




WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
600 Fifth Street, NW, Washington, DC 20001-2651

**AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT**

1. AMENDMENT/MODIFICATION Amendment No. 006		2. EFFECTIVE DATE (Same as block 17)	
3. ISSUED BY PURCHASING SECTION Office of Procurement and Materials Charmyne Reid – (202) 962-1476		4. ADMINISTERED BY (If other than block 3)	
5. CONTRACTOR NAME AND ADDRESS  (Street, city, county, state, and Zip Code)		6. FORM TYPE (Check only one) <input checked="" type="checkbox"/> Amendment Of Solicitation No. CQ17022 Date <u>09/01/16</u> (See block 7)  <input type="checkbox"/> MODIFICATION OF CONTRACT NO. Date _____ (See block 9)	
7. <input checked="" type="checkbox"/> <b>THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS</b> The above numbered solicitation is amended as set forth in block 10. The hour and date specified for receipt of Offers <input type="checkbox"/> extended, <input checked="" type="checkbox"/> is not extended. Offerors 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 signing and returning <u>1</u> copies of this amendment; (b) by acknowledging receipt of this amendment on each copy of the offer submitted, or (c) 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)			
9. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS <input type="checkbox"/> This Change Order is issued pursuant to _____ The Changes set forth in block 10 are made to the above numbered contract/order. <input type="checkbox"/> 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. <input type="checkbox"/> Supplemental Agreement is entered into pursuant to authority of It modifies the above numbered contract as set forth in block 10.			
10. DESCRIPTION OF AMENDMENT/MODIFICATION  1.) Amendment 006 transmits Clarifications and Interpretations to RFP No.CQ17022.  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.			
11. <input type="checkbox"/> CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS MODIFICATION AND RETURN _____ COPIES TO ISSUING OFFICE.		<input type="checkbox"/> CONTRACTOR/OFFEROR IS NOT REQUIRED TO SIGN THIS DOCUMENT	
12. NAME OF CONTRACTOR/OFFICE  BY _____ (Signature of person authorized to sign)		15. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  BY  (Signature of Contracting Officer)	
13. NAME AND TITLE OF SIGNER (Type or print)	14. DATE SIGNED	16. NAME OF CONTRACTING OFFICER (Type or print) William R. Walters, Jr.	17. DATE SIGNED October 14, 2016

**Washington Area Transit Authority (WMATA)  
RFP CQ17022\_Parking Concessionaire  
Amendment 006**

**Questions**

**Q96.** Could you please provide five years of cost history for all project assets?

**A. Please refer to the response provided for Questions 15, 20, 23 and 81.**

**Q97.** Could you please provide an existing asset condition report, including expected maintenance expenditures, including, but not limited to, the report by Walker Parking Consultants cited in footnote 5 on page 31 of the RFP?

**A. Please refer to the response provided for Questions 26 and 41.**

**Q98.** Please provide additional details on the outstanding tax exempt bonds, for which the proceeds were used in connection with the facilities. In addition, please provide, if available, the proposed approach to ensure that the rights to collect the revenues can be conveyed to the Concessionaire.

**A. Please refer to the response provided for Question 61. Further, the Concession Agreement will address this issue.**

**Q99.** Would WMATA consider proposals that would include development of parking structures in lieu of the existing surface parking lots?

**A. Yes, WMATA is interested in proposals that have the option of developing parking structures in lieu of existing surface parking lots, particularly if the parking structure can make way for transit-oriented real estate development. WMATA would require approvals of any new design and site layout. The Concessionaire would not be permitted, without explicit approval from WMATA, to develop the land for uses other than parking.**

**Q100.** Please consider extending the deadline for written questions to September 29, 2016 to allow the prospective proposers to ask additional questions and react to answers posted by WMATA.

