

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
134	Amendment 6 Appendix A Faregate Amendment Overview, Page 1	Question and Answer Period:	Will WMATA consider extending the Question and Answer period by one week?	The official Question and Answer period has concluded and will not be extended.	
135	Amendment 6 Appendix A Faregate Amendment Overview, Page 1	WMATA has separately contracted with its legacy supplier to serve as integrator for the selected vendor's faregates solution.	WMATA has indicated their intent to contract with the legacy supplier as the System Integrator for RFP FQ18152. Does this preclude the legacy supplier from responding to the RFP?	The legacy supplier is permitted to respond to the faregate RFP.	
136	Amendment 6 Appendix A Faregate Amendment Overview, Page 1	WMATA has separately contracted with its legacy supplier to serve as integrator for the selected vendor's faregates solution.	Is the WMATA contract with the legacy supplier fully executed and in place?  If not, then WMATA should correctly reflect the status because of the implications to proposer responses.	WMATA will award the SI contract prior to awarding the Faregate contract.	
137	Amendment 6 Appendix A Faregate Amendment Overview, Page 1, Item #5	Portable devices to read WMATA fare media are removed from the requirements.	Amendment 6 Appendix C Technical Specification; Section 1.1 Overview, page 1 states "Station equipment shall include Station Terminals and Station Manager Portable Devices that support faregate management and have the capability to read WMATA fare media to assist customers with fare media issues."  Are Station Manager Portable Devices required to have the capability to read WMATA fare media?	As modified under Amendment 6, the portable devices are no longer required to read fare media.	

#	Section	Topic	Question	Answer	Date
138	Amendment 6 Appendix B Text Changes Matrix, Page 1, Item #2	The Contractor will be responsible for the delivery of a turnkey solution and will be responsible for coordination with WMATA's current fare payment system provider. This coordination includes legal agreements and responsibility for delivery of software modifications to the current fare system to support the system integration needed to deliver a solution where faregate functionality interfaces with the current fare payment application which manages WMATA's fare tariff and the distribution of web sales transactions, refunds, "hot listed" fare media, and transit benefit data to devices.	In the Changes column of the Text Changes Matrix there is an indication for this text stating 'Deleted / Was'.	The requirements for responsibility of delivering a turnkey solution are modified under Amendment 7. See Appendix B.	
			However, Amendment 6 Appendix C Technical Specification; Section 1.1 Overview, page 6 still has this very same language with nothing changed.	Under Amendment 7, Section 1.1 was updated.	
			Was this requirement supposed to be deleted or revised as implied by the indication in the Text Changes Matrix?	Under Amendment 7, there is no longer a requirement for a legal agreement between the SI and the faregate supplier.	
139	Amendment 6 Appendix C Technical Specifications, Pages 3 & 4, Table of Contents	Table of Contents section numbering	Several instances where the Table of Contents section number doesn't match the actual section number throughout the rest of the RFP. Required CDRLs are good examples, but there are other sections. Will WMATA please reissue an amended document with the changes reflected?	The Table of Contents was simplified due to the complexity of the redlines. It will not be updated further.  The CDRL list was updated as part of Amendment 7.	
140	Amendment 6 Appendix C Technical Specifications, Page 10, Section 1.1.4, 3rd bullet	Coordinating with Systems Integrator in installing and interfacing Tri-Reader 4 in faregates.	Tri-Reader 4 tech spec datasheets are needed for analysis so Offerors have a better understanding of installing and interfacing requirements for accurate proposal pricing.	Data sheets are not available. Here are some of the key features of the TR4 for your information. Diameter 87mm Height 30mm+ Power 8-36 VDC or POE	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
			<p>Insufficient details introduces the possibility of responses with pricing to cover associated risk of unknown conditions, which is dependent on the proposers' understanding of the situations.</p> <p>If the Systems Integrator is allowed to respond to RFP FQ18152 they will have a distinct advantage over other proposers with both technical and pricing submittals. Will WMATA please provide bidders all technical specifications related to the Tri-Reader in order to ensure that there is no undue advantage given to an individual bidder?</p>	<p>As additional information becomes available, it will be shared during the design review cycle.</p>	
141	Amendment 6 Appendix C Technical Specifications, Page 11, Section 1.1.4, 4th bullet	Coordinating with Systems Integrator in installing and interfacing Payment Validators to the Station Monitor.	<p>Payment Validator tech spec datasheets are needed for analysis so Offerors have a better understanding of installing and interfacing requirements for accurate proposal pricing.</p> <p>Will WMATA please provide bidders all technical specifications related to the Payment Validators in order to ensure that there is no undue advantage given to an individual bidder?</p>	<p>All available information on the PVs has been provided to proposers; as additional information becomes available, it will be shared during the design review cycle.</p>	
142	Amendment 6 Appendix C Technical Specifications, Page 11, Section 1.1.4, 6th bullet	Deploying equipment within WMATA's existing power and communication raceways and interfaces.	<p>Will WMATA consider alternatives to using existing power and communication raceways? and Please define the interfaces being referred to in this statement. "Deploying equipment within WMATA's existing power and communication raceways and interfaces."</p>	<p>No. WMATA will not consider using alternatives to using existing power and communication raceways.</p> <p>Interfaces include the power receptacles and the WMATA Communication switch in the Kiosk.</p>	
