KPI reports shall include at a minimum:
 - i. Total number of incidents
 - ii. Incident types
 - iii. Incident severity distribution
 - iv. Incident validation rates
 - v. Response times
- 15.6 The system shall provide traffic flow reporting and analytics.
- 15.7 Traffic flow reports shall allow selection of roadway segments and date ranges.
- 15.8 Traffic flow reports shall include spatial-temporal visualizations of traffic conditions.
- 15.9 The spatial-temporal graph shall display traffic metrics including:
 - i. Speed
 - ii. congestion levels
 - iii. traffic anomalies over time and location
- 15.10 The system shall provide reports on sensor availability and operational status.
- 15.11 The system shall provide reports on camera availability and operational uptime.
- 15.12 Asset availability reports shall allow filtering by asset type, location, and time range.
- 15.13 The system shall support generation of additional operational reports including but not limited to:
 - i. system performance metrics
 - ii. detection accuracy metrics
 - iii. asset utilization reports.
- 15.14 Reports shall support export in standard formats including PDF and CSV.

16 User Management

- 16.1 The system shall support role-based user management.

- 16.2 The system shall allow assignment of user permissions.
- 16.3 The system shall support Single Sign On including Microsoft SSO.
- 16.4 Single Sign on shall support standard protocols.

17 Smart URL Linking

- 17.1 The system shall support deep linking using smart URLs.
- 17.2 Smart URLs shall allow direct navigation to:
 - i. A specific event
 - ii. A specific map location
 - iii. A specific asset

18 System Hosting

- 18.1 The system shall be deployed using a cloud-native architecture.
- 18.2 The system shall support deployment on commercial cloud infrastructure.
- 18.3 The system shall support scaling for additional cameras, sensors and roadway segments.

19 Performance Requirements

- 19.1 Event detection latency shall be less than 10 seconds.
- 19.2 System uptime shall be 99.9% or greater.
- 19.3 The system shall support at least 120 concurrent camera streams.
- 19.4 The system shall process at least 125 incidents per day.
- 19.5 The system shall operate 24 hours per day, 7 days per week.

20 Security and Data Protection

- 20.1 All communications shall be encrypted using TLS.
- 20.2 Data stored in the system shall be encrypted using AES-256 or equivalent.
- 20.3 The system shall maintain an audit log of operator actions.
- 20.4 The system shall support configurable data retention policies.
- 20.5 The system shall support configurable data retention policies.
- 20.6 The vendor shall maintain recognized cybersecurity certifications for the hosting environment and/or service provider, including ISO/IEC 27001 or an equivalent internationally recognized information security certification.
- 20.7 The vendor shall maintain additional cloud security certifications including ISO/IEC 27017 or an equivalent cloud security certification.

- 20.8 The vendor shall provide documentation demonstrating that the proposed system infrastructure is hosted within an environment certified under the above standards or equivalent.
- 20.9 The vendor shall conduct independent third-party penetration testing at least annually.
- 20.10 The vendor shall provide evidence that a penetration test has been performed within the previous 12 months.
- 20.11 Upon request, the vendor shall provide a summary of the most recent penetration testing results and confirmation that any identified vulnerabilities have been remediated.

21 Data Export at Termination

- 21.1 Provider must supply all MTA data in structured format within 15 business days of request.

22 Implementation Services

- 22.1 The vendor shall designate a project manager for the implementation phase of the project.
- 22.2 The vendor shall provide milestones and bi-weekly reporting.
- 22.3 The vendor shall provide designated support for deployment testing, configuration and tuning.
- 22.4 The vendor shall provide adequate training to TMCC operators in the operation of the system.
- 22.5 The vendor shall provide adequate training to designated local- administrators in the management of user configurable features, such as permissions and data-sets