**A. Please refer to the response provided for Question 2 regarding written questions. WMATA shall extend the submission date for initial proposals from November 11, 2016 at 10:00 a.m. (EST) to December 29, 2016 at 10:00 a.m. (EST). An Amendment is forthcoming.**

**Q101.** Please inform us of the parking equipment brand and ages for each location

**A. Please refer to the response provided for Question 23x.**

**Q102.** What locations are linked to the control room?

**A. All facilities included in the concession are linked to the WMATA Parking Operations Control Center (POCC). WMATA does not staff each facility.**

**Q103.** What intercoms are in place in the equipment? i.e commend?

**A. Each exit lane is equipped with a COMMEND intercom that connects customers with the WMATA Parking Operations Control Center.**

**Q104.** Is there a union in place for the current work force?

**A. Yes, there is a union in place for the current workforce.**

**Q105.** Does the Concessionaire need to retain in place a union?

**A. Please refer to the response provided for Question 30.**

**Q106.** Do any sites have a dedicated cashier onsite?

**A. Please refer to the response provided for Question 102. In addition, a dedicated cashier is not onsite.**

**Q107.** Who performs the snow removal? i.e is this subcontracted? And the annual costs

**A. Please refer to the responses provided for Questions 44, 45 and 46.**

**Q108.**Are the janitorial services subcontracted out to a third party? And the cost?

**A. Janitorial services are performed by WMATA staff. Cost information is not available.**

**Q109.**A current staffing schedule you can provide that simply shows the number of staff for each of the positions and the salary/hourly range paid?

**A. Please refer to the response provided for Questions 23 viii. The RFP does not require the selected proposer to staff facilities in the same manner as WMATA currently operates. Proposer(s) are to define the operating standards by which they will operate the facilities within their technical proposal submission. The final negotiated standard for operations will be included in the Concession Agreement.**

**Q110.**Can you provide 2015 actual paid transactions ideally broken into each facility? And also 2016 YTD if available.

**A. Please refer to the response provided for Question 15.**

**Q111.**A consolidated P&L for all locations showing revenue and expenses per item

**A. Please refer to the response provided for Questions 15 and 23.**

**Q112.**How are the monthly “reserved” parking users managed? A third party company and or system

**A. Currently, reserved permit fulfilment is contracted to a third party company.**

**Q113.**What if any maintenance equipment will be provided? For example: parking dept vehicle(s), portable signs, cleaning sweepers,

**A. Maintenance equipment is not part of the concession.**

**Q114.**Is there a current database of parkers? If so who owns this?

**A. WMATA does not maintain a database for daily parking customers. There is a database for reserved permit holders. That database is owned by WMATA and would be transferred to the Concessionaire.**

**Q115.** Can MWATA please describe the proposed purpose of monetizing the cash flows from its parking assets; what is the intended use of the upfront sum of money? It may be useful to the proposers to understand the intended application for the monetized funds (upfront versus ongoing), in order to present alternate options that best meet MWATA's needs.

**A. WMATA's Board of Directors will determine the most prudent action for funds received from the concession. Further information is not available.**

**Q116.** To what level of authority has the Concession process been discussed or approved by the MWATA Board of Directors? Has there been any indication from the Board, or indeed any formal pre-approval, that a deal will be concluded should the financial proposal meet any minimum thresholds. If not, would MWATA consider seeking contingent Board approval as part of the proposal process?

**A. Please refer to the responses provided for Questions 18 and 19.**

**Q117.** It is understood that Walker Parking undertook an assessment of the condition of the facilities, and a very high level summary of the condition report was provided in the RFP. Will WMATA please share with the proposers any further information on the condition of the facilities available, including the full extent of any report provided by Walker.

**A. Please refer to the response provided for Questions 26 and 41.**

**Q118.** Section 2.2.9 of the RFP requests proposers propose a 'capital reimbursement approach in the event MWATA decides to assume financial responsibility for capital investment related to the parking facilities'. Please provide further details of what is contemplated as a 'capital reimbursement approach'.

**A. During negotiations of the Concession Agreement, WMATA may determine it is in its best interest to retain fiscal responsibility for capital improvement projects of the parking facilities, rather than the Concessionaire. If the Concessionaire would consider this approach, then their proposal should address how WMATA would be compensated for the capital expenditures that extend the useful life of the facilities during the term of the Concession Agreement.**

**Q119.** Does MWATA have knowledge as to whether the parking facilities being operated under a Concession Agreement cause the facilities to be subject to Real Estate taxes?

**A. Please refer to the response provided for Questions 48 and 50.**

**Q120.** The 'Selection Criteria' does not detail any assessment of the merits of proposers' 'Base Case' financial proposal. Can MWATA please clarify how the Base Case financial proposal and any alternate financial proposals will feature into the assessment of a proposers response?