143	Amendment 6 Appendix C Technical Specifications, Page 22, Section 2.4.1	During the CDR, the vendor shall coordinate with the Systems Integrator to develop and finalize an Interface Control Document which shall detail the interface between the PPT and the faregate, including all protocols, message formats, etc. used for the interface.	<p>WMATA needs to provide more information about the level of effort to develop and finalize the Interface Control Document (ICD) for accurate pricing relative to the CDR price schedule line item.</p> <p>Is the ICD a Systems Integrator Key Deliverable?</p>	<p>The ICD is a Key Deliverable from the SI.</p> <p>A 60% complete ICD be delivered to the faregate contractor within 60 days of NTP on this contract. The ICD will be developed with input from the faregate vendor. This ICD will become the document of record for data transfer between the PPT and the faregate and must be jointly agreed upon. The final ICD will be delivered by the SI to the faregate contractor</p>	
144	Amendment 6 Appendix C Technical Specifications, Page 36, Section 2.11	All ADA faregates shall be installed with WMATA-furnished power and communications connections supplied from conduit within the floor.	<p>Will WMATA consider alternatives to using WMATA-furnished power and communications connections supplied from conduit within the floor?</p>	<p>No. WMATA will not consider alternatives to WMATA-furnished power and communications connections supplied from conduit within the floor.</p>	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
145	Amendment 6 Appendix C Technical Specifications, Page 57, Section 4.1.1	The systems integrator shall supply two testing tools.	Who will certify that the two Systems Integrator testing tools are functioning properly prior to use by the Contractor for FAT?	<p>Amendment 7 clarifies this point. The SI will deliver 6 development kits to the faregate vendor and create a QA test environment of WMATA's payment application back end to support the development and testing of the interface.</p> <p>The development kit will include a laptop computer, PPTs and PVs a POE switch. The interface will be developed jointly by the SI contractor and faregate contractor.</p> <p>WMATA is expecting both contractors to work together to establish and finalize the test environment; as part of that process, WMATA will validate the testing tools.</p>	
146	Amendment 6 Appendix C Technical Specifications, Page 57 – 73, Section 4	NA	Are Station Terminal Devices, Station Manager Portable Devices, and Faregate Central System supposed to be part of the various test phases described in this section?	Yes. Station Terminal and Portable Devices will be tested at FAT. A QA of WMATA's payment application will configured to support testing.	
147	Amendment 6 Appendix C Technical Specifications, Page 80 & 81, Section 5.2.4 and 5.2.4.1	The Contractor shall supply all of the labor, supervision, and materials required for the proper and complete removal of the existing faregates that the equipment to be furnished under this contract will replace.	There doesn't appear to be line items in the price schedule for removal and storage of existing faregates. Where does WMATA prefer for pricing information for these requirements recorded?	The Price Schedule was updated as part of Amendment 7. See Appendix A.	
148	Amendment 6 Appendix C Technical Specifications, Page 91, Section 7.1	The Contractor shall use the cloud based program management tool, Procore to manage all project documentation, reviews, correspondence, and submittals.	Will WMATA consider alternatives to the Procore cloud based program management tool?	No. Under WMATA's master license, Procore will be used and the faregate contractor will have access to this tool.	
149	Amendment 6 Appendix C Technical Specifications, Page 102 & 103, Section 7.2.5	Contractor warrants that commencing upon the date of Final Acceptance through its termination, the faregate hardware and software will be free from defects and failures in material and workmanship and function properly, including updates, new releases and other software used to support faregate operations and fare payments.	Can WMATA confirm the faregate PPT supplied by the Systems Integrator complies with the warranty requirements in this section?	The SI contract has provisions for PPT and PV warranty and parts repair.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
150	Amendment 6 Appendix C Technical Specifications, Page 106, Section 7.4	The following CDRL items are referenced in this Section:	Several of the CDRL due dates in the table do not match the due dates in the section descriptions (e.g., Risk Management Plan) . Will WMATA reissue the table with the proper corrections?	Amendment 7 updated the master CDRL list. See Appendix C.	
151	Amendment 6 Appendix C Technical Specifications, Page 112, Section 8.4.1	During the period of this contract, the Contractor shall keep a sufficient supply of spare parts on hand to ensure the unimpeded availability of Faregate equipment.	Does the agreement with the System Integrator include the requirement to include a sufficient number of PPT spare parts as required by this section?	Yes.	
152	Price Schedule, Price Schedule	There doesn't appear to be a new price schedule provided with Amendment 6	Will WMATA be issuing a new price schedule to reflect the changes in Amendment 6 as it appears to be missing line items for new requirements?	Yes. The updated price schedule is part of Amendment 7. See Appendix A.	
153	General, General	Systems Integrator PPT	The RFP language is vague regarding the level of involvement for maintenance or installation of the PPT provided by the Systems Integrator.	The SI will be responsible for supplying PPTs, installing the software and encryption for these devices and for mapping the devices to the payment system. The Faregate constrictor is responsible for the physical installation, physical security of the devices after delivery and for interfacing the devices with the faregate contractor systems. WMATA is responsible for supplying and configuring security protocols for POE switches.	
