

RICHMOND METROPOLITAN TRANSPORTATION AUTHORITY

RFP # TSS-2017
TOLL SYSTEM & SERVICES
ADDENDUM 4

May 11, 2017

The Richmond Metropolitan Transportation Authority (the "Authority") hereby issues this Addendum Number 4 to its Request For Proposals (RFP # TSS-2017) For Toll System and Services dated May 11, 2017 (as supplemented by previous Addenda, the "RFP"). Except as set forth herein, all other terms, provisions and conditions of the RFP and the attachments and exhibits thereto, including all Addendums previously issued, shall remain unchanged. The information contained in this Addendum and the documents attached hereto shall become a part of the RFP and, to the extent specified, shall supplement, revise and supersede the similar information and documents in the RFP and take precedence over the original portion of the RFP, as heretofore supplemented.

Each Proposer shall acknowledge receipt of this addendum when submitting their Proposal using the Receipt of Addenda form provided in Exhibit I of the RFP package (page # RA-1).

CHANGES TO THE AUTHORITY'S REQUEST FOR PROPOSALS (RFP):

This addendum provides:

- A. Responses to all 130 inquiries received in attached.
- B. Modifications/Additions to the responses provided as part of Addendum 3:
 - 1) The response to question 16 has been modified to read as follows: Yes, 11-point font is required, but only for those sections to which a page limit applies. (this answer also applies to question 14).
 - 2) The response to question 37 includes the due date and time by which any additional questions pertaining to the pricing excel file will be accepted (1pm, May 24, 2017).
 - 3) The response to question 77 is replaced with the following:

Alternative Work – ALPR Retrofit Option.

The Authority has no immediate requirement for Automatic License Plate Recognition (ALPR) function. However, the Authority may find it beneficial to have this function added as Alternative Work to the Toll System after successful completion of Project Acceptance Test milestone. The Authority is anticipating that, if such an ALPR retrofit were to occur, it would likely be provided in all ORT Zones and in those traditional lanes with Violations Image Capture function and performed as Alternative Work. Offerors are invited to submit the technical and price details of how such an ALPR retrofit would occur as Alternative Work following the implementation of their proposed Toll System.

This ALPR retrofit submission is completely optional and will not be considered as part of the Technical Proposal Base Work nor will it be considered as part of the criteria used for determining the Short List. During negotiations, the Authority may

elect to include certain or all aspects of performance of this ALPR retrofit as Alternative Work.

Should Offerors choose to propose an ALPR retrofit option, they may provide both the technical and price details of the ALPR retrofit option before the Proposal due date listed in Section 4 of the RFP. Such submission must be delivered to the Submission Coordinator with the required proposal as a separate and distinct option, marked "RFP #TSS-2017 Alternative Work - ALPR retrofit option" and sealed in the Offeror's price proposal envelope.

C. Modifications to the following RFP Sections:

- 1) Section 8 - Technical Proposal Scoring, replace the first sentence with the following:

All Technical Proposals for Base Work and the respective Base Price Proposal, except those removed from further consideration as described above, will be distributed to the Evaluation Committee so that its members may study, discuss and assess the attributes of each.

- 2) Section 10 - Short List, replace up to subsection 10.1 with the following:

10. SHORT LIST

From assessing written Technical and Price Proposals for the Base Work and conducting oral interviews as described above, the Evaluation Committee will determine, by consensus, two or more Proposers determined to be fully qualified, responsible and suitable with whom the Authority will conduct negotiations (the "Short List"). The Proposal of any Proposer not on the Short List will be removed from further consideration and the associated Proposal Guarantee returned.

In accordance with §2.2-4302.2 of the Virginia Public Procurement Act, should the Authority determine in writing and in its sole discretion that one Proposer is clearly more highly qualified than the others under consideration, the Authority may solely negotiate and award the contract to that Proposer, subject to and as described below in "Contract Finalization and Execution; Board Consideration."

In determining the Short List, the Authority will evaluate and score the Technical and Price Proposals for the Base Work and oral interviews based on the criteria shown below with maximum points for each category as shown. The overall quality of the Proposals submitted and subsequent interviews will be representative of the Proposers abilities and taken into account during evaluations.

Category	Maximum Points
Toll System Design and Technical Approach	15
Ability to Execute and Meet the Project Schedule	15
System Maintenance & Warranty Approach	15
Proposer Qualifications	20
Project Organization and Key Staff Qualifications	20
Price	15
Maximum Total Points	100

The following parts outline the key criteria upon which evaluations and scoring will be based.

- 3) Section 10 – Short List, Subsection 10.1 - Toll System Design and Technical Approach, remove item f) Price Proposal.
- 4) Section 10 – Short List, add Subsection 10.6 – Price for Base Work as follows:

10.6. Price for Base Work

The Authority will use the following formula to score the price for the Base Work:

Cost Points Formula Maximum Cost Points = 15

Lowest Price Offered					
Price of Offer being Evaluated	=	%	Factor X Max Avail Pts	=	Points Assigned

- 5) Section 11 – Negotiations and Evaluations, replace the last paragraph with the following:

The Authority shall select the Shortlisted Proposer which, in its opinion, has made the best proposal and provides the best value to the Authority, which shall mean the overall combination of quality, price, and various elements of required services that are optimal relative to RMTA’s needs, and award the Contract to that Proposer, subject to and as described in Section 12 below. Price shall be considered, but need not be the sole determining factor.

- 6) Exhibit H, Section 23. Replace in its entirety with the following:

Spare Parts. The Contractor shall purchase initial spare part quantities and furnish all replacement parts to fulfill the extended parts and labor warranty and all other requirements for the term of this Agreement. At the end of the maintenance term, all of these spare parts not yet installed in the System shall remain the property of the Contractor.

The Contractor shall be responsible for the maintenance of an adequate spare parts inventory during the term of this Agreement to maintain the required performance. Contractor’s failure to purchase or replenish the spare parts or consumables to levels necessary to meet the performance requirements for the System can constitute an event of default and will not relieve Contractor from meeting all required performance requirements or any associated liquidated or actual damages resulting from the nonperformance.

Additional Work Parts Inventory. Thirty (30) days prior to placing the System in revenue collection, the Contractor shall purchase, replenish and maintain additional quantities of spare parts for the Additional Work Parts Inventory. The Additional Work Parts Inventory shall be purchased by the Contractor, as directed by the Authority and at the Authority’s expense, on behalf of the Authority. Unless otherwise specified by the Authority, spare parts shall be purchased on behalf of the Authority and in a manner to ensure that the Authority obtains the benefit of all

warranties associated with such spares. At the end of the maintenance term, the Additional Work Parts Inventory shall remain the property of the Authority.

Any Additional Work Parts Inventory that is lost or damaged due to the negligence, intentional act, or omission of Contractor or its employees, subcontractors, agents, or invitees shall be replaced by Contractor at its sole cost. Contractor shall be responsible for the Additional Work Parts Inventory and shall be insured in this regard as set forth in this Agreement. Contractor will maintain and track the inventory of all Additional Work Parts Inventory for the Authority and shall provide the Authority with a list itemizing the Additional Work Parts Inventory as reasonably requested, but not more frequently than once a month.

All of the Additional Work Parts Inventory shall be maintained by Contractor free and clear of all liens and encumbrances of any kind whatsoever at locations to be agreed upon between the Authority and Contractor, which shall provide safeguards against theft, damage, or loss of the spare parts. The Authority shall have the right to inspect the Additional Work Parts Inventory at any time and shall give Contractor written notice any time the Authority removes any item from the Additional Work Parts Inventory. Contractor will provide no less frequently than annually a list of recommended quantities of spare parts.

The Authority may elect to assume responsibility at any time for storage of the Additional Work Parts Inventory and the Contractor shall deliver all of the Additional Work Parts Inventory to the Authority for storage after receipt of reasonable notice.

General. The Contractor shall be responsible for providing all miscellaneous repair parts and materials costing less than \$15.00 per item, at its own expense, which shall include, but not be limited to, fuses, touch-up paint, screws and nuts, wire, connectors, cables, labels, and insulating tape, as required, to comply with the requirements of these specifications. Contractor will provide normal shop consumables (e.g., solder, lubricants, cleaning rags, etc.) and spares costing less than \$15 per item, excluding toll system consumables (e.g., magnetic media, batteries, receipt printer paper, light bulbs, etc.), at no additional cost to the Authority

- 7) The following items are provided as part of this addendum but as separate files available on the RMTA website:
 - a. Exhibit B - Requirements Compliance Matrix. Replace in its entirety the new Exhibit B provided as a separate file in .xlsx format.
 - b. Exhibit G - Price Proposal Forms can be found as a separate file in .xlsx format.
 - c. TS-03 – Appendix B. Replace in its entirety with a higher-resolution version of including reference drawings of all ORT gantry structures. The new TS-03 – Appendix B is provided as a separate file in .pdf format.
- 8) The following items are provided as attachments to this addendum:
 - a. Complete Listing of Inquiries Received from Proposers and RMTA Responses.
 - b. Exhibit H, Attachment C. Pricing and Payment Schedules. Replaced in its entirety.

