

State of New Jersey

DEPARTMENT OF THE TREASURY
DIVISION OF PURCHASE AND PROPERTY
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August 1, 2007

To: All Interested Bidders

Re: RFP # 08-X-39087
Enhanced Motor Vehicle Inspection/Maintenance System

Bid Due Date: **September 18, 2007** (2:00 PM ET)

ADDENDUM #1

The following constitutes Addendum #1 to the above-referenced solicitation. This addendum is divided into the following parts:

Part 1: Answers to questions

Part 2: Additions, deletions, clarifications and modifications to the RFP

Part 3: Firms Attending the Mandatory Site Visits

It is the bidder's responsibility to ensure that all changes are incorporated into the original RFP.

All other instructions, terms and conditions of the RFP shall remain the same.

Part 1
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

Answers to Questions

Note: Some of the questions have been paraphrased in the interest of readability and clarity. Each question is referenced by the appropriate RFP page number(s) and section, where applicable.

#	Page #	RFP Section Reference	Question	Answer
1	–	–	The site visit is set for June 24th which is a Sunday. Is this correct? (4570)	The June 24, 2007, date was correct for the Mandatory Site Visits.
2	–	–	Which firms attended the mandatory site visits? Please provide names and contact information. (4578)	This information is provided in Part 3 of this addendum.
3	–	Cover Page	Would the State extend the Bidder's Electronic Question Due Date? This RFP is very extensive in its technical requirements. It would be very helpful if our engineering team could have an addition opportunity to formulate questions to make certain that we provide the State with the best possible technical proposal. (4722)	The State has determined that it will not extend the Q&A period.
4	6	Section 1.1, Purpose and Intent	A link is provided to "review the current contract", however, the information on that webpage only provides the most recent price change amendment. Is there another link to the "current contract specifications"? (4723)	The current contract is not in an electronic format. A hard copy can be obtained by a vendor registered at the Mandatory Site Visits by e-mailing a request to RFP.procedures@treas.state.nj.us .
5	7	Section 1.2.1, Program History	The fourth paragraph states, "Parsons retrofitted/built and equipped 132 inspection lanes" but on page 9 the RFP says, "The centralized system includes 30 facilities totaling 122 inspection lanes." Which is correct? (4724)	Originally it was planned for the current contractor (Parsons) to retrofit/build 132 lanes. Two lanes were never built; two stations comprising five lanes were since closed, and, three of the lanes are the specialty site lanes. This leaves a total of 122 lanes among the centralized inspection facilities.
6	9	Section 1.2.2, Current Program	In order to properly price the proposal, we need to know the actual number of PIFs. The RFP indicates that there are 1300 PIFs. Are the Private Fleet Facilities	As of June 30, 2007, there are: <u>Private Inspection Facilities (PIFs)</u> PIF Class I, open to the general public – 1,245

#	Page #	RFP Section Reference	Question	Answer
			(PIFFs) included in that number? If not, how many PFFs are there? (4627)	<p>PIF Class II, for fleets and can only inspect vehicles owned or operated by the licensee – 76</p> <p><u>Diesel Emission Inspection Centers (DEICs)</u> DEIC, open to the general public – 202 DEIC, for fleets and can only inspect vehicles owned or operated by the licensee – 135</p> <p><u>Emission Repair Facilities (ERFs)</u> ERF –1,795</p>
7	9	Section 1.2.2, Current Program	In order to properly price the proposal, we need to know the actual number of PIFs. The RFP indicates that there are 1300 PIFs. Are the Private Fleet Facilities (PFFs) included in that number? If not, how many PFFs are there? (4627)	Please refer to Question 6 in this addendum.
8	9	Section 1.2.2, Current Program	Define "retired bus." How is a "retired bus" registered? Recently CIFs have been required to inspect school buses that have changed to a passenger motor vehicle registration and are gasoline fueled. Please clarify so that a contractor may correctly determine what bus inspections are to be performed at a CIF. (4629)	<p>Please refer to Part 2, #2 of this addendum.</p> <p>Once a vehicle is retired, it must be inspected annually at either a private inspection facility or State specialty site. The fee for the inspection by the State specialty site is \$25.00 and a private inspection facility may charge its posted rate.</p> <p>The inspection requirements are defined in NJAC 13:20-30.15. Currently a CIF (Centralized inspection facility) is prohibited from inspecting a retired school bus.</p> <p>Retired buses may be registered with any applicable plate type requested by the owner. Depending upon use, the retired school bus could be registered as passenger or commercial.</p>
9	9	Section 1.2.2, Current Program	With respect to handicap vehicle inspections, is the State referring to the initial authorization for handicap modifications or is the State planning to make a change to direct all handicap vehicles to the Specialty Inspection Facility?	The NJ Department of Labor and Workplace Standards has a program that provides grants to modify vehicles for handicapped citizens. The MVC, at the Specialty Sites, performs a one-time inspection of these modified vehicles to ensure the

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			(4628)	specified modifications were performed. There will be changes in this program. This inspection should not be confused with the biennially safety/emission inspections of vehicles bearing handicap plates or placards.
10	13	Section 1.2.3, Program Changes Under This Procurement	To account for expected escalations in cost, can the State provide historical data by station for each individual utilities category, i.e., gas, electric, oil, water, sewer and trash removal? The bid specification shows the total annual dollar spent but provides no breakdown by category or station. (4630)	<p>Unfortunately, due to many changes in record keeping systems when the Motor Vehicle Commission was separated from the Department of Transportation, the MVC cannot provide a breakdown of this information by individual sites. However, the overall annual percentage of payments were distributed as follows:</p> <p>91% of costs were for electric and gas payments 4% of costs were for water and/or sewer 1% of costs were for oil 4% of costs were for trash pick-up</p>
11	13	Section 1.2.3, Program Changes Under This Procurement	What specific equipment is currently in use? (4631)	<p>The equipment currently in use is:</p> <ul style="list-style-type: none"> • Hunter Engineering Co. Steering Play Tector System (DSP402) – Hunter Computerized Suspension Analyzer integrated into the platform Brake Tester (SA400) – In ground single post hydraulic/pneumatic operated vehicles lift (front end only). • Hunter B-400 T Series Model #B404T-01-GLV-EX (Brake Plate System), F611M-17-FI (Console), 20-967-1 (Traffic Light Kit) <p>The emission testing equipment is not completely represented by off-the-shelf models.</p> <ul style="list-style-type: none"> • The original exhaust gas analysis system was supplied by Environmental Systems Products (ESP), and includes Horiba NDIR benches for HC, CO, CO2 and NO measurement. • The OBD interface is from Vetronix. • The gas cap tester is an ESP custom design that pressurizes using nitrogen.

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				<ul style="list-style-type: none"> Dynamometers are Mustang ASM units with Mustang controllers.
12	14	Section 1.2.3, Program Changes Under this Procurement	What is meant by "multiple communications protocols"? Throughout the RFP it is clearly indicated that TCP/IP (Transmission Control Protocol/ Internet Protocol) will be the only protocol used for communications. (4579)	TCP/IP is the only communications protocol over which various communication methods can be used, such as web services, DEXML, XML, etc. Refer to the last bullet of this section on page 15. See also Part 2, #1 of this addendum.
13	14	Section 1.2.3, Program Changes Under This Procurement	What if the vehicle transferred in from out-of-state and is only one year old? This would not normally be considered a "courtesy" inspection but rather a "required" inspection. Will the customer be provided a "pink" card and referred to the CIF for inspection or will the customer be referred directly to a PIF? (4632)	Any vehicle less than 4 years old – whether purchased in the state or out of the state – will not require an inspection. The customer will be directed to a CIF to receive an inspection sticker without an inspection.
14	14	Section 1.2.3, Program Changes Under This Procurement	Will these vehicle classes continue to be inspected by PIFs or will the CIFs be required to perform some or all of these inspections? (4633)	The State cannot answer this question because it is not phrased with sufficient specificity to determine the vehicles in question.
15	14	Section 1.2.3, Program Changes Under This Procurement	Define "Entire Infrastructure." Who will be responsible for the cost of housing the data warehouse, including utilities, security, access, etc.? (4634)	The contractor will be responsible for providing the servers and any added equipment, communication lines, power lines, etc., if needed to ensure the proper operation of the servers. OIT will house the data warehouse and provide the ongoing utilities, security and access for the data warehouse.
16	16	Section 1.4, Additional Information	Assuming we provide a compliant response to the base bid, may we submit alternative pricing/financing scenarios? (4635)	Alternative pricing/financing scenarios will not be considered by the State during its evaluation of bid proposals. A bidder may, however, present alternative pricing/financing scenarios in a separate sealed volume for consideration by the State after contract award.
17	24	Section 2.1, General Definitions	Will the PIF software be upgraded to process OBDII CAN vehicles? (4636)	Yes, the specifications for the new OBD equipment must include the ability to communicate with all current OBD protocols, including CAN. There is no intent to require a CAN upgrade to the current equipment. See also

#	Page #	RFP Section Reference	Question	Answer
				Part 2, #2 of this addendum.
18	27	Section 3.0, Scope of Work	From a contractual, pricing and performance prospective, we need to understand which rules are being changed and the timeframe for such rules. What rules are being changed and when will those rules go into effect? (4637)	The State intends to amend the rules to reflect the program design and test requirements of the new program described in this RFP. The administrative process will be timed to make the amendments effective prior to the new tests being administered.
19	27	Section 3.0, Scope of Work	Will the contractor have any opportunity to make adjustments to the contract based upon final and approved rules not conforming to the original RFP? (4638)	If approved rules require the RFP to be modified, then the State will communicate the RFP changes via addendum. If approved rules require modification of the contract resulting from this RFP, then an amendment will be developed by the State in consultation with the contractor.
20	27	Section 3.0, Scope of Work	Can the State identify the rules the State is revising that will impact this RFP and advise whether the revised State rules will be available for contractor's review before the RFP due date? If revisions to State rules become available after the RFP due date or after contract award and such revisions effect contractor's rates, will contractor be permitted to adjust its submitted rates? (4719)	Please refer to Questions 18 and 19 in this addendum.
21	29-30	Section 3.2.3, Project Change Control	Does this address only changes (change orders/extra work) outside of the scope of the contract directed by the State? (4641)	As stated in RFP Section 3.2.3.1, the change control process is intended for proposed modifications to the design specifications and/or functional requirements. Work beyond the scope of the contract is considered by the State on a case-by-case basis. Please refer also to RFP Section 5.19, "Additional Work and/or Special Projects."
22	30	Section 3.2.3.2, Change Request Thresholds	There doesn't appear to be a change threshold documented in the event there is a change in the inspection process that reduces the amount of vehicles to be inspected. In 2003 and 2007 significant changes were implemented in the program which reduced test volumes, i.e. 4-year exemption, and	The State welcomes opportunities to lower contract costs. If there is a decrease in inspection volumes such that the contractor is able to reduce its costs, the State would consider such a proposal and, if accepted, would document the contract change as an amendment.

