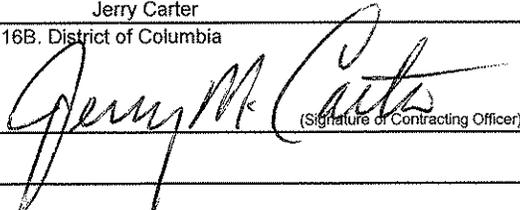


AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. Contract Number	Page of Pages 1 1
2. Amendment/Modification Number No. 2	3. Effective Date SEE BLOCK 16C	4. Requisition/Purchase Request No.		5. Solicitation Caption: FY 06 Citywide
6. Issued By: Office of Contracting and Procurement Road and Highway Structures District Department of Transportation 2000 14th Street, N.W. 6th Floor Washington, D.C. 20009		Code	7. Administered By (If other than line 6) District Department of Transportation 2000 14th Street, N.W. 7th Floor Washington, DC 2009 Attn:	
8. Name and Address of Contractor (No. Street, city, country, state and ZIP Code)			(X)	9A. Amendment of Solicitation No. DCKA-2010-R-0134
				9B. Dated (See Item 11) 3/26/2010
				10A. Modification of Contract/Order No.
				10B. Dated (See Item 13)
Code	Facility			
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS				
<p>The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input checked="" type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>				
12. Accounting and Appropriation Data (If Required)				
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14				
A. This change order is issued pursuant to: (Specify Authority)		Clause 15, District of Columbia Std. Cnt. Provisions for Goods/Services		
The changes set forth in Item 14 are made in the contract/order no. in item 10A.				
B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation date, etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.				
C. This supplemental agreement is entered into pursuant to authority of:				
D. Other (Specify type of modification and authority)				
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>2</u> copies to the issuing office.				
14. Description of amendment/modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)				
<p>The purpose of this addendum is to: 1) extend the proposal submission date, and 2) to respond to written questions from offerors.</p> <p>1. The proposal submission date is hereby extended from 2pm on Friday April 9, 2010 to 2pm Tuesday April 13, 2010. 2. Offeror questions and District responses are provided as Attachment A.</p>				
Except as provided herein, all terms and conditions of the document referenced in Item (9A or 10A) remain unchanged and in full force and effect				
15A. Name and Title of Signer (Type or print)			16A. Name of Contracting Officer Jerry Carter	
15B. Name of Contractor		15C. Date Signed	16B. District of Columbia	
(Signature of person authorized to sign)			 (Signature of Contracting Officer)	
			16C. Date Signed 4/6/2010	

DCKA-2010-R-0134 "Parking Meter Pilot"

Addendum 2, Attachment A

Q&A

Question #1

Whatever a vendor installs has to be fully supported by the vendor, including collections?

Response #1

Vendor installations have to be fully supported EXCEPT collections from the meters. The District Department of Transportation (DDOT) will be responsible for revenue collections from the installed devices.

Question #2

What about first line maintenance calls, the replacement of receipt paper or the alert of a receipt jam, who will be responsible for the rectifying these issues?

Response #2

The District Department of Transportation is looking for turnkey solutions. This includes all installation, maintenance and operations functions. The vendor can be directly responsible for first line maintenance calls, discuss options with our contractor ACS or have a 3rd party perform the maintenance functions.

Question #3

Who is responsible for the interchange/processing fees of the Credit and Debit Cards?

Response#3

The District will bear the cost. Please provide your proposed solution and cost structure. We will vet this against the costs in our existing contract and select a preferred option.

Question #4

How many meters can be installed in the pilot? We understand that all technology must be up and running within 30 days of NTP, we just want to know if there are "minimum/maximum participation numbers".

Response #4

We wanted to pilot a minimum of 6 block faces and a maximum of ten block faces. The number of meters per block face will vary depending on the length of the block, other curbside restrictions, etc.

Question #5

There was mention of a decommissioning plan for after the pilot. What is your maximum timeline for having the equipment removed after the pilot? Would the City be interested in receiving offers to extend the installation of the pilot meters?

Response #5

We want the pilots to be decommissioned within 30 days after the end of the trial period. The decommissioning will have to be coordinated with DDOT to ensure continuity of operation.

The District Department of Transportation will entertain proposals, however there is no assurance that this can be achieved since the contracting and financing mechanisms are not currently in place.

Question #6

There will be an RFP after the pilot. When does the DDOT speculate that an RFP would be issued? With 3 months, 6 months, 1 year?

Response #6

The District Department of Transportation intends to have the RFP out soon after the pilot ends. However, we are not in a position to make any time commitments at this point.

Question #7

Is a complete replacement of all remaining single space meters being considered, or are there certain sections of DC that are being targeted?

Response #7

A complete replacement of all single space meters is one of the several options that are being considered.