PART III – KEY RFP EVENTS

- A. Questions
- B. Amendments

A - Questions

- 1) General Instructions: It is the responsibility of all Bidders and other interested parties to examine the entire RFP and to seek clarification, in writing, if they do not understand any information or instructions.
 - i. Bidders and other interested parties should use Appendix G (Submitted Questions Form) for submission of questions. If used, the form is to be submitted as a WORD document.
 - ii. Questions must be submitted, by e-mail, and received by Nate Carll, Purchasing Manager, at ncarll@maineturnpike.com as soon as possible but no later than the date and time specified on the RFP cover page.
 - iii. The RFP Number and Title must be included in the subject line of the e-mail containing the submitted questions. MTA assumes no liability for assuring accurate/complete/on time e-mail transmission and receipt.
 - iv. All specific RFP questions must be in written form and will not be answered by telephone.
- 2) Question & Answer Summary: Responses to all questions will be compiled in writing and posted on the following website, Maine Turnpike Authority - Consultants, no later than seven (7) calendar days prior to the proposal due date: May 12, 2026. It is the responsibility of all interested parties to go to this website to obtain a copy of the Question & Answer Summary. Only those answers issued in writing on this website will be considered binding.

B - Amendments

All amendments released regarding the RFP will also be posted on the following website: <https://www.maineturnpike.com/business-with-mta/consultants> It is the responsibility of all interested parties to go to this website to obtain amendments. Only those amendments posted on this website are considered binding

PART IV – PROPOSAL SUBMISSION REQUIREMENTS

- Section I – Preliminary Information (No Points)
- Section II – Organization Qualifications (10 Points)
- Section III – Proposed Services & Technical Assessment (50 Points)
- Section IV – Cost Proposal (15 Points)

MTA seeks detailed yet succinct responses that demonstrate the Bidder's qualifications, experience, and ability to perform the requirements specified throughout the RFP. Therefore, Bidders' proposals must follow the outline shown. Failure to use the outline specified in this section, or failure to respond to all questions and instructions throughout the RFP, may result in the proposal being marked as disqualified, non-responsive, or receiving a reduced score. MTA and its evaluation team have sole discretion to determine whether a variance from the RFP specifications will result in disqualification or reduction in scoring of a proposal. Rephrasing the

content provided in the RFP will, at best, be considered minimally responsive. Bidders are not to provide additional attachments beyond those specified in the RFP for the purpose of extending their response. Material not requested by this bid will not be considered as part of the proposal and will not bear weight on the evaluation. Bidders must include any forms provided in the submission package or reproduce those forms as closely as possible. All information must be presented in the same order and format as described in the RFP.

Section I Preliminary Information

- 1) Proposal Cover Page: Bidders must complete Appendix A (Proposal Cover Page). It is critical that the cover page shows the specific information requested, including Bidder address(es) and other details listed. The Proposal Cover Page must be dated and signed by a person authorized to sign contracts on behalf of the Bidder.
- 2) Responsible Bidder Certification: Bidders must complete Appendix B (Responsible Bidder Certification). The Responsible Bidder Certification must be dated and signed by a person authorized to sign contracts on behalf of the Bidder.

Section II, Organization Qualifications and Experience

- 1) Overview of the Organization: Bidders must complete Appendix C (Qualifications and Experience Form) describing their qualifications and skills to provide the requested services in the RFP. Bidders must include three (3) examples of projects which demonstrate their experience and expertise in performing these services, as well as highlighting the Bidder's stated qualifications and skills.
- 2) Subcontractors: If subcontractors are to be used, Bidders must provide a list that specifies the name, address, phone number, contact person, and a brief description of the subcontractors' organizational capacity and qualifications.
- 3) Organizational Chart: Bidders must provide an organizational chart for the project. The organizational chart must include the project being proposed. Each position must be identified by position title and corresponding to the personnel job descriptions.
- 4) Litigation: Bidders must attach a list of all current litigation in which the Bidder is named and a list of all closed cases that have closed within the past five (5) years in which the Bidder paid the claimant either as part of a settlement or by decree. For each, list the entity bringing suit, the complaint, the accusation, amount, and outcome.
- 5) Financial Viability: Bidders must provide a current copy of their most recently audited financial statements or your stock trading symbol, if you are publicly traded.
- 6) Certificate of Insurance: Bidders must provide a certificate of insurance on a standard ACORD form (or the equivalent) evidencing the Bidder's general liability, professional liability and any other relevant liability insurance policies that might be associated with the proposed services.

