



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

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT

1. AMENDMENT/MODIFICATION Amendment No. 008		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 <small>(Street, city, county, state, and Zip Code)</small>		6. FORM TYPE <small>(Check only one)</small> <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"/> 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 <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 008 transmits Clarifications and Interpretations to RFP No.CQ17022.				
<small>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.</small>				
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 _____ <small>(Signature of person authorized to sign)</small>		15. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY BY <u>William R. Walters</u> <small>(Signature of Contracting Officer)</small>		
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		17. DATE SIGNED October 14, 2016		

**Washington Area Transit Authority (WMATA)
RFP CQ17022_Parking Concessionaire
Amendment 008**

Questions

Q234. It is atypical for a concession of this size, importance and complexity to issue an RFP before pre-qualifying bidders through either an RFI (interest) or RFQ (qualifications) process. We would strongly recommend that the RFP be rescinded and replaced with another process as noted above that would seek to identify the viable bid teams that are allowed to proceed to a more fulsome RFP process.

A. Please refer to Section 3.3.3 of the RFP defining the schedule for selection of Selected Proposer(s).

Q235. Plainly state and confirm WMATA objectives for the concession

A. Please refer to Section 2.1 of the RFP.

Q236. Request responses in either an RFI or RFQ process by a date not earlier than 60 days after issue date of RFI/RFP.

A. Please refer to the response provided for Question 20.

Q237. Exclude the requirement that a preliminary valuations and detailed capital (structural) investment plans be established.

A. No response required; noted section of RFP is not being amended.

Q238. Outline in greater detail the proposed risk allocation under the concession agreement, including with respect to: default & termination; termination damages; compensation events; adverse action; delay events and extended force majeure; tax; and operating standards.

A. The listed items will be determined during negotiation with selected proposer. Also, please see RFP section 4.1. Taxes – please see the response provided for Questions 48, 50 and 157. Operating standards please see the response provided for Questions 21, 22, 43 and 52. For Termination of Agreement see the response provided for Question 39.

Q239. Clarify the maintenance of tax exempt bond status by bidders. This would seem to be an issue to be overcome by WMATA and not left to bid teams and their advisors.

A. Please refer to the response provided for Questions 61 and 156.

Q240. Clarify the potential for significant exposure to both sales tax, parking tax, special district tax, personal property tax and real property tax by a private entity concessionaire.

A. Please refer to the response provided to Question 50.

Q241. Clarify the likelihood of pre-approval by WMATA Board of Directors for tariff increases and changes to the hours of operation schedule; and what period of time the pre-approval would cover.

A. It is WMATA's goal for the Board of Directors to review and approve any Tariff modifications by May 2017, with increases or other changes to cover the full period of the concession.

Q242. To itemize, baseline and detail the 50-year capital expense of restoring & maintaining the structural elements of the parking facilities will require a significant engineering undertaking that will cost 6 figures and take months to complete accurately. It is unreasonable to expect a short time turn around for such a complex, time consuming, costly task.

A. Please refer to the response provided for Question 20.

Q243. Does the Parking Operations Command Center convey to the concessionaire with all fixtures, furnishings, equipment?

A. Please refer to the response provided for Question 16.

Q244. How would the SmarTrip system reimburse the parking concessionaire for payments?

A. Please refer to the response provided for Question 80.

Q245. Define other allowable revenues from page 6 of RFP? Would this include ads, alternate uses, sublet etc? Are there limitations?

A. Please refer to the response provided for Questions 23, 43 and 76.

Q246. Will concessionaire have full rate change/schedule change rights over concession term or will this be periodically approved by Board of Directors?

A. Please refer to response provided for Question 241.

Q247. Are there any other expenses that WMATA will continue to pay other than gas & electric bills?

A. Please refer to the response provided for Question 48.

Q248. Do recent structural studies exist (page 31, Walker Parking study) and will they be made available to bidders?

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

Q249. Are there additional details on revenue collections and volumes and operating expenses for the lots and garages?

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

Q250. Define gross revenue of \$44.8m as related to bidders. Is this net of expenses, jurisdictional fees, cap ex etc?

A. Please refer to the response provided for Question 69.

Q251. Is other revenue a component of \$44.8M in gross revenue? Itemize by lot and amount "other revenues".

A. Please refer to the response provided for Questions 23 and 69.

Q252. Will concessionaire have any direct or indirect costs for providing security or reimbursing for security provided by others?