**A. Please refer to the response provided for Question 87.**

**Q121.** Please provide a full breakdown of Revenue for the past three years, showing the various sources of revenue (Permit, daily, etc.), broken down by facility.

**A. Please refer to the response provided for Questions 15 and 23.**

**Q122.** Please provide three year historical details of the costs of operating the parking facilities, showing, by facility, the operating and capital expenses, as well as the overall G& A expenses for the parking system.

**A. Please refer to the response provided for Questions 15, 20, 23 and 81.**

**Q123.** Please provide details of any special parking arrangements with government (or other) entities (mentioned at the pre-bid meeting) that may have an operational or financial impact on the concessionaire's ability to freely operate the facilities.

**A. Please refer to the response provided for Question 76.**

**Q124.** Please provide a manufacturer, model, age and condition summary for the 3,445 single space meters owned by MWATA.

**A. WMATA's single space are POM electronic meters purchased between 2005 and 2008. No additional information is available.**

**Q125.** Assuming that answers to these, and other questions submitted by proposers, will have a material impact on the proposers responses to the RFP, we respectfully request that MWATA set a revised submission timeline that allows proposers adequate time to prepare responses, after receiving answers to questions submitted. The current timeline contemplates only ten business days.

**A. Please refer to the response provided for Question 100.**

**Q126.** Please clarify language related to the WMATA Compact, Section 52. Page 6 of the RFP states that the concession agreement will be automatically renewed every 5-years, but the actual WMATA compact (Section 52) states that an operating contract may be renewed for successive terms by the Board.

**A. Please refer to the response provided for Question 39.**

**Q127.** Has WMATA determined whether private use will be triggered upon a transfer of the jurisdiction garages as part of the concession agreement in a private bid?

**A. Based on advice received from its bond counsel, it appears that a Concession Agreement model would constitute private use for purposes of the debt covered by Question 61.**

**Q128.** Provide the outstanding debt related to financing the County/Jurisdiction owned garages.

**A. Please refer to the response provided for Questions 61.**

**Q129.** Does WMATA and the jurisdictions intend to transfer all of the County owned garages as part of the concession?

**A. Proposers should assume that they will operate all garages funded by jurisdictional surcharges. The Wiehle-Reston East parking facility is currently one county-owned and maintained by Fairfax County. Proposers should assume that they will conduct the revenue collection operations at Wiehle-Reston East but will be compensated only through an administrative fee for those services. The revenues at that facility belongs to Fairfax County.**

**Q130.** Are bids with private capital going to be considered or is WMATA considering establishing a 63-20 corporation with a qualified management contract?

**A. WMATA will consider bids with private capital, to the extent it is legally able to. WMATA is unable to establish a 63-20 corporation, so that option would not be available, but WMATA will entertain other options, if available.**

**Q131.** Schedule: Completing a feasibility analysis of the parking system will take in excess of 90 days (between selecting a consultant to completing the report), will WMATA consider extending its bid deadline for submission of final proposals?

**A. Please refer to the response provided for Question 100.**

**Q132.** Provide schedule of WMATA's safetrack program

**A. SafeTrack information is accessible at:  
<http://www.wmata.com/rail/safetrack.cfm>**

**Q133.** Will compensation be made in the case that there is unexpected expected service reductions or line closures?

**A. Please refer to the response provided for Question 54.**



**Q134.**Provide any appraisals related to the parking system

- A. There are no appraisals related to the parking system available. However, WMATA receives tax assessments for property located in the District of Columbia and the City of Rockville which include property valuations. WMATA cannot attest to the accuracy of those documents. Those documents are available directly from the tax and revenue authorities in those jurisdictions.**

**Property assessments for WMATA Facilities located in the District of Columbia can be found on the DC Office of Tax and Revenue website through this link:**

**[https://www.taxpayerservicecenter.com/RP\\_Search.jsp?search\\_type=Assessment](https://www.taxpayerservicecenter.com/RP_Search.jsp?search_type=Assessment)**

**Property assessments for WMATA Facilities located in the City of Rockville, Maryland, can be found on the City of Rockville Department of Finance website through this link:**

**<https://www2.montgomerycountymd.gov/realPropertyTax/Default.aspx>**

**Q135.**Provide any agreements with developers who are required to provide parking around Metro stations as part of a larger development.