Section III, Proposed Services

- 1) Technical Assessment: Bidders must complete Appendix D (Technical Assessment Form) to describe the Bidder's capability to meet the stated requirements and policies identified in this RFP.
- 2) Services to be Provided: Bidders must discuss the Scope of Services described in Part II of the RFP and what the Bidder will offer, including a description of the methods and resources the Bidder will use and how each task involved will be accomplished. Bidders must also describe how the expectations and/or desired outcomes will be achieved. If subcontractors are involved, Bidders must clearly identify the work each will perform. This narrative should provide a concise description of the Bidder's capabilities to produce aforementioned deliverables. The narrative should be no longer than twenty (20) pages total. Bidders must complete Appendix E (General/Technical Requirements Form) to describe the Bidder's capability to meet the stated requirements and policies identified in this RFP.
- 3) Implementation - Work Plan Bidders must provide a realistic work plan for the implementation of the program. The work plan must be displayed in a timeline chart, and concisely describe each program development and implementation task, the month it will be carried out, and the person or position responsible for each task. If applicable, Bidders must identify all tasks to be delegated to subcontractors.

Section IV, Cost Proposal

- 1) General Instructions:
 - i. Bidders must submit a comprehensive cost proposal that includes, but is not limited to software, including software updates, implementation, training, licensing, and maintenance.
 - ii. The cost proposal must include all costs chargeable to the MTA that are necessary for the Bidder to fully comply with the contract terms, conditions, and RFP requirements.
 - iii. No costs related to the preparation of the proposal for the RFP, or to the negotiation of the contract with MTA, may be included in the proposal. Only costs to be incurred after the contract effective date that are specifically related to the implementation or operation of contracted services may be included.
- 2) Cost Proposal Form Instructions: Bidders must fill out Appendix F (Cost Proposal Form), following the instructions detailed here and in the form. Failure to provide the requested information, and to follow the required cost proposal format provided, may result in disqualification or reduction in scoring of the cost proposal, at the discretion of MTA.

PART V - PROPOSAL EVALUATION AND SELECTION

Evaluation of the submitted proposals will be accomplished as follows:

A - Evaluation Process – General Information

- 1) An evaluation team, composed of qualified reviewers, will judge the merits of the proposals received in accordance with the criteria defined in the RFP.
- 2) The goals of the evaluation process are to ensure fairness and objectivity in review of the proposals and to ensure that the contract is awarded to the Bidder whose proposal provides the best value to MTA.
- 3) The MTA reserves the right to communicate and/or schedule interviews/presentations with Bidders, if needed, to obtain clarification of information contained in the proposals received. The MTA may revise the scores assigned in the initial evaluation to reflect those communications and/or interviews/presentations.
- 4) Changes to proposals, including updating or adding information, will not be permitted during any portion of the evaluation process. Therefore, Bidders must submit proposals that present their rates and other requested information as clearly and completely as possible.

B - Scoring Weights and Process

- 1) Scoring Weights: Proposal scores will be based on a 100-point scale and will measure the degree to which each proposal meets the following criteria:

Scoring: 100 Points

Section	Points
Organization Qualifications	10
Proposed Services & Technical	50
Training & Implementation	15
Software Support	10
Cost	15

- 2) Scoring Process: For proposals that demonstrate meeting the requirements in Section I, if applicable, the evaluation team will use a consensus approach to evaluate and score Sections II & III above. Members of the evaluation team will not score those sections individually but, instead, will arrive at a consensus as to assignment of points for each of those sections. Section IV, the Cost Proposal, will be scored as described below.

- 3) Scoring the Cost Proposal: The total cost proposed for conducting all the functions specified in the RFP will be assigned a score according to a mathematical formula. The Page 15 of 27 lowest bid will be awarded 15 points. Proposals with higher bid values will be awarded proportionately fewer points calculated in comparison with the lowest bid.