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			<p>safety items. Will there be a procedure in the contract for the contractor to reassess their fee pricing, if the volumes decrease 1% or greater? (4640)</p>	
23	31	Section 3.3.1, Network Design and Lane Configuration	<p>The RFP states "The contractor shall utilize the current 30 CIFs and lane configurations, unless the contractor includes in its proposal an alternative network design and lane configuration with an adequate number of inspection lanes configured to meet the customer convenience requirements, wait time standards, and the technical requirements of this RFP." The section also states: "To aid the contractor in designing a testing network and lane configurations with appropriate testing capacity, the historical testing workload for calendar years 2004 through 2006 are available in Appendix C." Appendix C does not provide detailed inspection volume by location, key information necessary to not only assess the current network but vital to determining any possible alternative. Please provide inspection data to include initial tests and retests grouped by station location and inspection type. (4581)</p>	<p>The requested data is contained in Appendix U, CIF Inspection Data for 2004, 2005 and 2006 by Station, which is being released with this addendum.</p>
24	31	Section 3.3.1, Network Design and Lane Configuration	<p>What is different about some of the centralized facilities that makes a motorist appointment system applicable or effective? Why aren't all sites using the appointment system? (4581)</p>	<p>Appointment stations have limited on-site or street queuing. Appointment stations were added after the initial implementation of the Enhanced Inspection Maintenance Program at facilities with limited queuing capacity. The reason for their creation was to manage the inspection volume so excess waits would not be created and to level the inspection volume over the month. There is no conclusive proof that the appointment stations leveled the monthly day to day volume any differently than the other stations. In addition, they have generated complaints either by customers unaware there are appointment stations, or by customers with appointments not</p>

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				taken at their appointed time and waiting for inspection.
25	31	Section 3.3.1, Network Design and Lane Configuration	Will the contractor be accorded the discretion to determine which facilities will be on an appointment system? (4642)	If the bidder would like to propose an appointment system only those facilities that are currently utilized in the appointment system can be included.
26	32	Section 3.3.2, Facility Inventory	Currently there are four union contracts; will all bidders be required to price labor based upon the prevailing wage rates set forth in each agreement? (4643)	The bidder will have to research this question with the unions and/or the NJ Department of Labor and Workforce Development.
27	32	Section 3.3.3, Work Force Transition	What is the definition of a "qualified personnel?" (4644)	Qualified Personnel are individuals that pass all training and testing to become licensed emission inspectors.
28	32	Section 3.3.3, Work Force Transition	The "right of first refusal" implies that the incumbent contractor will waive any non-compete clauses in its employment agreements. Will the State ensure that such waivers will be made? (4735)	Since the State is not a party to the incumbent contractor's employment agreements with its personnel, the State can neither confirm nor deny that said agreements contain non-compete clauses. The State has no control over said agreements and cannot effect a waiver of any terms and conditions contained therein.
29	32	Section 3.3.3.1, Facility Staffing	There is no mention of when the contractor needs to provide the Facility Staffing Plan. All other such sections provide the "number of days after Contract Start Date" when the specified plan is due, this one does not. (4582)	Within 90 days of the Contract Start Date, the contractor must provide the State with a final Facility Staffing Plan. Refer to Part 2, #3 in this addendum.
30	32	Section 3.3.3.1, Facility Staffing	The current contractor workforce is unionized. Will the offers of employment be required to honor the current contract conditions and terms? (4645)	The State is not conversant with the details of the union contracts affecting the contractor's I/M Program personnel. It would seem reasonable, however, to expect that offers of employment honor current contract terms and conditions. That being said, it is incumbent upon the bidder to research this issue to its satisfaction.
31	33	Section 3.3.3.1, Facility Staffing	Define "general well being." (4646)	General well being is the state in which contractor personnel are not hindered in the performance of assigned duties and MVC clients receive inspection/re-inspection

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				services in an atmosphere of customer service.
32	33	Section 3.3.3.1, Facility Staffing	What appeal process is there to protect a contractor from arbitrary and capricious exercise of this power by the State Contract Manager? (4647)	In this scenario the contractor would be able to appeal the employee removal decision to the Director of the Division of Purchase and Property.
33	33	Section 3.3.3.1, Facility Staffing	Is the [employee uniform] expectation different than what the employee's currently wear? (4648)	The contractor is free to develop its style of uniforms provided the uniforms comply with RFP Section 3.3.3.1.
34	33	Section 3.3.3.2, Employee Training and Certification	Will regulatory breaches of an inspection protocol by a licensed inspector also be assessed against the contractor as a breach of contract subject to liquidated damages? (4649)	Yes, liquidated damages are applicable if a licensed inspector breaches the inspection protocol.
35	33	Section 3.3.3.2, Employee Training and Certification	Is there an "Inspector Reference Manual" in the current program and can it be made available to bidders for inspection? (4736)	The contractor must develop its own reference manual for the new system and the current inspector reference manual is not necessary for the bidder to develop its bid proposal.
36	35	Section 3.3.4, Emission and Safety Tests Under Current Program	Why would a "replacement" sticker be provided for an "out-of-state" vehicle? Out-of-State vehicles currently get inspected as they transfer into the state. Replacement stickers beyond that point would refer back to the NJ registration, not the fact that the vehicle was originally purchased out-of-state. (4650)	"Replacement" sticker is a term used to indicate that an out-of-state vehicle will need to replace whatever sticker, if any, that is currently on a vehicle when it is brought into the NJ system.
37	35	Section 3.3.4, Emission and Safety Tests Under Current Program	Is the registration process changing? Will an out-of-state transfer no longer be required to carry a New Jersey inspection sticker? (4651)	The registration process in New Jersey is not changing. An out-of-state transfer is required to have a New Jersey sticker.
38	35	Section 3.3.4, Emission and Safety Tests Under Current Program	Is the Voluntary Emission Recall program anticipated to be implemented or enforced during the life of this contract? (4652)	The State has no intention of implementing a Voluntary Emission Recall program. Although discussed as part of the State's current requirements, a Voluntary Emission Recall program has never been implemented and is not included in the new program testing requirements. The State is not requiring the contractor to implement

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				such a program.
39	35	Section 3.3.4, Emission and Safety Tests Under Current Program	What procedures are entailed in verifying compliance of the Voluntary Emission Recall program? (4653)	Please refer to Question 38 in this addendum.
40	35	Section 3.3.4, Emission and Safety Tests Under Current Program	Is access to the Voluntary Emission Recall program database fee based? (4654)	Please refer to Question 38 in this addendum.
41	35	Section 3.3.4, Emission and Safety Tests Under Current Program	Will the Voluntary Emission Recall program database in any way be required to interact with the VID? (4655)	Please refer to Question 38 in this addendum.
42	35	Section 3.3.4, Emission and Safety Tests Under Current Program	How do Voluntary Emission Recalls impact the contractor? (4656)	Please refer to Question 38 in this addendum.
43	35	Section 3.3.4, Emission and Safety Tests Under Current Program	When does the State anticipate implementation and enforcement of the Voluntary Emission Recall program? (4657)	Please refer to Question 38 in this addendum.
44	35	Section 3.3.4, Emission and Safety Tests Under Current Program	How does the State plan to implement and operate the Voluntary Emission Recall program? (4658)	Please refer to Question 38 in this addendum.
45	36 46 83 84	Section 3.3.4, Emission and Safety Tests Under Current Program Section 3.4-VIIS Design, Development, Testing and Implementation Section 3.13.13.1-Parallel Operations of Legacy VID and VIIS Section 3.13.13.2-Legacy Data	Is the statement that "all inspection data must be transmitted to the legacy VID" correct? This is not consistent with other requirements that indicate that data will migrate from the legacy VID to the new VID, and that retests from the new system to the legacy system will be handled via legacy barcode. (4583)	The RFP is being modified. Please refer to Part 2, #4 in this addendum.

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		Migration		
46	36	Section 3.3.5, Research Lane	Would the State consider moving the research lane to the South Brunswick facility to take advantage of the lane used to train and test prospective inspectors? (4659)	The research lane specified at Bakers Basin and the test lane at South Brunswick serve different purposes and are sited for specific reasons. The test lane at South Brunswick is used for training and beta testing because the inspection volume is lower and impact on facility operations is minimized. The research lane at Bakers Basin is used for situations where the State must collect large volumes of data and wants a high inspection volume. Bakers Basin is also more conveniently located to State offices, making it better suited for demonstrations and observations.
47	36	Section 3.3.6, Wait Time System	Please provide information about the "existing wait time system" in sufficient detail to determine if that system should be retained. (4584)	The current wait time system uses a gate system to dispense a serialized ticket, with the ticket information being sent to a PC in the Station Manager's office. When the vehicle's credentials are checked in the lane, the ticket is scanned and the wait time is calculated by comparing the scanned time in the lane to the issuance time stored on the Station Manger PC. This data is stored in the inspection record, and is also used in the legacy predictive wait time system.
48	36	Section 3.3.6, Wait Time System	Will the State be implementing measures to "level" the inspection load over the course of the inspection month so that the bulk of the inspections do not fall over a several day period at the end of the month and thereby unduly penalize the contractor for wait times it cannot control since the overall system is not sized to accommodate those peak loads? (4660)	No. The State will not be implementing measures to level the inspection load over the course of the inspection month. However, the State is looking to level the monthly loads throughout the year.
49	36	Section 3.3.6, Wait Time System	Is there a reason that the Price Schedule does not provide a price bucket for installing new wait time systems? (4661)	A price line is being added for the new wait time system. Please refer to Part 2, #23 in this addendum.
50	36	Section 3.3.6, Wait Time System	If the data demonstrates that the facility was in fact operating all lanes with the desired throughput	Yes, the liquidated damages are applicable when a facility is operating all lanes with the desired throughput.

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			(all lanes in the facility with "n" vehicles tested per hour), do the stated penalties still apply? (4662)	
51	36	Section 3.3.6, Wait Time System	The current spread of inspections over the year is vastly out of balance with the summer months very heavy in numbers and the rest of the year much lighter. Will the State work with the vendor to balance the demand over the year to prevent the surge that happens in the current program? (4663)	Please refer to the response to Question 48 in this addendum.
52	36	Section 3.3.6, Wait Time System	The section allows the contractor to operate and maintain the existing system or to use a different wait time system, subject to State approval. However, Section 3.5.2, (page 47) states the contractor shall remove the predictive wait time system. Is a predictive wait time system required? (4664)	No, a predictive wait time system is not required. The predictive wait time system referenced in RFP Section 3.5.2 is the outdoor signage at a facility that shows passersby the current wait time for that particular facility.
53	36-37	Section 3.3.6, Wait Time System	Regarding the current wait time system, what is the current configuration of the wait time system? How old is the hardware? What is the expected life of the hardware? What criteria are used to determine if a facility is subject to wait time? What formula is used to calculate monthly average wait time? (4737)	Please refer to Question 51 in this addendum for the configuration of the system. The current system was installed in 2000 and its life expectancy is unknown. The facilities that are not appointment facilities are subject to wait time. The criteria to determine if a facility is subject to wait time are the Daily Average Wait Time Standard and Monthly Average Wait Time Standard, identified as bullets on the top of RFP page 37. The monthly average wait time is calculated as the average of a facility's wait times for the month.
54	37	Section 3.3.7.1, Customer Hotline	Maintaining 100% of any service level in a day's time is a challenge in any business and inspection is no different since volumes are not regulated, thus making phone inquiries even less regulated. Would the State consider changing the one minute daily average wait to a one minute monthly average wait? (4665)	No, the State affirms the language in RFP Section 3.3.7.1.

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55	38	Section 3.3.7.1, Customer Hotline	Are Title 39 and N.J.A.C. 13 acceptable resources and training guides for Hotline personnel? (4667)	Yes, Title 39 and N.J.A.C. 13, in addition to N.J.A.C. 7:27-14 and 15, N.J.A.C. 7:27B-4 and 5, and 40 CFR parts 51 and 85 are cited in RFP Appendix A as appropriate resources and training guides for hotline personnel.
56	38	Section 3.3.7.2, Lane Complaints	The stations receive many comments, questions and complaints from motorists that are resolved by the station manager. Is it the State's intention that such comments, questions and complaints be reported to the State? Or, only the items that are elevated to the call center? (4669)	Comments, questions and complaints from motorists received at the call center, as well as written letters to the contractor, must be reported to the State. See Part 2, #5 in this addendum.
57	38	Section 3.3.7.3, Vehicle Damage	Please define this sentence further: "The contractor shall be liable for all damage done to vehicles, or other property, or for any personal harm done to any person, during testing, or while the vehicle, property or person, is on the premises of a facility. The State shall not be liable for any such damages". Is the State saying that the contractor is liable for every claim made against the inspection station with no regard for liability? (4670)	The contractor shall be liable for all damage done to vehicles, or other property, or for any personal harm done to any person, during testing, or while the vehicle, property or person, due to any acts of the contractor, its employees or its agents.
58	38	Section 3.3.7.3, Vehicle Damage	While the contractor is responsible for the conduct of contractor and contractor's employees, is the State indicating here that the contractor will be held liable for the conduct of the public or of State employees while at the stations? (4671)	Please refer to Question 57 in this addendum.
59	38	Section 3.3.7.3, Vehicle Damage	Given the significant risks associated with the use of in-ground lifts in connection with the inspection of motor vehicles both with respect to damage to vehicles and potential injury to persons, will the State consider safer but equivalent alternatives to this inspection methodology? (4672)	No, the State will not consider alternatives to the inspection methodology described in this question. In the operation of any equipment there is always potential for injury and damage. Use of the dynamometer in the current program had the same potential and concerns; however, well-trained staff and well-developed safety protocol considerations should mitigate potential risk. The State has reviewed the data from the two types of test procedures currently in use

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				and has found that even with its limitations, lifting vehicles has distinct inspection advantages over the other method employed.
60	38	Section 3.3.7.3, Vehicle Damage	Is the contractor allowed to defend its position on a claim through the court process? (4673)	Yes, the contractor is allowed to defend its position on a claim through the court process pertaining to vehicle damage.
61	38	Section 3.3.8, Hours of Operation	Under what circumstances will the State permit the contractor to reduce the hours below the 55 hours per week specified? Will the State consider a reduction of hours below 55 hours per week? If a survey of usage patterns demonstrates that certain hours are not high usage hours at a station, is this a sufficient record for the contractor to establish that lower hours at that station are warranted? (4666)	The State wants consistency and regularity used in the determination of the hours of operation. The State will consider a reduction of hours below 55 after contract award, provided a survey of usage patterns demonstrates high usage hours continue to be accommodated.
62	38	Section 3.3.8, Hours of Operation	Will the State evaluate the bidder's proposal based on the 55 hour criteria for each station; with the understanding the contractor, after award, may request approval for alternate hours of operation? (4668)	Please refer to Question 61 in this addendum.
63	39	Section 3.3.9, Audits	(a) How many State employees will require wireless access to the VIIS for auditing purposes and what type of equipment will be used (laptop, tablet, etc.)? (b) Will the contractor have to provide biometric login devices for these users? (c) Appendix E states that weather stations and zero air generators will be audited. Are these peripherals required for the idle/TSI systems? (4585)	(a) RFP Section 3.5.5 provides the number of employees. A convertible notebook will be used by State employees auditing the VIIS. (b) Yes, the convertible notebooks used by the State for VIIS auditing purposes will be included as part of the biometric pilot program described in RFP Section 3.4. c) The audit procedure will need to be revised in light of new equipment requirements. Weather stations will not be required for OBD/TSI systems, therefore, a weather station audit is not appropriate. Zero air generators are not required, but will be audited if they are used.
64	39	Section 3.3.9, Audits	The RFP states, "The contractor shall provide the State with remote wireless access via Broadband Air Card or TCP/IP connections to the	Yes, the State wants the contractor to supply auditors' computers. Please refer to Part 2, #6 and #23 in this addendum.