- A. WMATA is interpreting the question as dealing only with agreements which cover parking spaces which are not and will not become part of the Concession. Using that interpretation, one Agreement exists, please see the attachment entitled “CQ17022\_Amendment 6\_Question 135”. The parking spaces referenced within this Agreement are not included in the Concession.**

**Q136.**Provide any engineering/condition assessments that have performed on the parking system

- A. Please refer to the responses provided for Questions 26 and 41.**

**Q137.**Provide parking capital expenditures made over the last 10-years

- A. Please refer to the response provided for Question 23ix.**

**Q138.**Provide parking utilization reports by station – last 20 years

- A. Please refer to the response provided for Question 5.**

**Q139.**Provide historical parking rate increases

**A. Please refer to the response provided for Question 5.**

**Q140.**Provide parking station drawings if available

**A. Please refer to the response provided for Questions 26 and 41.**

**Q141.**Provide any existing monthly parking agreements and parking permits by station.

**A. Please refer to the response provided for Question 76.**

**Q142.**Provide ADA compliance surveys

**A. There are no ADA compliance surveys available. Compliance with ADA is verified at time of construction through the local jurisdiction building permit process.**

**Q143.**Provide parking operator by location

**A. WMATA operates all of the garages and surface lots that are identified in the RFP as part of the concession.**

**Q144.**Will garages related to the Silverline be added to the Parking System?

**A. Future parking facilities on the Silver Line will be owned and maintained by the local jurisdiction. However, per an agreement with Fairfax County, parking operations for revenue collection at Wiehle Reston East is done by WMATA, revenue collected, less an operations fee, are provided to Fairfax County. Proposer(s) should include an approach and price for parking operations for revenue collection for Wiehle Reston East and similar future parking facilities as part of their technical proposal.**

**Q145.**Provide any available parking related audits

**A. There are no available parking related performance audits.**

**Q146.**Provide historical uncollected parking revenues

**A. This information is not available.**

**Q147.**Profit and loss statement for parking operations, this includes revenues and expenses - last 20 years

**A. Profit and loss data is not available for 20 years, however, it is available for the last 5 years. Please refer to the response provided for Questions 23 and 202 for revenues. Please refer to the responses provided for Questions 15 and 23 for parking operations and expenses.**

**Q148.**Historical revenues of each of the garages

**A. Please refer to the response provided for Question 15.**

**Q149.**Provide parking system asset inventory

**A. Please refer to the response provide for Question 23x.**

**Q150.**Monthly versus transient parking utilization by station

**A. This information is not available.**

**Q151.**Ridership by station – last 20 years

**A. Please refer to the response provided for Question 23 for ridership data.**

**Also, WMATA's ridership by station by month for the last 5 years is available on line at <http://planitmetro.com/tag/ridership/> (Data Download: Metrorail Ridership by Station by Month, 2010-2015), as is significant other ridership trend information.**

**Q152.**Ridership by line - last 20 years

**A. WMATA does not track ridership by line.**

**Q153.**Provide any ridership forecasts available

**A. The Washington Metropolitan Council of Government’s Transportation Planning Board’s currently adopted Metrorail ridership forecasts are summarized in the table below. The figures shown reflect the number of system-wide Metrorail riders on an average weekday.**

<b>Observed and Estimated Average Weekday System-wide Metrorail Ridership</b>				
<b>Year</b>	<b>Observed*</b>	<b>Estimated**</b>	<b>Difference</b>	<b>% Difference</b>
<b>2010</b>	749,000	724,000	-25,000	-3%
<b>2015</b>	713,000	755,000	42,000	6%
<b>2020</b>	n/a	835,000	n/a	n/a
<b>2025</b>	n/a	884,000	n/a	n/a
<b>Notes: * Observed Ridership obtained from <a href="https://www.wmata.com/pdfs/planning/2015_historical_rail_ridership.pdf">https://www.wmata.com/pdfs/planning/2015_historical_rail_ridership.pdf</a></b>				
<b>** For 2010, estimated ridership is based on Version 2.3.52 travel demand model, Round 8.1 Coop. Forecasts and 2013 CLRP</b>				
<b>For other years, estimated ridership is based on Version 2.3.57a travel demand model, Round 8.4 Coop. Forecasts and 2015 CLRP</b>				

**Q154.**WMATA historical fare increases - last 20 years

**A. Please refer to the response provided for Question 15.**

**END OF AMENDMENT 006**