Question #8

Will the City be preparing the ground for the meters? What about the removal of current meter technology on the street, during the test, who is responsible for this action?

Response #8

The District Department of Transportation will remove existing meters, if necessary. The vendor will be responsible for installation, signage (if applicable), etc. Installation has to be consistent with DDOT's standard specifications. DDOT staff will review, approve and oversee the installation process.

Question #9

Will single space meter posts be removed during the testing of multi-space meters on the same block face?

Response #9

DDOT will be responsible for removal of single space meter posts if we deem this to be a necessary function.

Question #10

Will the city be installing the sign posts and necessary way finding signage? If Vendor must supply the way finding signage, please indicate minimum specifications for the signage, letter size, minimum height off ground, etc.

Response #10

DDOT is looking for a turnkey solution on these pilots. Signage needs to be consistent with MUTCD and District standards. The signage plan has to be approved by DDOT staff to ensure compliance. We can provide resources for installation of sign posts; however vendors are encouraged to the extent possible to use infrastructure that already exists on the street.

Question #11

What is the expected response time for out of order meters and lesser problems such as communication problems?

Response #11

The system wide operability standards are as follows:

Single space meters – 97% operability rate and 72 hours repair time

Multi space meters – 99% operability rate and 24 hours repair time

However, since the piloted equipment are newer and networked, we expect the operability rate and repair times to be better than our existing system wide standards.

Question #12

Customer support - how does the district currently handle reports of meter problems and general questions about the parking program from parking customers?

Response #12

Parking meter related calls are channeled through the Citywide 311 call center. The calls are entered into a customer service request system and flows into our work order system for parking meters.

Question #13

Specification C.5.11 – credit card transactions are expected to be processed in real-time. Typically Credit Card purchases are validated in real-time and then batch processed all at once; is this the intent of DDOT's specification? Or, is this alternative acceptable?

Response #13

The deposit or funding to the District's account may be batched. The requirement is for each card transaction to be authorized in real time.

Question #14

Who will be responsible, if Pay by Space is installed, for marking each of the spaces? Will the city be providing the space sequencing? Is the DDOT expecting the vendor to paint the space numbers in? If paint cannot be used, please explain what will be accepted.

Response #14

DDOT is looking for a turnkey solution. The vendor will be responsible for designating spaces for a pay by space solution. Vendor needs to provide potential alternatives for designating spaces for selection and approval by the District. Space sequencing can be provided by vendor for District approval.

Question #15

The RFP requests that "The selected contractors shall have their system and meters installed and fully operational within 30 days of Notice to Proceed." Being that there are many components and vendors (Integration Partners) involved in this project, and to incorporate all of the technology platforms requested by DDOT for example Pay by Cell, Street Sensor Technology, Real Time Enforcement, Real Time Communications, signage etc. will DDOT extend the time to deploy to 60 days?

Response #15

We are willing to extend the maximum time to deploy from 30 days to 45 days, if necessary.

Question #16

During the pre bid meeting, DDOT was unclear on whether or not the current Enforcement Hand Held provider was going to need to be involved in this trial. Introducing Pay by Cell into a Pay by Space environment to realize better efficiencies and convenience, involves Web based Hand Held devices that are fully integrated with the Multispace Enterprise Management System (EMS) to ensure full circle consolidation of the data to realize patron payment efficiencies in Real Time down to the Hand Held device. That being said, please clarify if the Multispace vendor must integrate with its current Enforcement provider, thus taking an undetermined amount of time to complete, potentially pushing back the Time to Deploy several month to complete the Engineering cycles of this integration.

Response #16

There must be interface/integration with DPW Parking Enforcement system. The maximum time to deploy has been extended from 30 days to 45 days after NTP.

Question #17

Has it been determined that the Enforcement System manufacturer is willing to do the development work in writing the application to pull down the Pay by Space data to their Web Enabled Hand Held device?

Response #17

DDOT is looking for turnkey solutions as part of this pilot. DDOT and DPW can play facilitating roles in system integration; however the cost of integration will have to be borne by the Offeror. The timeline of a maximum of 45 days for a deployed system holds.

Question #18

Will DDOT accept a fully functional Web Based Integration Enforcement solution from a separate 3rd party enforcement company showing Real Time Space data down to a Web Enabled Hand Held Enforcement device that integrates with the Multispace Meter and its EMS Servers in Real Time, for trial purpose?

Response #18

DPW is the main, primary parking enforcement agency in the DC government. Its enforcement system/equipment can be developed to work within web-based configuration. The selected vendor must work with DPW Parking Enforcement system.