A. MTPD is currently responsible for security. The responsibility for security will be transferred to the successful Proposer. WMATA's MTPD will retain the right to police the area.

Q253. We believe as currently structured the Request for Proposal (RFP) would need further revision in order to adequately attract bidder interest. Most importantly, the proposed timeframe does not allow adequate time for potential investors to provide fully compliant indicative proposals, owing to the lack of detailed information and analysis required for such a proposal.

We strongly suggest that WMATA revise the process to either (i) allow significantly more time until indicative proposals are due (a delay of months, not weeks) or (ii) retain the current timeline, however remove Section 4 (Detailed Financial Information) from the required format of the indicative proposals.

A. The RFP schedule is provided in Section 3.3.3. Section 4 of the RFP will not be removed. 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.

Q254. Historical volume and rate data, broken down by asset location and customer type (e.g. daily, monthly, meters, etc.) for at least the past 10 years. Given the recent volume decline across the Metro transit system, we will hire an independent consultant to develop future volume projections, including high, mid and low scenarios

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

Q255. Please also provide a breakdown between weekend and weekday volumes, given the former's current lack of parking fees.

A. Please refer to the response provided for Questions 5, 13, 150 and 216.

Q256. The work that Walker Parking Consultants (Walker) has done to date and summarized in Appendix C (Garage Condition) has limited use in developing the annual capex projections specified in Section 4 of the RFP. We will hire an independent consultant to develop such a forecast, which will require extensive work, including site visits to the vast majority of the system – if not all of the system. Alternatively, WMATA could provide bidders with more extensive work performed by Walker, which may significantly reduce the time required to perform our own assessment

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

Q257.Historical financial information, including Profit & Loss, Balance Sheet and Cash Flow statements for the system, independent of the rest of WMATA, for at least the past 10 years.

A. Please refer to the response provided for Questions 5, 15 and 23.

Q258.Access to O&M contracts for the historical parking operator.

A. Please refer to the response provided for Question 76. WMATA has operated the parking facilities in-house since 2012. Historical operator data is not available.

Q259.Note that various relevant links on the WMATA website do not appear to be functioning in this regard (e.g. https://beta.wmata.com/about/business/procurement/solicitations/solicitation-Details.cfm?solicitation_id=3293)

A. WMATA apologizes for the inconvenience with our newly formatted website that is in BETA test.

PRMT solicitations details may be accessed with the following link:

http://www.wmata.com/business/procurement_and_contracting/solicitations/

Q260.Please confirm the role that LAZ Parking Mid-Atlantic has historically performed. Has the scope of their assigned work changed over the course of their involvement with the parking system?

A. Prior to FY2012, WMATA's parking facilities were operated by on-site attendants. WMATA contracted with LAZ Parking to provide parking attendant staffing. WMATA no longer staffs parking facilities with on-site parking attendants. WMATA operates parking facilities in-house. WMATA now has a Parking Operating Control Center that handles all operations from a central location.

WMATA currently has a contract with LAZ Parking to handle monthly Reserve Parking Permit fulfillment for customers.

Q261.A schedule of planned newbuild parking facilities which may be in direct competition to the WMATA parking system. Particularly critical in light of the decline in utilization in Northern Virginia to date in 2016 as a result of the opening of a 2,300 space parking facility at the Wiehle-Reston East station.

A. Information on the planning of third-party facilities is not available to WMATA. Please see www.dullesmetro.com for more information about the planning of the Silver Line extension by the Metropolitan Washington Airports Authority (MWAA).

Q262.Greater comfort that the WMATA Board will approve, and has the capacity to approve, any final binding agreement. A document providing advanced conditional approval in the second round of the process should greatly alleviate concerns and maximize bidder interest.

A. WMATA intends to obtain appropriate Board approvals. As part of the General Manager's Customer Accountability Report (CARE), the Board of Directors is informed of the progress of the RFP.

The CARE report is accessible with the following link:

http://wmata.com/about_metro/general_manager/performance/CARE.pdf

A schedule detailing the public hearing and board review in March 2017 is contained within the Bidder Conference powerpoint.

The Bidder Conference powerpoint is accessible with the following link:

http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3481

Q263.Formal opinion from an independent accounting / tax firm that the structure of the proposed concession, whether reflecting an upfront payment or a combination of upfront payment and ongoing revenue sharing arrangement, will not void or otherwise negatively impact WMATA tax-exempt bonds.

