WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
600 Fifth Street, NW, Washington, DC 20001  
AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

<table>
<thead>
<tr>
<th>1. AMENDMENT / MODIFICATION NO.</th>
<th>2. EFFECTIVE DATE</th>
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<tr>
<td>A005</td>
<td>May 5, 2011</td>
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<th>3. ISSUED BY</th>
<th>4. ADMINISTERED BY (if other than block 3)</th>
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| Office of Procurement and Materials  
Frederick R. Voellm, Contract Administrator  
600 Fifth Street, NW, Room 3D-09  
Washington, DC 20001 |                                         |

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<thead>
<tr>
<th>5. CONTRACTOR NAME AND ADDRESS</th>
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<td>X AMENDMENT OF SOLICITATION NO FQ-10044/FRV</td>
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<tr>
<td>January 28, 2011</td>
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7 THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS

- The above numbered solicitation is amended as set forth in block 10. The hour and date specified for receipt of Offers is extended. X 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:
  - By signing and returning two copies of this amendment.
  - By acknowledging receipt of this amendment on each copy of the offer submitted.
  - By separate letter or telegram which includes a reference to the solicitation and amendment numbers.

FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE ISSUING OFFICE 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 telegram or letter, provided such telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

8. ACCOUNTING AND APPROPRIATION DATA (If required)

N/A

9. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS

- Change Order is issued pursuant to
- The Changes set forth in block 10 are made to the above numbered contract/order.
- The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data, etc.) set forth in block 10.
- This Supplemental Agreement is entered into pursuant to

10. DESCRIPTION OF AMENDMENT/MODIFICATION.

Solicitation FQ-10044/FRV is amended to provide answers to additional questions submitted by interested offerors after Amendment A002. In most cases the questions are presented exactly as written by the interested offeror. Please read each question and answer carefully. Some may result in changes to the specifications.

**Questions Submitted to WMATA by Interested Offerors:** See following pages.

(Except as provided herein, all terms and conditions of the document referenced in block 6, as heretofore changed, remain unchanged and in full force and effect through the contract period.)

<table>
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<tr>
<th>11. CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN ______ COPY(IES) TO ISSUING OFFICE.</th>
<th>12. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</th>
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<tbody>
<tr>
<td></td>
<td>BY Frederick R. Voellm</td>
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<tr>
<th>13. NAME AND TITLE OF SIGNER (Type or print)</th>
<th>14. DATE SIGNED</th>
<th>15. NAME OF CONTRACTING OFFICER (Type or print)</th>
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<tr>
<td></td>
<td></td>
<td>Frederick R. Voellm</td>
<td>05/05/2011</td>
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Questions Submitted to WMATA by Interested Offerors

1. Q. Please clarify location of Clause 18, Evaluation factor, of the Solicitation Instructions (RFP).
   A. Evaluation factors are found in Solicitation Instruction #16 ‘Proposal Evaluation Criteria and Ratings.’

2. Q. Section 4, Article 14 (RFP). Please clarify if buy America applies to optional purchase of equipment only.
   A. Yes

3. Q. Article 4 (b) (SOW)
   a. Do all trains on the Orange Line regenerate?
      A. Yes

   b. Do all the trains have the same regenerative characteristics?
      A. Not exactly, but for simulation purposes they should be assumed to be the same.

   c. What are the regenerative/braking characteristics of the train?
      A. When regeneration is enabled, each car shall automatically blend from full available regeneration to full rheostatic braking and zero regeneration as third rail voltage rises to 780 volts. The control shall be such that regenerated current does not oscillate and third rail voltage is not raised above 780 VDC in response to abrupt changes in receptivity of the third rail. The equipment shall include provision for moving the maximum voltage anywhere in the range from 780 VDC to 860 VDC. See Attachment D.

   d. Please confirm the number of cars per train
      A. Most often 6 car trains are used on this line. See Attachments J, K, L, M. (Headway Sheets).

   e. Please provide the schedule for weekday and weekend operation including peak times.
      A. See Attachments J, K, L, M.

   f. What is the daily power consumption at each substation on the Orange Line?
      A. Not available.

   g. Please provide information about the resistance of composite and 150 pound steel third rail.
      A. 0.002 ohms/kft.

   h. Please provide the third rail layout drawings showing the location and type of materials used.
      A. For simulation purposes use 150 lb. steel third rail. See Attachment C.