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			VID/VIIS for auditing purposes." Is the contractor expected to supply equipment for the State auditors such as laptop or tablet computers in addition to wireless access to the VIIS? If so, how many auditors need to be equipped? (4738)	
65	40	Section 3.3.11, Inspection Equipment Maintenance	Please clarify that maintenance of inspection equipment pertains to maintaining the equipment transferred from the old program and that purchased under the new program, but excludes replacement of any obsolete material that is declared by the manufacturer of the major assembly or the manufacturer of a major component used in the major assembly and whose availability in the market place is insufficient to maintain the State owned inspection equipment. (4675)	The current equipment in the lanes must be maintained until the program is implemented (approximately a one-year time period). If parts cannot be found or equipment becomes obsolete, then the item must be replaced with a functionally equivalent piece of equipment.
66	41	Section 3.3.12, Routine Maintenance and Operations of Buildings and Grounds	In the current program, is there a "Facility Maintenance and Grounds Plan" that can be made available to bidders for inspection? (4732)	While the contractor is required to develop a Facility Maintenance and Grounds Plan as part of the contract resulting from this RFP, such a plan does not currently exist.
67	42	Section 3.3.12, Routine Maintenance and Operations of Buildings and Grounds	Can the State provide additional information regarding emergency generators (age, size, fuel type, etc.) that are located at the facilities? (4586)	There are no emergency generators located at any facility.
68	43	Section 3.3.12, Routine Maintenance and Operations of Buildings and Grounds	Does the incumbent contractor prepare "a monthly report detailing each facility's maintenance and repairs completed each month" and can those reports be made available for inspection? (4733)	The incumbent contractor's reports of facilities' maintenance and repairs are summarized in Appendix W.
69	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	If the \$2 million figure is exceeded in any fiscal year, what is the process in determining what additional work will be completed? (4676)	Please refer to the fourth paragraph of RFP Section 3.3.13.
70	43	Section 3.3.13, Capital Maintenance, Repairs, and	Are potential bidders to assume there is no limit on what can be spent in a fiscal year? (4677)	Based on prior years' expenditures, \$2 million per year is a reasonable amount to cover anticipated maintenance, repairs and

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		Renovation at Existing CIFs		construction. More than \$2 million may be required in a given fiscal year if an extraordinary or unexpected situation arises.
71	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	How will the expenditure of the first \$2 million be prioritized in any given year? (4678)	Spending of the \$2 million will be determined through the Capital Project Plan submitted by the contractor each year for State approval, with health and safety issues taking precedence.
72	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	Will the money first be allocated to health and safety repairs? (4679)	Please refer to the response for Question 71 in this addendum.
73	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	What portions of this contract are considered "public work" for purposes of the application of the New Jersey Prevailing Wage Act? (4680)	<p>Questions regarding the New Jersey Prevailing Wage Act should be addressed to the New Jersey Department of Labor and Workforce Development. In general, however, the following description of "public work" is applicable:</p> <p>Public work means any construction, reconstruction, demolition, alteration or repair work, or maintenance work including painting and decorating, done under contract and paid for in whole or in part out of the funds of the public body, except work performed under a rehabilitation program. Public work also means construction, reconstruction, demolition, alteration, or repair work done on any property or premises, whether or not the work is paid from public funds, if at the time of entering into the contract:</p> <ol style="list-style-type: none"> 1. Not less than 55% of the property or premises is leased by a public body, or is subject to an agreement to be subsequently leased by the public body; and 2. The portion of the property or premises that is leased or subject to an agreement to be subsequently leased by

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				<p>the public body measures more than 20,000 square feet.</p> <p>-from http://www.nj.gov/labor/lse/lspubcon.html</p>
74	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	The RFP states "No administrative fee(s) may be charged to the State for any repair, maintenance or construction covered in this section." By "construction" does the State mean those activities required to maintain the facilities in the condition they were received by the contractor at time of transfer, exclusive of any facility additions, major facility renovations, replacement of roofing systems, operating systems or infrastructure? (4681)	The RFP clearly states no administrative fees may be charged to the State for any repair, maintenance or construction covered by RFP Section 3.3.13. This means that there are to be no administrative fees charged to the State for any construction, regardless of type, performed by the contractor, or for any other purpose.
75	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	In the event the \$2 million allowance is exceeded what will be the percentage burden shared by the contractor and the State? (4682)	Please refer to the response to Question 69 in this addendum.
76	43	Section 3.3.13	Are there inspection reports as to conditions, available for the building roofs on each of the subject inspection stations? (4748)	The available inspection reports for inspection stations' roofs are provided in Appendix V.
77	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	Pursuant to Section 3.3.13 of the RFP, among others, the contractor is required to assume responsibility for the maintenance and repair of the CIF buildings and grounds and to annually place the sum of \$2 million dollars into a non-lapsing account for certain enumerated maintenance, repairs and construction obligations. As the RFP acknowledges, the property maintenance obligations are new, and represent one of the "major changes" incorporated into the RFP that distinguish it from the current inspection system program. The costs associated with these new property maintenance obligations will be incorporated into all bids, which are required to be made on a	The State affirms the approach described in RFP Section 3.3.13.

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			<p>"price per inspection" basis. Because of the relatively short five year procurement period, these property-related costs will doubtlessly increase all per-inspection bids.</p> <p>We question whether consideration could be given to extending the five year procurement period. An extension would allow the initial capitalization and the maintenance and repair costs associated with the CIF properties to be spread over a greater period of time, which should have the effect of reducing the bidders' per-inspection fees. A longer procurement period would also enable a bidder to exercise creativity in the management of the State's vehicle inspection real estate portfolio, thereby creating the potential for the enhancement of the value of these assets.</p> <p>Alternatively, we question whether consideration could be given to severing the property-related aspects of the RFP from the underlying vehicle emissions and safety testing aspects of the RFP and proceeding with a bifurcated procurement. If this were done, bidders whose core business is vehicle emissions and safety testing could focus solely and creatively on the inspection and maintenance portion of the procurement, while property management companies could bring their expertise to bear on the property-related aspects of the program. We believe the State should consider whether it could obtain a better overall result if the RFP were to be severed this way. (4734)</p>	
78	45	Section 3.4, VIIS Design, Development, Testing, and Implementation	References are made to the contractor applying "best practices" in the software development of the VIIS consistent with the Rational Unified Process (RUP). RUP is a complex and exhaustive developmental lifecycle methodology. Is the State going to provide a minimal set of RUP criteria that they want the contractor	Upon contract award, the State will work with the contractor to identify the phases of RUP to be utilized. See also Part 2, #15 of this addendum.

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			to initially work from and, thus, be able to better address the State's stipulation for it to "use, modify, augment, or omit" portions of the methodology? We do not want to come to a conclusion that it is permissible to omit a part of the RUP process which the State may view as essential. (4587)	
79	45 49 52 79	Section 3.4, VIIS Design, Development, Testing and Implementation Section 3.5.3, Installation of New Equipment Section 3.8.1, PIF/DEIC Equipment and Transition to New Program Section 3.13.9.6, Inspector Authentication	Does the inspector identity method and device ("equal to the use of biometric data") need to be the same for all facility types? Does centralized need to be the same as decentralized? Does the decentralized stationary unit need to be the same as the mobile unit? (4587)	No, each group may utilize a different identity method and device provided the functionality is comparable.
80	45	Section 3.4, VIIS Design, Development, Testing and Implementation	The RFP requests that bidders submit a draft VIIS Project Management Plan but does not indicate what timeframe the following items should be submitted for review: a. Proposed Solution Review meeting with the State i. VIIS Requirements Document ii. VIIS Design Document b. Design and Development and Testing of the Pilot Program c. Delivery of Testing Documentation to the State Contract Manager d. Delivery of the Legacy VID Data Migration Plan e. Delivery of an ATP f. Delivery of Comprehensive Technical VIIS Documentation (4739)	The State expects the vendor to propose timelines for all VIIS tasks and milestones. The State requires implementation of the new VIIS within one year of contract award. Therefore, the bidder must tell the State when it can accomplish each of these tasks within that time period.
81	46	Section 3.4,	Is there a contractual requirement	The current VID supplier is a subcon-

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		VIIS Design, Development, Testing and Implementation	for the current VID supplier to cooperate fully and in a timely manner with the selected contractor? (4740)	tractor to the prime contractor. The current contract stipulates the incumbent must continue its VID services through to contract expiration. There is no explicit provision, however, dealing with the transition from the incumbent vendor to a new vendor.
82	47	Section 3.5.1, Facility Retrofit Plan	What is meant by the statement "The contractor will have access to existing internal telecommunications frameworks at the centralized locations"? What is the internal telecommunication framework at the centralized locations? (4719)	The existing internal telecommunications frameworks in the inspection facilities will remain intact. The contractor will have access to this equipment. The internal telecommunication framework was installed by the incumbent vendor and the State does not have details on its configuration.
83	47	Section 3.5.1, Facility Retrofit Plan	We are concerned that the RFP doesn't provide enough of the information necessary to respond to Section 3.5.1, specifically bullet number 2. To provide a thorough analysis of the network, our modeling expert requires a count by zip code of the number of vehicles subject to inspection, in order to estimate the demand at each of the CIFs.	The State has determined that zip code of the registration is not a reliable indicator of where a vehicle is operated or inspected. It would be misleading to design a network based on that data when the State has historical facility usage data that is more relevant.
84	47	Section 3.5.2, Removal of Old Equipment	What is the "predictive wait time system" (that will be removed) comprised of? (4588)	Please refer to the response to Question 52 in this addendum.
85	47	Section 3.5.2, Removal of Old Equipment	This section specifies the removal of predictive wait time systems, yet RFP pages 36 and 49 state that the systems may be used for the new program. Please clarify. (4588)	Please refer to the response to Question 52 in this addendum.
86	47	Section 3.5.2, Removal of Old Equipment	Does the State expect the contractor to remove the mechanical parts of the dynamometer prior to filling the dynamometer pit with stone and concrete? (4683)	Yes, the contractor must remove the mechanical parts of the dynamometer prior to filling the dynamometer pit with stone and concrete. In addition, please refer to the response to Question 176 in this addendum for alternate uses of the dynamometer pit.
87	47	Section 3.5.2, Removal of Old Equipment	Does the State want to keep the scrap metal that is removed in the process of removing the dynamometers? (4684)	Per RFP Section 3.3.13, "Any removal of, or disposal of State property from a State facility shall be done with permission of the State