- c. Exhibit H, Attachment E, Form of Bonds, composed of two items: E-1 - Performance Bond, Base Work Phase and E-2 - Performance Bond, Maintenance Work Phase
 - d. TS-03 – Appendix A. WAN Demarcation Points.
- 9) The following supplemental information in response to questions 78 and 98:
- a. Question 78:

	2 axle	3 axle	4 axle	5+ axle
Powhite SB	98.6%	0.4%	0.2%	0.8%
Powhite NB	98.5%	0.4%	0.3%	0.8%
DTE EB	99.0%	0.3%	0.2%	0.5%
DTE WB	99.1%	0.3%	0.2%	0.5%

- b. Question 98:

	E-ZPass %
Powhite Parkway	65%
Downtown Expressway	75%
Boulevard Bridge	37%
Douglasdale Ramps	62%
Forest Hill Ramps	59%
2nd Street Ramps	41%
11th Street Ramps	56%

Complete Listing of Inquiries Received from Proposers and RMTA Responses



No.	Document	Section	Page	Inquiries	Responses
1	General	N/A	N/A	What is the current RMATA WAN bandwidth specifications for all locations?	See replacement of TS-03 – Appendix A, in its entirety in Addendum 4 for type of circuit and upload/download speeds. Proposers should state their bandwidth assumptions per the requirements in the RFP.
2	General	N/A	N/A	Can you please confirm if all network communication lines will be provided by RMATA? This includes connections to the Host from all locations and the necessary connections to VDOT.	Only the network connections shown in TS-03 Appendix A will be provided and maintained by the Authority. Any other connections required by the selected Offeror's solution are to be provisioned and maintained by the selected Offeror.
3	General	N/A	N/A	Does RMATA require money room equipment included in the pricing at each plaza?	The RMATA is not requiring cash drawer functions or equipment in this procurement. Toll collection attendants do not collect cash, their cash handling responsibilities are limited to making change.
4	General	N/A	N/A	Does RMATA want a money room/Plaza facility magnetic card-based security system that will be integrated to the Host/Plaza/Lanes?	The RMATA is not requiring building security functions in this procurement. Format requirements for the magnetic stripe data will be documented by the Authority during the design phase and the selected Offeror's solution shall comply with this formatting.
5	General	N/A	N/A	We would like to request another question and answer period that extends to 5/12/2017.	The addition of another question and answer period is not anticipated at this time.
6	General	N/A	N/A	Please provide detailed dimensionally drawings for all ORT gantries including all equipment mounting structures.	Reference drawings of all the ORT Zone gantry structures are provided in Addendum 4, TS-03 Appendix B document. Please see TS-05 Requirement #5-1 for the disposition of items not shown in these drawings.
7	General	N/A	N/A	Water leakage was observed in the tunnels under the mainline toll plazas during the April 6th mandatory site tour. Please confirm that these will be addressed before the contract starts, and that the Contractor will not be responsible for replacement of cabling due to water damage after contract starts and installation is complete.	The tunnels are typical. Offerors should not anticipate improvements to the tunnels and the selected Offeror will be responsible for designing, furnishing, installing and maintaining sufficient protection of the cabling and all other Toll System elements.
8	General	N/A	N/A	Will the RMATA be performing any Civil Infrastructure work as part of this project that is not outlined in the RFP?	The RMATA does not anticipate any such work at this time.
9	General	N/A	N/A	Certified AVI equipment is available to all E-ZPass member agencies at a standard price. Would the agency consider procuring the AVI equipment separately and providing it to the winning bidder based on the quantities stated in their proposal?	Not at this time. All proposals should be submitted based on the responsibilities specified.
10	RFP	1.6	6	RFP states the Proposer shall comply with all applicable Federal, State and local laws and regulations, including rules and regulations of RMATA. If any funds are received from federal or state grants, the Proposer shall comply with all applicable requirements of such grants. Question: Will funds be used from federal or state grants? Question: If the answer to question above is "Yes" are there Prevailing Wage requirements for the installation of this system?	Use of funds from either federal or state grants is not anticipated at this time.
11	RFP	2	6	In the event of the Proposer/Contractor being a newly-formed Virginia corporation, will the RMATA consider minimum qualifications and past experience of the company shareholders jointly?	Yes, provided company shareholders constitute "Equity Members" as defined in the RFP, and it is demonstrated, to RMATA's sole discretion, that such Equity Members will be actively involved in the Work.



No.	Document	Section	Page	Inquiries	Responses
12	RFP	2	6	Does the VES Experience for two (2) installations with violation enforcement in non-ORT E-ZPass Only lanes require the reference to be currently operating?	There must be significant client experience with the system in revenue production prior to the date proposals are submitted to the RMTA. Systems that were operating in revenue service for a long time and have since been de-commissioned are acceptable. Systems that are not yet in revenue service and systems without significant revenue production use are not acceptable.
13	RFP	2	6	Can the VES Experience qualification be met with non-ORT lanes with VES that are not specifically E-ZPass? For example, FasTrak in California.	Yes.
14	RFP	6.2	13	The RFP requires Bidders to respond using 11-point font. May Bidders use a smaller, still readable font for the following: headers and footers, requirement text, tables?	No, 11-point font is required, but only for those sections to which a page limit applies. (this answer also applies to question 16).
15	RFP	6.2	13	Several requested documents/samples do not comply with font restrictions and they are not available in a native MS Office format for font adjustments. Please confirm that it is permissible to submit those documents as is.	It is acceptable to submit those as-is, the font-size is required only for those sections to which a page limit applies.
16	RFP	6.2	13	Question: Does the 11 pt. TNR font size requirement apply to headers/footers, tables, and figure/table captions?	Yes, 11-point font is required, but only for those sections to which a page limit applies. (this answer also applies to question 14).
17	RFP	6.3	14	The Technical Proposal Page Limit Applicability table section numbers do not match the section numbers denoted in Section 6.4. For example, the page limit table lists Section 4 as Approach to Scope of Work yet Section 6.4 of the RFP lists the Approach to Scope of Work as Section 5 of the proposal.	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
18	RFP	6.3	14	The "Technical Proposal Page Limit Applicability" table states "No**" with respect to page limit applicability to the following proposal element: "Section 8: Project Organization and Key Staff Qualifications (Forms within this section are included in the page count)." Please clarify: does "Section 8: Project Organization and Key Staff Qualifications (Forms within this section are included in the page count)" count towards the overall page limit of to 200 (two hundred) page-sides?	The table has been revised and will be issued in an Addendum, eliminating the phrase "(Forms within this section are included in the page count)" from Section 8.
19	RFP	6.3	14	While the RFP calls out Section 8: Project Organization and Key Staff Qualifications in the Proposal Page Limit table, there does not appear to be a corresponding section in the Technical Proposal Package. Question: Will the Authority provide instruction on the requirements for Project Organization and Key Staff Qualifications?	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
20	RFP	6.3/6.4	14	The listing of technical proposal sections in the page limit table on p RFP-14 does not line up with the sections detailed in 6.4 p RFP 15-17 – please clarify	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
21	RFP	6.3/6.4	14	The table in 6.3 and the sections listed in 6.4 contradict each other. It appears the correct order of proposal contents is in the RFP section 6.3, whereas RFP Section 6.4 contains a mistake: "Corporate Qualifications and Demonstrated Experience" is repeated twice, thereby distorting the overall section numbering and order. Please confirm that the proposers should follow the contents order in the RFP section 6.3.	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.



No.	Document	Section	Page	Inquiries	Responses
22	RFP	6.3/6.4	14	<p>The table in RFP section 6.3. Proposal Page Limit appears to instruct that the following be appended at the end of the technical proposal: Attachment A: Bill of Materials, Attachment B: Product Cut Sheets, Attachment C: Detailed Preliminary Schedule (optional location).</p> <p>RFP Section 6.4. Technical Proposal Package instructs that Attachment B be placed in the "Other Forms & Information" response section.</p> <p>And RFP section 6.5. Price Proposal instructs that Bill of Materials be provided within the Price Proposal envelope.</p> <p>Please clarify the exact required locations for each of these three Attachments.</p>	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
23	RFP	6.4	15	Is the proposer allowed to insert a Table of Contents after the Cover Page and Transmittal Letter?	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
24	RFP	6.4	15	Section 3 and Section 6 are the same – please clarify	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
25	RFP	6.4	15	Please clarify sentence that states "Section 3 shall contain only the completed RCM, provided in Exhibit B." Should the reference be Section 4?	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
26	RFP	6.4	15	In Section 5 - Approach to Scope of Work: should the Proposal Criteria table simply repeat the RFP requirements with narrative descriptions following the table or should the table also include the Proposer's response.	A table is not required in the response, nor should the response include a repeat of the Proposal Criteria text. The RFP instructions reference the tables used within the Tolling Specifications as a way to show where Proposers need to look within the Tolling Specifications to find guidance on specific areas the Authority is requiring Offerors include within their proposals including page limits where applicable.
27	RFP	6.4	15	In Section 5 - Approach to Scope of Work: should the Proposal Criteria table text comply with the Proposal Format of Times Roman font size of eleven (11)?	A table is not required in the response. 11-point font is required.
28	RFP	6.4	15	Please provide more information about the usage of the Proposal Criteria table in the proposal?	See response to question 26.
29	RFP	6.4	15	RFP 6.4. Technical Proposal Package provides no instructions as to the required contents of proposal Section 8: Project Organization and Key Staff Qualifications. Please clarify.	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
30	RFP	6.4	15	<p>This section indicates the Proposer is to place its response to Corporate Qualifications and Demonstrated Experience in Section 3 and again in Section 6.</p> <p>Question: In which section would RMTA prefer the Proposer place its response?</p>	See the replacement of Section 6.4 in Addendum 3. This replaces Section 6.4 in its entirety.
31	RFP	8	18	Will RMTA expand on the scoring methodology that will be used to evaluate proposals and the scoring weight percentages that will be applied to the technical vs the price proposal?	See updated items in Addendum 4.