4. Q. Article 4(c) (SOW) What is the WMATA utility cost that should be utilized to determine the ROI?
   A. The rate to be used is $0.0768/kwhr. (6VA rate).

5. Q. Please confirm if “Attachment A” is a typical arrangement for all stations?
   A. Attachment A is a typical arrangement for all stations. Attachment O is the arrangement for the West Falls Church Substation.

6. Q. Please confirm if all rectifiers (Attachment A) are in operation at all times.
   A. Yes

7. Q. Distance markers for rectifiers K118A and K114A (Attachment C). All other rectifiers have distance markers (in feet)... but the drawing does not provide the foot markers.
   A. K118A and K114A distance markers are about 536 +00. They represent the cable connection points on the third rail. The K99/K06 TPSS is physically located in the yard at about 850ft from the tracks. Use 850ft cable length for the simulation.
8. Q. Attachment E – Please confirm the meaning of “rating” in the title.
   A. Disregard Attachment E it is the result of a previous simulation that does not apply.

9. Q. Attachment E – Please confirm the units for the values shown under “value”
   A. Disregard Attachment E it is the result of a previous simulation that does not apply.

10. Q. Attachment E – The values shown under “load” are a percentage of what factor?
    A. Disregard Attachment E it is the result of a previous simulation that does not apply.

11. Q. Please confirm if 110VAC, 15A and 220VAC are available at the site.
    A. 220VAC is not available at the site. 110VAC, 125 VDC, 480/277VAC are available.

12. Q. The Orange and Blue lines are shown to run parallel from Stadium Armory to Rosslyn. During these points are the Orange and Blue lines using the same rail?
    A. The Orange and Blue Lines use the same rail from Stadium Armory to the Rosslyn Station, and use the same traction power substations. Typically, trains for each line alternate on the same track.

13. Q. With regard to WMATA’s option to purchase installed test equipment: we will deliver a “testing machine” to WMATA for the field test, we will take back the equipment after the test in any case. Then, we will deliver a new machine if WMATA will exercise the option. Is this acceptable?
    A. Yes, but the new machine must be reinstalled and tested at the Contractor’s expense.

14. Q. With regard to the Proposal Evaluation Criteria and Ratings: We would like to know more details of the evaluation e.g. the scores of the non-price factors and the price factor.
    A. Please review Solicitation Instruction (SI) #15 ‘Basis for Award’. In addition, as outlined in Solicitation Instruction #16 ‘Proposal Evaluation Criteria and Ratings’, non-price factors will be graded as Beneficially Exceeds, Acceptable, Marginal, or Unacceptable. The price will be evaluated for reasonableness, completeness, realism, and affordability. As quoted from SI #16, “The Contractor will be required to perform all phases of the demonstration project at little or no cost to the Authority. Contractor costs to be borne by the Authority may detrimentally affect the offeror’s selection opportunity.”

15. Q. Do we need to include the ‘Certificate of Insurance’ in our proposal package?
    A. No. The selected offeror will be requested to provide the ‘Certificate of Insurance’ before contract award.

16. Q. Is there a limitation in terms of the space and tonnage for the installation of the energy storage system without any additional work.
    A. The space immediately outside and adjacent to the substation is the area intended for the storage system. Frame and base: Design with base of sufficiently large size so as to limit final installed floor loading to not greater than 250 pounds per square foot.

17. Q. In our past experiences of field test, we took care of the installation of energy storage equipment except for the wiring of the power lines to our system. Will WMATA or the contractor take care of the arrangements for the high voltage wiring?
    A. WMATA will monitor, inspect, and approve the installation by the contractor.

18. Q. In the Statement of Work, Section 2 Scope of Work, installation of American Standard high speed breaker is required. We would like to know the detailed requirement of the “American Standard.”
    A. The AS breaker is an IEEE C37 – 14&16.
19. Q. For the verification of EMI/EMC, we would like to have the information on your signal systems and track circuit systems together with their frequency and the maximum permissible limit.
   A. See the following in italics:

7.6.4 Emission Limits

To preclude undesirable effects caused by onboard vehicle subsystems upon the external environment along the right of way, in no case shall the electromagnetic emission limits specified herein be exceeded. In addition, the Contractor shall review each vehicle’s (“A” and “B” car) impedance to determine that the following desirable characteristics are met:

A. At 60 Hz, the input impedance shall not be capacitive in nature

B. The input impedance resonant frequency shall be below 50 Hz.

Meeting the requirements specified in the following subparagraphs is the first level of defining the interface between installed equipment systems and subsystems and other electromagnetically-sensitive systems in the Authority’s environment. The Contractor shall be responsible for reducing the above-specified limits, if necessary, to prevent interference.