			Will WMATA be issuing new price schedules to address this issue?	Amendment 7 updated the price schedule. See Appendix A.	
154	General, General	Systems Integrator PV	The RFP language is vague regarding the level of involvement for maintenance or installation of the PV provided by the Systems Integrator.	The Si will be responsible for supplying PVs, installing the software and encryption for these devices and for mapping the devices to the payment system. The Faregate constrictor is responsible for the physical installation, physical security of the devices after delivery and for interfacing the devices with the faregate contractor systems. WMATA is responsible for supplying and configuring security protocols for POE switches.	
			Will WMATA be issuing new price schedules to address this issue?	Amendment 7 updated the price schedule. See Appendix A.	
155	General, General	Proposal due date	Due to the extensive revisions to the RFP included in Amendment 6 and the unresolved issues noted within the Offeror questions, we respectfully request an extension of the closing date by a minimum of 60 calendar days.	No.	
156	Original RFP, Page 51,	10. THE AUTHORITY'S DELAY	There doesn't appear to be language in the post Amendment 6 RFP to cover delays that are a direct result of the Systems Integrator.	The SI contract has delivery requirements compatible with the faregate contract and any issues related to SI failure to meet key milestones are part of the SI contractual agreement.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
			Please provide similar language to the original Chapter II, paragraph 10 (a) needs included for the Systems Integrator.	Chapter II, paragraph 10(a) of the RFP is replaced with this revised version.  "If the performance of all or any part of this Contract is delayed in a material manner or extent by the Authority's and/or its System Integrator third party acts or omissions that are not expressly or impliedly authorized by this Contract or by applicable provisions of law, the Contracting Officer shall make an adjustment (excluding profit) for any increase in the cost of performance of this Contract caused by such delay and shall modify the Contract, in writing."	
157	Amendment 6 – Amendment of Solicitation/Modification of Contract, Page 1	"3.Extending the proposal due date to COB September 25, 2018."	Amendment 6 changes the proposal due date to Tuesday, September 25th by close of business (COB). Please confirm that close of business is to be interpreted as 5 pm so that this may be listed on envelopes per RFP Section 9 Submission of Proposals, found on Page 11.	Proposals due at or before 5:00 PM, local time.	
158	Request for Proposals – RFP Solicitation Instructions, Section 10, Proposal Format Instructions/Requirements, Page 11-12	"Offerors shall submit proposals as follows:"	Please confirm that vendors can provide a transmittal letter within submittals, and, if so provide detail on the preferred location of the letter within Volume I, II, or III of proposal responses.	Vendors can include/provide transmittal letter with Vol. III of the Proposal.	
159	Request for Proposals – Price Schedule Sheet, Page 5-8	NA	A price schedule sheet was provided on pages 5-8 of the RFP, however, in response to previous questions to the customer, WMATA provided an Excel version of the price schedule. Can WMATA confirm that the file "Amendment 3 – Appendix E Price Schedule" should fully replace the previous PDF price schedule sheet and confirm that the PDF will not need to be included as a portion of Volume I proposal responses?	Amendment 7 updated the price schedule and it is available in Excel and pdf formats. See Appendix A.	
160	Request for Proposals – Section 19 – Pre-award Information/Contract or Responsibility (c) (1)., Page 19	"Pre-Award Evaluation Data form shall be furnished upon request from the Contracting Officer..."	On page 19 of the RFP, Section 19 Pre-award Information/Contractor Responsibility (c) (1), it notes that the "Pre-Award Evaluation Data form shall be furnished upon request from the Contracting Officer, however, pg. 2 of the RFP notes that Pre-award data should be included within Volume III of proposal responses. Please confirm if the aforementioned form should not be included within the proposal and only provided upon request or whether it should be provided within Volume III of the proposal response.	Please submit the signed Pre-Award Data with the proposal.	

#	Section	Topic	Question	Answer	Date
161	Request for Proposals – Section 10 Proposal Format Instructions/Requirements, Page 12	Volume III – Contractual - One (1) original and one (1) copy of the completed, signed solicitation documents to include Representations, Certifications, Pre-Award Data, Certificate(s) of Insurance, SBLPP requirements per Appendix C (if applicable).	Please confirm if “Appendix A Revised Blank RFP App Form 02132018” (provided as an attachment to the original RFP release) is required to be completed and included as a part of Volume III in proposal submissions, or if this form was simply provided as information only to bidders.	Railroad protection insurance is required for the deployment of equipment. The form must be completed should the proposer elect to purchase that insurance from WMATA.	
162	Amendment 6 – Appendix C Technical Specifications, Page 13-16	Technical proposals must demonstrate that the Offeror understands the project technical requirements and implementation constraints and will deliver a technical solution that meets WMATA’s needs. The table below outlines the specific proposal requirements for each evaluation criteria.	Amendment 6 – Appendix C – Technical Specifications, Section 1.3 provides the revised technical proposal requirements that should be included within “Volume II – Technical” of proposal responses. Specifically, we understand that Bidders must provide detailed responses to the requirements in the table included in Section 1.3 Technical Proposal Requirements. This table outlines the specific proposal requirements for each evaluation criteria (starting with Technical Approach and ending with “Enhanced Functionality”). We also understand that Bidders must complete Addendum 6 -Appendix D Requirements Compliance Matrix.	Yes; the presumption is correct.	