No.	Document	Section	Page	Inquiries	Responses
32	RFP	10	19	RFP Sections 10.1 through 10.5 (p RFP 20-22) have requirements that are separate from the formal section instructions on p RFP 15-17 Q1 - are these requirements to be rolled into the sections detailed in p RFP 15-17? Q2 – is our response to Sections 10.1 through 10.5 included in the page limit for the Technical Proposal?	The items contained in RFP Sections 10.1 through 10.5 should not be construed as additional requirements and do not require direct responses within the Technical Proposal, rather they are provided to describe representative areas of interest the Authority will focus upon during their review of the Technical Proposals and oral interviews.
33	RFP	14.19	27	If a consultant serves as the Engineer of Record for the toll integrator selected under RFP #TSS2017, would this create a conflict for the consultant in the future with respect to pursuing or being awarded a contract with RMTA as a GEC, if such a GEC contract was advertised during the pursuit or performance of the work solicited under RFP #TSS2017?	Yes. Since it is the GEC's responsibility to act as the Authority's representative in monitoring performance of the work of the Prime Contractor there would be a conflict if the firm who serves as the engineer of record for the Prime Contractor was also RMTA's GEC.
34	Exhibit B	Requirements Compliance Matrix	B-1	In some instances a particular requirement might not require any development as it would be part of the Base System. Can you please modify the Offeror Responses to have an option of "Included in Base" and then add an option under Extent of Effort of "0 hours"?	The RTM has been updated and is being provided with Addendum 4.
35	Exhibit G	General	N/A	Will RMTA please provide the Price Proposal Forms in Exhibit G in MS Excel format with the applicable formulas and links throughout the various tabs?	As anticipated (see page 48 of 519 in the RFP) the MS Excel file is being provided with Addendum 4.
36	Exhibit G	General	N/A	How should the Contractor, in terms of format, propose and price value-added options?	Offerors must submit a proposal compliant with all RFP requirements (the required proposal). Offerors are invited to submit value-added options where the technical and price details of each such option must be separate from the required proposal, marked as an option and delivered in the Offeror's price proposal envelope.
37	Exhibit G	General	N/A	The RFP states: "Price Form Information Must Be Submitted Using The Authority's Microsoft Excel Spreadsheet File. [...] An Electronic Copy Of This File Will Be Provided With The Responses To Offeror Questions." Question: Bidders need to see the price form in order to decide whether we do or don't have any questions about it, therefore we are unable to ask those questions ahead of the question submission deadline of 4/14/17. Would the Authority please release the pricing forms ahead of Q&A? Would the Authority please consider pushing the bidder questions deadline to a later date, to allow sufficient time for Exhibit G pricing forms review?	Price forms were provided in (.pdf) pages 47 through 69 of 519 in the RFP. The Microsoft Excel version is being provided in Addendum 4. Any Offeror that has a question(s) regarding the Microsoft Excel file may submit such question(s) to the RMTA prior to 1pm, May 24, 2017. The RMTA anticipates responding to only those questions that are Microsoft Excel file data link and automatic calculation related.
38	Exhibit G	General	N/A	Is RMTA Tax Exempt? And if Yes, should bidders Exclude All Taxes (State, Federal, Local, etc.) from their pricing?	Yes.
39	Exhibit G	General	N/A	Should bidders include the cost of Spares Replacement/Replenishment in their monthly maintenance pricing or will Spares Replenishment be handled as a "Pass-Through" to RMTA at the prices listed on the costed BOM?	See replacement of Exhibit H, Section 23. Spare Parts included within Addendum 4.
40	Exhibit G	General	N/A	Can RMTA please confirm that Prevailing Wage Requirements do not apply to any phase of the project including the D&B (Phase-1) and O&M (Phase-2)?	Not at this time.



No.	Document	Section	Page	Inquiries	Responses
41	Exhibit G	General	N/A	Will space (Facilities) be made available by RMTA (at no cost to bidders) for: 1) Storing materials/equipment to be installed 2) Test area 3) Spare parts storage 4) General workspace for Installation & Maintenance Staff?	<p>1) As observed in the mandatory site visits, there is minimal space available indoors for storing materials/equipment to be installed. Note that, whether the RMTA provides such space or not, all risk of loss/damage will remain with the Contractor.</p> <p>2) Other than for RSAT and PAT activities, the Authority does not anticipate providing a test area.</p> <p>3) Spare parts storage space will be made available provided the risk of loss/damage remains with the Contractor.</p> <p>4) General workspace for system installation staff cannot be committed at this time. General workspace for system maintenance staff will be made available.</p>
42	Exhibit G	General	N/A	Do proposers need to include the costs of Tolls in their monthly maintenance pricing or will the successful bidder be provided "non-revenue" transponders for their maintenance vehicles?	RMTA will provide non-revenue magnetic stripe cards for Contractor travel through staffed RMTA traditional lanes directly related to this project. The Contractor remains responsible for all other tolls and Offerors should include tolls for travel through the ORT zones, travel through traditional lanes operated without an attendant, travel through non-RMTA facilities and all other tolls in their price proposal.
43	Exhibit G	General	N/A	Should bidders include the costs for any Recurring SW/HW Support Licenses/Agreements in their System Warranty/Maintenance cost/pricing if needed?	Yes, on the line labelled Toll System Licenses in Tab C of the Price Forms.
44	Exhibit H	General	N/A	When will Attachments C, D and E be released?	Attachment C is provided within Addendum 4. Attachment D will be the schedule provided by the selected Offeror. Attachment E is also provided within Addendum 4 as Attachment E-1 - Performance Bond, Base Work Phase and Attachment E-2 - Performance Bond, Maintenance Work Phase.
45	Exhibit H	6.2	7	Functions? Other than PM? US based? Response time?	The term "Contractor Program Manager" as used within Exhibit H is synonymous with Project Manager, they are one and the same.
46	Exhibit H	6.2	7	Can the Program Manager listed in section 6.2 (Page 7 Exhibit H-14) meet the requirement of Section 10.5a (RFP-22) in lieu of the Project Manager?	No. See answer to question 45.
47	Exhibit H	6.3	7	Can the RMTA provide a detailed list of the licenses that will be requested to be furnished by the RMTA as part of contract Section 6.3? The contract documents list FEID, Corp License, Registration with Secretary of State and the Department of L&I. Are any others required?	It is the Contractor's responsibility to obtain and maintain at their own expense all necessary permits and other licenses to comply with all applicable laws, Federal, State or municipal, along with all regulations, and ordinances applicable to the work performed.
48	Exhibit H	6.1	9	When (at what stage/milestone) should contractor registration with DOLI occur?	Prior to and as a condition of Award of contract.
49	Exhibit H	6.14	10	Section 6.14 of the contract indicates that RMTA may provide bucket trucks and traffic management however Section 11 of TS-03-16 indicates that the contractor shall provide all MOT. Can you clarify and provide details of the extent of what the RMTA will provide with respect to MOT?	Irrespective of the content of item 6.14, the proposer should assume full responsibility of all MOT and associated costs.



No.	Document	Section	Page	Inquiries	Responses
50	Exhibit H	6.15	10	Section 6.15 calls for a performance bond on the form in Attachment E-1, but the E-1 form attached to the RFP is entitled "Vendor Past Performance." Attachment E-2 doesn't appear to be included either, and is supposed to be the maintenance performance bond form. Question: Will the Authority please provide Vendors with a copy of their preferred bond forms?	Attachment E-1 references the form of Bond and shouldn't be confused with Exhibit E which is for Vendor Past Performance. The bond forms are provided in this Addendum 4 as Attachments E-1 and E-2.
51	Exhibit H	6.15	10	The RFP calls for a maintenance bond to be provided based on the value of the full five year maintenance contract, with the value decreasing by 20% per year. It is common in the industry and more cost effective to bond each year of maintenance separately. Question: Will the RMTA agree to a change in terms to accept an annually-renewable maintenance bond based on the value of each year of service?	Not at this time. All proposals should be submitted based on the requirements as specified.
52	Exhibit H	6.15	10	What is the amount of the Base Work Phase Performance & Payment Bond?	Cannot be provided since the amount will depend upon the selected Proposer's final pricing as determined upon contract Award.
53	Exhibit H	6.15	11	There shall be 2 contract bonds, one to remain in force until completion of the base work, the other until completion of maintenance work, correct? What is the amount required for each bond?	See answer to question 52.
54	Exhibit H	7	12	What is the amount of the Maintenance Phase Performance & Payment Bond?	See answer to question 52.
55	Exhibit H	7	12	No payment milestones with payment amounts/percentages seem to be clearly defined in the RFP documents. Should the Proposers make their own assumptions in this regard, based on the project deliverables?	See payment schedule provided in this Addendum 4.
56	Exhibit H	6.16	12	Can you expand on the characteristics of pervasive defects? Are they inborn faults/failures?	The definition as provided in RFP is sufficient.
57	Exhibit H	7.2	13	Please confirm if bidders are to propose the payment schedule for the Base work in Attachment C-1. If this is not the case, please provide a complete Attachment C with schedules for C-1.	See payment schedule provided in this Addendum 4.
58	Exhibit H	7.7	13	Please confirm this includes all days inclusive of workdays, weekends and holidays?	As stated, Days shall mean calendar days unless otherwise specified.
59	Exhibit H	7.13	15	Late fees on non disputed invoices if paid after the terms of Net 30 after invoice date, will the contractor by state law have the right to charge applicable interest? If collections or legal action is needed to collect payment on non disputed invoices then will these be allowed?	The terms as provided in Exhibit H remain as stated.
60	Exhibit H	7.14	15	If payments are not made within the net 30 days and not disputed by the Contractor will the Contractor have the right to withhold services as it applies in accordance to 7.12 if dispute is made after the 20 day period?	The terms as provided in Exhibit H remain as stated.
61	Exhibit H	9.1	20	Which rights and title does the RMTA wish to acquire on the Contractor's proprietary software and source code?	The terms as provided in Exhibit H remain as stated.
62	Exhibit H	12.5	24	Will the RMTA provide storage for material and equipment?	See response to question #41.