7.6.4.1 Radiated Emissions

Between the frequencies of 0.15 MHz and 30 MHz, the maximum permissible interference limit shall not exceed 20 dB above the limit of Figure 22 (REOS) of MIL-STD-461A. From 30 MHz to 88 MHz, the maximum limit shall be 58 dB above one microvolt/meter/MHz bandwidth. From 88 MHz to 1,000 MHz, the maximum limit shall be 68 dB above one microvolt/meter/MHz bandwidth. These limits shall not be exceeded when measured at a distance of 100 feet from the track centerline. A graphical representation of these limits is given in Exhibit 7-1.

7.6.4.2 Conductive Emissions

The conductive emissions in the third rail shall have a maximum current limit (amperes RMS) of 1.1A between the frequencies of 55 Hz and 65 Hz. For all frequencies between 2000 Hz and 4000 Hz, the conductive emissions in the third rail shall have a maximum current limit (amperes RMS) defined by a straight line from 0.100 ampere at 2000 Hz to 0.050 ampere at 4000 Hz. For all frequencies between 4000 Hz and 6000 Hz, the conductive emissions in the third rail shall have a maximum current limit (amperes RMS) of 0.045 ampere. For all frequencies between 6000 Hz and 20,000 Hz, the conductive emissions in the third rail shall have a maximum current limit (amperes RMS) of 0.020 ampere. These third rail current limits shall not be exceeded by a train of any length up to 8 vehicles assuming 78% of the emission level produced when all equipment of like type on the train is producing in-phase emissions of the same frequency. This condition shall be met by each individual power component as well by as the simultaneous operation of all car apparatus on the train. To verify compliance with the third rail conductive emission limits, single inverter measurements shall be made on one car of a married pair, as measured by the procedures of “Conductive Interference in Rapid Transit Signaling Systems, Volume II: Suggested Test Procedures,” UMTA-MA-06-0153-85-6. The results of the single inverter measurements will used to calculate the emissions for a train of any length up to 8 vehicles.

Exhibit 7-1
Radiated Emission Limits
7.6.4.3 Inductive Emissions

The inductive emissions, as measured by the procedures of “Inductive Interference in Rapid Transit Signaling Systems, Volume II: Suggested Test Procedures,” UMTA-MA-06-0153-85-8, shall be limited to a maximum of 100 millivolts RMS between 55 Hz and 65 Hz, and 10 millivolts RMS, rail-to-rail, at all frequencies between 2 kHz and 20 kHz. This condition shall be met by each individual power component as well as during the simultaneous operation of all car apparatus.

7.6.5 Conducted Interference

The Contractor shall formulate a set of criteria governing both generation and tolerance of electrical interference on conductors between assemblies. The criteria shall distinguish the basic types of circuits present on the car and shall define a suitable, comprehensive classification of disturbances which could be present in each type of circuit. The criteria shall insure that each connected assembly will be able to tolerate the disturbances introduced simultaneously by all of the other assemblies to which it could be connected. The criteria shall include any required reduction of the limits described above on conducted interference into the third rail and running rails, with levels selected to prevent interference with signal and communications system which use those circuits for their means of operation and communication. These criteria shall be a part of the EMC and EMI control plans.

7.6.6 Inductive Interference

The Contractor shall formulate a set of criteria governing generation and tolerance of magnetically coupled interference on or between assemblies. The criteria shall identify the basic types of circuits present on the car and shall define a suitably comprehensive classification of disturbances which could be present in each type of circuit. The criteria shall insure that each connected assembly will be able to tolerate the disturbances introduced simultaneously by all other assemblies to which it is inductively coupled. The criteria shall include any required
reduction of the limits described above on the inductive interference into the third rail and running rails, with levels selected to prevent interference with signal and communications systems which use these circuits for their means of operation and communication. These criteria shall be a part of the EMC and EMI control plans.