A. Please refer to response provided for Questions 1, 61 and 66.

Q264.Guidance from WMATA regarding its employees who currently manage or otherwise assist in running the parking system. While the operator is a third party firm, and can be replaced, are there senior WMATA executives who would transition to the new owner?

A. WMATA is the current operator of the parking system. It is not currently expected that any senior WMATA executives would transition to the new owner. In addition, see the response provided for Question 208 regarding current non-executive employees.

Q265.Explanation and rationale underpinning RFP assumption that Property and Sales taxes would be assumed by the Concessionaire.

A. Please refer to Section 2.2.11 in the RFP. In addition, see the response provided for Question 50.

Q266.Why would WMATA's tax-exempt status not transfer to Concessionaire, given transaction structure as a long-term lease and not an asset sale?

A. Please refer to the response provided to Question 50.

Q267.Greater detail regarding the envisioned framework of the concession agreement, including with respect to: (i) default and termination; (ii) termination damages; (iii) compensation events; (iv) adverse action; (v) delay events and extended force majeure; (vi) tax; and (vii) operating standards.

A. Please refer to the response provided to Question 238.

Q268.Intended use by WMATA of the proceeds received from any upfront payment derived from the concession.

A. Please refer to the response provided for Question 115.

Q269.Has WMATA hired advisors, notably legal, financial advisory and / or accounting / tax? Is there an estimated timeline for such appointments?

A. Please refer to response provided for Questions 1 and 66.

Q270. Section 2.2.1-How will the WMATA evaluate upfront payment versus the annual payments? In other words, does WMATA favor one type of payment more than the other as part of its evaluation of the proposals? The proposal can be tailored to best fit WMATA's goal.

A. Please refer to the response provided for Question 115.

Q271. Section 2.2.10 -Are there any anticipated system expansion projects known now?

A. Please refer to the response provided for Questions 64, 81 and 230. To the extent that this Question references expansion of the Metrorail System, as distinct from parking facility expansion, please refer to response provided for Question 230.

Q272. Section 2.2.10-Please confirm that any new WMATA parking facilities would be price comparable to the existing system/nearby stations and not create price competition within the WMATA system.

A. Please refer to the response provided for Questions 64 and 186.

Q273. Section 2.2.11-Please confirm there is no additional regional/state parking tax that will be owed by the Concessionaire.

A. Please refer to the response provided to Question 50.

Q274.Section 2.2.11/12-What are the terms of the IRS regulations required to maintain tax exempt status?

A. WMATA cannot provide tax advice. It is the Proposer's responsibility to determine any tax implications.

Q275. Section 2.2.13-What is the current goal target for DBE participation for WMATA as an organization? We understand this component will be further updated in a new amendment.

A. Please refer to Amendment 4.

Q276. Section 2.2.3-What are WMATA's view on future annual rate increases in line with inflation?

A. Please refer to Section 2.2.3 in the RFP.

Q277. Section 2.2.3-What portion of revenues is from reserved parking permits?

A. Please refer to the response provided for Question 13 and 23.

Q278.2.2.3 How would dynamic pricing mechanism need to be approved from the Board level? Would a maximum price mechanism be used?

A. Modifications to the parking rates or pricing structure will require a WMATA Compact public hearing followed by approval by the Board of Directors. Proposed fees and structures will be considered at the Public hearing.

Q279.2.2.3 If proposers are to submit an extension of the operating hours and the enforcement responsibility is to stay with WMATA, will WMATA continue their enforcement activities in these extended hours?

A. Please refer to the response provided for Question 9.

Q280.2.2.4 How is the current jurisdictional parking surcharge segregate and distributed to the jurisdictions?

A. Please refer to the response provided for Questions 50, 79, 175 and 203.

Q281.2.2.4 What are the terms for the jurisdictional parking surcharges? Are those rates set on a fixed rate increase mechanism? If applicable, what protection does WMATA propose to prevent these rates from growing above expectations?

A. Please refer to the response provided for Questions 50, 79, 175 and 203. In addition, the surcharge rates are proposed by the jurisdiction and approved by the Board of Directors.

Q282. 2.2.5 Can WMATA provide further information on the Other Revenue streams and which are to be included in the concession?