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				Contract Manager and in accordance with State procedures as identified in Circular Letter No. 00-16-DDP, which deals with removal of surplus property. (see http://www.state.nj.us/infobank/circular/cir0016x.htm)."
88	47	Section 3.5.2, Removal of Old Equipment	If the dynamometers are not filled with stone and concrete, there is concern that in time the concrete will break from the constant pressure and weight of the vehicles. What allowance has been made to address this safety issue? (4685)	Please refer to the response to Question 86 in this addendum.
89	47	Section 3.5.2, Removal of Old Equipment	Will the contractor be responsible for handling the removal of the scrap metal from the removal of the dynamometers and thus it should be included in the dynamometer pricing bucket? (4686)	Please refer to the response to Question 87 in this addendum.
90	47	Section 3.5.2, Removal of Old Equipment	May the winning vendor reuse usable hardware in the CIF facilities? (4687)	Yes, the contractor may reuse usable hardware in the CIFs.
91	47	Section 3.5.2, Removal of Old Equipment	Is it the State's intention to remove the 18 heavy-duty lane lifts installed in the last two years, and which are in operational condition? (4688)	Yes, the State's requires the 18 heavy-duty lane lifts to be removed by the contractor.
92	48	Section 3.5.2, Removal of Old Equipment	Appendix G references equipment to be removed/replaced. Are the references to dynamometers, METT equipment, NOx/ZAG equipment, suspension testers and steering targets/towers related to removal only, or do these items need to be replaced? (4588)	Dynamometers, METT equipment, NOx/ZAG equipment and steering targets/towers must be removed. Due to an anticipated software upgrade, the suspension testers will be decommissioned and not removed as they are used to weigh a vehicle for the brake test.
93	48	Section 3.5.3, Installation of New Equipment	Several vehicle manufactures have revealed that none of their vehicles can be lifted safely from the front-end without causing damage to the vehicle and/or the employee. What process does the State intend to use to certify these vehicles? (4689)	The contractor must document which vehicles cannot be lifted and furnish the documentation to the State Contract Manager. Training is key in proper safe lifting techniques. For vehicles that cannot be lifted, an alternate procedure will be developed by the State to inspect those vehicles.
94	48	Section 3.5.3, Installation of	The contractor is required to furnish and install a video security	All sites must be alarmed by the contractor. The State's current

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		New Equipment	monitoring system at each CIF. Approximately 9 of the 30 centralized inspection facilities currently have some type of security/alarm system. What is the State's intention with respect to the current monitoring agreements and what the contractor is being required to furnish and install. Will the State's current agreement be terminated or operated in parallel with the contractor's new system? (4690)	agreements, if any, will be terminated. Refer to Part 2, #7 of this addendum.
95	48	Section 3.5.3, Installation of New Equipment	Will line no. 00008 of the pricing schedule be revised to reflect a quantity of 125 pneumatic operated front suspension lifts? (4691)	The price line is on a per unit basis. The actual number will be determined upon contract award.
96	48	Section 3.5.3, Installation of New Equipment	The third paragraph states, "All video records must be digitally archived." Appendix I states in part "shall be capable of recording for a period of approximately 120 days onto digital hard drive media at a resolution of 380 horizontal TV lines before it overwrites the data in a First In, First Out fashion." "The Digital Recording unit shall be capable of exporting stored video for archiving purposes." Where will the data be exported to and for what period of time? Also, why the archiving if the overwrite feature is necessary? (4692)	The contractor will not be responsible for archiving any video records. The State will archive video on an as-needed basis. Refer to Part 2, #9 of this addendum. "Archived" is a term used to mean that the stored video will be exported to a CD on an as needed basis, to be determined by the State. The overwrite feature is necessary if the State determines that stored video will or will not be archived. The State wants to archive beyond the local 120 days storage capability.
97	48	Section 3.5.3, Installation of New Equipment	Will Line 00010 of the pricing schedule be revised to reflect a quantity of 125 undercarriage video inspection systems? (4693)	Please refer to Question 95 in this addendum.
98	48	Section 3.5.3, Installation of New Equipment	The fifth paragraph of Section 3.5.3 states, "including the three (3) Specialty Sites". However, paragraphs three and four make no mention of SIF undercarriage video installations. Will this be clarified and updated as appropriate through the addenda? (4694)	The Specialty Sites will require the same equipment as the CIF's.
99	48	Section 3.5.3, Installation of	Will Line 00009 of the pricing schedule be revised to reflect a	Please refer to Question 95 in this addendum.

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		New Equipment	quantity of 33 video security monitoring systems? (4695)	
100	48	Section 3.5.3, Installation of New Equipment	Regarding the VSM system, the RFP states, "All video records must be digitally archived". For how long shall the contractor keep video records? Does the State require that archived video records be retrievable online? (4741)	Please refer to Question 96 in this addendum.
101	49	Section 3.5.3, Installation of New Equipment	Does the current brake test equipment interface with the lane testing equipment? If so, how does it interface (for both the light and heavy duty)? If not, is it a requirement for the new program to have it interfaced? (4589)	The contractor is not required to provide an automated interface from the brake machines to the lane testing equipment.
102	49	Section 3.5.3, Installation of New Equipment	Can the State provide additional information regarding reinspections, specifically are there any special conditions/rules that require the re-inspection of the failed item(s) as well as items that initially passed? Example: an initial inspection fails a vehicle for CAT presence but passes emissions-what test(s) is administered during the re-inspection? (4589)	The detailed rules will be determined during the detail design phase of the program.
103	49	Section 3.5.3, Installation of New Equipment	If it is determined by the manufacturer, in writing, that replacement parts are not available for the brake tester or any other piece of equipment, would this suffice as rendering a unit non-repairable? (4696)	Yes, the State will make a determination, based upon the manufacturer's written notice, when a brake tester is not repairable. In these cases the contractor shall be required to replace the tester.
104	49	Section 3.5.3, Installation of New Equipment	Will a price bucket be added to the price schedule to account for removal of the brake testers? (4698)	No, the cost for removal of the brake testers should be factored into the contractor's maintenance costs.
105	49	Section 3.5.3, Installation of New Equipment	The State has at this time determined the current condition of a number of light-duty brake testers is such that replacement is most likely to happen in the next five years. What is the number of those units or does the bidder include the cost to replace all 92 light-duty units? (4699)	Appendix X lists the usage of the light duty brake testers.

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106	49	Section 3.5.3, Installation of New Equipment	Appendix G of the RFP requires that heavy-duty brakes testers replace the light duty units. However, this is not the usual remove-replace situation. To install a heavy-duty unit will require extensive modification to the concrete slab and entail considerable costs in site preparation. Will the State reconsider replacing the current light-duty units with a similar model? (4700)	No, the State affirms the language in RFP Section 3.5.3.
107	49	Section 3.5.3, Installation of New Equipment	How would the replacement of current brake test systems be funded? From the annual \$2 million capital fund? Is the State satisfied with the current CIF wait time system? What are the details of the current wait time system? (4719)	Replacement of the current brake test systems would not be funded from the account for capital maintenance, repairs and renovation at CIFs. The contractor would pay for the replacement brake test systems and, hence, should build the cost into its maintenance costs. The current system is acceptable to the State, but the contractor may design and implement a system of its choice. Please refer to Question 471 in this addendum for a brief description of the wait time system.
108	51	Section 3.6, Operation of CIFs Under the New Program	Are wait time systems required at the Asbury and Morristown facilities? (4590)	Wait time systems are not required at the Asbury, Morristown or the Winslow Specialty Sites. However, Winslow CIF will require a wait time system.
109	51	Section 3.6, Operation of CIFs Under New Program	No plans requiring update are referenced in Section 3.3. Did you mean 3.3.3? Please confirm the actual desired reference. (4701)	All plans required in Section 3.3 and its subsections that refer to the operation of the current program, must be updated during operation of the CIFs under the new program, as described in RFP Section 3.6.
110	52	Section 3.8.1, PIF/DEIC Equipment and Transition to New Program	Can the State please provide a list of the makes, models and quantities of legacy smokemeters that are to be supported? (4591)	Bosch RTT 100 – 69 units Cal Test 1000 – 27 units Red Mountain 1667 – 75 units Telonic Berkeley 300 – 2 units Wager 6700 – 133 units Wager 7500 – 73 units The list of current smokemeters can be obtained at http://www.state.nj.us/dep/bmvim/bmv

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				<p>im_hddvip.htm#opacimeters.</p> <p>In accordance with RFP Section 3.11.3.2 (page 60), the State does not require support of legacy smoke-meters. If the contractor decides to supply one of the smokemeters already approved by the State and still supported by the smokemeter manufacturer, then the contractor must support an electronic interface to all such models of legacy smoke-meters in use. No service or maintenance of legacy smokemeters is required.</p>
111	52 65 82	Section 3.8.1, PIF/DEIC Equipment and Transition to New Program Section 3.13.4.2, VID Section 3.13.11, Performance Metrics	Can the new VIIS require a high-speed internet connection (above dial-up) everywhere? If not, then the 5-second transmission and recording metric might not be attained. (4591)	No, the State cannot require a high-speed internet connection throughout the State because there are areas where a high-speed Internet connection is not available. Refer also to Part 2, #13 of this addendum.
112	53	Section 3.8.2, New PIF/DEIC Equipment Maintenance and Repair	The RFP states, "The contractor shall be responsible for supplying all normal consumables". May the contractor charge the PIFs and DEICs for the consumables or are those costs to be included in the monthly or transaction fees? (4742)	All costs for consumables must be included in the monthly or transaction fees. The PIF or DEIC shall not be required to pay separately for individual consumable items.
113	53	Section 3.8.3, PIF and DEIC Payment Structure	Will the State make a provision or charge to a PIF station that mistreats or abuses the contractor provided inspection equipment? Such as the establishment of additional maintenance charges to stations that deviate significantly from normal station service requirements. (4719)	All equipment costs and maintenance charges must be built into price lines 25 through 31.
114	53	Section 3.8.3, PIF/DEIC Payment Structure	Regarding emission test equipment for the PIFs and DEICs, the RFP says, "The contractor must describe in detail the manner in which the emission equipment and its maintenance will be provided, along	The bidder shall not describe the fees in the technical proposal. The Price Schedule must include the fees that the contractor will charge. The bid proposal must include a description of the manner and process for providing

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			with the fees for this service." Should the fees be described in the technical proposal or only in the Price Schedule, Volume 2? Does the State want bidders to keep all pricing information separate from the technical proposal? (4743)	equipment and services, along with a description of how the fees in the Price Schedule will be assessed. Please refer also to the response to Question 144 in this addendum.
115	53-54	Section 3.8.3, PIF/DEIC Payment Structure	Can the one-time installation fee for equipment and activation include the cost of the equipment? If not, can there be a one-time fee for the equipment? (4744)	The one-time charge for equipment and activation is intended to include the cost of equipment if the contractor proposes to recover up-front costs in that manner. Equipment costs may be reflected in a one-time charge, distributed through monthly or transaction fees, or some combination, at the bidder's discretion.
116	54	Section 3.9, Emission Repair Facilities	Are ERFs required to have biometric login capability and, if so, is the contractor responsible to provide this equipment? (4592)	No, the RFP does not require the ERFs to have biometric login capability.
117	55	Section 3.10, State Operated Mobile Facilities	Do the four (4) DEP Notebook computers specified require biometric login capability? (4592)	Biometric authentication is not required for the notebook computers.
118	57	Section 3.11.2, Visible Smoke Tests, and Section 3.11.3, Emission Tests	This section discusses the addition of light-duty diesel testing. After review of this and other sections, in particular the equipment sections, we believe that the only emission/opacity test for light-duty diesel vehicles in CIFs is for visual smoke. Please confirm that this is the case. (4593)	The only smoke test that will be required for light-duty diesel vehicles of all model years at both CIFs and PIFs is a visible smoke test similar to that currently administered to all light duty gasoline vehicles. OBD tests will be required at all CIFs and PIFs for 1997 and newer light duty diesel vehicles.
119	57	Section 3.11.3, New Emissions Equipment	There is a significant lack of detail on the State's specifications for new emissions equipment. The only information provided in this section says that "the Contractor shall work with the State [after contract award] to jointly develop detailed equipment specifications that satisfy the testing requirements" and that the equipment to be supplied "meets or exceeds relevant BAR-97...and USEPA specifications." Is the State planning to provide any additional clarification on the new equipment requirements that will at least allow	The State anticipates that the design of the new inspection program leans more heavily on software than hardware. Since the emission testing requirements will be simplified from ASM testing with dynamometers to OBD/TSI testing, the scope of test equipment is reduced from New Jersey's current program. The RFP specifies minimum BAR and USEPA requirements to provide basic parameters for the equipment. Beyond these basic parameters, the State will allow the contractor flexibility in emissions inspection equipment design. To the State's