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63	Exhibit H	17.1	26	<p>Please clarify the Liquidated Damages Rate per day for missing the Revenue Service Acceptance Tests completion deadline defined in Exhibit H.</p> <p>For example, is the penalty per day for each tolling point that has not passed the Revenue Service Acceptance Tests, or for each day the entire system has not achieved Revenue Acceptance past the due date?</p>	The Revenue Service Acceptance Test milestone date applies to the entire system.
64	Exhibit H	17.1	26	<p>Please clarify pay formula of [\$1,350]*[\$2,500]*[3,100]* for each day of delay or portion thereof? Is it one of the above amounts or a multiplication of all three?</p>	It is one of the amounts indicated and not a multiplication of all three. As indicated in the RFP, the amount will be determined in accordance with VDOT's 2016 Road and Bridge Specifications, Section 108.06, Table I-1 (Schedule of Liquidated Damages), based on the contract amount for the Base Work.
65	Exhibit I	N/A	DBE-1	<p>Does the Authority have a SWaM participation goal as a percentage of contract value?</p>	Not at this time.
66	Exhibit I	N/A	DBE-1	<p>Can the RMTA expand on any scoring points or favorable consideration that will be given or awarded based on the percentage of DBE participation a contractor proposes?</p>	No additional scoring is provided based on DBE percentages at this time.
67	Technical Specs	General	N/A	<p>In the Proposal Criteria boxes that require a Vendor response there are sometimes stated page limits for the response – when there are multiple topics to address within the box, and the page limit is only referenced in the first topic</p> <p>Does this page limit apply to our response to the first topic only or all topics within that section?</p> <p>For example see TS-01 4.3 Management Plan p TS-01-32.</p>	The page limitation stated in TS-01 section 4.3 applies to all proposal information requested in that section, except for the schedule which is exempt from page limits per the instructions on RFP-14.
68	Technical Specs	4.2.9	TS-01-25	<p>In the RFP, please clarify if the Revenue Service Acceptance Test happens as one time singular event after all the lane equipment is installed.</p> <p>Please clarify the transition from legacy to the new system. Do you expect each lane to become revenue generating immediately upon installation?</p> <p>Are there 14 Revenue Service Acceptance Tests; one for each of the different 14 tolling sites as they go up and placed into service?</p>	<p>No, per TS-03 Requirement #12-6 Revenue Service Acceptance Test must be successfully completed immediately after each traditional lane is installed.</p> <p>Yes, the Authority expects and requires each lane to be collecting revenue from motorists immediately upon installation.</p> <p>There is one Revenue Service Acceptance Test that should verify the operations of the Host Subsystem prior to installation of any traditional lane or ORT Zone; verify the operations of each traditional lane and each ORT Zone immediately after its installation (and prior to the Authority turning over other lanes/zones for installation work); and verify the operations of the fully installed system.</p>
69	Technical Specs	4.8	TS-01-57	<p>What level of security for the background check is required for contractor and subcontractors?</p>	Offerors should describe both the extent and limitations of the comprehensive background checks they plan to conduct if awarded the work.
70	Technical Specs	4.8	TS-01-57	<p>Is the area supplied by RMTA for storing equipment and materials covered as in a building enclosure or is it an area open to the elements?</p>	See response to question #41.
71	Technical Specs	5.1.7	TS-01-62	<p>The requirement states three (3) years of summary traffic and revenue data shall be migrated from the existing Host systems (host a and host b). Are the source databases for those systems different?</p>	Yes.



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72	Technical Specs	5.1.7	TS-01-62	The requirements for data migration in the RFP describe summary data only. What are the requirements in terms of years for detail transactions? Are the retention requirements for cash transactions the same as ORT transactions?	There is no requirement to migrate individual transactions from the RMTA's current systems and therefore no retention requirement for these transactions.
73	Technical Specs	7.1	TS-01-83	Does the Authority have a preference for the location of the Factory Acceptance Test? Should it be conducted at the Contractor's test facilities or at RMTA facilities?	Per TS-01 Requirement #5.4-5, all test activities for FAT are to be performed at the Contractor's test facility. Offerors that will use a different facility than that described in their response to section 10.4-e (on page RFP-22) should clearly state so in their proposal and detail the differences.
74	Technical Specs	11.3.3	TS-01-97	Can source files be transmitted in DWG format?	The RMTA prefers not to change the RFP, and is unlikely to allow a change to use the DWG file format unless current and future compatibility with our systems can be assured, but agrees to discuss this as a proposed Engineering Change after Notice To Proceed.
75	Technical Specs	11.4	TS-01-99	Q1 - Will the Authority maintain Maintenance of Traffic in all the ORT lanes during the removal and installation work? Q2 - What is the closure procedures when closing down a single lane off ramp plaza with no shoulder for installation?	Response to Q1: See response to question #49. Response to Q2: For the scenario described (i.e. a ramp with a single toll lane), only a single overnight full closure of the ramp is anticipated for removal and installation.
76	Technical Specs	TS-02 Appendix A	N/A	Is availability of the Host System, ORT Zone, and Traditional Lane System of 99.8% measured per month? Typical availability is measured on a daily basis and calculated over a monthly period.	The Authority anticipates availability being measured in one minute increments and the evaluation of performance to the KPI being conducted for each month individually.
77	Technical Specs	TS-02 Appendix A	N/A	There is no stated requirement for license plate number accuracy, only image capture. Please confirm that OCR on VES images is performed by others and that the Contractor is only required to supply human-readable images.	See Addendum 4.
78	Technical Specs	TS-02 Appendix A	3	Please provide the relative frequency of occurrence for each of the required classification categories at each of the mainline plazas (Powhite NB, Powhite SB, DTE WB, DTE EB).	Please see the information provided in Addendum 4 which is representative of recently observed conditions. Note that conditions can and do vary over time.
79	Technical Specs	TS-02 Appendix B	6	Indicates Liquated Damages of \$1,000 per 15 minutes period per lane or ramp. Is this capped to any value? Is there any incentive provided if completed before the established closure limits?	It is not capped and there is no such incentive.
80	Technical Specs	5 7.1	TS-03-6 TS-03-10	TS-03 5.2 states that all equipment and other hardware furnished by the Contractor shall have a service life of at least five (5) years after system acceptance. TS-03 7.1-2 states that all Toll System UPSs shall have sealed, valve regulated, lead acid with a rated life expectancy of 10 years. Please clarify if the UPS needs to have a 5 year life expectancy or a10 year life expectancy.	The wording of TS-03 Requirement #7.1-2 differs from that stated in the question and describes the run time required, even as the batteries may age, over the life of the contract.



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81	Technical Specs	5	TS-03-6	TS-03 Requirement #5-4: Other than COTS electronic assemblies, all steel hardware furnished by the Contractor shall be galvanized in accordance with the VDOT Road and Bridge Specifications (see Appendix C of this TS-03 document). Is Stainless Steel an acceptable alternative?	Yes, provided the use of stainless steel is acceptable to the Engineer Of Record and the type of stainless steel alloy is clearly called out in the detailed design drawings and detailed design calculations.
82	Technical Specs	5	TS-03-6	Could the RMTA please provide the structural calculations for the existing gantries at the ORT locations?	Yes, structural calculations for all gantries are provided in Addendum 4 , TS-03 Appendix B. (Note: All Gantry plan submittals are provided in response to question #6)
83	Technical Specs	5	TS-03-6	Can aluminum hanger assemblies be used to support equipment attached to the existing gantries at the ORT locations?	Yes, provided the hangar assemblies are acceptable to the Engineer Of Record and the type of aluminum alloy is clearly called out in the detailed design drawings and detailed design calculations.
84	Technical Specs	6.2	TS-03-8	TS-03 Requirement #6.2-1: All elements of the ORT Zone Subsystem shall meet all performance and reliability requirements when operated inside their locked/closed enclosures under the following conditions: i. Temperature: Ambient air temperature of minus 25 to 140 degrees Fahrenheit, with and without direct sunlight ii. Relative Humidity: 5 to 100 percent iii. Salt Fog: Salt atmosphere with 5 percent salinity Are there alternative allowed conditions for HVAC controlled enclosures?	The conditions described in the specification will exist outside the enclosure furnished by the selected Offeror.
85	Technical Specs	7.1	291	TS-03 Requirement #7.1-1: All Toll System UPSs shall provide continuous use and operate across the full range of environmental criteria described in section 6 above. TS-03 Requirement #7.1-2: All Toll System UPSs shall have sealed, valve regulated, lead acid or nickel cadmium, maintenance-free batteries with a rated life expectancy of 10 years, to provide the specified running time for the maximum loads anticipated at the unit. The batteries specified will not meet the specified environmental requirements. Please revise the environmental to accommodate the batteries.	The Offeror is responsible for mitigating conflicts between the equipment the Offeror is proposing and the range of operating environments specified in the RFP. Mitigation could include but is not limited to the Contractor providing HVAC, the Contractor furnishing and installing battery replacements more often, etc. Offerors are also hereby invited to propose alternative battery technologies, provided they detail the proposed battery technology and the limitations of such alternative.
86	Technical Specs	8	TS-03-13	Can the contractor re-use the existing conduit at each location? If so, does the existing conduit need to meet all the RFP requirements?	Please see Requirement #5-1 in TS-04; Requirement #5-1 in TS-05; the introductory text in section 3.6 of TS-06; and Requirement #5-1 in TS-06.
87	Technical Specs	8	TS-03-14	TS-03 Requirement #8-7: All conduit elements for power connections shall be separate and distinct from conduit elements for signal/communications connections. Does this include low voltage DC power? We regularly use a composite cable for some tolling components that include shielded CAT-5/6 and low voltage DC conductors.	Low power, low voltage DC power connections may share the same conduit as signal/communications connections provided there is no impact to Toll System performance under any condition and the Engineer Of Record approves the design.