The scoring formula is: Pro-rated score = 15 X (Lowest submitted cost proposal / Cost of proposal being scored)

No Best and Final Offers: MTA will not seek or accept a best and final offer (BAFO) from any Bidder in this procurement process. All Bidders are expected to provide their best value pricing with the submission of their proposal.

- 4) Demonstrations: MTA reserves the right to request additional demonstrations to further clarify responses received as part of the RFP.

5) Negotiations: MTA reserves the right to negotiate with the Awarded Bidder to finalize a contract. Such negotiations may not vary the content, nature or requirements of the proposal or MTA's Request for Proposal to an extent that may significantly affect the price of goods or services requested. MTA reserves the right to terminate contract negotiations with an awarded Bidder who submits a proposed contract that is, in the MTA's sole judgment, significantly different from the proposal they submitted in response to the advertised RFP. In the event that an acceptable contract cannot be negotiated with the highest ranked Bidder, MTA may withdraw its award and negotiate with the next-highest ranked Bidder, and so on, until an acceptable contract has been finalized. Alternatively, MTA may cancel the RFP, at its sole discretion.

C - Selection and Award

- 1) The final decision regarding the award of the contract will be made by representatives of the MTA subject to approval by MTA's Board.
- 2) Notification of conditional award selection or non-selection will be made in writing by the MTA's RFP coordinator.
- 3) Issuance of the RFP in no way constitutes a commitment by MTA to award a contract, to pay costs incurred in the preparation of a response to the RFP, or to pay costs incurred in procuring or contracting services, supplies, physical space, personnel or any other costs incurred by the Bidder.
- 4) MTA reserves the right to reject any and all proposals or to make multiple awards.

PART VI CONTRACT ADMINISTRATION AND CONDITIONS

A - Contract Document

- 1) The Awarded Bidder will be required to execute a service contract with MTA. All exceptions will be negotiated between the Awarded Bidder(s) and MTA; proposed exceptions submitted as part of this RFP process will not be accepted. MTA is not obligated to accept, negotiate, or compromise on any proposed exceptions.
- 2) Allocation of funds is final upon successful negotiation and execution of the contract, subject to the review and approval of the MTA's Board. No agreed upon contract or contract term will be binding in any way on the MTA until approved by the MTA's board.
- 3) MTA recognizes that the actual contract effective date depends upon many factors, including but not limited to, completion of the RFP process, date of formal award notification, length of contract negotiation, and preparation and approval by MTA's Board. Any contract effective date in the RFP is an estimate and may be adjusted as needed
- 4) In providing services and performing under the contract, the Awarded Bidder is an independent contractor and not an agent of MTA.

B - Standard Contract Provisions

- 1) Contract Administration: Following the award, a Contract Administrator from MTA will be appointed to assist with the development and administration of the contract and to act as administrator during the entire contract period. MTA staff will be available after the award to consult with the Awarded Bidder in the finalization of the contract.
- 2) Payments and Other Provisions: Payments to the Contractor will be on the basis of net 30 days term after receiving an accurate and acceptable invoice. An invoice will be considered accurate and acceptable if it contains a reference to MTA's contract number, contains correct pricing information relative to the contract, and provides any required supporting documents, as applicable, and any other specific and agreed-upon requirements listed within the contract that results from the RFP. The MTA will not pay interest or fees on late payments, but in certain extenuating circumstances may reconsider.

PART VII- RFP APPENDICES AND RELATED DOCUMENTS

Appendix A – Proposal Cover Page



PROPOSAL COVER PAGE -Intelligent Traffic Management System Platform, Software as a Service (SaaS)

Bidder's Organization Name: _____

Headquarters Address: _____

Lead Point of Contact for Proposal: _____

Telephone: _____ **Email:** _____

Address: (Street/City/State/Zip Code) _____

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- This proposal and the pricing structure contained herein will remain firm for a period of 180 days from the date and time of the bid opening.
 - No personnel currently employed by MTA, or any agency of the State of Maine, participated, either directly or indirectly, in any activities relating to the preparation of the Bidder's proposal.
 - No attempt has been made, or will be made, by the Bidder to induce any other person or firm to submit or not to submit a proposal.
 - The above-named organization is the legal entity that will enter into the resulting contract with MTA if they are awarded the contract.
 - The undersigned is authorized to enter contractual obligations on behalf of the above-named organization.