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			us to have some idea of the "high-level" equipment requirements beforehand and not have to wait until after contract award to begin this effort. This is a major development item, and waiting until after contract award reduces our hardware (and associated software development) lead time and also limits our ability to accurately price this item in our bid response. (4594)	knowledge, there are very few variations of basic designs of exhaust gas sample systems and gas analysis. The State is interested in innovative solutions that the bidder may propose to meet the testing requirements within the accuracies and other parameters defined by BAR and the USEPA.
120	59	Section 3.11.3.2, New Emissions Equipment for Decentralized and Mobile Facilities	Must stationary and mobile base units for PIFs contain a modem and WiFi device, or can they be installed as options depending on what connectivity method is required by the user? (4595)	Yes, all decentralized and mobile equipment require both a WiFi and modem device.
121	60	Section 3.11.3.2, New Emissions Equipment for Decentralized and Mobile Facilities	This section states that the contractor is not responsible for supporting legacy smoke meters. RFP page 52 indicates that the contractor shall support these devices. Please clarify. (4595)	These statements are not in conflict. Legacy smokemeter support is required to the extent specified on page 60. Please refer to Question 110 in this addendum for more information. If the contractor selects a brand and model of smokemeter that is part of the installed base pursuant to Question 110 herein, then the contractor must maintain and support those legacy smokemeters.
122	61	Section 3.12.1, Brake Testing	(a) Does the existing brake test equipment meet the RFP requirements set forth in this section? (b) Can the State please provide make and model information for the current brake testing equipment? (4596)	(a) Yes. (b) The current brake testing equipment is described below. Hunter B-400 T Series Model #B404T-01-GLV-EX (Brake Plate System), F611M-17-FI (Console), 20-967-1 (Traffic Light Kit)
123	63	Section 3.12.2, Safety Inspection Equipment and Lifts	There is a requirement for the contract to replace the steering target and suspension adhesion tests with in-ground lifts in all 125 inspection lanes. Is this a strict requirement, or if the contractor's network design proposes a smaller number of lanes, may this number vary? (4597)	If the State-approved network design incorporates less than 125 lanes, then the equipment requirements must comport with the number of lanes in the design. Refer also to Part 2, #9 and #11 in this addendum.
124	67	RFP Section 3.13.4.4, Data	What is the name and version of the "extract, transform, and load	The State's ETL tool is IBM's WebSphere DataStage (formerly

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		Warehouse	(ETL) tool consistent with the State's installed base"? Will the Contractor have access to the OIT's Oracle 10g data marts or warehouse database to load the tables? (4719)	Ascential Software). Yes. The contractor will work coordinate with OIT for the loads to OIT's Oracle 10G data marts or warehouse.
125	67	Section 3.13.4.4, Data Warehouse	The RFP requires that the Data Warehouse reside in an Oracle Database (10g) or the version compatible with OIT's installed base. Are there specific database requirements for the transactional VID? (4725)	There is not a specific database requirement for the transactional VID other than it must be a relational database.
126	69	Section 3.13.6.1, Web Services	What are business reasons for the communications with MVC/OIT databases through web services? When will these communications occur? (4719)	Communication with MVC/OIT databases via web services is currently OIT's and, as such, is supported by MVC and OIT. These communications will occur during all phases of an inspection. This is current technology for the State and will support other projects' implementation.
127	69	Section 3.13.6.2, XML Messaging/ Transactions	Does the New Jersey Inspection Data Exchange (NJIDE) include updates of vehicle additions and removals to/from the VIIS? (4726)	Yes, the NJ IDE will include updates of vehicle additions and removals to/from the VIIS.
128	72	Section 3.13.7.3, Repair Facility Interface	Is an external web interface needed for ERFs to enter and transmit repair data? (4727)	Yes, an external web interface is needed for ERFs to input and transmit repair data
129	72	Section 3.13.7.5, Web-Based Camera Snapshot View System	A five (5) minute image refresh rate is specified in this RFP section. Appendix K specifies three (3) minutes. Please clarify. (4598)	The image refresh rate is three (3) minutes. Please refer to Part 2, #12 in this addendum.
130	73	RFP Section 3.13.8.1, Data Warehouse Reporting and Querying	Is this data warehouse the same as the OIT data warehouse required in other sections (3.13.4.4)? If so, will the State allow the contractor open access to the OIT data warehouse system? (4720)	Yes, the data warehouse discussed in this section is the same OIT data warehouse discussed in other sections of the RFP. OIT will provide the contractor with appropriate access to the data warehouse and marts associated with this project.
131	74	Section 3.13.8.2, Ad Hoc Queries and Reports	Regarding the requirement for functionality to allow the State to perform ad hoc queries and generate reports from the VID data, without installation of a client tool. Can it be assumed that a newer	The State will have Internet Explorer 6 or later.

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			version of Microsoft's Internet Explorer browser is already installed on the State desktops? (4599)	
132	74	Section 3.13.8.3, Fraud Detection Reports/Tools	The RFP states that the contractor must provide functionality that allows the State to download inspection data for local analysis. From where does the State want to download the data: the transactional VID, the data warehouse or both? (4728)	The State must be able to download data from the transactional VID and the data warehouse.
133	76	Section 3.13.9.3, Additional Inspection Software Requirements	Given the VIN discrepancies in the registration data, what VIN is to be decoded? Is there a priority order of selection that should be used, i.e. vehicle, registration document, previous inspection document, etc.? (4702)	The VIN on the vehicle shall always serve as the primary source of information. The VIN to be used is the public VIN. The exact procedure for VIN capture and decoding will be determined during the detail design phase.
134	78	Section 3.13.9.5, Additional Requirements for Decentralized Inspection Equipment	Is there a specific version of Windows that must be installed on the generic Windows environment? Does the version of Windows used for the inspection software need to be the same as that used for the generic Windows environment? (4600)	The Windows environment will be, at a minimum, Windows XP Professional Service Pack 2, or the OS supported by the State at the time of development. Yes, the version of Windows must be the same for both the decentralized equipment and the inspection software environment.
135	79	Section 3.13.9.7, Operating System	Would the State entertain use of other operating systems than Microsoft that are also industry wide operating systems, such as Linux? (4720)	No, the State affirms the language in RFP Section 3.13.9.7.
136	81	Section 3.13.10.3, Database Security	Does the requirement to not use generic accounts in the database extend to the databases internal to the inspection equipment, or does this only apply to the VID databases? (4601)	Yes, this applies to all databases.
137	81	Section 3.13.10.3, Database Security	Can the State define "industry best practices"? (4720)	There is not one document to define "industry best practices." "Best practices" are a management idea which asserts that there is a process which is more effective at delivering a particular outcome. Gartner, Inc. defines them as "A group of tasks that optimizes the

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				efficiency or effectiveness of the business discipline or process to which it contributes. Best practices are generally adaptable and replicable across similar organizations or enterprises – and sometimes across different functions or industries."
138	81	Section 3.13.10.4, NJ IDE Security	Does the requirement to use HTTPS with 128-bit encryption apply to direct connections between the CIF lanes and the VID if private network lines are used (i.e., not the public internet)? (4601)	No, if the CIF lanes are directly connected to the VID, encryption is not required.
139	84	Section 3.13.13.2, Legacy Data Migration	The RFP states that the legacy VRT shall be migrated to the VIIS VID, for reference purposes but shall not be loaded on the new inspection equipment. What interface if any will need to be added to provide access to the legacy VRT? (4729)	The legacy VRT will be provided by the State to the contractor.
140	87	Section 3.14, Document Repository	Given that this is a high cost item, would the State consider making a separate line number for costs associated with establishing and maintaining a document storage/retrieval system so that the efficacy of the system can be evaluated? (4703)	No, the State does not have – nor does it desire to procure – a commercial enterprise document storage retrieval system.
141	88	Section 3.15, Public Information and Education	The RFP says, "The contractor must spend not less than one percent of the operating budget for this contract to provide an ongoing public information campaign." Would the State please define the term "operating budget"? Does the term relate to specific line items within the Price Schedule? (4730)	The operating budget is the amount the State pays the contractor to operate the program and the State's cost to administer the program, which is \$12 million.
142	89	Section 3.17, Contract Turnover and Closeout	Did the incumbent contractor prepare a Contract Turnover and Closeout Plan? Can it be made available for inspection? (4731)	No, a Contract Turnover and Closeout Plan is not available for the current contract.
143	89-90	Section 3.17.2, VIIS Turnover	Will the State accept a license to use instead of a copy of source program codes for interface programs?	Please refer to Part 2, #14 of this addendum.

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			<p>Will the State agree to add the following to the last bullet point "to the extent permitted by contractor's license agreements"?</p> <p>This section calls for turnover of software licenses at end of contract. Some software is provided as a service to this project, based on infrastructure built to service multiple customers. Other software is licensed under corporate agreements and cannot be turned over at the end of the contract. At the end of the contract would the State consider directly purchasing software that the contractor provided as a service? (4720)</p>	
144	101	Section 4.4.6, Section 4 – Cost Proposal	Should the Price Schedule, Volume 2 of the response, be submitted separately in a sealed envelope or container? (4745)	Volume II of the bid response must be bound separately from Volume I such that the Division of Purchase and Property may distribute Volume I to the State's Evaluation Committee to facilitate the technical evaluation. When the Evaluation Committee has concluded its technical evaluation, then Volume II containing cost information will be provided to it. Volumes I and II may be delivered and/or shipped to the State in the same package, envelope or box.
145	102	Section 4.4.6, Section 4 – Cost Proposal and Price Schedule	Price Line 00043 – Is the State looking for a fully-loaded hourly rate for each discipline for each year of the contract? (4704)	Yes, the State is seeking an all-inclusive hourly rate for each discipline for the duration of the contract.
146	103	Section 5.1, Precedence of Special Contractual Terms and Conditions	Can the State clarify if the bidder is notified in writing of the State's acceptance of the bidder's terms and conditions, the bidder's terms and conditions will have priority over the RFP? (4720)	Terms and conditions provided and/or suggested by the bidder and accepted by the State will be used to modify or augment the State's Standard Terms and Conditions.
147	104	Section 5.6, Substitution of Staff	What positions are considered to be "key personnel" for the administration of this contract? (4705)	"Key personnel" are contractor-supplied personnel with executive or managerial responsibility under the contract resulting from this RFP, as well as those individuals responsible for an I/M Program function either mandated by law or directly affecting New Jersey's motoring public.

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148	104	Section 5.6, Substitution of Staff	Can the State limit its requirement to substitute staff to key personnel only? (4720)	No, the State affirms the language in RFP Section 5.6.
149	104	Section 5.7, Substitution or Addition of Sub-contractor(s)	Will the State consider amending its requirement to include "prompt approval not to be unreasonably withheld"? (4720)	No, the State affirms the language in RFP Section 5.7
150	105	Section 5.8, Ownership of Material	Will the State consider amending this requirement to exclude third-party software subject to third-party license agreements as bidder will not have the right to effectuate rights with respect to third party software? Will the State consider replacing "termination of the contract for any reason" with "termination of the contract for a material breach subject to written notice by the State and a 30 day cure period"? Can the State clarify with respect to the State engaging the services of third parties to enable its access to the benefits of the license granted - will such engagement be subject to appropriate non-disclosure agreements? (4721)	Please refer Part 2, #14 in this addendum.
151	106	Section 5.8, Ownership of Material	The section states that the State may act, in its sole option, as its own escrow agent. Is there a reason the State would assume this role rather than assigning a third party? (4706)	Please refer to Part 2, #16 of this addendum.
152	108	Section 5.13.2.2, Liquidated Damages for Failure to Meet Performance Standards	The liquidated damages rate of \$2,500 for each testing day for each inspection facility at which such standard was exceeded, and \$2,500 additional for each 10 minute increment, per facility would appear unreasonable. Does MVC have a computation sheet that would support the fair calculation and adjustment of \$2,500 that explains the increase from the current rate of \$500? If not, is this not a punitive amount based on a speculative assessment of possible damage to the State? (4707)	The State affirms the language of the RFP, including the reason for the assessment of liquidated damages.