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88	Technical Specs	10	TS-03-15	TS-03 Requirement #10-1: All mounting hardware shall be fabricated from corrosion and rust resistant materials. Galvanizing shall be applied as described in section 5 above. Is stainless steel a suitable alternative?	See response to question #81.
89	Technical Specs	12	TS-03-17	Will the Contractor be responsible for any costs incurred during installation related to the Authority's wide area network?	Yes. The RMTA will maintain the demarcation points and the WAN bandwidth connecting them (as shown in TS-03 Appendix A). The Contractor will be responsible for all other WAN related costs including but not limited to furnishing and installing all Toll System network equipment that connects to these demarcation points; configuring Toll System network equipment; securing all Toll System data on the WAN; and the provisioning and maintenance of any additional WAN bandwidth required by the Offeror's design.
90	Technical Specs	TS-03-Appendix-B-Reference-	N/A	Some of the dimensions in the drawing set are difficult to read. Could the Authority please provide a new PDF with higher resolution?	Higher resolution PDF drawings are provided in Addendum 4, TS-03 Appendix B document.
91	Technical Specs	3.2.3	TS-04-10	Would the Authority be interested in the Contractor providing an optional value-added service in the proposal for Manual Image Review of image transactions with low OCR confidence or other criteria in order to manually correct the license plate information prior to transmitting these transaction records and images to the VDOT E-ZPass CSC?	No, not as part of this RFP.
92	Technical Specs	3.2.6	TS-04-12	What type of magnetic card and protocol is being used?	See last sentence in response to question #4.
93	Technical Specs	3.2.6	TS-04-13	What is the interface with the armored car company system to the host?	See second introductory paragraph of section 3.7 in TS-06. To keep this information secure, details of the .csv file format will be provided to the selected Offeror after Notice To Proceed.
94	Technical Specs	3.3.7	TS-04-18	Does RMTA require a temperature and humidity measurement for each piece of equipment, or only one such measurement for the interior of each equipment cabinet?	Each Offeror may allocate Toll System function to various enclosures differently. Offerors should identify any equipment enclosure that does not fully support one or more of the functions described in TS-04 section 3.3.7.
95	Technical Specs	3.6.3	TS-04-27	What are the estimated number of gate incidents per location?	The RMTA experiences approximately 325 broken gate arms per year. Please note that the number of gate incidents can and does change based on various factors and that this information should not be relied upon in developing the price proposal.
96	Technical Specs	3.7	TS-04-27	TS-04 Requirement #3.7-3: The Contractor shall furnish and install an uninterruptible power supply (UPS) as part of the Host Subsystem such that it powers and protects all Host Subsystem elements. What duration of battery backup is required for the Host system?	Please see TS-03 Requirement #7.1-5.
97	Technical Specs	3.8	TS-04-29	The requirement states that the Host Subsystem shall automatically archive information onto permanent long-term storage. Please define long term storage and where the information is to be kept.	Offerors should detail their proposed long-term storage solution as part of their proposal and describe how it meets the specified RMTA requirements (e.g. section 2 of TS-04).



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98	Technical Specs	TS-04 Appendix D	Page 2	<p>The estimated future volumes for 2027 per the table in Appendix D are based on a growth rate of 1.5%. However if you grow the estimated volumes from Figure 1-2 Page RFP-3 at 1.5% annually, the projected monthly total in 2027 is much less than the forecasted monthly totals in TS-04 Appendix D.</p> <p>Please clarify both the current volumes and the expected rate annual volume increase for the period 2017-2027.</p> <p>Also, please provide volumes separated into EZ-Pass transactions and cash transactions.</p>	<p>Proposers should rely on the traffic volumes described in TS-04: Appendix D. For E-ZPass penetration please see information provided in Addendum 4 which is representative of recently observed conditions. Note that conditions can and do vary over time.</p>
99	Technical Specs	TS-04 Appendix B-1	N/A	Please clarify if OCR is expected as part of the solution.	See response to question #77.
100	Technical Specs	3.3.3	TS-05-10	<p>The requirements state that the ORT Zone Subsystem shall transmit images directly to the CSC. Would the Authority accept a design where the ORT Zone Subsystem images are first transmitted to the Host Subsystem and then the Host Subsystem transmits those images to the VDOT E-ZPass CSC?</p>	No.
101	Technical Specs	3.4	TS-05-11	In an E-ZPass transaction, if a vehicle passes the ORT zone with a suspended axle and gets a different classification of what is stored in the E-ZPass transponder, which classification shall be written in the transaction?	The Toll System shall record both classifications for the vehicle. Authority business rules, to be defined during the design phase, will determine which gets transmitted to the CSC based on various other factors.
102	Technical Specs	3.5	TS-05-12	<p>"The ORT Zone Subsystem shall provide all image capture functions above and meet all performance requirements during:</p> <p>. . . c) Failure of any single camera . . ."</p> <p>Does RMTA require two VES cameras in each and every lane, or can the overview camera be used to provide redundancy?</p>	The RMTA requires all Violation Image Capture functions in the referenced section to continue without degradation if a single camera fails. Each Offeror may achieve this differently and each Offeror's proposal should describe how their proposed solution achieves this.
103	Technical Specs	3.6	TS-05-15	<p>"The ORT Zone Subsystem shall write ORT zone identifier, time and date of passage; and vehicle location(s) within the zone onto 99.9 percent (99.9%) of all such transponders."</p> <p>The required TDM/IAG transponder write accuracy for all E-ZPass agencies is 99.8% not 99.9%. Please revise.</p>	TS-05 Requirement #3.6-85 is hereby revised to "The ORT Zone Subsystem shall write ORT zone identifier, time and date of passage; and vehicle location(s) within the zone onto 99.8 percent (99.8%) of all such transponders."
104	Technical Specs	5	TS-05-22	<p>TS-05 Requirement #5-4: The Contractor shall furnish and install a UPS to feed all Toll System equipment that is gantry mounted and uses 120 VAC power.</p> <p>Why only 120 VAC? Is 240 VAC not available?</p>	<p>The Authority had not anticipated gantry mounted equipment requiring 240V power. Single phase 240V power is available in the personnel tunnels near each ORT Zone location and the Contractor would be responsible for furnishing, installing and maintaining all conduit, boxes, mounting hardware, cabling and other items to reach these locations if 240V power is needed for the case described.</p> <p>TS-05 Requirement #5-4 is hereby removed. The requirements in TS-05 section 3.10 and the other Tolling Specifications shall continue to apply.</p>



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105	Technical Specs	5	TS-05-22	In order to preserve RMTA assets and preserve the design life of the pavement will the RMTA consider reuse of contractor tested, non degraded, fully functional existing pavement detection systems in cash and ORT lanes?	The RMTA prefers not to change the RFP, and is unlikely to allow such re-use, but agrees to discuss this as a proposed Engineering Change after Notice To Proceed.
106	Technical Specs	3	TS-06-4	Section 3 States "The offer shall include in their proposal summary, of no more than one page side, listing their most recent experience installing traditional lanes equipped with Automatic Coin Machines and similar (major and minor) upgrade and replacement work within the last five years." Would the RMTA consider allowing discussion of proposer work on ACMs beyond five years?	The wording in TS-06 section 3 differs from that quoted in the question and only requires that Offerors provide information about recent experience. It does not prohibit the Offeror from describing older experience; however, the timeframe of any older experience should be clearly called out in the Offeror's writing.
107	Technical Specs	3.2	TS-06-52	TS-06 Requirement #3.2-1: The Contractor shall furnish and install lane controllers (48 units in total) such that each traditional lane described in section 2 above has its own dedicated lane controller. Can the reversible lane use a single lane controller?	Offerors are required to propose the furnishing, installation and maintenance of 48 lane controllers as described in the RFP. Offerors are invited to offer a single lane controller solution for the reversible lane only if it meets all other requirements and only if it is readily configured to meet all RMTA business rules developed during the design phase. The technical and price details of such option must be separate from the base proposal, marked as an option and delivered in the Offeror's price proposal envelope.
108	Technical Specs	3.2.2	TS-06-7	"Upon start up, each such lane controller shall query the Host Subsystem to verify that the lane controller has the latest toll rate schedule and shall cause the Host Subsystem's MOMs function to log, store and send an alert each time a lane controller starts up without the latest toll rate schedule and is unable to obtain such schedule within ten (10) minutes of commencing start up." Please confirm that toll rate tables do not need to be downloaded to the lane/zone controller for the ORT lanes and that rating may be performed at the Contractor's Host instead.	Confirmed.
109	Technical Specs	3.3	TS-06-11	Please confirm that, if coins are deposited in an Unattended Mixed Mode ACM after the gate has been opened and the vehicle has passed an exit sensor, the Contractor's equipment is not required to credit those coins toward that vehicle's ACM Transaction Record.	The response depends on other factors (e.g. what caused the gate to be open). The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.
110	Technical Specs	3.3	TS-06-11	Please confirm that, regardless of lane operating mode, the Contractor's toll equipment is not required to credit coins toward a vehicle's ACM Transaction Record unless the coins are placed into the ACM while the vehicle is still between that lane's entry sensor and exit sensor.	A better understanding of the Offeror's design, and a more specific area of the ACM (e.g. basked, coin counter, vault, etc.), is required to answer this question. The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.
111	Technical Specs	3.3	TS-06-11	Please confirm that in Unattended Mixed Mode, if a vehicle with no valid/low-balance/non-revenue E-ZPass tag is detected at a traditional lane with no VES or gate and no coins are detected at the ACM, the correct response by the Contractor's equipment is to produce an ACM Transaction after the vehicle leaves.	Yes, however (per TS-06 Requirement #3.3-3) data from any E-ZPass transponder in the vehicle must be part of that vehicle's electronic record. A transponder in lost/stolen status is one example of this.