A. Please refer to the response provided for Questions 23, 43 and 76.

Q283.2.2.6 Please clarify the restrictions on potential concessionaire on the use of "purchasing or adding value" to SmarTrip cards or any successor system? Will WMATA be open to sectioning off parking revenue generated through the SmarTrip card system?

A. Should the concessionaire choose to utilize “SmarTrip” for parking fee collection, all methods for either purchasing a new SmarTrip® card or adding value to the SmarTrip® card (putting money on the card to be used for fee payment) are to be processed by WMATA or regional partner.

In addition, please see the response provided for Question 80.

Q284.2.2.8 Please confirm that the concessionaire will not have ultimate responsibility for security, but rather limited to working with WMATA to assist it on security issues?

A. MTPD is currently responsible for security. The responsibility for security will be transferred to the successful Proposer. WMATA’s MTPD will retain the right to police the area.

Q285.2.2.8 Please expand on how WMATA wishes to handle enforcement of the facilities and the associated enforcement revenue noting these two can be split between the concessionaire and WMATA depending on preference.

A. MTPD is currently responsible for security. The responsibility for security will be transferred to the successful Proposer. WMATA’s MTPD will retain the right to police the area.

Q286.2.2.8 Can WMATA provide further information on their enforcement activities? Is this staffed with only MTPD or also local police forces?

A. MTPD is currently responsible for security. The responsibility for security will be transferred to the successful Proposer. WMATA’s MTPD will retain the right to police the area. Additionally, local police forces have the legal right to police the area as they deem appropriate.

Q287.2.2.8 Please provide the WMATA Adjacent Construction Manual and the WMATA Safety Manual.

A. The manuals are accessible at the following links:

Adjacent Construction Manual:

<http://www.wmata.com/pdfs/business/ACPM%20Rev%205a%2009-21-15.pdf>

Construction Safety and Environmental Manual:

[https://www.wmata.com/business/procurement_and_contracting/Construction%20Safety%20and%20Environmental%20Manual%20\(CSEM\)%202013.pdf](https://www.wmata.com/business/procurement_and_contracting/Construction%20Safety%20and%20Environmental%20Manual%20(CSEM)%202013.pdf)

Q288.2.2.9 In what circumstances would WMATA seek to assume financial responsibility for future capital investments in expansion of the parking facilities?

A. Please refer to the response provided for Questions 64 and 186.

Q289. 2.2.9 Does WMATA have a current baseline on the remaining life on all equipment and parking structures in the system?

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

Q290.2.2.9 Can WMATA please expand further on the (5) year term with automatic recurring renewals? Please confirm that the "end of the concession" in regards to hand back requirements would be clearly identified as the end of the 50 year term.

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

Q291.3.1 Can WMATA provide clarification on the weighting of the various factors for evaluating proposals? Are there percentages for each criteria?

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

Q292.3.1 Section 4 Please provide historical revenue at the level requested to provide future annual parking revenues in the categories: parking facility fares, metered spaces, and monthly reserved Parking Permits

A. Please refer to the response provided for Questions 5, 13, 15 and 23.

Q293. 3.1 Section 4 Can WMATA please confirm the credit card fee per transaction when using SmarTrip to pay for parking?

A. The SmarTrip® card is a closed payment system and does not go through the credit card payment systems. As such, there is no credit card fee when using SmarTrip® to pay the parking fee. In addition, please refer to the response provided for Question 5.

Q294.3.1 Section 4 Can WMATA please confirm the credit card fee per transaction when using Pay by Phone (ParkMobile) to pay for metered parking?

A. Please see the response provided for Question 212. In addition, customers may use a credit card when exiting a gated Parking facility. The credit card fees per transaction charged to WMATA are not representative of fees proposers may incur as a Concessionaire. The Concessionaire will need to establish their own credit card processing arrangement.

Q295.3.1 Section 4 Please confirm that current and historical operating hours should be used. i.e. not the operating hours being used for the SafeTrack program and the associated reduction of the late night hour services.

**A. The hours of operation of the Metrorail System are established by the Board of Directors. Please be advised that the Board approved going to Public Hearing for revised hours of operation in September 2016. The notice for that public hearing can be found here:
<https://beta.wmata.com/initiatives/upload/proposed-hours-docket-B16-03-2.pdf>**

Q296. 3.1 Section 5 How does WMATA envision the methodology around using jurisdictional fees and debt on future system expansions?

A. WMATA will retain sole discretion on what methodology it may use for applying jurisdictional fees and debt to future system expansions.