			However, will WMATA confirm that requirements contained in the Addendum 6 - Appendix C - Technical Specifications Sections below do not require a separate requirement-by-requirement response given the fact that much of the information provided in Sections 2 through 8 below would be addressed to some degree either in the responses required per the table in Section 1.3 or in Addendum 6 - Appendix D Requirements Compliance Matrix? Section 2 Faregate Requirements Section 3 Station Terminal and Portable Station Manager Devices Section 4 Testing Section 5 Deployment Section 6 Training Section 7 Program Management Section 8 Warranty and System Support Services	All of the critical requirements and evaluation criteria items should be addressed in the proposal narrative. It is not necessary to provide an account of every single requirement in the requirements matrix as part of that technical narrative, however the narrative and the information provided in the compliance matrix will be used to assess compliance to technical requirements.	

#	Section	Topic	Question	Answer	Date
163	Request for Proposals - RFP SOLICITATION INSTRUCTIONS – Section 8 ACKNOWLEDGMENT OF AMENDMENTS, Page 11	Offerors are required to acknowledge receipt of all amendment(s) to the solicitation on the designated form to be submitted with their proposal. Failure to do so may, at the Contracting Officer's discretion, jeopardize the Offeror's right to have its proposal reviewed by the Authority.	RFP Section 8, Acknowledgement of Amendments requires Offerors to acknowledge receipt of all amendments on "the designated form." Will WMATA confirm that the form found on page 5 of the RFP, entitled "SOLICITATION, OFFER AND AWARD CONTINUATION SHEET" is the form that is being referred to by this requirement? If so, are Offerors permitted to modify this form if more than six amendments are provided, given the form only has six acknowledgement lines?	Yes. The form on page 5 is the correct one.	
164	Request for Proposals - RFP SOLICITATION INSTRUCTIONS – Section 8 ACKNOWLEDGMENT OF AMENDMENTS, Page 11	Offerors are required to acknowledge receipt of all amendment(s) to the solicitation on the designated form to be submitted with their proposal. Failure to do so may, at the Contracting Officer's discretion, jeopardize the Offeror's right to have its proposal reviewed by the Authority.	In addition to the form found on page 5 of the RFP entitled "SOLICITATION, OFFER AND AWARD CONTINUATION SHEET", WMATA has released documents/forms called "Amendment of Solicitation/Modification of Contract" with each amendment. Are these forms also required to be included or returned within proposals or will the simply acknowledgement of all addenda on the Solicitation, Offer and Award Continuation sheet suffice?	Yes. Please include a signed copy of all Amendments with your proposal.	
165	General, General		<p>The amendment overview (Amendment 6, Appendix A) states "Systems integration requirements for the payment application interface are shifted to the legacy supplier under a separate systems integration (SI) contract"; however, the Technical Specification of the same amendment (Amendment 6, Appendix C, Section 1.1) states "The Contractor will be responsible for the delivery of a turnkey solution and will be responsible for coordination with WMATA's current fare payment system provider. This coordination includes legal agreements and responsibility for delivery of software modifications to the current fare system to support the system integration needed to deliver a solution where faregate functionality interfaces with the current fare payment application which manages WMATA's fare tariff and the distribution of web sales transactions, refunds, "hot listed" fare media, and transit benefit data to devices."</p> <p>Would WMATA please update the complete RFP package to reflect its proposed approach?</p>	Amendment 7 provides the updated requirements. See Appendix B.	



WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
166	Amendment 6 – Appendix C, Page NA	General	The Technical specification (Amendment 6, Appendix C) does not mention hardware prototypes for any of the design approvals. Further, the manufacturing timeframe is short (part of the deployment phase). Will WMATA include requirements for prototypes to be delivered as part of the design approvals process?	The manufacturing of prototypes is strongly encouraged and should be accounted for as part of the NRE line item in the updated Price Schedule. See Appendix A.	
167	Amendment 6 – Appendix D Requirements Compliance Matrix, Page NA	General	Please confirm all equipment performance requirements for the contract are included in the Amendment 6 Appendix D Requirements Compliance Matrix in Key Design Features.  If not, please provide contract reference(s) for specific equipment Key Performance Indicator (KPI) or Service Level Agreement (SLA) requirements.	Amendment 7 updated the Requirements Matrix. See Appendix E.	
168	General,		Can WMATA please elaborate on the financial incentives that were mentioned at the pre-bid meeting? Specifically, we request information that describes how the incentive funds will be awarded and the amount of incentive funds that are available. It was mentioned at the pre-bid meetings that this information would be forthcoming.	WMATA is considering incentives along the contract life-cycle including manufacturing and installation. Details on incentives will be discussed at the BAFO stage.	
169	General,		Can WMATA please provide a revised price schedule sheet that reflects changes in Amendment 6?	Amendment 7 updated the price schedule.	