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112	Technical Specs	3.3.4	TS-06-16	<p>"In lanes without violation image capture (see section 3.12 below), the lane controller shall cause the Host Subsystem to: Identify each E-ZPass Transaction record where the vehicle class programmed into the E-ZPass transponder is contrary to the automatic vehicle classification data (see section 3.10 below), and · Provide additional reports detailing and summarizing such discrepancy with links to the corresponding digital video audit files (see section 3.13 below."</p> <p>Per TS-06 Appendix A Traditional Lanes 4,5,6,10,11,46, and 44 have neither Violation Image Capture nor AVC. Please modify this requirement to exclude these Traditional Lanes.</p>	<p>This requirement only applies to traditional lanes where there is no Violation Image Capture function installed and where both the AVC function and the Digital Video Audit function are installed. The requirement does not apply to many of the traditional lanes and specifically does not apply to those listed in the question.</p>
113	Technical Specs	3.3.6	TS-06-18	<p>"A lane controller shall create an Image Transaction record whenever the respective traditional lane has violation image capture (see section 3.12 below) installed; is operating in E-ZPass Only Mode (see section 3.4.4 below); and: · A vehicle passes through the lane without a properly mounted and functioning E-ZPass transponder, or · A vehicle equipped with a properly mounted and functioning E-ZPass transponder passes through the lane and the latest transponder status file (see section 3.5.1 below) reflects a status other than "valid", "low balance" or "non-revenue" for such transponder, or · A vehicle equipped with a properly mounted and functioning E-ZPass transponder passes through the lane where the latest transponder status file reflects a status of "valid" or "low balance" for such transponder and the Toll System's automatic vehicle classification data (see section 3.10 below) does not match the vehicle class data programmed onto the transponder."</p> <p>Per TS-06 Appendix A, Traditional Lanes 33 and 34 have Violation Image Capture, but have no AVC. Please modify this requirement to exclude Traditional Lanes 33 and 34.</p>	<p>This requirement only applies to traditional lanes where there is no Digital Video Audit function installed and where both the AVC function and the Violation Image Capture function are installed. The requirement does not apply to many of the traditional lanes and specifically does not apply to those listed in the question.</p>
114	Technical Specs	3.4.3	TS-06-20	<p>Please confirm that, if an Unattended Mixed Mode ACM machine is jammed due to misuse or vandalism and no valid, low-balance or non-revenue E-ZPass tag is detected, the correct response by the Contractor's toll equipment at a site with VES is to take a rear image of the license plate area and open the gate while producing an Image Transaction Record.</p>	<p>This is not the correct Toll System response for all variations of this scenario. The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.</p>
115	Technical Specs	3.4.3	TS-06-20	<p>Please confirm that, if an Unattended Mixed Mode ACM is jammed due to misuse or vandalism and no E-ZPass tag is detected, the correct response by the Contractor's toll equipment at a site with no VES is to keep the gate closed and produce no record</p>	<p>This is likely the correct Toll System response for most variations of this scenario. The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.</p>
116	Technical Specs	3.4.3	TS-06-20	<p>Please confirm that, regardless of lane operating mode, if the depositing of coins is detected at the ACM at a time when no vehicle is between the lane's entry and exit sensors, the correct response by the Contractor's equipment is to produce no transaction record.</p>	<p>The Toll System response proposed in the question is not suitable for all variations of this scenario (e.g. a vehicle just left the ungated lane). The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.</p>
117	Technical Specs	3.4.3	TS-06-20	<p>If coins are deposited at an unattended ACM while a vehicle with a valid, low-balance or non-revenue transponder is still between the entry sensor and the exit sensor, should the Contractor's equipment (a) generate an ACM Transaction or (b) still generate the transaction type that would have been appropriate if no coins had been deposited?</p>	<p>There are likely several variations of this scenario. The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.</p>



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118	Technical Specs	3.7	TS-06-29	If the Contractor proposes to refurbish and re-use (CS Route M5) ACMs at some locations how should that be reflected in the Price Proposal Forms?	<p>Offerors are required to propose the furnishing, installation and maintenance of new ACMs.</p> <p>Offerors are invited to offer an option to refurbish and re-use ACMs only if the resulting machines are equivalent to new in every respect. The technical and price details of such option must be separate from the base proposal, marked as an option and delivered in the Offeror's price proposal envelope.</p>
119	Technical Specs	3.7	TS-06-31	These sections refer to a total of 43 ACMs (25 booth-mounted, 18 freestanding ACMs); this conflicts with the total of 41 ACMs mentioned throughout the RFP (including 3.7-1 on page TS-06-29 / PDF page 490). Please confirm that this total should be 41.	<p>Yes, the total should be 41.</p> <p>TS-06 Requirement #3.7-24 is hereby changed to 24 units in total.</p> <p>TS-06 Requirement #3.7-24 is hereby changed to 17 units in total.</p>
120	Technical Specs	3.9.1	TS-06-38	Please confirm that, in Attended Mixed Mode, the Contractor's toll equipment is not required to credit coins toward a convoy's ACM Transaction Records unless the coins are placed in the ACM while at least one of the vehicles from that convey is still between the lane's entry sensor and exit sensor.	<p>There are likely several variations of this scenario. The selected Offeror is expected to develop business rules for these kinds of scenarios during the design phase and subject to the Authority's approval.</p>
121	Technical Specs	3.13	TS-06-46	<p>TS-06 Requirement #3.13-2</p> <p>Such Digital Video Audit function shall include but is not limited to two (2) or more high resolution color cameras..</p> <p>Please define high resolution.</p>	<p>The Digital Video Audit function for the traditional lanes is expected to provide sufficient resolution for a person viewing the video to determine the following under all weather, traffic and ambient lighting conditions:</p> <ul style="list-style-type: none"> - Axle count of the vehicle and any item towed <p>Offerors proposing a Digital Video Audit function for the traditional lanes that can provide even greater resolution, such that a person viewing the video can detect one or more of the following, should detail this capability in their proposal:</p> <ul style="list-style-type: none"> - Make, model, generation (or preferably year) and color of any vehicle in the subject lane - Actions of the vehicle's occupants occurring exterior to the vehicle (e.g. an arm extended out of the vehicle's window depositing or pretending to deposit coins in the ACM) - Other key aspects of ACM cash collection and/or E-ZPass Only operation and their respective audit requirements.



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122	Technical Specs	3.15	TS-06-48	<p>Please clarify the difference between Violation Image Capture images and License Plate Image Files.</p> <p>What is the reasoning/expectation of keeping the license plate image files for a period of 7 days – 400 days?</p>	<p>A License Plate Image File is an electronic file containing the vehicle's license plate region of interest image. Violation Image Capture images is a more general term that includes this region of interest image; the image of the vehicle from which it was "cropped"; and other images created by the Violation Image Capture function.</p> <p>Data retention specifications were based on current process requirements, potential future system enhancements, anticipated outage durations and other factors. As part of their Oral Presentation, Offerors are invited to further query this specification and discuss trade-offs that could reduce the prices quoted in their proposal.</p>
123	Technical Specs	5	TS-06-52	<p>TS-06 Requirement #5-2: Please clarify if new pavement is limited only to area where the existing loops are. If not, please specify the required new pavement area.</p>	<p>Yes, provided the Engineer Of Record deems the resulting replacement pavement stable and suitable to a toll plaza environment. Please note that the removal of pavement loops and sealant required in TS-06 Requirement #5-2 applies to a specific situation in the traditional lanes.</p>
124	Technical Specs	TS-06 Appendix A	N/A	<p>In looking at Appendix A can you please clarify that Violation Image Capture is required on the following Lanes:</p> <p>Powhite Mainline NB Lane 9</p> <p>Powhite Mainline SB Lane 7</p>	<p>Yes, the function is required in these lanes.</p>
125	Technical Specs	TS-06 Appendix A	1	<p>Page 9 of the RFP indicates that RMTA owned existing operational coin machines can be reused. TS-06 Appendix A indicates ACM are required to be removed and no *1 asterisk is added to the ACM column. Please confirm that RMTA ACM's can be reused?</p>	<p>See response to question #118.</p>
126	Technical Specs	TS-06 Appendix A	2	<p>TS-06 Appendix A indicates that AG (Automatic Gate) is not one of the required functions at Traditional Lanes (e.g. non-ORT barrier lanes) numbered 23, 25, 61-62, 71-74.</p> <p>Please confirm the maximum achievable vehicle speed through each of these ungated lanes.</p>	<p>Maximum achievable vehicle speed is unknown. Please refer to TS-06 Requirement #3.6-15, #3.10-6 and #3.12.1-2 for Toll System requirements.</p>
127	Technical Specs	TS-06 Appendix A	3	<p>TS-04 Requirements #3.5-4, #3.5-5, and #3.5-6 that ORT lanes require coverage by overview cameras in addition to Violation Image Capture, yet overview cameras are not one of the required functions listed in TS-06 Appendix A for Traditional Lanes.</p> <p>Please clarify whether the Contractor needs to provide overview cameras for any Traditional lanes (e.g. barrier lanes) in addition the DVAS and Violation Image Capture indicated in TS-06 Appendix A.</p>	<p>Overview cameras are not required for the traditional lanes. DVAS function, Violation Image Capture function and other functions are required in the traditional lanes as specified in TS-06.</p>
128	Technical Specs	TS-06 Appendix A	3	<p>Per TS-06 Appendix B requires Entry loops and Exit loops to be removed from all Traditional lanes (e.g. non-ORT barrier lanes).</p> <p>Please confirm whether the Contractor is permitted to install new Entry loops and Exit loops as part of its proposed solution.</p>	<p>Confirmed, installation of these items is permitted.</p>



No.	Document	Section	Page	Inquiries	Responses
129	Technical Specs	TS-06 Appendix B	N/A	<p>Per TS-06 Appendix B the Contractor is required to remove Treadles and Treadle Frames from all indicated Traditional Lanes (e.g. non-ORT barrier lanes) at mainline plazas.</p> <p>Please confirm at which lanes, if any, the Contractor is required to install new treadles as part of the proposed solution.</p>	<p>AVC function is defined and required in the lanes specified by TS-06 Appendix A. The specifics of how this AVC function is implemented (e.g. treadles or no treadles) are an Offeror responsibility and should be detailed in the Offeror's proposal.</p>
130	Technical Specs	TS-06 Appendix B	N/A	<p>Per TS-06 Appendix B the Contractor is required to provide AVC at Traditional Lanes (e.g. non-ORT barrier lanes) 1-3, 12-14, 42-45 and 55-57.</p> <p>Please confirm that for these Traditional Lanes the required classification categories are the same as for the ORT lanes: 2,3,4, or 5+ axles while treating any towed items as being part of the same vehicle.</p>	<p>Confirmed. The Authority's classification categories are 2, 3, 4 and 5+ (i.e. 5 or more) axles and towed items are considered part of the towing vehicle and included in its axle count.</p>