Question #19

You mention that CC transactions must at a minimum meet PCI Standards? Does this mean that the entire Credit Card data process including all Hardware, Software and Server EMS processing

needs to meet Payment Application Data Security Standard (PADSS) and that the vendor Company, Hardware (Machine model and version), Software, and EMS (On Line Real Time Services) must be both PCI Compliant and PADSS Validated and be listed on the PCI Security Standards Council web site under the "List of Validated Payment Applications" for both batched and Real Time Credit Card transactions, thus protecting the data completely?

Response #19

Yes.

Question #20

Is the District open to considering Metro Mesh WiFi as part of the trial or longer term solution?

Response #20

If the vendor is proposing a standalone network that can be deployed under the required timeline for the trial, then yes.

It is a longer term consideration.

Question #21

Given that WiFi deployment would involve access to City power and Ethernet including (Internet Gateway access) and the mounting of Access Points on poles, will that present any issues for deployment or will that involve authority outside of the DDOT?

Response #21

Access to power would involve a permit from utility provider PEPCO. Access to the pole would require a public space permit from DDOT. The backhaul would be the Office of Chief Technology Officer (OCTO) unless the vendor is providing a standalone solution.

Question #22

With respect to Street Sensor technology, will the District allow temporary access to street lamps for non intrusive mounting of hardware and would the district prefer to see a non implant street level sensor for easy removal, avoiding the need to core or cut existing concrete? If so, for trial purposes, is it acceptable to show a street sensor that sits above ground but is safe for vehicles?

Response #22

If "access to street lamps" implies access to the power grid, it would involve obtaining a permit from the utility company (PEPCO). Access to the streetlight poles will require a public space permit from DDOT.

Please provide us both alternatives for sensor installation and we will select one.

Question #23

Will the Proposer be indemnified from the Sales Tax on the revenue generated by the trial?

Response #23

No. The parking sales tax rate is 12%.

Question #24

When does the current ACS Contract expire?

Response #24

October 2011

Question #25

How does the District expect the Proposers to number the spaces to incorporate Pay by Cell and Street Sensor occupancy data, running a Pay by Space environment?

Response #25

The proposed numbering scheme should be part of the Offeror's proposal. DDOT will review and provide feedback. The existing meter numbering is used for problem reporting, so DDOT needs to make sure that whatever is proposed does not cause issue with the call intake function at the Citywide 311 Center.

Question #26

Does the environment, where the trial is being proposed, have existing equipment in place, and will this equipment be removed by the District?

Response #26

DDOT will be responsible for removing existing equipment if necessary.

Question #27

C.4.2.1 - The existing DAP handheld uses a different OS and would not be compatible, will the District accept only being able to use your existing Dolphin handhelds?

Response #27

DAP handhelds comprise only a small percentage of DPW inventory and will be phased out of DPW operation. Only Dolphin handhelds will be used for the pilot.

Question #28

C.5.9 - Are your existing Dolphin handhelds communicating wirelessly with your existing ticket enforcement backend software system? If not, do they have the ability to be enabled and configured for wireless communications? If so, will the District absorb any cost or requirements to enable your existing Dolphin handhelds to be wireless?

Response #28

The units are capable of communicating wirelessly, but are not currently enabled. Currently, there is no setup for wireless communication with DPW's backend enforcement management software. However, DPW's Dolphin equipment was successfully tested using AT&T carrier broadband.

The District will not absorb any costs for enabling them – we are looking for the vendors to pick-up that cost for the handhelds that will be used in the enforcement route(s) where the pilot is being conducted.

Question #29

C.4.3 - What is your existing District's and Department's backend management software? Is there detailed documentation for integration to your existing backend management software(s)? Please clearly define the level of integration necessary with the backend management software for the Pilot Project? Please clearly define the expected compatibility with existing accounting systems and financial accounts.

Response #29

The District's backend system is eTIMS® provided through contract with ACS. The integration for the pilot will be on the enforcement application. Each vendor should provide their integrated management system for monitoring their solution. Financial reporting and operational status that will allow for auditing of revenue and assessment of operability shall be made available to DDOT.

Question #30

C.5.9 - For your existing ticketing enforcement software, is this a straight file transfer or a real-time transfer? If a real-time interface is needed, please provide integration documentation.

Response #30

Real time enforcement requires real time interface/integration. DPW will provide documentation when required.

Question #31

C.5.9 - Is the handheld(s) for enforcement going to be dedicated to our pilot area? Or is the handheld(s) going to be configured for all or multiple pilot enforcement programs?

Response #31

The enforcement officers have specific enforcement routes that they follow. The handhelds for the routes need to be integrated to handle the proposed pilot along with regular enforcement functions. We will not have multiple pay-by cell pilots running simultaneously in one geographical area/enforcement route.

Question #32

C.5.9 - If selected as a pilot vendor, will the District be able to send us a handheld unit and printer currently in use so we can configure our enforcement software for the units being used?