To the best of my knowledge, all information provided in the enclosed proposal, both programmatic and financial, is complete and accurate at the time of submission.

Name: _____ **Title:** _____

Authorized Signature: _____ **Date:** _____

Appendix B – Responsible Bidder Certification



RESPONSIBLE BIDDER CERTIFICATION

Intelligent Traffic Management System Platform, Software as a Service (SaaS)

Bidder's Organization Name: _____

By signing this document, I certify to the best of my knowledge and belief that the aforementioned organization, its principals and any subcontractors named in this proposal:

- 1) Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.
- 2) Have not within three years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:
 - i. Fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state, or local government transaction or contract.
 - ii. Violating Federal or State antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- 3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (b) of this certification.
- 4) Have not within a three (3) year period preceding this proposal had one or more federal, state, or local government transactions terminated for cause or default.
- 5) Have not entered into a prior understanding, agreement, or connection with any corporation, firm, or person submitting a response for the same materials, supplies, equipment, or services and this proposal is in all respects fair and without collusion or fraud. The above-mentioned entities understand and agree that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards.
- 6) Is not a foreign adversary business entity (<https://www.maine.gov/oit/prohibited-technologies>).
- 7) Is not on the list of prohibited companies (<https://www.maine.gov/oit/prohibited-technologies>) or does not obtain or purchase any information or communications technology or services included on the list of prohibited information and communications technology and services <https://www.maine.gov/oit/prohibited-technologies> (Title 5 §2030-B).

Appendix C – Qualifications and Experience Form



QUALIFICATIONS and EXPERIENCE FORM

Intelligent Traffic Management System Platform, Software as a Service (SaaS)

Bidder's Organization Name: _____

Present a brief statement of qualifications, especially regarding skills pertinent to the specific work required by the RFP and any special or unique characteristics of the organization which would make it especially qualified to perform the required work activities. You may expand this form and use additional pages to provide this information.

Provide a description of projects that occurred within the past five (5) years which reflect experience and expertise needed in performing the functions described in Part II – Scope of Services to be Provided of the RFP. Contract history with MTA, whether positive or negative, may be considered in evaluating proposals even if not provided by the Bidder. Please note that if the Bidder has not provided similar services, describing experience with projects that highlight the Bidder's general capabilities. You may expand this form and use additional pages to provide this information. For each project use the format shown below:

Project No.

Client Name:

Client Contact Person:

Telephone:

Email:

Brief Description of Project

Appendix D – Technical Assessment Form



TECHNICAL ASSESSMENT FORM

Intelligent Traffic Management System Platform, Software as a Service (SaaS)

Bidder’s Organization Name: _____

Bidders and their solutions must adhere to all applicable State and Federal standards, policies, and laws that correspond to the PII impact level of MTA data that will be stored, accessed, transmitted and/or controlled by the solution. These standards include the requirements listed here, as well as any other applicable legal standards, which may not be listed here.

Bidders must indicate:

C = Compliant

PC = Partially Compliant

NC = Non-Compliant

N/A = Not Applicable

Applicable State & Federal		Comply?	Explanation
Publicly available information	§ NIST 800-171		
	§ Maine Freedom of Access Act (Title 1 MRSA c. 13) and exceptions thereto		
Confidential Personally Identifiable Information (PII)	§ State of Maine Breach Notification Law		
	§ National Institute of Standards & Technology: NIST SP 800-53 Revision 5 “Moderate” risk controls		