Exhibit H, Attachment C. Pricing and Payment Schedules

PRICING AND PAYMENT SCHEDULE

Item	Milestone (as described in Tolling Specification #01)	Percent of Lump Sum Amount To Be Invoiced By Contractor
1	Successful completion of the Baseline Schedule Agreement Milestone	5%
2	Successful completion of the Management Plan Review Milestone	5%
3	Successful completion of the Initial Design Review Milestone	5%
4	Successful completion of the Midpoint Design Review Milestone	5%
5	Successful completion of the 100% Design Review Milestone	5%
6	Successful completion of the Factory Acceptance Test Milestone	15%
7	Successful completion of the Installation-Ready Design Review Milestone	5%
8	Successful completion of the Revenue Service Acceptance Test Milestone of the Host Subsystem and:	5%
	a. All three (3) ORT Zones (on the Powhite Parkway and the Downtown Expressway mainlines)	10%
	b. All traditional lanes on the Powhite Parkway and the Downtown Expressway mainlines	10%
	c. All other traditional lanes (i.e. Boulevard Bridge, Forest Hill ramps, Douglasdale ramps, 2nd Street ramps and 11th Street ramps)	10%
9	Successful completion of the Project Acceptance Test Milestone	10%
10	Successful completion of the As-Built Review Milestone	5%
11	Successful completion of the Capital Project Close-out Milestone and release of Retainage	5%

Exhibit H, Attachment E. Form of Bonds

**PERFORMANCE BOND
[BASE WORK PHASE]**

KNOW ALL MEN BY THESE PRESENTS, that _____ as Principal (also known herein as “Contractor”), whose principal place of business is located at _____, and _____ a corporation duly organized under the laws of the State of _____, as Surety, whose address for delivery of notices is located at _____, are held and firmly bound unto the Richmond Metropolitan Transportation Authority, a political subdivision of the Commonwealth of Virginia (“RMTA”), as Obligee, in the amount of _____ Dollars (\$_____), for the payment whereof the Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Contractor has by written agreement, effective _____, 2017 entered into a contract with the Obligee for the development, furnishing and operation of an upgraded toll collection system (the “RMTA Toll Agreement”), which RMTA Toll Agreement is by reference expressly made a part hereof; and,

WHEREAS, Section 6.15 of the RMTA Toll Agreement requires the Principal to provide the Obligee with a contract bond to guarantee the faithful performance of the Principal of its obligations with respect Base Work under the RMTA Toll Agreement;

NOW, THEREFORE, the Principal and the Surety do hereby represent and agree as follows:

The Principal does hereby provide this contract performance bond to guarantee the faithful performance of the Principal of the Principal’s obligations to the Obligee under the RMTA Toll Agreement.

If the Principal shall promptly and faithfully perform all its obligations under the RMTA Toll Agreement in strict conformity with the plans, specifications and conditions of the RMTA Toll Agreement during the time specified in the RMTA Toll Agreement and any extensions thereof as may be granted by the Obligee with or without notice to Surety, and shall also promptly and faithfully perform all requirements of any amendment to the RMTA Toll Agreement made as provided in the RMTA Toll Agreement, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

Any alteration, amendment, modification, omission, or addition which may be made in or to the terms of the RMTA Toll Agreement, including, without limitation, the amount to be paid or the obligations to be performed under it, or the giving by RMTA of any extension of time for the performance of the RMTA or any other forbearance of any nature whatsoever on the part of either RMTA or the Principal to the other shall not in any way affect or release the Principal and/or the Surety, or either of them, their heirs, executors, administrators, successors or assigns with regard to their obligations and liability hereunder, and notice of any such alteration, amendment, modification, omission, addition, extension or forbearance is hereby expressly waived by Surety. Any delay, omission, or failure by RMTA to call upon the Surety in any instance shall not release the Surety from any obligation hereunder.

Whenever the Principal is in breach of the RMTA Toll Agreement and the Obligee has given Surety written notice of such breach and written demand for Surety to act under this paragraph, the Surety shall contact the Obligee in writing and arrange an in-person or telephone conference to be held with Obligee within ten days of such written demand to discuss methods of remedying the breach. Within forty days after such written demand, the Surety shall take one of the following actions: (1) fully remedy

**PERFORMANCE BOND
[BASE WORK PHASE]**

the breach; (2) unconditionally pay the Bonded Sum to the Obligee; (3) if acceptable to Obligee (in Obligee’s sole discretion), enter into a written takeover agreement with Obligee by which Surety (through specified agents or independent contractors) undertakes to perform all of Principal’s obligations under the RMTA Toll Agreement and pay all damages and other costs and amounts for which Principal is liable under the RMTA Toll Agreement; or (4) agree to pay Obligee all amounts (not exceeding the Bonded Sum) by which Obligee is damaged as a result of Principal’s breach, as such damages are or were incurred, including without limitation, the net cost of obtaining some or all of the RMTA Toll Agreement performance from an alternative source through the Virginia Public Procurement Act or other legally available procedure, plus all damages resulting from the nonperformance or from the delay between the RMTA Toll Agreement deadline(s) and the actual completion of the RMTA Toll Agreement performance.

The time required for the above conference or to complete the above actions shall not toll any deadlines under or in respect of the RMTA Toll Agreement or operate as a waiver of any of the Obligee’s rights under the RMTA Toll Agreement or under this Performance Bond. If Surety fails to take one of the four specified actions within forty days after such written demand, Surety shall, within such time, provide Obligee with a written statement of any basis upon which it denies obligation to take such action, and at any time after such forty-day period, Obligee may proceed to complete the work in any reasonable manner without further notice to Surety and recover from Surety (up to the Bonded Sum) the damages caused by Principal’s breach.

The obligations evidenced hereby shall constitute the joint and several obligations of the Principal, the Surety, and their respective heirs, executors, administrators, successors and assigns.

No action shall be brought on this bond unless brought within one year after the later to occur of (a) completion of the RMTA Toll Agreement, including the expiration of all warranties and guarantees, or (b) discovery of the defect or breach of warranty that gave rise to the action. No other delay by Obligee in exercising rights under this bond shall operate as a waiver of such rights. The Principal, for itself and its successors and assigns, and the Surety, for itself and its successors and assigns, do hereby expressly waive any objection that might be interposed as to the right of RMTA to require a bond containing the provisions contained herein, and they do hereby further expressly waive any defense which they or either of them might interpose to an action brought hereon upon the ground that there is no law authorizing RMTA to require the provisions herein.

The validity, interpretation, and enforcement of this Bond shall be governed in all respects by Virginia law. Any suit or action hereunder shall be brought in a Virginia court of competent jurisdiction in and for the City of Richmond, Virginia, or in the United States District Court for the Eastern District of Virginia, Richmond Division, and not elsewhere.

Signed and sealed this ____ day of _____, 2017.

Principal (SEAL)

Title

Witness

**PERFORMANCE BOND
[BASE WORK PHASE]**

_____(SEAL)
Surety

By: _____
Attorney-in-Fact

Typed Name: _____

AFFIDAVIT AND ACKNOWLEDGEMENT OF ATTORNEY-IN-FACT

COMMONWEALTH/STATE (strike one) OF _____

CITY/COUNTY (strike one) OF _____

I, the undersigned notary public, hereby certify that _____, personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is signed to the foregoing performance bond in the sum of _____, which is dated _____ and which names the Richmond Metropolitan Transportation Authority as Obligee, personally appeared before me today in the above jurisdiction and, being duly sworn, stated that s/he is the attorney-in-fact of _____, a _____ corporation which is the Surety in the foregoing bond, that s/he is duly authorized to execute on the above Surety's behalf the foregoing bond pursuant to the power of attorney that is dated _____ and attached hereto, and that on behalf of the above Surety, s/he executed the foregoing bond and acknowledged the foregoing bond before me as the above Surety's act and deed. S/he has further stated under oath before me at this same time and place that the attached power of attorney has not been revoked and that s/he has not and had not, at the time of signing and delivering the bond or doing any other act pursuant to the power of attorney, received actual knowledge or actual notice of the revocation or termination of the power of attorney, by death, disability or otherwise, or notice of any facts indicating the same.

Given under my hand this __ day of _____, 20__.

_____(SEAL)
Notary Public

My name (printed) is:

My commission expires:

**PERFORMANCE BOND
[MAINTENANCE WORK PHASE]**

KNOW ALL MEN BY THESE PRESENTS, that _____ as Principal (also known herein as “Contractor”), whose principal place of business is located at _____, and _____ a corporation duly organized under the laws of the State of _____, as Surety, whose address for delivery of notices is located at _____, are held and firmly bound unto the Richmond Metropolitan Transportation Authority, a political subdivision of the Commonwealth of Virginia (“RMTA”), as Obligee, in the amount of _____ Dollars (\$_____), for the payment whereof the Principal and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Contractor has by written agreement, effective _____, 2017 entered into a contract with the Obligee for the development, furnishing and operation of an upgraded toll collection system (the “RMTA Toll Agreement”), which RMTA Toll Agreement is by reference expressly made a part hereof; and,

WHEREAS, Section 6.15 of the RMTA Toll Agreement requires the Principal to provide the Obligee with a contract bond to guarantee the faithful performance of the Principal of its obligations under the RMTA Toll Agreement with respect to Maintenance Work thereunder;

NOW, THEREFORE, the Principal and the Surety do hereby represent and agree as follows:

The Principal does hereby provide this contract performance bond to guarantee the faithful performance of the Principal of the Principal’s obligations to the Obligee under the RMTA Toll Agreement. This bond shall be a continuing obligation that is renewable annually, with the amount of this bond declining by 10% each year from its initial amount, effective on the anniversary date of the commencement of the Maintenance Work (as defined and described in the RMTA Toll Agreement), with the first 10% reduction commencing on the first such anniversary. Annual extensions of this bond shall be evidenced by the issuance of a continuance certificate or other appropriate document executed by Surety unless Surety shall give RMTA written notice at least 30 calendar days prior to the end of any one year period of its intention not to continue this bond for the next one year period; and all such continuations shall be cumulative and shall have the legal effect of a new and separate obligation issued in the applicable amount set forth above for the period covered by any such continuation certificate the same as if a new bond was entered into for each and every separate continued period.