170	Section 10, Page		Section 10 of the RFP Solicitation Instructions, item (d), proposers are instructed to include any exceptions or points of negotiation (such as alternative language) to the Terms and Conditions of the Contract. However, it was mentioned in the 2nd pre-bid that vendors with legal exceptions will not be considered. Can WMATA please clarify which instructions vendors are to follow? We believe it is in WMATA's best interest to at least allow vendors to note the few legal items that are tied to the agreed scope of work that would be points of discussion during a brief clarification period prior to contract execution.	Please follow Section 10 (d) of the RFP. However, Contractors are cautioned that the number and nature of exceptions they take to WMATA's proposed key business terms and conditions will weigh heavily in WMATA's evaluation of their responsiveness.	
171			The change to requirement 3.3.2.3, which requires Portable Station Manager devices to have a minimum processing capability of an i5. Can WMATA please confirm that a device with a different processor, but similar capabilities is acceptable?	If a different processor other than the Intel i5 Processor is proposed, it must provide equal or better processing capability than the i5.	
172	General,		Based on updates and requirements in Amendment 6 to cooperate with the SI, can WMATA advise vendors what sections of the RFP can give vendors comfort if the SI's lack of cooperation impacts the vendor's deliverables? For example, would this fall under the excusable delays provision of the Terms and Conditions?	Refer to response for #156.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
173	Section 8.3 and Section 8.4, Page		With respect to Amendment 6's Appendix B, changes 65 and 66 seem to contradict one another. These changes also seem to refer to the same requirement, but are numbered differently (8.3 and 8.4, respectively). Can WMATA please release a redlined RFP so vendors can be sure of the provisions stated in the revised RFP?	Amendment 7 updated the requirements. See Appendix B.	
174	Section 8.1, Page		With respect to the revised Section 8.1 (Warranty, General), the text appears to define "system final acceptance" as "90 days after the completion of device deployment or until all deployment punch list items are closed". It was indicated in the pre-bid meeting that this provision was intended to mean "whichever comes first". Can WMATA please confirm that this provision should state "whichever comes first"?	The minimum warranty period will be 90 days. The warranty period will be extended until punch list items are closed.	
175	Section 8.1, Page		With respect to the revised Section 8.1 (Warranty, General), the language seems to indicate the parts warranty options are for a single four (4) year extension that, when added to the base requirement of one year, would equate to the first five years of services. That initial year, followed by the first option for a four year period, would be followed by five (5) one (1) year options. If our interpretation is correct, is it WMATA's intention that a total of ten (10) years of parts warranty are to be offered between the base period and options?	Amendment 7 updated the requirements. See Appendix B.	
176	Section 8.5, Page		With respect to Section 8.5, should this text be removed from the RFP? It seems to conflict with changes from Amendment 6 in Section 8.1, which details the base warranty period and new optional periods.	Amendment 7 updated the requirements. See Appendix B.	
177	, Page		With respect to the change requiring integration of the Cubic TR4 reader, can WMATA please provide the dimensions and specifications of this device so that vendors can accurately assess the use of the reader in the gates?	Refer to response for question #140.	
178	Section 2.1. Faregate software, Page		Release of faregate barriers for passage through a faregate aisle shall be controlled by the Cubic TR4 Payment Processing Target (PPT) when a successful payment transaction is completed; from the station manager device when manually activated by the Station Manager; from a tactile emergency button inside the station kiosk; and, remotely from the Rail Operations Control Center (ROCC) or other authorized user workstation. o Faregate software will control barriers based on fare validation info received from Cubic TR4, so RFP should be updated; this is consistent with SI scope.	Amendment 7 updated the requirements. See Appendix B.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
179	Section 2.2.1, Page	State, County, and Local Codes	State, county and local building, electrical and construction codes, as applicable o Please provide specific state, county and local applicable codes	Proposals must comply with all construction and code regulations within WMATA's service area which include Maryland, Virginia and the District of Columbia. Jurisdictional codes and regulations can be obtained from the listed jurisdictions.	
180	Section 2.2.1, Page	WMATA Manual of Design	WMATA Manual of Design Please provide either a sample or additional info on WMATA manual of design	This is an internal WMATA document.	
181	Price Sheets, Page	Unit Numbers	The number of end units (A or C units) need to be equal and it appears they are not. Can you update the quantity numbers?	The quantity provided does not need to be equal. There are three types of end gates ADA and regular which could result in an unequal number. WMATA has not distinguished between A or C gates but only the overall numbers.	
182	Sections 8.1, 8.3, 8.4 Amendment 06 RFP Changes Text: Period of Performance, Page		These sections contain conflicting Software Maintenance language. Section 8.1 states "a five year base" with additions at WMATA's sole discretion, Section 8.3 states "a period of 3 years after system acceptance with two additional one year options", and Section 8.4 states "a period of 5 years after system acceptance and, at WMATA's direction, support five additional one year options". Please clarify which is correct.	Amendment 7 updated the requirements. See Appendix A and B.	