Q297.3.1 Section 7-Can WMATA please confirm that Letters of Support from relationship banks on the historical relationship and the proposer's ability to execute will be sufficient to meet this objective? I.e. please confirm that given the short timeframe, WMATA is not expecting to receive project specific debt support letters but rather debt support letters for the proposer's overall creditworthiness and experience.

A. Letters of Support are sufficient for this stage of the procurement.

Q298.3.1/3.3.3-The responses to the Q&A will provide insight into development of an Alternative Offer Assumptions. The current time period between release of question answers and RFP due date is short to fully optimize a solution. We understand the proposal submission date has now been delayed. Will WMATA please consider a further delay to the proposal submittal timeframe until 1 month after the release of all the Q&A responses if the date for Q&A responses moves?

A. Please see the response provided for Question 100.

Q299. 3.3 Will WMATA make available the form of the concession agreement or indicative terms of the concession agreement or lease pre submission of initial proposals?

A. Please refer to the response provided for Question 38.

Q300.3.3 Will WMATA issue a form of Term Sheet? If not, are respondents expected to submit a term sheet for the concession and lease with their Proposal?

A. WMATA is not issuing a Term Sheet prior to the selection of Proposers in the competitive range, and will be negotiated with the Concession Agreement. Proposal submissions may include a proposed Term Sheet for the Concession.

Q301.4.1 Can WMATA clarify on this clause? Will there be any compensation to a concessionaire if WMATA stops servicing a station?

A. Please refer to Section 4.1 of the RFP.

Q302.4.1 Will WMATA provide their current Capital Asset Maintenance Plan to the bidders to understand short term service interruptions/changes?

A. Please refer to the response provided for Question 81.

Q303.4.16 Please provide more information on the FTA "additional requirements". Have conversations begun with FTA on the parking monetization?

A. Yes conversations have been initiated with the FTA. Further, it is anticipated that the Proposer will be required to covenant and agree in the Concession Agreement not to discriminate based on race, color, national origin, sex or disability. In addition, the Concession Agreement shall require that all improvements to be constructed on WMATA Facilities shall comply with Titles II and III of the "Americans with Disabilities Act," 42 USC § 12101, et seq., as amended, and any applicable regulations promulgated thereunder ("ADA"). The Concession Agreement shall require, with respect to any capital improvements, that the General Contractor and any subcontractors at any tier comply with Executive Orders Nos. 12549 and 12689 (Debarment and Suspension), 31 U.S.C. section 6101 note, and U.S. DOT regulations, "Government-wide Debarment and Suspension (non-procurement)," 49 C.F.R. Part 29.

Q304.4.8/2.2.3 Please confirm WMATA's Board of Directors has the ability to approve rate increase mechanisms for future years not just the upcoming year? Will future annual rate increases require further approvals by WMATA outside of the concession agreement execution?

A. Please refer to the response provided for Question 219.

Q305.4.9 Please share the expected number of "selected proposers" WMATA will include for further negotiation.

A. This information is not available.

Q306. 7/2.2.5 Can WMATA provide further details of the contracts underpinning the Other Revenue by facility (Bike & Ride/Capital Bikeshare program, etc.)?

A. Please refer to the response provided for Questions 23 and 76.

Q307. 7 How does WMATA propose to segregate the parking revenue collected through SmarTrip?

A. Please refer to the response provided for Questions 80 and 203.

Q308. App A Please provide the related date of data provided on Facility Utilization. Is this pre SafeTrack? Can data post SafeTrack be provided?

A. Please refer to the response provided for Question 5, 13, 23 and 150.

Q309. App A Can WMATA provide the average transaction costs?

A. This information is not available.

Q310. App A/B What has been the impact to the parking transactions and revenue as a result of the SafeTrack program? Does WMATA anticipate that these are short term impacts?

A. Decreased revenue due to SafeTrack has varied by the location of the activity. In July, the parking revenue decrease is estimated at \$366,350 due to Safetrack. In August, the estimated parking revenue decrease was \$368,760. After each Safetrack “surge” ends, WMATA has seen a return of the parking customers.

In addition, the goal of Safetrack is to increase the safety and reliability of the MetroRail system. It is anticipated this will lead to overall ridership growth as rail passengers’ confidence in service reliability increases.

Q311. App A/B Can WMATA provide the detailed historical breakdown of transactions by type and rate band for each parking facility for the last 3 years?

