**Amendment 02**

**Appendix B**

1. Page 15 Section 14 Evaluation Criteria, the first paragraph under “Evaluation Criteria” is replaced with the paragraph below.

Proposals must demonstrate compliance with WMATA’s critical requirements as follows:

1. Interface with WMATA’s current fare payment system, accepting all current SmarTrip fare media, processing all fare schedule rules, and processing all list service transactions.

2. Comply with all applicable federal and industry standards including ADA, NFPA 130, NFPA 70, PCI, and Title VI.

3. Support local, central and portable faregate management. (open, close, entry/exit configurations)

4. Provide secure data storage and communications that includes user and device authentication protocols (demonstrate that data stored locally is not accessible and that the system provides the communication authentications to prevent the data from being accessed by an unauthorized interface).

5. Support emergency safety functionality including the automatic opening faregate barriers and activation of emergency lighting with the loss of power or with the triggering of WMATA’s emergency alarm system and the automatic retraction or opening of barriers when obstructed.

6. Process at least 35 ingress or egress transactions per minute.

7. Support list management services for 2 million elements for each type of list service.

8. Have a reliability > 25,000 MCTF

1. Page 131, Part III, Section 1.1, Under “Overview”, First Paragraph is replaced with the paragraph below.

The Washington Metropolitan Area Transit Authority (WMATA, or Metro) is soliciting proposals to support the acquisition, deployment and maintenance to replace current faregates. The objectives of this effort are to:

* Modernize WMATA’s faregates;
* Improve the customer experience;
* Improve operational interfaces;
* Increase faregate reliability;
* Reduce opportunity for fare evasion;
* Improve list service capabilities;
* Reduce power consumption;
* Provide a pleasing design that is complementary to WMATA’s historic design aesthetic; and
* Implement hardware that works with the current fare payment application.
1. Page 145, Part III, Section 2.3 Faregate Functionality, the requirement below is added:

FF: Be equipped with ground fault device.

1. Page 145, Part III, Section 2.4, the heading is replaced with the edited text below.

2.4 ~~Be equipped with ground fault device~~ Design Requirements

1. Page 155, Part III, Section 2.10.1 -Faregate Cabinet, the last paragraph on the page is replaced with the edited paragraph below.

The faregate barrier shall be designed to minimize injury to customers if the faregate barrier closes on a customer. The contractor shall calculate and determine the safe closing force and ensure that the closing force does not exceed this value. This closing force analysis shall be submitted for review and approval to WMATA. Each half of the barrier shall move simultaneously. The time required for the barrier panel to move through its full path of travel shall be not more than 700ms. ~~This time shall be configurable and calibrated locally at each faregate.~~

1. Page 156, Part III Section 2.10.1 - Faregate Cabinet, Second Paragraph is replaced with the edited paragraph below.

Upon loss of primary power, or receipt of the appropriate signal from the fire control system, the faregate shall complete all in process transactions ~~stop processing fares~~ and barriers shall automatically open, permitting –unrestricted exit from the paid area by Customers or as otherwise identified by NFPA 130 or other appropriate District, State or Federal requirement. Upon restoration of power, the faregate shall return to its normal operating state without manual intervention within not more than five (5) minutes.

1. Page 167, Part III Section 2.28.2 – Commercially Available Software, The section below is deleted.

### 2.2.8 Redundant Data

~~All data shall be stored in two physically separate locations within each device to provide for the best data security and data redundancy. Data shall be maintained in these physically separate locations until that data has been successfully transferred to and stored centrally. Where files are maintained for specific intervals, such as daily files by faregates or Workstation Terminals, data shall be redundantly stored until these files have been successfully transferred to the central data repository.~~

1. Page 173, Part III Section 3.3.2.5 – Display, the first paragraph in that section is replaced with the edited paragraph below.

The display shall be a color touch-screen (capacitive) display measuring at least ~~7~~ 5 inch (diagonal). The display shall supply a minimum resolution of 1280 x 800 pixels.

1. Page 192, Part III Section 5.2.1.2, Contractor/WMATA Work Site Responsibility Limits, this section is replaced with the edited section below.