183	Section 8.3 Technical Specification – Statement of Work Software Maintenance, Page		Third paragraph states that all other Software Maintenance and support requests outside the instant technical description and the 1000 discretionary hours will be delivered as part of the annual Software Maintenance Agreement. Please verify that a separate, stand-alone RFP for the stated Software Maintenance Agreement will be a future RFP sent as sole source to the winning faregate provider, or whichever method WMATA will use toward a contract.	Amendment 7 updated the requirements.  There will not be a stand-alone contract for the faregate software maintenance.  A separate agreement will be implemented for WMATA's back end system software maintenance and that agreement will include software maintenance for PPTs and PVs.	
184	Sections 8.1, 8.3, 8.4 Amendment 06 RFP Changes Text: Period of Performance and Technical Specification – Statement of Work Software Maintenance, Page		Please verify that the following interpretation is WMATA's intent for the entire possible Period of Performance for the Faregates or provide corrections in the same format for clarity:  See second Tab. (TAB 2)	Amendment 7 updated the requirements. See Appendix A and B.	
185	Price Sheets, Amendment 06 RFP, Page		Please provide an update to the price sheets so all bidders are correctly providing pricing for this RFP. Scope has changed around NRE requirements along with maintenance requirements.	Amendment 7 updated the price schedule. See Appendix A.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
186			<p>Section 8.4 Optional Ongoing Field Maintenance states:                      “Contractor technicians shall be granted limited access to WMATA’s Maximo Maintenance Software Platform. Technicians will be responsible for logging all preventative, corrective and parts maintenance actions into Maximo daily. The Contractor will also be responsible for providing monthly maintenance reports of all maintenance actions, verified parts inventory, and updated list of active Contractors working on site.”                      Is it acceptable for us to use our own Field Service Management System (FSMS) to track both parts and service if the ongoing field maintenance option is exercised rather than tracking parts in our FSMS and service in Maximo?                      Section 8.5 Parts Maintenance states: “The Contractor deliver a parts management system that maintains an active inventory of all parts that are under the service contract that identifies the location and status parts submitted for repair. The Contractor shall provide monthly reports on the disposition of all parts submitted for repair. CDRL 8-6.”</p>	<p>Maintenance records must be input into Maximo as that is WMATA's system of record.</p>	
187	Appendix E, Page 1		<p>Has WMATA further elaborated on, or compiled criteria for meeting the aesthetic requirements that are complementary to stations' historic design which have landmark protections?</p>	<p>No further information on design aesthetics has been compiled. Consideration needs to be given to color and WMATA's iconic station design.</p>	
188	Appendix E, Page 1		<p>Has WMATA identified which stations have landmark protections? For these, and any other stations, can WMATA please provide examples of historic design elements that are aesthetic in nature?</p>	<p>Faregate designs will be reviewed with consideration to the historic design aesthetic, but are not necessarily subject to landmark protection constraints. WMATA expects that proposed design will take into consideration complimentary accent coloring and use of official WMATA logos.</p>	
189	Appendix E, Page 2		<p>Are the proposed TR4 Cubic PPT and Payment Validator presently in revenue service in any transit agency?</p>	<p>PVs are currently in use; WMATA has no knowledge of TR4s currently in use.</p>	
190	Appendix E, Page 2		<p>Will the process of developing the ICD for, and testing and deploying of the proposed Cubic TR4 PPT and Payment Validator be the first such effort?</p>	<p>This is the first time, to WMATA's knowledge of this type of deployment.</p>	
191	Appendix E, Page 2		<p>What are the staffing requirements referred to when discussing the maintenance service option in Item 8 of the Critical Requirements?</p>	<p>The specific staffing requirements will be defined by the proposer, but must meet requirements to support all WMATA service hours and respond to repairs across WMATA's service area within one hour.</p>	
192	Appendix E, Page 2		<p>In Item 6 of the Technical Criteria, please clarify that WMATA is referring to the 5-year service agreement for field corrective and preventive maintenance.</p>	<p>Amendment 7 updated the requirements.</p>	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
193	Appendix A, Page 1		In Item 2, the Amendment Overview notes that via a staged approach to testing, the responsibilities of the SI and Contractor are well-defined. Is there language in WMATA's contract with the SI that specifies the responsibilities of the SI both specific to testing, and in general, that WMATA can share prior to the bid submission deadline? This is important in terms of allocating resources and developing a PMP plan.	No, WMATA is unable to share this prior to the proposal due date.	
194	General, General		Can WMATA please provide: 1) an organizational chart that summarizes the hierarchical relationship among WMATA, the SI, and the Contractor, and 2) the governing procedures related to issue escalation and resolution process WMATA plans to follow for this bid?	After both contracts are awarded, WMATA will work with both contractors to define procedural relationship for the implementation of project requirements.	
195	Appendix B, Page 1/ 5-1.1		Please clarify whether the plan is to ensure that PPTs will be fully tested and operational relative to functionality required to operate with the WMATA's legacy system prior to installation and deployment in faregates.	PPT testing includes full testing prior to installations. There will be a testing regimen before they are shipped but they will be still subject to system test before deployment.	
196	Appendix B, Page 1/ 5-1.1, 5-1.1.4, and Page 5/ 57-4.1		Please clarify, or provide exact contract language, that defines the respective parties' roles in "installation and deployment such that the faregate correctly responds....," and in ICD development.	Refer to response for #194.	
