

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. Contract Number	Page of Pages 1 1	
2. Amendment/Modification Number A0002	3. Effective Date 7/17/2008	4. Requisition/Purchase Request No.		5. Solicitation Caption Automated Weigh Scale Ticketing System	
6. Issued By: Office of Contracting and Procurement Information Technology Group 441 - 4th Street, N.W., Suite 700 South Washington, DC 20001		7. Administered By (If other than line 6)			
8. Name and Address of Contractor (No. Street, city, country, state and ZIP Code)			(X)	9A. Amendment of Solicitation No. DCTO-2008-R-0202	
				9B. Dated (See Item 11) June 30, 2008	
				10A. Modification of Contract/Order No.	
				10B. Dated (See Item 13)	
Code	Facility				
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended. <input checked="" 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 <u>1</u> 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.					
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)					
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 type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.					
14. Description of amendment/modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)					
CLARIFICATIONS, CHANGES AND CORRECTIONS TO THE SUBJECT SOLICITATION ARE SET FORTH ON ATTACHMENT A					
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 ANNIE R. WATKINS		
15B. Name of Contractor		15C. Date Signed	16B. District of Columbia		16C. Date Signed
(Signature of person authorized to sign)			<i>Annie R. Watkins</i> (Signature of Contracting Officer)		<i>7/17/08</i>

QUESTIONS FROM PROSPECTIVE OFFERORS

1Q. C.3.3, the District requires:

A system that successfully interfaces with internal and external systems. At this time could the District please list the internal and external systems that require an interface with the proposed system?

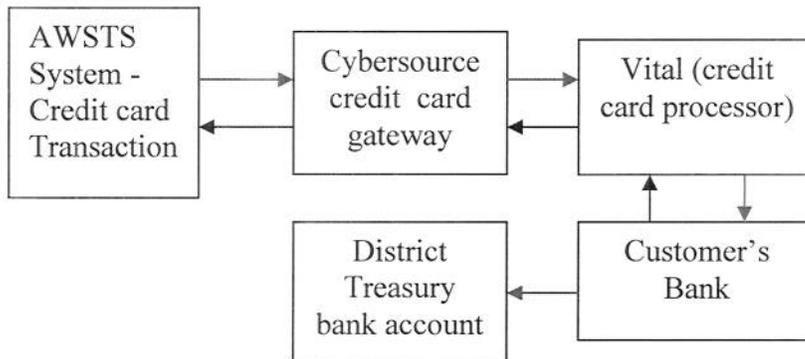
1A. **The only external system is for credit card processing.**

2Q. At this time could please define which type of interface (e.g. simple file import/export, real-time XML interface, etc.) will be required for each of the systems that require an interface be defined?

2A. **Import/export of credit card transactions to the credit card processor. We may need a real-time XML interface also.**

3Q. At this time could the District please provide any Process Flows associated with these interfaces?

3A.



4Q. C.3.4 The Contractor is responsible for providing the support needed to acquire, configure, and install the COTS package as follows:
Customize the application to meet the District's specific requirements.

Will the District permit the Contractor to install the system in development, test, and production environments?

4A. **Yes.**

5Q. Does the District require an Installation manual in addition to installation training?

5A. **Yes.**

Attachment A

6Q. Convert data from the existing system for use in the new system. How many years of data does the District desire to convert?

6A. Four years to date

7Q. Does the District require an Installation manual in addition to installation training?

7A. Yes.

8Q. In what format will the data be provided to the vendors?

8A. SQL server export data format. You can propose a solution.

9Q. Will the District or the incumbent Contractor provide the data export?

9A. Yes.

10Q. C.4.2 DPW shall assist the Contractor to develop a project plan. This assistance includes developing the schedule, deliverables, meetings, and required resources, and the project plan will be submitted using Microsoft Project.

Will the District accept any other document formats (e.g. Microsoft Excel)?

10A. Yes

11Q. C.4.4 DPW shall be responsible for purchasing data servers, and provide application access to the network infrastructure.

Will the District provide remote access to their networking infrastructure, during the project and post-installation, for support or software update purposes?

11A. Yes.