	<p>§ Privacy Act of 1974, 5 U.S.C. 552a.</p> <p>§ Security regulations from the U.S. DHHS, Administration for Children and Families, Office of Child Support Enforcement Program, Office of Child Support Enforcement (OCSE)</p>		
Personal Information from	<p>§ Driver’s Privacy Protection Act (Title XXX) (“DPPA”) 18 U.S.C. Chapter 123, §§ 2721 – 2725</p>		
Hosting		Comply?	Explanation
Any technical solution must be hosted in a data center that, if practical is based in the United States.			
Any hosting provider must provide back-up and disaster recovery models and plans as needed for the solution.			
Any hosting provider will abide by NIST best practices for change requests, incident management, problem management and service desk.			
Application Solution		Comply?	Explanation
Any solutions Bidder must provide for the backup/recover, data retention and disaster recovery of a contracted/hosted application solution.			
Any solutions Bidder must provide for application management and design standard of all technology platforms and environments for the application solution (Development, Staging, Productions, DR, etc.)			
Any solutions Bidder must engage MTA using SLA for system and application performance, incident reporting and maintenance.			
MTA owns any data they enter, migrate, or transmit into the solution and the Bidder shall allow the MTA to pull or copy this data at any time free of charge in a format defined by MTA.			
Information Security Standards		Comply?	Explanation

Bidder provides and maintains a security plan that: 1. Complies with NIST security requirements; 2. Protects the confidentiality, integrity, and availability of the MTA's information systems; and 3. Comply with all applicable federal and state laws and regulations, as well as compliance with all Maine IT contractual requirements and information security policies.		
Bidder ensures that any agent or subcontractor of the bidder to whom MTA provides access agrees to the same restrictions and conditions that apply through this Agreement and agrees to implement reasonable and appropriate safeguards to ensure the confidentiality, integrity, and availability of MTA's IS.		
Bidder will report a security incident that occurs on the Agency's information systems that may affect MTA or State of Maine systems to the MTA's Director of Information Services and the MTA's Director of Security, Traffic Safety & Motorist Services within 24 hours of discovery in accordance with the terms of the Maine IT NDA.		
Provide the stated cyber risk appetite statement that has been approved by the board/leadership of your company.		
Provide the Software Bill of Materials of the solution you are proposing as part of this bid.		
Cloud Service Provider Requirements	Comply?	Explanation
Configuration Management Policy		
Application Deployment Certification Policy		
Digital Accessibility and Usability Policy		
Remote Hosting Policy		
Data Exchange Policy		
Information Security Policy		
Access Control Policy		
Access Control Procedures for Users		
Risk Assessment Policy		

Vulnerability Scanning Procedure		
Security Assessment and Authorization Policy		
System And Information Integrity Policy		
Configuration Management Policy		
NIST Requirements	Comply?	Explanation
Physical and Environmental Protection		
Awareness and Training		
Planning		
Audit and Accountability		
Personnel Security		
Contingency Planning		
PII Processing and Transparency		
Identification and Authentication		
Incident Response		
System and Communications Protection		
Maintenance		
Media Protection		
Functional Requirements	Comply?	Explanation

AI/ML-based automated detection capability		
Near real-time detection (<60 sec latency)		
Detection of stopped vehicles		
Detection of wrong-way vehicles		
Detection of Crashes		
Detection of debris in roadway		
Detection of shoulder events		
Detection of congestion anomalies		
24/7 automated monitoring		
Customizable alert thresholds		
Customizable alert escalation workflows		
Integration with ActiveITS ATMS		
API-based data exchange		
Compatibility with other ATMS platforms		
Scalable from 40 to 200 cameras		
Cloud-hosted or hybrid SaaS		
99.9% uptime or greater		
Encryption in transit and at rest		

Data export capability upon termination		
Accessibility compliance		
Role-based user access controls		
False-positive mitigation capability		
AI model retraining capability		
Cybersecurity compliance		
Incident performance analytics dashboard		

Appendix E – Cost Proposal Form



COST PROPOSAL FORM

Intelligent Traffic Management System Platform, Software as a Service (SaaS)

Bidders must complete and submit budget forms providing a detailed breakdown of expenses in performing the services for the initial period of performance and subsequent renewals as described in this RFP and in the Bidder’s proposal. The total proposed cost amount is the proposed cost to be used in the scoring cost formula for evaluation purposes.