Response #32

DPW will work with DDOT's selected vendor and provide information for configuration.

Question #33

C.5.6 - If we are to propose a pay-by-space program, will we be permitted to paint space numbers on the ground for each stall? Are the existing single space meter heads going to be removed prior to installation of the pilot equipment? If so, will we be permitted to mount signs to the existing poles as an alternative to painting numbers on the ground?

Response #33

The vendor will be responsible for designating spaces for a pay by space solution. Vendor needs to provide potential alternatives for designating spaces for selection and approval by the District. Alternatives can include painting numbers on the ground or utilizing existing infrastructure such as meter poles to mount signs.

Question #34

C.5.12 - If our proposal includes vehicle sensors, will we be permitted to core drill and embed the sensors into the ground for the duration of the pilot project? Or will we only be permitted to surface-mount the sensors with epoxy?

Response #34

DDOT will have to review and approve detailed installation and decommissioning plan before making a final determination. Please provide us both options and we will select the preferred solution.

Question #35

C.5.14 - Is all required equipment and software integration with existing infrastructures a requirement of the pilot project upon notice of award? If so, is the District willing to extend the thirty (30) day implementation timetable from date of award to enable the selected Vendors to complete the required integration to existing infrastructures?

Response #35

Complete interface/integration with DPW handhelds is required.

We will extend the implementation timetable by 15 days.

Question #36

How many parking spaces and pay-station machines will be allotted to the successful Pilot Project Offerors?

Response #36

See responses to Question 4.

Question #37

What are the District's intentions upon completion of the Pilot Project? Will there be a direct award to the Vendor of choice? Will there be a subsequent RFP to follow? If so, will the subsequent RFP specification and scope of work and integration be based on the selected Vendors specifications? What are your expected timelines for what is to follow from the completion of the Pilot Project?

Response #37

The goal of the pilot is to test state of the art equipment and technology for metered curbside parking. During the pilot, DDOT will assess the benefits of the pilot against the three stated goals (customer service, operational efficiency and revenue management). These findings will help DDOT decide on how to implement its strategic plan for the parking meter program. There will be a subsequent RFP for procuring the equipment and/or technology to implement the plan. We anticipate the RFP to be formulated soon after the completion of the pilot.

Question #38

Will the RFP be amended properly to allow for changes in requirements as a result of bidder's questions from the pre-bid conference and additional subsequent questions received on March 23, 2010?

Response #38

To the extent that the technical requirements of the solicitation as defined by program staff are refined through the Q&A process, amendments to the solicitation may be issued. Proposal due date has been changed to April 13, 2010.

Question #39

How do you propose to try out a pay by cell solution without the availability of real-time communications with your handhelds?

Response #39

DPW's Dolphin handhelds are wireless capable. Vendor will be responsible for enabling this feature.

Question #40

How do you propose to limit pay by phone for the pilot period? By number of users, or by location etc.? Or will it be city-wide?

Response #40

Pay by phone pilot will be limited by geographical location; specifically enforcement routes or combination of enforcement routes.

Question #41

Please clarify the delivery requirements regarding number of copies and electronic copies. Do you require a total of six hard copies and one copy on disk or 6 hard copies and one sent electronically by email?

Response #41

Refer to Section L.2 of the solicitation document.

Question #42

The RFP requires Pay By phone vendors to supply a marketing plan. Is this marketing plan to be paid for by the vendor? What resources can DDOT bring to this effort?

Response #42

The marketing plan/materials have to be paid for by the vendor. All marketing efforts have to be approved by and coordinated through DDOT's Public Information Officer. We can make our marketing channels available to the vendor. These include a combination of radio, TV, print media and social networking channels.

Question #43

Signage: Please confirm that signage will be erected by DDOT but paid for by vendor.

Response #43

Confirmed.

Question #44

Provide clarification on status of web-enabled browser functionality for existing DDOT handheld devices.

Response #44

DPW is the primary enforcement agency. DPW's Dolphin handhelds and its software are capable for web-based configuration. This functionality exists, but is not enabled. The Offeror needs to bear the cost of enabling this functionality, if necessary.

Question #45

Please clarify responsibility for 1) meter cash collections, 2) Level 1 support (clearing coin/ticket/other jams, replacing receipt paper rolls, day-to-day operational issues).

Response #45

Please see responses to questions 1 and 2.

Question #46

Please confirm DDOT will make available limited personnel and warehouse space for staging of meters.

Response #46

DDOT will make warehouse space available for staging meters.

Question #47

Our standard puck installation consists of core drilling a 4" hole 1½" deep hole which leaves the puck flush with the pavement surface, and it is sealed around the perimeter making it water tight. Will this be acceptable to DDOT?

Response #47

Yes, but DDOT will need to review and approve the detailed installation plan and decommissioning plan.