12Q. If the District will provide remote access, will the District define how this will be accomplished (VPN, RDP, WebEx, etc.)?

12A. VPN or RDP.

Attachment A

- 13Q. C.6.3.1 The Contractor will establish separate development, test, and production environments.

Will these development, test, and production environments reside within the District's environment or the Contractor's environment?

- 13A. **District's environment.**

- 14Q. C.7.2 Deliverables: a) Provide wireless data communications between AWSTS devices and existing District RFID tags.

At this time could the District provide details (e.g. manufacturer, model) for the all of the RFID tags currently in use, or those which the District considers their standard, or already has agreements to purchase / utilize?

- 14A. **The District is using Amtech RFID tags (Model 5112) – 9.3” x 2,” Frequency 9xx MHz – “Beam Powered.” RFID tag information is noted in Task 7.**

- 15Q. 10.5 Provide a means for authorized administrators to modify rates that affect new transactions without altering prior transactions.

Is this process currently in place at District facilities?

At this time could the District provide detail in the form of an example narrative of how this process would work in production?

- 15A. **Yes. A recent example is a mandate by the City Council that required a rate change for certain material types. Increasing the rate on these material types did not affect any previous transaction. In other words, the new rates became effective at the time they were changed in the application, from that point forward. If the rate is changed from \$5 to \$7, for example, this change cannot affect previous transactions that were carried out prior to changing the rate to \$7. Transactions conducted prior to the change should still reflect the \$5 rate.**

- 16Q. At this time could the District provide requirements for by-product audit reporting?

- 16A. **At this time, no. We should have something shortly, as the system is be audited by our finance group. Feel free to propose something that you have found to be used industry-wide, or other.**

- 17Q. Does the District utilize any volume-based pricing structures?

- 17A. **No.**

Attachment A

18Q. Does the District utilize any retroactive pricing structures?

18A. No.

19Q. Does the District utilize any “put or pay” pricing structures?

19A. No.

20Q. 10.6 To correct aged transactions when required, provide a means to use a retired rate where the current environment is operating with a higher rate.

Is this process currently in place at District facilities? :

20A. Yes

21Q. At this time could the District provide detail in the form of an example narrative of how this process would work in production?

21A. **Yes. A prior transaction is targeted for correction. However, the transaction was conducted at a time when the rates were at their previous level (\$40 at ton, instead of the current price of \$50 at ton). A manual override allows an authorized administrator to change the rate, tonnage, fee, etc, to reflect the proper amount. Locate the transaction, and adjust what is needed using a “manual edit” function. The administrator can then tally the new figures and enter the total, or use the “recalculate” button to do so. Importantly, all of these changes need to be shown in the log for future reference. Further, a notes section built into every account allows for the administrator to make a notation about the changes made to the transaction.**

22Q. 14.2 Designate a separate site code for this business center and tag each transaction with this designation.

22A. **Yes. But we would like to be able to quickly identify transactions made at this business center, which will be located on the greater Fort Totten site.**

23Q. Will the District consider proposals other than the defined format to distinguish transactions by site location?

23A. Yes.

Attachment A

- 24Q. 14.3.1 Buttons on the monitor that represent up to 10 different vehicles (standard pickup truck, heavy pickup truck, etc) to be determined by Administrator.

Will the District consider proposals other than buttons on the monitor (e.g. drop-down boxes) as acceptable solutions?

- 24A. **Yes. But that is our ideal. Users may not be computer literate, and your solution should be simple and as graphically-oriented as possible.**

- 25Q. 14.4 Provide fields to capture: driver's license number, state, and expiration date; vehicle description (color, type, make) using drop-down menus; vehicle license plate number; business license number; and notes as needed.

- 25A. **Yes. And referring to our answer to 14.3, ease of use, simplicity, and literacy are all key. Further, reliability is key. Are video and video devices more fragile?**

- 26Q. Will the District consider integrated video capture of each transaction, in lieu of capturing vehicle color, make & type?

- 26A. **Yes**

- 27Q. 15.2 Provide a mechanism for Administrators to target select vehicles, resulting in an alarm that alerts Scale Operators when the vehicle passes through an RFID lane.