A. Please refer to the response provided for Questions 5 and 23.

Q312. App A/B Can WMATA provide transaction and/or revenue information per facility at a monthly level for the last 7 years?

A. This information is not available.

Q313. App A/B Can WMATA provide entry and exit hourly transaction patterns at their top 10 park and ride facilities?

A. WMATA does not collect entry transaction data. The fee is a flat rate, and customer transactions are recorded upon exit. Information is not available for exit hourly transaction patterns.

Q314. App A/B Will WMATA please provide the breakdown of revenue by SmarTrip vs other payment options?

A. Please refer to the response provided for Questions 5 and 23.

Q315. App A/B/C Will WMATA make available historical financial information (revenue, operating expenses, capital rehabilitation expenses) for the parking assets, in particularly historical revenue by location?

A. Please refer to the response provided for Questions 5 and 23.

Q316. App C Please provide the most recent external garage condition report on the system.

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

Q317. App C Of the Garages in "poor" condition, are there any facilities that have been identified as requiring demolishing vs major rehabilitation works?

A. WMATA has identified the Huntington South garage as requiring major rehabilitation, further assessments shall be conducted. At this time, WMATA's intention is to absorb the costs associated with major rehabilitation or re-build for this garage, whichever option is deemed appropriate. WMATA anticipates the rehabilitation or re-build for this garage to occur within the next 5 years.

Q318. Process Has the Board of WMATA resolved to approve a parking monetization and if so does the resolution specify any minimum consideration?

A. Please refer to the response provided for Question 18.

Q319. Process What further approvals will be required in order for a binding offer to be accepted by WMATA?

A. Please refer to the response provided for Question 18. The WMATA Board of Directors is the only approval required.

Q320. Process Which firm is the external financial adviser for WMATA for the parking concession process? Does WMATA also have an external legal advisor for this RFP?

A. Please refer to the response provided for Questions 1 and 66.

Q321. Process What is the process envisaged after the selection of the Selected Bidder?

A. Please refer Section 3.3.3 of the RFP. In addition, a schedule detailing the public hearing and board review in March 2017 is contained within the Bidder Conference powerpoint.

The Bidder Conference powerpoint is accessible with the following link:

http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3481

Q322. Process Will there be an opportunity to ask the vendor and the vendor's advisor questions in person - i.e. in proposer meetings?

A. Yes, there will be an opportunity to ask WMATA question(s) at any subsequent meetings.

Q323. Process Is there a recent phase I environmental survey available (covering the parking system assets)?

A. This information is not available.

Q324. Process Has WMATA undertaken a demand and revenue forecast study? If so, will this be made available to respondents?

A. Please refer to the response provided for Questions 23 and 153.

Q325. Process Has WMATA undertaken work to understand the parking users elasticity to rate increases/decreases? If so, can this information be provided?

A. This information is not available.

Q326. Process Can WMATA please provide information about their Metro fare rate historical increases and proposed short term increases? The parking demand is inherently linked to the transit demand and the two must be considered in tandem.

A. Please refer to the response provided for Question 23. Information on future fare rates is not available and fares are set by the Board of Directors.

Q327. Process Is it expected that a concessionaire will acquire all equipment, vehicles, PARCs equipment and software systems, furniture, computers, fixtures and other assets related to the parking operation and can you provide a detailed schedule of all – with date of acquisition, cost, and remaining useful life.

A. Please refer to the response provided for Questions 16, 72 and 84.

Q328. Process Please provide contractual information on all large subcontracted operational works.

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

Q329. Process Please see question on Alternative proposals and Q&A timing release. Will WMATA update the potential respondents if the Q&A release date is shifted and how that will impact the Submission Date for the initial proposals?

A. Please refer to the response provided for Question 20.

Q330. Reference is made about the WMATA advertising concession contract and that the 50 year parking Concession vendors work is not a part of the awarded vendors advertising responsibility at or in the parking garages. Who is the Advertising concessionaire or vendor for WMATA , what is the dollar amount of their contract and who are the CBE subcontracting firms names and contact info, their dollar amount and scope of their subcontract services and the types of CBE they are; i.e. local (majority, Black, MBE); Small (majority, Black, MBE) MBE (gender, type and gender?)

A. **WMATA is not including the advertising contract as a contract to be assigned to the successful proposer, therefore WMATA will not provide this information.**

END OF AMENDMENT 008