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153	108-109	Section 5.13.2.2, Liquidated Damages For Failure to Meet Performance Standards	Will the State consider deleting the last sentence of paragraph 2? Will the contractor be liable to pay liquidated damages for both the excessive daily average wait time and excessive monthly average wait time or will liquidated damages be limited to either daily or monthly excessive wait times? (4721)	No, the State affirms the language in RFP Section 5.13.2.2.
154	109	Section 5.13.2.2, Liquidated Damages for Failure to Meet Performance Standards	Will four days still be excluded from the wait time calculation? (4708)	There will be no days excluded from the wait time calculation.
155	109	Section 5.13.2.2, Liquidated Damages for Failure to Meet Performance Standards	Are liquidated damages appropriate in this situation since the State is not damaged under these circumstances as it is not a party to any agreements entered into by the contractor, a PIF or a DEIC? (4709)	Since the contractor's failure to provide repairs and spare parts to PIFs and DEICs impacts those entities' ability to execute inspections, which in turn affects the overall ability of MVC clients to obtain inspections, the liquidated damages are appropriate.
156	110	Section 5.14, Retainage	A 5% retainage on capital cost payments is required under the current contract. The new RFP indicates a 10% retainage on "performance". Will retainage be limited to capital cost payments in the new contract? If not, in what area(s) does retainage apply? (4710)	Retainage applies to the contract as a whole and is not restricted to select areas.
157	110	Section 5.14, Retainage	Typically, retainage is utilized in connection with construction related contracts, the RFP makes no distinction between capital invoices and inspection fee invoices for purposes of the retainage. Will the 10% retainage apply to inspection services invoices? (4711)	Please refer to the response for Question 156 in this addendum.
158	110	Section 5.15, State's Option to Reduce Scope of Work	We request clarification of this section as it relates to actions the State may take to revise regulations and/or processes that have an impact on the types, quantities, and frequencies of vehicles tested at CIFs. We request the language of	This section is standard language in New Jersey's RFPs and the resulting contracts. It is not intended as a reference to potential changes in rules and regulations. If a rule and/or regulation change prompts additional work for the contractor, then RFP

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			this section be revised allowing for the submission of cost proposals. (4712)	Section 5.19 shall apply.
159	110	Section 5.15, State's Option to Reduce Scope of Work	Would the State consider pricing adjustments if the reduction in Scope of Work materially impacted the overall scope of the program? (4721)	If the State exercises its option to reduce the scope of work per RFP Section 5.15, then the State will consider at that time the need to negotiate a pricing adjustment with the contractor.
160	111	Section 5.18, Contract Price Increase (Prevailing Wage)	If there is a collective bargaining agreement in place for the performance of services under the contract that contains increases, will this section allow for a corresponding increase for the inspection fee? (4713)	The inspection fees submitted in the price schedule are the fees the contractor will charge regardless of any increase in contractor's costs.
161	111	Section 5.18, Contract Price Increase (Prevailing Wage)	If the test fee may not be adjusted based upon contracted annual wage increases, will the test fee be adjusted by the same annual Cost Price Index (CPI) that is being used for increasing the base \$2 million for maintaining the facilities? (4714)	Please refer to the response for Question 160 in this addendum.
162	112	Section 5.20, Form of Compensation and Payment	There are no total cost lines for items 00002 through 00007, 00008 through 00015, 00025 through 00031, 00032 through 00035, and 00036 through 00040. Is it the State's intention to reimburse the contractor for work covered under these line numbers as the work is inspected and accepted by the State, or are the costs to be included in the test price? (4715)	As stated in RFP Section 4.4.6, both the removal of old equipment (price lines 00002-00007) and the installation of new equipment (price lines 00008-00015) shall be paid on a per-station basis. The remaining price lines referenced by this question (price lines 00025-00040) each have a one-time charge, monthly charge, and transaction fee. The one-time charge is billable upon acceptance by the State of the service or product. The monthly charge is billable each month, after acceptance by the State of the service or product. The transaction fee, which is included in the per-test cost under the new program, will be billable on a monthly basis.
163	113	Section 5.21.1, Patent and Copyright Indemnity	Will the State consider amending this requirement to include the following: "Any obligation on the part of contractor to defend and indemnify shall not apply to any claim or portion thereof that arises	The State will consider bidder-proposed changes to the RFP's terms and conditions.

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			<p>from (i) any negligent or willful act or omission by or attributable to the State; (ii) use or operation of the contractor supplied equipment in combination with equipment or services provided by the State or any third party; (iii) any addition to or modification of the contractor supplied equipment by the State, any third party or contractor at the State's request; (iv) use of other than the then current unaltered release of any software used in the contractor supplied equipment; or (v) any equipment, system, product, process, method or service of the State which otherwise infringed the U.S. patent or copyright asserted against the State prior to the supply of the equipment to the State by contractor under the contract. - The foregoing states the entire obligation of the contractor to the State and is the State's sole and exclusive remedy with respect to any claim of infringement of any intellectual property right of any kind, and contractor disclaims all other warranties and obligations with respect to any such claims." (4721)</p>	
164	114	RFP Section 5.21.2, Indemnification	<p>Will the State consider amending this requirement to replace "or in any manner related to the contract" with "caused by the negligence or willful misconduct of contractor"? (4721)</p>	<p>Please refer to the response to question 163 in this addendum.</p>
165	116	Section 6.0, Proposal Evaluation	<p>Will the technical evaluation be done independently of the price evaluation? Will prices remain sealed until after technical scoring is complete? (4746)</p>	<p>The State will complete its technical evaluation prior to review and consideration of pricing. The pricing proposal will not be distributed to the State's Evaluation Committee until the technical evaluation is complete.</p>
166	116	Section 6.3, Evaluation Criteria	<p>Will the State make available to bidders the "more detailed evaluation criteria" prior to the proposal submission and will the criteria be quantitative? (4747)</p>	<p>The State's detailed evaluation criteria are disclosed in the Evaluation Committee Report, which is available for public inspection <i>after</i> the intended awardee is announced in the Notice of Intent to Award.</p>
167	G-1	Appendix G,	The appendix indicates the Vetronix	Any modules that do not represent

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		Equipment to be Removed/ Replaced	OBDII Interface Modules are to be replaced. Does the State mean those OBDII CAN modules installed in the last two years or to replace first generation modules only? (4621)	the most current hardware and firmware must be replaced and/or updated, as appropriate. Any module that has the current hardware and firmware can be reused.
168	G-1	Appendix G, Equipment to be Removed/ Replaced	Why has the State decided to replace the calibration gas supply lines when the current lines are functional and in very good condition? (4622)	The existing lines may be used at the contractor's discretion. The bidder may propose to use a tank farm with the existing, or new, plumbing or use on-board calibration and zero gas tanks to make the emissions analyzers more transportable throughout the facility.
169	G-1	Appendix G, Equipment to be Removed/ Replaced	Why must the zero air generators (ZAG) be replaced when the units are in good condition and were overhauled in the last few years? Has consideration been given to replacing the existing air dryers as those units are no longer economically repairable? (4623)	Components may be reused provided they are (1) in operational condition, (2) supported by their manufacturer and (3) serviceable. The contractor should consider replacing any components that are no longer economical to repair.
170	H-1	Appendix H, Specifications for New Lifts	Can the State please provide pit dimensions for the current lifts that are installed at inspection facilities? (4602)	The pit dimensions range from 14" to 24" deep, 12" to 14" wide and 42" to 44" long.
171	H-1	Appendix H, Specifications for New Lifts	The specified lift "manufactured lift box" minimum dimensions without lift modifications are: Light Duty – 45" wide by 18" front to back by 21" deep; Heavy Duty – 45" wide by 25" front to back by 21" deep. The depth of the existing lift pits (box) range approximately from 6½" deep to 24" deep with surface box openings approximately 40" wide by 10" to 18" front to back. The majority of the existing lifts are approximately 40" wide by 10" front to back by 10" deep. Considering the minimum dimensions of the specified manufactured box and the added excavation for concrete, the lift installation soil displacement is considerable. Will the State require soil testing for contaminants from the existing lifts to assure the safety of the soil conditions prior to installation of the new lifts? (4608)	There will be no testing of soil contaminants from current lifts as they will be decommissioned and the new lifts are to be installed in a different location. Also refer to the response for Question 176 in this addendum.

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172	H-1	Appendix H, Specifications for New Lifts	If contaminants are found, please confirm the State be responsible for cleanup costs. (4609)	<p>The State shall be responsible for preexisting contamination conditions relative to the installation of lifts.</p> <p>This issue is addressed in RFP Section 3.3.13, page 45.</p>
173	H-1	Appendix H, Specifications for New Lifts	Paragraph 1 requires the installation of "in-ground equipment" "without any soil digging." How is that possible? (4610)	<p>Since the dynamometer will be removed, the current lifts will be decommissioned, and the new lifts re-located, the specified lift could be installed in the pit vacated by the dynamometers. This would result in an installation requiring no digging. Additionally, less area would need to be remediated in the vacated dynamometer area. Refer also to the response to Question 175 in this addendum.</p> <p>However, if this position was not chosen, a minimal excavation of 48" wide by 120" long by 30" deep would be necessary to accommodate the specified lift.</p> <p>Please refer to the response for Question 176 in this addendum. Refer also to Part 2, #18 of this addendum.</p>
174	H-1	Appendix H, Specifications for New Lifts	The specified lift requires 21" (±). Depth of existing concrete is 6" to 8", with a minimum 13" soil excavation required. If concrete foundation and base required under unit, (silent in specification), excavation of soil would be approximately 19" deep by the surface dimensions of the manufactured box without lift modifications is (45" by 18" or 45" by 25" + perimeter concrete pour). Is a concrete bottom and/or foundation required under the unit or is a steel box installed directly on the soil acceptable notwithstanding the potential for rust and corrosion from ground water and surface drainage water (road salt)? (4611)	The steel lift box requires a 6" concrete base under the box.
175	H-1	Appendix H,	Lift Pit Drainage System – Runoff	There is no one method of storm

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		Specifications for New Lifts	<p>water of this type in accordance with the NJDEP Storm water Runoff Regulations is prohibited to discharge into an active sewage system, storm water drainage system or onto open ground. Runoff water of this type must be collected and the petroleum or other contaminants must be removed sufficiently (handled as Hazardous Materials) before the water is disposed of. Accordingly; a drainage pit, deeper than; in close proximity to, and piped to the lift pit would be the most efficient means of collecting the runoff water for proper disposal. Piping all the lift pits to a central location for collection is impractical due to the lack of sufficient grade to pitch pipes in accordance with code; the absence of accurate reliable record drawings of the under-slab conditions; and the high number of underground obstructions within the buildings. Therefore, is it acceptable to utilized a sump pit approximately 16" by 16" (surface grate) by 32" deep (sump approximately 1' below bottom of lift pit) – 2" drain pipe connecting the bottom of the lift pit to the sump? (4612)</p>	<p>water runoff collection. The contractor may employ other approved methods for runoff collection, if it desires.</p>
176	H-1	Appendix H, Specifications for New Lifts	<p>Paragraph 1 requires "in-ground equipment mounted within a manufactured lift box utilizing existing lift area". The top end of the existing lift cylinder (to remain in-ground) average depth is approximately 12' below the surface of the floor slab. Considering the depth of the new lift unit box and possible concrete bottom/foundation requirement, the depth of the excavation could be as much as 30" but 21" minimum. Accordingly, the lift cannot be installed utilizing the existing lift area. In addition, the existing hydraulic oil tanks also to remain in-ground average approximately 18" below the surface randomly located mostly behind the lift, (facing in the</p>	<p>The current lift locations in the lanes were sited (distance from entrance door) to accommodate longer vehicles into the buildings when the State inspected heavy-duty trucks and school buses.</p> <p>New locations will encompass an area 4' wide by 10' long.</p> <p>To accommodate the placement of the lift box in the center area, a minimal excavation of approximately 30" will be needed below the existing concrete floor.</p> <p>New lifts may also be relocated into the existing dynamometer pit with no further digging necessary.</p>

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			same direction as flow of traffic) further limit the positioning of the new lift box. Would the State prefer the contractor re-locate the new lift box slightly in front to avoid the existing lift cylinder and hydraulic tank? If so, should the existing lift pit be filled with concrete and finished flush to floor or should all steel framing embedded in concrete be removed and concrete repaired to match existing concrete? (4613)	Refer also to Part 2, #18 of this addendum.
177	H-1	Appendix H, Specifications for New Lifts	Moving the new lift box slightly in front of the existing lift box in many cases will interfere with the existing CAT lights (in-ground lights). In some cases the CAT light steel framing is an integral part of the existing in-ground lift steel framing. In other cases the proximity of the CAT lights and electrical conduit will interfere and/or prohibit the excavation and installation of the new lift box. In a few cases there would be no apparent interference barring any unknown or differing site conditions. Does the State intend to continue use of the CAT lights in the inspection process or should the contractor eliminate the CAT lights (demo lights and repair concrete)? (4614)	No, the State does not intend to continue use of the current type of CAT lights in the inspection process. The State wants to have fiber optic lighting installed in the place of the current CAT lights. Refer to Part 2, #18 of this addendum.
178	H-1	Appendix H, Specifications for New Lifts	It should be noted that the majority of the CAT lights in the lanes where a vehicle lift now exists, the CAT light fixtures and cover lenses are in poor condition due to age (15 to 35 years +). Housings are rotted out and some fill with water, conduits rotted and water damaged with some damage from changes over the years, electrical wire insulation dry-rotted and laden with moisture (ground water). Recent repairs normally include replacement with explosion/waterproof in-ground light fixture – replace conduit (under concrete) and pull new wire to fixtures up and downstream of replacement fixture back to switch. Should the State choose to maintain the CAT light system, will	Yes, the contractor must remove all CAT light fixtures for replacement with a fiber optic lighting system. Refer to Part 2, #8 and #18 in this addendum.