At this time could the District provide detail in the form of an example narrative of how this process would work in production?

- 27A. **Yes. Managers predetermine a vehicle (s), and account with X vehicles, or a class of vehicles (already identified in the application as a front end loader, for example). An authorized user enters the system and targets the appropriate vehicles. Later, one of the targeted vehicles passes through an RFID reader. The system sets of an alarm (bell, other) at the Scale Operators station (at this time, a text box popup explaining the action for the Scale Operator to take would be ideal). The Scale Operator radios their supervisor, and the appropriate action is taken.**

- 28Q. At this time could the District include in its explanation what event must happen to trigger an alarm? (e.g. when a peak / pre-defined weight is sensed by the scale, when the scale returns to "0" after a peak is recognized, if a vehicle proceeds over the scale without stopping?)

- 29A. **Existing events that we want to trigger an alarm would be: one of our own packers that is overloaded (the system would determine this because the RFID knows the truck and account, and the system knows the scale weight); a contractor account that is suspected, or had a record of abusing material types; running through the scale without stopping, and others.**

30Q. At this time could the District include in its explanation how the alarm is turned off?

30A. The alarm could be manually turned off by the Scale Operator, or, it could turn off automatically after 30 to 60 seconds.

31Q. 15.3 Provide a mechanism for Administrators to select a target net weight and a mix of accounts, vehicle types, or specific vehicles. Alert the Scale Operators when the target net weight selected is exceeded by an account(s), vehicle type(s), and/or specific vehicle(s) that passes through an RFID lane.

At this time could the District provide detail in the form of an example narrative of how this process would work in production?

31A. See 15.2.

32Q. 16.1 Automate a method to reweigh every inbound vehicle on a schedule determined by an authorized administrative user. This automated mechanism will stagger the times that new tare weights are taken in order to avoid scale house and processing bottlenecks.

Is the re-tare (reweigh) process currently in place at District facilities?

32A. We currently have no automated reweigh in place.

33Q. If so, will the District be open to recommendations surrounding the re-tare process?

33A. Yes. However, the method we have described in Appendix A is similar to what is common in the industry.

34Q. Will the District find acceptable the ability to postpone a scheduled re-tare process (e.g. during a busy period), provided that a message displays in the proposed system that will continue to display each time that particular vehicle approaches the gatehouse until that specific vehicle is re-tared?

34A. We are looking for an automated solution. Prompting Scale Operators, by message, to reweigh has not been effective for us. However, postponing a reweigh is acceptable if the truck can be put back on an automated reweigh schedule. Proposing an alternate but automated solution is perfectly acceptable.

35Q. 16.2.2 Upon the vehicle's next (second) scale transaction, capture the vehicle's tare weight and store the record. Use the original tare weight for the current transaction and its associated receipt. In reweighing the tare weight this second time, display a message to the scale operator to ensure that the driver remains in the vehicle as it is weighed.

Will the District consider alternate methods of notifying the Scale Operator and vehicle Driver that the Driver should remain in the vehicle as it is weighed?

35A. Yes. What we are looking for is a directive to the Scale Operator that is consistent, and to reasonably eliminate variables (consistently) in the retare process.

36Q. 17.5 Users with the appropriate security permissions must be able to modify essential transaction elements.

At this time could the District provide examples of audit requirements for reporting on transaction modifications?

36A. This is controlled by user rights. Administrator-level staff (very limited in number) are permitted full access to make changes. We are looking for a very refined permissions approach where we can empower users with what they need to carry out their work, but nothing more.

37Q. 17.6 The automated process must interface with loading grapplers and electronic signaling systems on an overhead floor, and with traffic lights and electronic readouts (“scoreboards”) at the driver level. These electronic interactions provide directions to begin loading, proceeding and stopping in the tunnel for the loading process, and others.

At this time could the District provide brands and models of all equipment to be interfaced to the proposed system?

37A. We won’t be able to provide this information within the short timeframe allotted to respond to these questions, but is easily available otherwise.

38Q. At this time could the district provide a map or topographic plan of the facilities that includes distances between the gatehouses and administrative buildings, conduits for cabling?