197	Appendix B, Page 1/ 5-1.1, 5-1.1.4, and Page 5/ 57-4.1		WMATA describes the working relationship between the Contractor and SI using different words and phrasing, e.g. "work with," "working closely with," "coordinating with," "in conjunction with," and "shall jointly be responsible." These phrases may have different interpretations both in terms of resource investment and governance relative to each party, and to parties' relationship to WMATA as project owner. Please provide clarifications, or greater detail, that specifies the roles, relationships, and final responsibilities in the joint efforts between the Contractor and SI. Will WMATA please share the preferred contractual language to be used with respect to the Contractor's and SI's shared responsibilities in advance of the bid proposal deadline?	Refer to response for #194.	
198	Appendix B, Page 1/ 5-1.1		Please clarify whether the ICD developed for this project is being developed from the ground-up, and will be unique to the WMATA project, or that it is an evolution of an existing, proven model.	The ICD is being developed specifically for this effort and is based on the requirements defined in the faregate RFP, WMATA's unique use cases, and WMATA's unique version of Cubic's Nextfare payment application.	
199	Appendix B, Page 2/ 22-2.4.1		Has WMATA provided accepted standards for the SI and the Contractor to follow in developing the proposed method, protocol, and messaging to be used in developing the ICD? Can WMATA please provide exact language of the "ask" for the ICD that was used in the contract language with the SI?	Interface Control Document (ICD) which defines the data format, messaging, sequencing and control of the interfaces between the PPT and faregate, and the PPT with NextFare 5 and Payment Validator and the Station Manager Terminal.  Please refer to the response for #143 for availability of the ICD.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
200	Appendix B, Page 3/ 30-2.8.1 and 30-2.8.2		Does WMATA have a complete list of faregate audit registers required to be captured, stored, and reported? What registers does WMATA currently lack that it wishes the Contractor to provide?	This information will be provided at design review.	
201	Appendix B, Page 5/ 57-4.1		Please describe the governance structure and procedures relative to testing "in conjunction with the SI "to achieve satisfactory completion of the testing and system implementation."	The project will document collaboratively between the SI and Faregate contractor the testing governance. This will be defined just prior to the test phases of the contract.	
202	Appendix B, Page 5/ 57-4., Page 6/ 61-4.5		Does WMATA plan testing of the Contractor and SI ICD solution in revenue service with the actual Nextfare 5 system prior to pilots in the mezzanines?	A QA environment will be set up at WMATA to support all stages of testing. WMATA's AFC lab will be configured to support all new and old equipment and to test full system functionality prior to deployment.	
203	Appendix B, Page 7/ 92-7.1.2		Please explain WMATA's 60% threshold for requiring comments on the design of the ICD from the Contractor? Will WMATA provide a formal structure to guide the Contractor in providing input during the build of the ICD, and a corresponding structure to guide the SI and WMATA's involvement?	Formal structure will be defined in the Program Management Plan after contract award.	
204	Appendix C-Tech Spec, 1.1, Page 131		One of WMATA's objectives is for the Contractor's hardware to "seamlessly interface" with the Cubic TR4 reader. A) What are WMATA's criteria as expressed to Cubic for the interface, such that the solution qualifies as conducive to a "seamless" solution"? B) Is WMATA requesting that the SI provide an ICD solution that is agnostic (i.e., that does not favor one hardware provider over another), yet standard? if yes, can WMATA please share the guidelines it provide to the SI for achieving an ICD solution that would function with any suppliers equipment? C) Does WMATA have a quantitative measure for "seamless"?	A) In specifying a "seamless interface" WMATA intends that the interface between the faregate and WMATA's legacy payment application does not negatively impact the operation of either the faregate or WMATA's payment back-end systems. B) Yes, the solution is intended to be agnostic; the ICD contains the details requested. C) No; WMATA does not have a quantitative measure other than overall system performance.	
205	Appendix C-Tech Spec, 1.1, Page 132, Para. 5		Reference to Contractor's responsibility to coordination with SI contractor on legal agreements appears to contradict revised responsibilities of SI contractor. Could WMATA please clarify on this issue?	Amendment 7 updated the requirements. See Appendix B.	
206	Appendix C-Tech Spec, Page 132		In order to ensure proper allocation of resources and an optimal bid response, we request that WMATA release details regarding the scope of work assigned to SI contractor for their role in providing services to support RFP FQ18152, specifically as they relate to all technical requirements and specific roles and responsibilities relative to the Contractor under RFP FQ 18152.	No; this information will not be shared at this time.	
207	Appendix C-Tech Spec, 1.1, Page 132		Will there be an opportunity to store new and removed equipment at WMATA sites?	No.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
208	Appendix C-Tech Spec, 1.1.1, Page 134		Please clarify the relationship of the "System Monitor" function in Figure 1-1 to other elements of the current fare system. (There appears to be a relationship/flow arrow missing in the diagram.)	System Monitor is the application that allows WMATA to monitor the status of legacy devices. It does interface with WMATA's back end system.	