7.6.7 Cab Signal Interference

The Contractor shall minimize the amount of EMI that couples into the cab signal receiver coils and cables over the range of 4 to 6 kHz. To this end, the level of in-band interference at the two cab signal receiver carrier frequencies (4.550 Hz and 5.525 Hz) shall not exceed the level that 45 mA (RMS) in the third rail produces for a train of any length up to 8 vehicles.

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<th>1000 Series new High (kHz)</th>
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* New center frequency is taken from existing data on ATO markers in WMATA system. The 5K, 2K, 6K (rehab), & 6K cars are similar bands. Analysis for wayside pass/fail static test parameters and 4K series frequency response are open action items.

20. Q. We would like to know if the power source (AC110 v) is available at the site where the field test will take place.
   A. Yes

21. Q. Can the proposal submittal date be extended 45 days?
   A. The proposal due date was extended to 2:00PM on May 13, 2011.

22. Q. Based on prior experience, it is understood and preferred that WMATA will make the necessary connections from the high voltage positive and negative in the substation to the BPS system, and the 120VAC, 480VAC, &125VDC in the substation to the BPS system.
   A. No. WMATA will monitor, inspect, and approve the connection of all cables to the WMATA system by the contractor.

23. Q. It is understood that this will be considered a temporary installation, and to that extent we would like to confirm what codes and regulations we must adhere to.
   A. Because the option to purchase the installed equipment is a possibility, it cannot be considered a temporary installation. All installations must comply with the NEC, and all federal, state, and local regulations.

24. Q. Please reconfirm the no load voltage to be utilized for the simulation and BPS system design.
   A. The no load voltage is 750 vdc.
25. **Q.** Should we perform the PC model simulation based on 6 car train at 810vdc line voltage at which regenerative electric power starts to reduce?
   **A.** The PC simulation should be based upon the actual schedule of cars used during hours of operation, and regeneration into the line based upon the load.

26. **Q.** We would also like to confirm if the trains of the Orange Line are operated by man or unmanned.
   **A.** All trains have train operators. Operation may be either automatic or manual.

27. **Q.** The attached diagram (See Attachment N) is what we believe is the characteristic of regeneration on the existing WMATA cars. 1) Is this accurate? If so, what is the voltage VA at which the regeneration begins and the voltage VB at which the regeneration stops?
   **A.** The diagram is typical for WMATA regeneration. Regeneration begins at 780 vdc and stops at 860 vdc.

28. **Q.** It is understood that a communication fiber optic line has been installed from a Central Monitoring Station to the West Falls Church Substation. Is this communication line connected to the Central Monitoring Station? If not connected, what is the timeline to finalize the connection? We would like to determine if the energy storage and power data can be downloaded to WMATA’s Central Monitoring Station and then retrieved.
   **A.** There is no fiber optics line connected to WFC substation. There is no timeline for a fiber optics link (must use a wireless link).

29. **Q.** What are the current and forecasted electric utility costs (kWh) and for demand costs (kWh)? Are there any additional or predetermined factors that will be considered for the Return on Investment and what are the costs associated with them? What are the weighting factors for each of the items listed in the Success of the Project?
   **A.** The rate to be used is $0.0768/kwhr. (6VA rate). Evaluation criteria including the Return on Investment are discussed in Solicitation Instruction #16 ‘Proposal Evaluation Criteria and Rating’. No weighting factors are assigned to the items listed in the Success of the Project section of the Statement of Work.

30. **Q.** For the purpose of measuring the impact of the batteries during the test period we require the power consumption of the West Falls Church Substation and at least the power consumption from the 2 adjacent substations of Barbour Rd Substation and Fisher St Substation. Will WMATA be able to provide this power consumption data?
   **A.** No. The contractor will need to instrument the substations to collect the required data.

31. **Q.** We would like to request 14 months to complete the demonstration due to our understanding of the current lead-time for materials and manufacturing. A shorter time frame can be discussed if a reduced time in data collection is possible.
   **A.** The complete program must be completed within one (1) calendar year following the Authority’s NTP.