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			the contractor be responsible to replace all CAT light fixtures with explosion/ waterproof in-ground fixtures, including all associated electrical components, including conduit, wiring and general construction repairs? (4615)	
179	H-1	Appendix H, Specifications for New Lifts	The lift specified "lift area" or lift head is shaped significantly different than the manufactured box (concrete floor opening). Will safety covers or provisions to fill the voids into the pit area be required on the lifts or lift boxes while out of service or between inspections, providing a contiguous transition from concrete slab to lift surface thereby preventing employee accidents and injuries? (4616)	Safety covers must be part of the lift design.
180	H-1	Appendix H, Specifications for New Lifts	Without lift modifications the lift pit area width will be approximately 45". Vehicle inspectors will likely have difficulty driving a small sub compact car onto the lift without guide rails or plating to avoid running a wheel into the pit area. Should the contractor incorporate some means of positive vehicle guidance or diamond plate steel arrangement to prevent this occurrence? (4617)	The contractor is permitted to provide any guide or adapters to make centering and lifting easier for the inspectors.
181	H-1	Appendix H, Specifications for New Lifts	The specification is silent with regard to vehicle wheel centering and lift alignment devises or provisions. Was this an oversight or should the contractor assume that each vehicle will require the inspector to center and adjust individual alignment on to the lift head based on the vehicle manufacturers front end lifting criteria and there will be no centering devises or provisions required? (4618)	The contractor may provide any means it feels necessary to center the vehicle.
182	H-1	Appendix H, Specifications for New Lifts	The specified lift was not designed specifically for in-ground fixed locations use such as required under the RFP and must be modified accordingly to minimize dimensions where possible. The lift	No, the steel tube single post on the current lifts has proven its durability with moisture, water and road salts. The State finds the steel tube also enhances the durability and safety of the lift operation by adding stability,

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			<p>was designed for a rack or pit Roller Track system which is primarily above grade where the lift head moves to any position along a rail system to where it is needed. The specification requires the air-bag to be "encased in a moisture proof cylindrical steel tube" which suggests that the steel tube was specifically designed to protect the heavy duty rubber dual air-bag from moisture such as would be encountered in the specified application. In fact, the manufacturer's available information states that the steel tube is provided to protect the air-bag from sharp objects, welding spark, and gas welding/cutting slag from work in close proximity to the lift head and air-bag. The steel tube is clearly a unique feature of this particular lift. Otherwise there are other manufacturers including US companies that could provide similar if not exact performance features and specification requirements of the RFP. It should be noted that the current NJMVIS Dynamometers utilize a similar dual heavy duty rubber air bag system which have performed very well with minimal failures under very similar in-ground conditions as the lift pit area. In addition, the moisture, water, and road salts that are sure to be prevalent in the lift pit would certainly have seriously damaging effect on the steel tube protector and little effect on the rubber air bag. Will the state accept alternate manufacturers without the steel tube around the air-bag as equal to the proprietary purchase description listed in paragraphs 4 and 5 of Appendix H, provided all vital performance specifications are either met or exceeded? (4619)</p>	<p>which eliminates side to side movement that can occur with air bag systems that are not enclosed.</p> <p>Due to the unique configuration of the inspection lane lift, there are certain requirements that may limit the number of lifts and manufacturers able to meet those requirements. The State requires a lift that is fully pneumatic with a short lift capacity, not the traditional full post lift. Most in-ground lifts that are available require an excavation from eight (8) feet to nine (9) feet. To limit the amount of excavation needed, the State requires an in-ground lift that would limit excavation to 30" to 36". Additionally, the lift requirement is for only front-end lifting and not for the entire vehicle. Many commercially available lifts are designed for shop use and not designed for an assembly line-type of utility with approximately 100 to 200 cycles per day. The State also requires a lift system that adds additional lift head support by use of multiguide bars and center steel tube support.</p>
183	H-1	Appendix H, Specifications for New Lifts	<p>Paragraphs 4 and 5 represent a list of very specific lift components which are available all-together as manufactured by only one company in Canada. The manufacturer of</p>	<p>The lift specified is designed for pit installation. The specifications for this lift alleviate the problems encountered with lifts used in the past. The lift specified is completely pneumatic.</p>

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			<p>the lift has recently refused to provide any information with regard to the specified lift. They have deferred all information and reference to a New Jersey vendor who has apparently attained exclusive rights from the manufacturer to purchase and install the specified lifts. Unfortunately, this development has all but eliminated competitive pricing and leaves all bidders and the State of New Jersey at the mercy of this single vendor for procurement and installation of the new lifts. If the State will not accept alternative bids for this equipment, it is hereby requested that the Treasurer, State of New Jersey, recognize by specific waiver the Proprietary Purchase requirement naming both the manufacturer and the local vendor with published pricing or a contract allowance for the installation of the lifts. (4620)</p>	<p>This completely eliminates any hydraulic fluid problems and extra servicing hydraulic lifts entail. The lift specified requires minimal ground intrusion – 30” instead of the full 8’ to 9’ needed for installation of traditional floor lifts. The lift specified with the cylindrical steel tube and added guidebar supports prevents lift head movement for added safety in use, which prevents damage to the lift, vehicles and operators. Ease of installation, maintenance, service and use are all incorporated in this specification.</p>
184	J-1	Appendix J, Specifications for Under-carriage Video Inspection System	Does the system need to use color cameras if black and white cameras will provide the same detailed information? (4605)	Color cameras must be used.
185	J-1	Appendix J, Specifications for Under-carriage Video Inspection System	Is the State asking for a camera that pans/tilts or is it asking that the image be able to be manipulated through the software and reviewed on the screen? (4606)	Pan/tilt cameras are not required. Images will be reviewed through software and screens.
186	J-1	Appendix J, Specifications for Under-carriage Video Inspection System	Can a product, better suited for use as a cover, be used rather than the Lexan product specified? (4607)	<p>The State modifies the statement to read: The housing shall be constructed of rust-proof material and the window shall be constructed of Lexan polycarbonate or a functionally equivalent material.</p>
187	–	Price Schedule	Line No. 00012, Install 1 Brake Equipment – Does this refer to the requirement in Appendix G, "Equipment to be Removed/ Replaced" that states when a light duty brake tester is economically impractical to repair, replace with a heavy duty brake tester? (4624)	Please refer to the response for Question 105, as well as to Part 2, #23 in this addendum.

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188	–	Price Schedule	Line No. 00012, Install 1 Brake Equipment – Does the State mean "Furnish and Install 1 Heavy Duty Brake Tester"? (4625)	Please refer to the response for Question 187 in this addendum.
189	–	Price Schedule	Will the pricing schedule, Lines 25 through 31, be revised to indicate actual or estimated quantities for each item number? (4626)	Price lines 25 through 31 are not being revised.
190	4	Standard Terms and Conditions	Sections 3.7; 3.8; 3.9, and 3.10 – To what extent would the various State agencies, etc., participate/provide services under the contract? To what degree does the contractor have authority with the various agencies as it relates to the performance of the agencies under the contract? (4603)	Sections 3.7, 3.8, 3.9 and 3.10 of the State's Standard Terms and Conditions are not applicable to the contract resulting from this RFP.
191	4	Standard Terms and Conditions	Section 3.11, Subcontracting or Assignment – Will the State agree to add the following to the first paragraph of this section, "Such consent shall not be unreasonably withheld." (4719)	The State affirms the language in Section 3.11 of the Standard Terms and Conditions.
192	6	Standard Terms and Conditions	Section 3.14, Delivery Guarantees – Will the State agree to a cap on bidder's liability with respect to cost of cover payment? (4719)	No, the State will not agree to a cap on the bidder's liability.
193	8	Standard Terms and Conditions	Section 4.5, Payment to Vendors – Payment to vendors is contingent upon appropriation and availability of funds. Will the State place a provision in the contract wherein the vendor will be compensated for development/up-front costs prior to full operation in the event of the non-appropriation and unavailability of funds? (4604)	Inasmuch as the Motor Vehicle Commission is to a great extent a revenue-generating operation, the non-appropriation of funds should have no impact on the contract resulting from this RFP. Refer also to Question 194 in this addendum.
194	8	Standard Terms and Conditions	Section 4.5, Payment to Vendors – Will the State agree to provide the bidder with reasonable prior written notice of non-appropriation of funds? (4719)	If the contract resulting from this RFP were affected by non-appropriation of funds, then the State would provide written notification to the contractor. See Part 2, #17 in this addendum.
195	–	Signatory Page	According to the RFP, the contract start date is November 1, 2007. Why is the contract start date not	This is a projected contract start date. The State is intentionally scheduling overlap of the old and new contracts

#	Page #	RFP Section Reference	Question	Answer
			consistent with the existing contract ending date of August 6, 2008? (4639)	for transition purposes.

Part 2
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

Additions, Deletions, Clarifications and Modifications to the RFP

#	Page #	RFP Section Reference	Additions, Deletions, Clarifications and Modifications
1	14	Section 1.2.3, Program Changes Under this Procurement	<p>The bullet stating, "Motorcycle inspections will no longer be required" is changed to, "Motorcycles will only receive a safety inspection."</p> <p>The paragraph that begins with "Change #3 Information Management System" has the word "interfaces" substituted for "communication protocols".</p>
2	20	Section 2.2, Contract-Specific Definitions	<p>The following definitions are added to the RFP:</p> <p>"Controller Area Network (CAN) – One of several different OBD communications protocols. It is the latest protocol adopted by the USEPA and required on all 2008 and newer vehicles, though many pre-2008 vehicles use it."</p> <p>"Public VIN – The VIN plate that the public can see where the dashboard and windshield meet."</p> <p>"Retired Bus – A school vehicle type I or II that has been taken out of service because of the duration of school bus use. NJSA 39:3B-5.1 and 39:3B-5.2. The law allows a bus to be used for school transportation for only 12 years and 20 years for transit style buses whose GVWR (gross vehicle weight rating) exceeds 25,000 pounds."</p> <p>The definition for Wait Time is modified to read as follows: "Wait Time – The time period beginning upon the arrival of a vehicle at an inspection facility – in queue and on inspection facility property – and ending when the vehicle is driven into the inspection bay (under roof) to undergo the inspection procedure."</p>
3	32	Section 3.3.3.1, Facility Staffing	<p>The second paragraph is modified to read, "The contractor shall provide a finalized a Facility Staffing Plan, for submission to the State within 90 days of the Contract Start date, that includes a description of the inspection lane configuration at each facility, the number of positions on each lane, and an outline of the duties assigned to each position on the inspection lane."</p>
4	36	Section 3.3.4, Emission and Safety Tests Under Current Program	<p>The second sentence of the last paragraph is modified to read, "All inspection data must be transmitted to the VID."</p>
5	38	Section 3.3.7.2, Lane Complaints	<p>The following sentence is added to the beginning of the second paragraph: "All motorists' comments, questions and complaints – both verbal and written – received by the contractor must be reported to the State. This includes items resolved by the station manager, as well as those items received at the facilities and the call center."</p>

#	Page #	RFP Section Reference	Additions, Deletions, Clarifications and Modifications
6	39	Section 3.3.9, Audits	The end of the last paragraph has the following adding to it: "The State requires the contractor to supply and maintain a convertible style notebook (AKA tablet computer) for the auditors. The auditors' equipment requires the ability to capture signatures and allow data entry via keyboard. The State reserves the right to install its own applications on these devices. One hundred (100) auditors need to be equipped with the convertible style notebooks."
7	39	Section 3.3.10, "Security"	A new paragraph is added at the end of this section: "The contractor must provide an alarm at each CIF. The alarm shall notify the appropriate police department and the contractor."
8	47	Section 3.5.2, Removal of Old Equipment	To the second set of bullets, there is added a fourth bullet stating, "CAT light system".
9	48	Section 3.5.3, Installation of New Equipment	<p>The last sentence of the first paragraph has the following phrase added to it: ", unless the contractor includes in its proposal an alternative network design and lane configuration with an adequate number of inspection lanes configured to meet the customer convenience requirements, wait time standards, and the technical requirements of this RFP."</p> <p>The following passage is inserted in the second paragraph, immediately preceding the last sentence:</p> <p style="padding-left: 40px;">The State requires fiber optic lighting in the lift box. The fiber optic lighting shall have a metal halide illuminator with a minimum of 150 watt light source. Sufficient illumination from the light fixtures must be provided to cover a 6' x 6' area at the front end of a vehicle while the vehicle is lifted. Based on the contractor's design, the fibers can be either side or end light emitting fibers. Light fixtures must be a unit capable of being installed in concrete, have sufficient durability to be driven over, and must be completely protected from dust, water and any runoff of liquids from vehicles.</p> <p>The second to the last sentence in the third paragraph is modified to read, "Digital archiving of records will be performed by the State on an as-needed basis."</p>
10	51	Section 3.6, Operation of CIFs Under New Program	The last sentence of this section is changed to read, "All plans required in Section 3.3 and its subsections that refer to the operation of the current program, must be updated during operation of the CIFs under the new program, as described in RFP Section 3.6."
11	63	Section 3.12.2, Safety Inspection Equipment and Lifts	The last sentence of this section has the following phrase added to it: ", unless the contractor includes in its proposal an alternative network design and lane configuration with an adequate number of inspection lanes configured to meet the customer convenience requirements, wait time standards, and the technical requirements of this RFP."