209	Appendix C-Tech Spec, 1.1.4, Page 138, Para. 2.		The revised RFP in this section states that the interface between Nextfare 5 will function with an alternative payment target, as well as the SI contractor target. Please clarify what technical requirements in the interface scope of work address this aspect of the ICD's capabilities.	This requirement is to support a possible future scenario where a second target is needed. WMATA is looking for a solution that can physically support this possible option without having to replace or reposition other device hardware.	
210	Appendix C-Tech Spec, 2.3, Page 154, Item W.		Please provide quantitative criteria for WMATA's requirement for a "quick and efficient" response to the result of Cubic TR4 processing. Does this refer exclusively to the 700ms response time for movement of the barrier panel mechanism on p. 168, last paragraph? Are there additional criteria?	WMATA is requiring that a full faregate transaction take no more than 700ms to facilitate passage of no less than 35 passengers per minute. The payment transaction portion includes the target to card exchange and target to faregate exchange. The remaining 400ms of the transaction time includes time to display transaction information, issue alarms and payment indicator actions, and open the faregate.	
211	Appendix C-Tech Spec, 2.4.1, Page 156.		Please clarify whether Cubic or the Contractor will describe the efficacy of the proposed solution for the ICD?	The SI is responsible for the ultimate delivery of the ICD with input from the faregate contractor.	
212	Appendix C-Tech Spec, 2.4.1, Page 156		What is WMATA's protocol for evaluating the efficacy of the proposed protocol, method, and messaging format for the ICD?	The success of the faregate and the PPT to work together properly and to meet the performance criteria outlined in the RFP is the method for evaluation.	
213	Appendix C-Tech Spec,		Is the design of the ICD intended to function solely between the Cubic TR4 and the winning Proponent's equipment, or with equipment from potential alternative, future suppliers?	The ICD is required to function solely between the Cubic TR4 and the winning proponents equipment.	
214	Appendix C-Tech Spec, 2.8.1, Page 164.		Please verify whether or not requests for transmission of data stored on PPT will only occur through the Nextfare 5 central system.	Yes; transmission of PPT stored data will only occur through the Nextfare 5 central system.	
215	Appendix C-Tech Spec, 2.8.1, Page 164.		Please verify whether or not the only route for transmitting faregate audit register data will be through the faregate central system.	Yes, the only route for transmitting faregate audit register data will be through the faregate system .	
216	Appendix C-Tech Spec, 2.8.1, Page 164.		Please verify that requests for faregate audit register data will only occur through the faregate central system.	Yes, the requests for faregate audit register date will only occur through the faregate central system.	
217	Appendix C-Tech Spec, 2.8.2, Page 164-165.		Language on p. 165 suggests that the faregate central system will act in as backup to the PPT for transaction data in order to provide a complete audit trail. Please provide details of WMATA's requirements for a "complete audit trail."	Faregate will not operate as a back up to the PPT, but will maintain transaction records including entry/exit counts, alarms counts, instances of discounted media. This data is to be uploaded to faregate central system and support real time system monitoring and reporting.	
218	Appendix C-Tech Spec, 2.9, Page 167		For downloading data in the event of a loss of communication, will there be separate ports for data from the PPT and data from the faregate controller?	The faregate must support an internal POE switch to manage all PPTs other faregate systems. There will only be one data port to the kiosk switch and WMATA's WAN per faregate cabinet.	
219	Appendix C-Tech Spec, 2.9, Page 167		Please clarify the meaning of sales data in paragraph 3. Does this include transaction data from the PPT?	The term 'sales data' is for the faregate central system to track entry/exit transaction counts.	

WMATA FQ18152 Faregate Amendment 7 Appendix D

#	Section	Topic	Question	Answer	Date
220	Appendix C-Tech Spec, 3.3.1, Page 187.		The requirement for Station Terminals to interface with Cubic Payment Validators impacts the design of the ICD and information flows. Does WMATA expect the Station Agent/Manager to be able to resolve customer issues? If yes, what additional data (if any) would WMATA wish to be displayed on the Station Terminal?	Amendment 7 updated this requirement.	
221	Appendix C-Tech Spec, 3.3.2.4, Page 188.		Please confirm whether or not the Portable Station Manager Device will be used in support of fare payment transactions and/or customer inquiries/claims regarding fare payment, i.e. need access to data displayed on Payment Validators or available through Station Terminals.	Amendment 7 updated this requirement.	
222	Appendix C-Tech Spec, 4.5, Page 198		Will there be an opportunity to test with the Nextfare 5 system live in revenue service prior to pilot tests in the mezzanine?	No. The pilot test is the test prior to revenue service. There will be a QA environment set up in WMATA's AFC Lab to simulate revenue service prior to pilot testing.	
223	Appendix C-Tech Spec, 7.1.2, Page 232.		In Item F, WMATA specifies that the Contractor provide feedback. Please clarify to whom and how feedback will be acted upon by System Integrator and WMATA.	Amendment 6 updated this requirement and Item F was deleted.	
224	Appendix C-Tech Spec,		Does the legacy faregate have UPS in it? Should the contractor include UPS in the faregate?	No, there is no UPS unit in the legacy faregate; however, it is linked to a broader UPS network in the station. The new system is required to provide a graceful shutdown, fail-safe opening of fare barriers, and maintaining emergency lighting. It does not have to be a UPS device in the faregate.	