32. **Q.** Please clarify the meaning of “120 days from last revised proposal”. Is the intent to request a best and final proposal from vendors after the initial submittals?
   **A.** Solicitation Instruction #26 ‘Minimum Acceptance Period’ identifies 120 calendar days from the selected offeror’s latest revised proposal as the time period available to WMATA to award a contract. Whether or not a ‘Best and Final’ is requested depends on the circumstances. Please note that Solicitation Instruction #15 ‘Basis for Award’, paragraph c., states “Offerors are advised that award may be made without discussion or any contact with the offerors concerning the offers received. Therefore, offers should be submitted initially on the most favorable terms that the offeror can submit to the Authority.”
33. Q. Item No.3 “Line voltage at which regenerative electric power stops: 780 vdc” should be higher than item No.2 “Line voltage at which regenerative electric power starts to reduce: 810 vdc”. We assume that the figure 870vdc that is reasonable. Though I know the deadline for submitting questions has gone by, we would like you to confirm the figure with WMATA.
   A. The initial line voltage where regeneration starts is 780vdc. The maximum line voltage where regeneration stops is 860vdc.

34. Q. Running Curves – We need a running curve of the Orange Line to precisely calculate energy consumption by PC simulation. If you cannot prepare the entire curves of the line, the running curve between Vienna and Ballston Stations would be helpful.
   A. WMATA does not have the running curves of the Orange Line, or the Vienna to Ballston section.

35. Q. Substation Capacities – We would like to know if WMATA has a plan to increase, exchange, or abolish the substations or the rectifiers.
   A. WMATA has no plan to change the substations in the immediate future.

36. Q. Headway of Peak Time: Please confirm if our assumption is acceptable, which is between 8:00 and 9:30 a.m. and between 5:00 and 7:30 p.m. on weekdays are rush hours with a 2.5 minutes (2 minutes and 30 seconds) headway.
   A. Rush hours during weekdays is 5:30 – 9:30 A.M. and 2:30 – 7:30 P.M. Minimum headway is 3 minutes, but 2.5 minutes on shared lines.

37. Q. Voltages:
   a. Voltage at which trains stop the generation of regenerative electric power?
      A. 860 vdc
   b. Minimum allowable voltage.
      A. 430 vdc
   c. Meaning of “Maximum Rail Volts: 75 Volt” in Attachment D.
      A. Maximum Rail Volts is running rail to ground voltage also known as touch voltage.

38. Q. 4 Voltage Sags and Peak Power Reduction – According to a document of National Academy (TCRP Doc.51), WMATA also has an interest in the improvement of voltage sags and peak power reduction. If we may receive the details of the information, we will utilize for the simulation. Also, if WMATA has actual measurement data of the voltages of Orange line, we would like to know the points of the line at which WMATA will improve.
   A. It is recommended that the contractor instrument the WMATA system to collect all baseline data.

39. Q. Upon selection of the option to purchase and acceptance, will the demonstration period have been considered fulfillment of one year of the warranty, or will an additional two years need to be provided?
   A. No, the demonstration period will not be considered fulfillment of one year of the warranty. Warranty (2 years) begins upon the acceptance of the purchased equipment.

40. Q. Please confirm if there are existing power meters located at WFC, Fisher Road, and Barbour substations. If yes, can these meters be utilized to obtain power consumption data and recorded on a PC?
   A. No meters exist that can be connected to a PC.
41. Q. Please confirm if there are any DC Voltage and DC current isolation transducers available for recording data to a Dewetrion.
   A. Yes there are.

42. Q. Pre-Award Evaluation Data - Line #11 – Financial resources available as working capital for the Contract: It is very difficult to specify the exact amount of cash on-hand for this demonstration project.
   A. The purpose of the Pre-Award Evaluation Data is to help establish that an offeror is a responsible, viable, and on-going business entity with the financial resources necessary to perform the contract. The entry on Line#11 will be indicative of the financial strength of the offeror and its ability to satisfactorily perform the contract.

43. Q. Pre-Award Evaluation Data - Line #13 – What percentage of work (contract amount) do you intend performing with your own personnel?: Most of the work should be done by our partners (subcontractors). How would you like us to respond to this?
   A. If the partners are subsidiaries of the prime contractor, then the percentage of work will include the work done by the prime and partners. If the partners are not subsidiaries of the prime contractor but are independent companies, then the percentage of work will not include the work done by the partners.

END OF AMENDMENT A005