If the Principal shall promptly and faithfully perform all its obligations under the RMTA Toll Agreement in strict conformity with the plans, specifications and conditions of the RMTA Toll Agreement during the time specified in the RMTA Toll Agreement and any extensions thereof as may be granted by the Obligee with or without notice to Surety, and shall also promptly and faithfully perform all requirements of any amendment to the RMTA Toll Agreement made as provided in the RMTA Toll Agreement, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

Any alteration, amendment, modification, omission, or addition which may be made in or to the terms of the RMTA Toll Agreement, including, without limitation, the amount to be paid or the obligations to be performed under it, or the giving by RMTA of any extension of time for the performance of the RMTA or any other forbearance of any nature whatsoever on the part of either RMTA or the Principal to the other shall not in any way affect or release the Principal and/or the Surety, or either of them, their heirs, executors, administrators, successors or assigns with regard to their obligations and

**PERFORMANCE BOND
[MAINTENANCE WORK PHASE]**

liability hereunder, and notice of any such alteration, amendment, modification, omission, addition, extension or forbearance is hereby expressly waived by Surety. Any delay, omission, or failure by RMTA to call upon the Surety in any instance shall not release the Surety from any obligation hereunder.

Whenever the Principal is in breach of the RMTA Toll Agreement and the Obligees has given Surety written notice of such breach and written demand for Surety to act under this paragraph, the Surety shall contact the Obligees in writing and arrange an in-person or telephone conference to be held with Obligees within ten days of such written demand to discuss methods of remedying the breach. Within forty days after such written demand, the Surety shall take one of the following actions: (1) fully remedy the breach; (2) unconditionally pay the Bonded Sum to the Obligees; (3) if acceptable to Obligees (in Obligees's sole discretion), enter into a written takeover agreement with Obligees by which Surety (through specified agents or independent contractors) undertakes to perform all of Principal's obligations under the RMTA Toll Agreement and pay all damages and other costs and amounts for which Principal is liable under the RMTA Toll Agreement; or (4) agree to pay Obligees all amounts (not exceeding the Bonded Sum) by which Obligees is damaged as a result of Principal's breach, as such damages are or were incurred, including without limitation, the net cost of obtaining some or all of the RMTA Toll Agreement performance from an alternative source through the Virginia Public Procurement Act or other legally available procedure, plus all damages resulting from the nonperformance or from the delay between the RMTA Toll Agreement deadline(s) and the actual completion of the RMTA Toll Agreement performance.

The time required for the above conference or to complete the above actions shall not toll any deadlines under or in respect of the RMTA Toll Agreement or operate as a waiver of any of the Obligees's rights under the RMTA Toll Agreement or under this Performance Bond. If Surety fails to take one of the four specified actions within forty days after such written demand, Surety shall, within such time, provide Obligees with a written statement of any basis upon which it denies obligation to take such action, and at any time after such forty-day period, Obligees may proceed to complete the work in any reasonable manner without further notice to Surety and recover from Surety (up to the Bonded Sum) the damages caused by Principal's breach.

The obligations evidenced hereby shall constitute the joint and several obligations of the Principal, the Surety, and their respective heirs, executors, administrators, successors and assigns.

No action shall be brought on this bond unless brought within one year after the later to occur of (a) completion of the RMTA Toll Agreement, including the expiration of all warranties and guarantees, or (b) discovery of the defect or breach of warranty that gave rise to the action. No other delay by Obligees in exercising rights under this bond shall operate as a waiver of such rights. The Principal, for itself and its successors and assigns, and the Surety, for itself and its successors and assigns, do hereby expressly waive any objection that might be interposed as to the right of RMTA to require a bond containing the provisions contained herein, and they do hereby further expressly waive any defense which they or either of them might interpose to an action brought hereon upon the ground that there is no law authorizing RMTA to require the provisions herein.

The validity, interpretation, and enforcement of this Bond shall be governed in all respects by Virginia law. Any suit or action hereunder shall be brought in a Virginia court of competent jurisdiction in and for the City of Richmond, Virginia, or in the United States District Court for the Eastern District of Virginia, Richmond Division, and not elsewhere.

**PERFORMANCE BOND
[MAINTENANCE WORK PHASE]**

Signed and sealed this ___ day of _____, ____.

_____(SEAL)

Principal

Title

Witness

_____(SEAL)

Surety

By: _____

Attorney-in-Fact

Typed Name: _____

AFFIDAVIT AND ACKNOWLEDGEMENT OF ATTORNEY-IN-FACT

COMMONWEALTH/STATE (strike one) OF _____

CITY/COUNTY (strike one) OF _____

I, the undersigned notary public, hereby certify that _____, personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is signed to the foregoing performance bond in the sum of _____, which is dated _____ and which names the Richmond Metropolitan Transportation Authority as Obligee, personally appeared before me today in the above jurisdiction and, being duly sworn, stated that s/he is the attorney-in-fact of _____, a _____ corporation which is the Surety in the foregoing bond, that s/he is duly authorized to execute on the above Surety's behalf the foregoing bond pursuant to the power of attorney that is dated _____ and attached hereto, and that on behalf of the above Surety, s/he executed the foregoing bond and acknowledged the foregoing bond before me as the above Surety's act and deed. S/he has further stated under oath before me at this same time and place that the attached power of attorney has not been revoked and that s/he has not and had not, at the time of signing and delivering the bond or doing any other act pursuant to the power of attorney, received actual knowledge or actual notice of the revocation or termination of the power of attorney, by death, disability or otherwise, or notice of any facts indicating the same.

Given under my hand this ___ day of _____, 20__.

_____(SEAL)

Notary Public

**PERFORMANCE BOND
[MAINTENANCE WORK PHASE]**

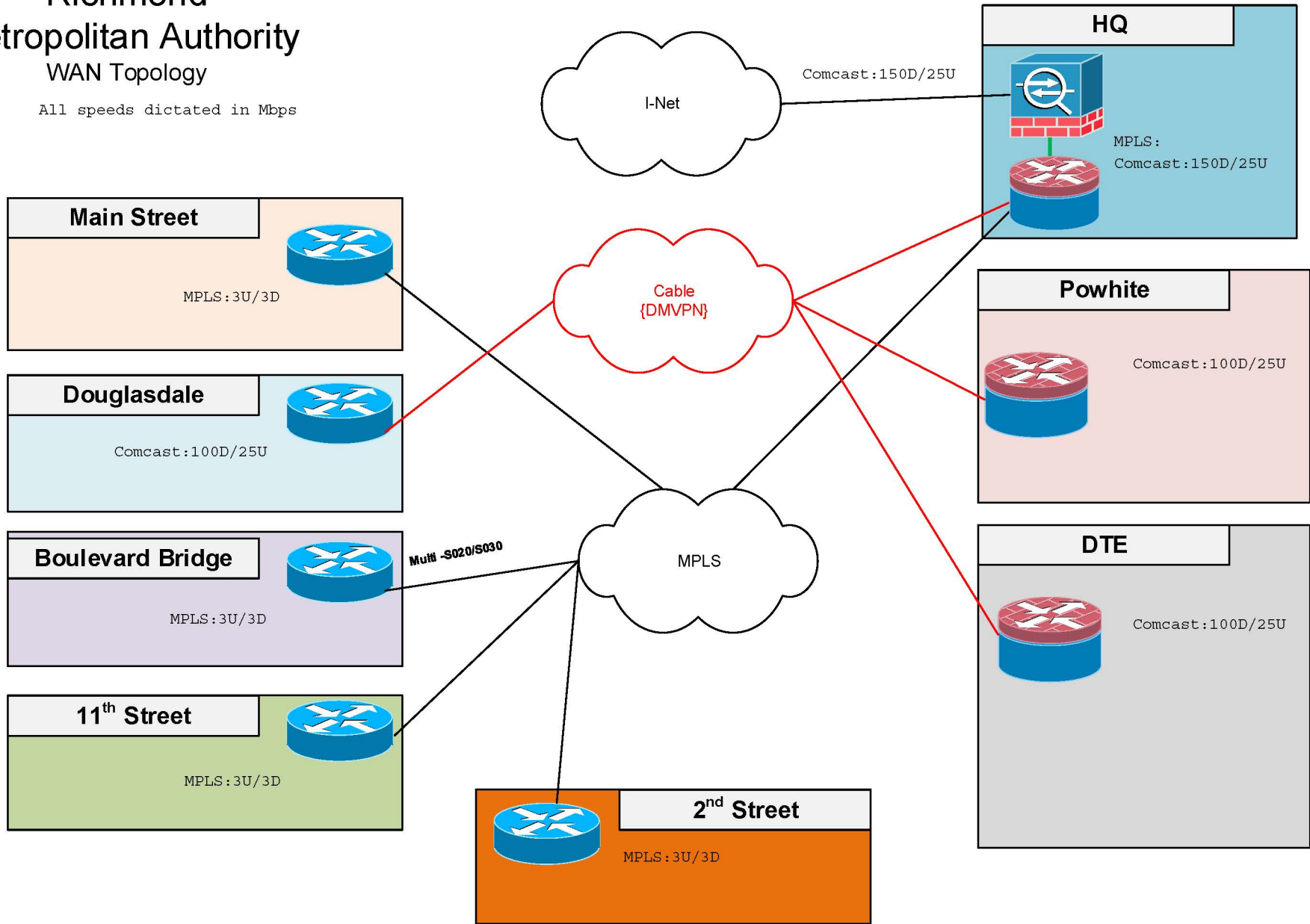
My name (printed) is:

My commission expires:

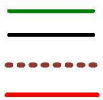
TS-03: APPENDIX A
WAN DEMARCATION POINTS

Richmond Metropolitan Authority WAN Topology

All speeds dictated in Mbps



Legend:
 1000baseT
 Serial MPLS
 Circuit
 DMVPN



Richmond Metropolitan Authority

CAMPUS NETWORK

DRAWING IS NOT TO SCALE

REVISION HISTORY

Rev.	Date	By
0.2	12/20/16	DKrapp



END OF ADDENDUM NUMBER 4

Proposers must take note and be governed accordingly. This Addendum must be acknowledged in your Proposal, or the Proposal may be considered non-responsive and thus ineligible from consideration by the Authority