Description	Cost
<i>Implementation:</i>	
Integration, Interfaces & Data Conversion	
Dashboards & Forms	
Reports & Queries	
Testing	
Training	
Deployment: Go-live	
Other (specify)	
<i>Annual Cost:</i>	
System Hosting (including production, testing and deployment environments)	
Software Licenses	
Software Subscriptions	
Subcontract Services and Licenses	
Post Implementation Support	
Other (specify)	
Total Cost:	

Appendix G – Service Level Agreement (SLA)



SERVICE LEVEL AGREEMENT

Intelligent Traffic Management System Platform, Software as a Service (SaaS)

MTA Administration Support

The successful Bidder must provide ongoing assistance to the Agency in the oversight and upkeep of profiles, users, and program data. This support shall include, but not be limited to:

- a) Updating the ERP accounting software over time to synchronize with new program requirements at no extra cost to MTA.
- b) Resolving defects (deviation from expected behavior as stated in agreed upon requirements).
- c) Developing ongoing improvements to the system, such as data validations, that are determined by MTA to be needed for effective oversight of the system. The required availability metric for the system will be ninety-nine and a half percent (99.9%) of up time in a calendar month, as measured by the number of actual hours available as a percentage of total hours. The SLA will contain liquidated damages for failure to meet this metric, as well as for failing to meet the response and resolution times included below.

Help Desk Support

The successful Bidder must provide a user-focused Help Desk, where system users can receive live technical support regarding system functionality. This Help Desk must become available immediately after receiving MTA's official acceptance of the implemented solution.

Hours of Operation

The successful Bidder's shall be available to provide technical support between the hours of 8:00 AM EST and 5:00 PM EST, Monday through Friday, excluding major holidays.

Priority Levels and Response Time

A priority scheme will be applied to all technical support requests sent to the successful Bidder according to the criteria shown below.

Priority	Impact	Definition	Response Time	Resolution Time
1	Critical	Significantly affects entire system functionality	15 mins	Until Fixed
2	Serious	Significant affects a small number of sub-systems	1 hour	8 hours
3	Important	Affects multiple sub-systems, but work can still be performed	2 hours	12 hours
4	Normal	Affects a single sub-system but work can still be performed	4 hours	24 hours

Outages and Planned Outages

The number of planned outages (system availability) during the business week shall be limited to one (1) time per month. Planned maintenance to be done during the business week must take place after 5:00 PM EST and must receive prior written approval by the MTA.

Hosting Environment

If a hosting environment is proposed, adequate capacity and processing capabilities must be provided. The hosting environment will provide adequate capacity to ensure prompt response to both data inquiry/lookup and data modification transactions, at all times. Application performance metrics must meet a maximum 5 second response time when measured under an ethernet connection.

Service Level Agreement (SLA) Review

The approved SLA will be reviewed every five (5) years

Appendix I – Sample Scoring Rubric



SAMPLE SCORING RUBRIC

Intelligent Traffic Management System Platform, Software as a Service (SaaS)

AI Detection Accuracy & Scalability (Within 50-Point Proposed Services & Technical Section)

A. Detection Accuracy (20 Points)

Score	Criteria
18–20	≥ 90% detection accuracy demonstrated in comparable deployments; false positive rate ≤ 10%; validated through documented performance metrics
14–17	80–89% detection accuracy; moderate false positives; some documented metrics
10–13	70–79% detection accuracy; limited validation data
5–9	Below 70% accuracy; minimal documentation
0–4	No verifiable accuracy data provided

B. Detection Latency (10 Points)

Score	Criteria
9–10	Average detection time < 60 seconds
6–8	60–120 seconds
3–5	Over 2 minutes
0–2	Not documented

C. Scalability (10 Points)

Score	Criteria
9–10	Proven scalability beyond 200 cameras; elastic cloud scaling; no architecture redesign required
6–8	Scalable to 200 cameras with minor configuration changes
3–5	Scalability requires infrastructure modification
0–4	Scalability not demonstrated

D. Integration & Interoperability (10 Points)

Score	Criteria
9–10	Demonstrated ATMS integrations including API-based integration with similar systems
6–8	Limited integration experience
3–5	Custom integration required
0–2	No integration capability demonstrated