Metrorail station/mezzanine site work responsibility limits between the Contractor and WMATA are as follows:

1. WMATA shall furnish, install, terminate and test one CAT6 Ethernet cables from the mezzanine Ethernet switch to the current faregate to support new faregate communication interface. At the equipment/component-end, Contractor shall tag and connect the CAT6 (RJ45).
2. WMATA shall furnish and install the mezzanine Ethernet switch and terminate the CAT6 cables to the switch. .
3. WMATA shall furnish, install, terminate and test the fiber optic cable from the mezzanine Ethernet switch to the Communications Equipment Room (CER).
4. WMATA shall provide the CER Ethernet connection to the MetroNet network.
5. As required, WMATA shall furnish and install new power cables from the electrical panel board to the kiosk to be used for new faregate arrays or extended faregate arrays that do not have power receptacles already installed. ~~If new power circuits are required to support new faregates~~ (it is anticipated that new faregates will use power circuits and receptacles that support current faregates).
	1. Spare cables shall be cut to ample length, and be provided without any type of end connector. Contractor shall tag and terminate power cables to their equipment if needed.
6. WMATA shall handle and manage all power circuits at the mezzanine/station’s electrical panel board(s).
7. WMATA shall maintain operation of all existing AFC System equipment and connection cabling at the station.
8. WMATA shall perform all floor tiling repair work, however if tiles are damaged at the time of installation, the Contractor is responsible for ensuring that the site is free of tripping or other safety hazards while tile repair work is coordinated.
9. Contractor shall be responsible for any damage incurred to the cables or the cable infrastructure.
10. Contractor shall be responsible for replacing and/or repositioning electrical receptacles inside the faregate cabinets where existing receptacles interfere with faregate installation and for replacing receptacles in instances where existing power is not usable. In instances where the replacement of the power receptacles does not resolve the power issue, it will be WMATA’s responsibility to further troubleshoot the circuit.
11. Page 193, Part III, Section 5.2.2, Site Specific Work Plan and Supplemental Work Plan, sixth paragraph in the section is replaced with the edited paragraph below.

The SSWP shall include verification of NFPA 130 equipment compliance. This includes verification that faregates automatically open in conditions where there is a ~~large~~ lack of power, ground fault, emergency alarm, and activation by manual switch. The SSWP shall also include plans and procedures for Fire Watch Protection if needed.

1. Page 48, Part 1, Liquidated Damages for Delay, Replace Table 1 with the edited Table below.

Table 1 – Project Milestones and Durations

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Description | Start | End | LD |
| Mobilization | Onboarding resources and deliver of project planning deliverables  | NTP | + 45 days | No |
| Design Review  | Delivery of design deliverables  | NTP+30 | + ~~130~~ 144 days | No |
| Testing | First Article Testing, Environmental Testing, Functional Testing and Systems Integration Testing  | Design Review End  | + 120 days | Yes |
| Deployment Planning  | Delivery of deployment deliverables  | Design Review End  | +60 days  | No |
| Training  | Maintenance Training, Station Manager Train-the-Trainer, and Other User Training  | 60 days before Deployment | +60 days | No |
| Equipment Deployment  | System wide deployment of faregates and Supporting Systems (Does not include deployment planning) | 30 days after Testing End  | +300 days | Yes |
| Warranty/Spare Parts Delivery  | System wide Maintenance  | Deployment End | + 90 days | No |
| Extended Parts Maintenance  | Parts repair and replacement | Warranty Maintenance | +365 days | No |
| Software Maintenance  | Software Updates, Software Patches and Directed Software Changes  | Warranty End  | +1095 | No |

1. Page 169, Part III, Section 2.29 Required CDRLS, Replace Table of CDRLs with the edited Table below.

The following CDRL items are referenced in this Section:

| CDRL No. | Description | Section |  Due | Approval Required |
| --- | --- | --- | --- | --- |
| CDRL 2-1 | PCI-DSS Compliance Assessment | 2.3 | PDR, FDR | No |
| CDRL 2-2 | ADA Certifiable Items Assessment | 2.4.1 | FDR | Yes |
| CDRL 2-3 | Title VI Compliance Assessment | 2.4.2 | FDR | Yes |
| CDRL 2-4 | Conceptual Design Package | 2.5.1 | NTP + 60 | Yes |
| CDRL 2-5 | Preliminary Design Package | 2.5.2 | NTP + ~~100~~ 114 | Yes |
| CDRL 2-6 | Final Design Package | 2.5.3 | NTP + ~~140~~ 154 | Yes |
| CDRL 2-7 | System Security Plan  | 2.12 | NTP + ~~140~~ 154 | No |
| CDRL 2-8 | Software Configuration Control Plan  | 2.29.1.6 | FDR | Yes |
| CDRL 2-9 | Software Documentation  | 2.29.2 | FDR | Yes |
| CDRL 2-10 | Processes for downloading software updates | 2.3.20 | PDR, FDR | Yes |