38A. See attachment – architecture standard.doc (appendix B & C).

39Q. 17.8 During the vehicle loading process, the inbound scale operator must be prompted to provide the proper vehicle destination and billing account prior to the conclusion of the outbound transaction. Inbound scale operator?

39A. Yes the scale operator(s).

Attachment A

40Q. Will the District consider proposals for involving operators on the floor in the process, if a substantial level of automation can be provided, so that the outbound transaction is expedited?

40A. Perhaps. Staffing challenges and the physical distance between operational centers on each site (very large campuses) have prohibited the stationing of skilled personnel in the outbound tunnel, considering that outbound carriers arrive irregularly. Further, outbound tunnel staff are unskilled workers whose grasp of computers and automation is negligible (not to mention the permission issues). Thus, our goal is to have outbound contract drivers process their own transaction as completely as possible.

41Q. 17.10 The system shall operate and meet service levels in this environment.

At this time could the District provide definition / metrics for expected service levels?

41A. 99.99% System availability

42Q. 18.1 To allow authorized users to modify the text, layout, and other elements of the receipt.

How often is this process expected to be conducted?

42A. Infrequently (once a year).

Attachment A

43Q. 18.3 To determine the number of receipts to print per each account.

Will a "reprint" option satisfy this requirement?

43A. No. What we require is, by account, the ability to determine how many receipts "kick out" of the printer based on the requirement with the account. For example, the District government's trucks only need one receipt. Other accounts need 2, or, on outbound contract accounts, they need 3 receipts. We need the ability to select, by account, how many receipts are printed when the transaction is completed. This flexibility also limits printer paper costs, across nearly 15 printers.

44Q. 20.5 "Canned" reports shall include reports to calculate daily, weekly, monthly and annual statistics (existing canned reports available upon request). Canned reports must also include an "audit" package that can be sorted by date/time/user/site/other:

Do District personnel have visibility into transaction payments after the transactions are completed?

44A. Yes, but access to read or read/write is governed by user rights and permissions.

45Q. At this time could the District define who will be using these reports?

45A. Site management, administrators, and infrequently, finance staff.

46Q. Will the District accept reports available on-line from the Credit / Debit Card processor, in lieu of "system" reports?

46A. Yes. There should be no charge, though. And, we were not pleased to recently learn that our present processor cannot provide online visibility for our transactions that exceed 6 months in age. This is unacceptable. We require online visibility for all of our records, or similar.

47Q. 23. Error Recovery - The system shall provide an error recovery procedure that preserves data that had previously been entered into the system.

At this time could the District provide detail in the form of an example narrative of how this process would work in production?

47A. If an operator is processing a transaction and the power goes off before he prints the ticket, the system should be able to retrieve and print the transaction(s) when the power returns.

- 48Q. 26.2 Functions to display real time activity. Functions to include, but are not limited to: all activity on a single account at one site; enterprise-wide tonnage by material type; a live security cam feed from the Fort Totten inbound scales; all transactions conducted by Scale Operator #14; and all outbound activity.

At this time could the District provide detail in the form of an example narrative of how this process would work in production?

- 48A. **Yes. High-level users could assemble (with operational elements of their choice) a desktop that resembles a “dashboard” that resembles a car dashboard, where a variety of vehicle operational elements are displayed in real time. These elements provide the driver (Administrator) a means to monitor fuel, speed, engine temperature, and other conditions, in real time, so that the driver can make adjustments, or other, if needed. As Administrator could assemble specific elements of production on their desktop that are of concern for the day. For example, at Fort Totten: a rolling total of transactions; a rolling total of bulk material tonnage; the number of times a particular truck used the site, etc.**

Apple and Google have dashboards that can be constructed by the user. Same concept.

- 49Q. 27.2 Invoicing must be conducted externally to the accounts receivable module. When invoicing is complete, staff must have the ability to transfer the completed invoice to the accounts receivable module (for tracking purposes).

Will the District accept invoicing and accounts receivable functionality in the same module as long as appropriate user-level security, by function, is provided in the proposed application?

- 49A. **Yes.**