#	Page #	RFP Section Reference	Additions, Deletions, Clarifications and Modifications
12	72	Section 3.13.7.5, Web-Based Camera Snapshot View System	This section is modified from "every five minutes" to "every three (3) minutes"
13	82	Section 3.13.11, Performance Metrics	The third bullet is amended to read "Inspection records must be transmitted to the VID in real-time, and recorded on the VID within five (5) seconds of the receipt of a transaction. VID data for ad hoc reporting shall be available within five (5) minutes of the receipt of a transaction".
14	89-90	Section 3.17.2, VIIS Turnover	An asterisk is added to the last two (2) bullets of this section, with the asterisk indicating a the statement, "The State will accept a license to use instead of source code for commercial off the shelf (COTS) software. Software licenses must be provided to the State to the extent permitted by the contractor's license agreements."
15	95	Section 4.4.4, "Section 2 – Technical Proposal"	For the Section Reference "3.3.3.1, Facility Staffing", the Bid Response Requirement has its first sentence modified to read, "The bidder shall present a draft Facility Staffing Plan for the current program as part of its response." For the Section Reference "3.4, VIIS Design, Development, Testing and Implementation", the Bid Response Requirement has the following sentence deleted: "The bidder must describe the aspects of RUP that it will use, modify, augment or omit." In addition, the last word of the same paragraph is changed from "lifecycle" to "methodology".
16	106	Section 5.8, Ownership of Material	The paragraph at the top of page 106 has the following phrase deleted from it: "or the State may act in its sole option as its own escrow agent".
17	115	Section 5.21.5, Payment to Vendors	This is a new section being added to the RFP. <u>5.21.5 Payment to Vendors</u> Section 4.5 of the NJ Standard Terms and Conditions version 05 09 06 is deleted and replaced with the following: For every contract the term of which spans more than one fiscal year, the State's obligation to make payment beyond the current fiscal year is contingent upon legislative appropriation and availability of funds. The State will provide the contractor with written notification in the event of non-appropriation of funds.

#	Page #	RFP Section Reference	Additions, Deletions, Clarifications and Modifications
18	H-1	Appendix H	<p>The first paragraph is replaced with the following text:</p> <p>In the lanes with lifts, the contractor shall install new in-ground equipment mounted without digging if using the existing dynamometer pit. The State wants the lifts to be relocated and the current lifts given the industry standard decommission with the casings and tanks filled with stone and concrete flush to the floor. Existing concrete wheel spotters (divots) are to be broken out and filled with concrete flush to the existing floor. All refinishing shall be completed in a workmanship-like manner.</p> <p>The fourth paragraph is replaced with the following text: "W.K. Industries' Air-Up Series pneumatic lifts, or the functional equivalent, must be installed by the contractor."</p> <p>The fifth paragraph has added at the end, "The lifts must have no side-to-side movement."</p> <p>A new paragraph is added at the end of this appendix: "Safety covers must be incorporated in the lift design."</p>
19	–	Appendix U, CIF Inspection Data for 2004, 2005 and 2006 by Station	Appendix U is being released with this addendum.
20	–	Appendix V, Roof Inspection Reports	Appendix V is being released with this addendum.
21	–	Appendix W, Facility Repairs and Requests as of 7-1-2004	Appendix W is being released with this addendum.
22	–	Appendix X, Number of Brake Tests Performed in Lanes	Appendix X is being released with this addendum.
23	–	Price Schedule	<p>Price line 00012 is modified to read, "Install Wait Time System at 1 Facility".</p> <p>A price line for 100 auditors' convertible style notebook computers is being added. Price line 00045 has been added to the revised Price Schedule being released with this addendum. A revised Price Schedule is also being issued with this addendum.</p>

Part 3
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

Firms Attending the Mandatory Site Visits

Environmental Systems Products (ESP)

Tuscon, AZ – Jack Marino, (520) 620-1500, jack.marino@esph.com

Baltimore, MD – Kevin Schmidt, (443) 324-0304, kevin.schmidt@esph.com

Parsons Commercial Technology

Lawrenceville, NJ – Jim Nobles, (609) 620-7947, jim.nobles@parsons.com

System International

Murray, UT – Lothar Geilen, (801) 265-0099, lgeilen@websti.com

Techni Systems, Inc.

Cinnaminson, NJ – Ben Young, (856) 829-0625, benyoung@techni-sys.com

Worldwide Environmental

Brea, CA – Thomas Delaney, (800) 832-7664, bdelaney@wep-inc.com

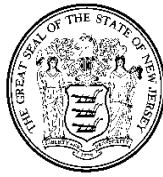
Applus Technologies Inc.

Chicago, IL – Kenneth Gadwal, (860) 613-2792, kgadwah@aplustech.com

Middletown, CT – mdaponte@aplustech.com

MCI Communication Services Inc.

Yardley, PA – Geri Courington, (215) 428-0725, geri-courington@verizonbusiness.com



State of New Jersey

DEPARTMENT OF THE TREASURY
DIVISION OF PURCHASE AND PROPERTY
PURCHASE BUREAU
P.O. BOX 230
TRENTON, NEW JERSEY 08625-0230

JON S. CORZINE
Governor

BRADLEY I. ABELOW
State Treasurer

August 16, 2007

To: All Interested Bidders

Re: RFP # 08-X-39087
Enhanced Motor Vehicle Inspection/Maintenance System

Bid Due Date: **September 18, 2007** (2:00 PM ET)

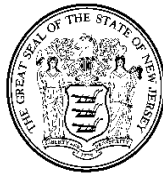
ADDENDUM #2

The following constitutes Addendum #2 to the above-referenced solicitation.

- The current contract for the New Jersey Enhanced Motor Vehicle Inspection/Maintenance System is being made available to bidders as an exhibit on the web page for this solicitation.
- RFP Section 1.2.1 provides an outdated web link for the MACTEC final report. The report's correct, current web address is <http://www.nj.gov/mvc/pdf/About/finalreport.pdf>.
- The web page numbering for addenda is incorrect. The addenda themselves are correctly numbered within the body of each addendum.

It is the bidder's responsibility to ensure that all changes are incorporated into the original RFP.

All other instructions, terms and conditions of the RFP shall remain the same.



State of New Jersey

DEPARTMENT OF THE TREASURY
DIVISION OF PURCHASE AND PROPERTY
PURCHASE BUREAU
P.O. BOX 230
TRENTON, NEW JERSEY 08625-0230

JON S. CORZINE
Governor

BRADLEY I. ABELOW
State Treasurer

September 7, 2007

To: All Interested Bidders

Re: RFP # 08-X-39078
Enhanced Motor Vehicle Inspection/Maintenance System

Bid Due Date: **October 18, 2007** (2:00 PM ET)

ADDENDUM #2

The following constitutes Addendum #3 to the referenced solicitation.

The bid due date is hereby changed to October 18, 2007, 2:00 PM ET. The Question and Answer window is not being reopened. Data describing the number of inspections per station by day and by hour will be provided with the next addendum. Additional changes are identified in Part 2 of this addendum.

It is the bidder's responsibility to ensure that all changes are incorporated into the original RFP.

All other instructions, terms and conditions of the RFP shall remain the same.

Part 1
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

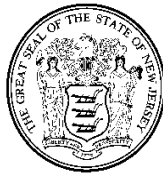
Answers to Questions

None.

Part 2
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

Additions, Deletions, Clarifications and Modifications to the RFP

#	Page #	RFP Section Reference	Additions, Deletions, Clarifications and Modifications
1	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	The fourth paragraph is modified to read, "...with the expectation being that the State and the contractor will equally share these costs."
2	102	Section 4.4.6, Section 4–Cost Proposal	<p>The text on this page of the RFP (three separate paragraphs) is modified as indicated below.</p> <p>Price Line 00042 through 00044 – The bidder must enter on the appropriate price line a cost for early contract termination for convenience in Years 2 , 3 or 4 of the contract resulting from this RFP. Each year's cost shall only include charges for work satisfactorily performed through the date of termination and reasonable costs of termination. Each year's cost shall not incorporate anticipated profit.</p> <p>Price Line 00045 – The bidder shall provide labor categories and all-inclusive hourly rates for categories such inspectors, engineers, architects, database administrators, programmers, etc.</p> <p>Price Line 00046 – This price line is necessary if the State owes the contractor an early implementation incentive.</p> <p>Price Line 00047 – A price must be entered by the bidder for the cost of 100 auditors' convertible style notebook computers.</p>
3	115	Section 5.22, Force Majeure	<p>This is a new section being added to the RFP.</p> <p><u>5.22 Force Majeure</u></p> <p>Neither party shall be responsible for any delay or failure in performance, caused by flood, riot, insurrection, fire, earthquake, explosion or act of God, or any other force or cause beyond the reasonable control of the party claiming the protection of this paragraph.</p>
4	116	Section 6.3, Evaluation Criteria	<p>Item "e" is modified as indicated below.</p> <p>e. Price – Prior to bid opening the State will identify the number of inspections that will be used as a fixed multiplier with the bidder-proposed per-inspection cost.</p>



State of New Jersey

DEPARTMENT OF THE TREASURY
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P.O. BOX 230
TRENTON, NEW JERSEY 08625-0230

JON S. CORZINE
Governor

BRADLEY I. ABELOW
State Treasurer

September 12, 2007

To: All Interested Bidders

Re: RFP # 08-X-39078
Enhanced Motor Vehicle Inspection/Maintenance System

Bid Due Date: **October 18, 2007** (2:00 PM ET)

ADDENDUM #4

The following constitutes Addendum #4 to the referenced solicitation.

Data describing the number of inspections per CIF by day and by hour is being provided via this addendum. These files are available on the web described below.

Downloadable RFP Documents in Adobe PDF:

2005 Inspection Throughput (x MB)

[\[http://www.state.nj.us/treasury/purchase/pdf/08x39078_thruput_2005.pdf\]](http://www.state.nj.us/treasury/purchase/pdf/08x39078_thruput_2005.pdf)

2006 Inspection Throughput (x MB)

[\[http://www.state.nj.us/treasury/purchase/pdf/08x39078_thruput_2006.pdf\]](http://www.state.nj.us/treasury/purchase/pdf/08x39078_thruput_2006.pdf)

It is the bidder's responsibility to ensure that all changes are incorporated into the original RFP.

All other instructions, terms and conditions of the RFP shall remain the same.

Part 1
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

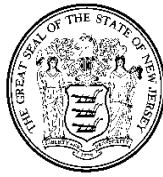
Answers to Questions

None.

Part 2
Enhanced Motor Vehicle Inspection/Maintenance Program
Bid Number 08-X-39078

Additions, Deletions, Clarifications and Modifications to the RFP

#	Page #	RFP Section Reference	Additions, Deletions, Clarifications and Modifications
1	43	Section 3.3.13, Capital Maintenance, Repairs, and Renovation at Existing CIFs	The fourth paragraph is modified to read, "...with the expectation being that the State and the contractor will equally share these costs."
2	102	Section 4.4.6, Section 4–Cost Proposal	<p>The text on this page of the RFP (three separate paragraphs) is modified as indicated below.</p> <p>Price Line 00042 through 00044 – The bidder must enter on the appropriate price line a cost for early contract termination for convenience in Years 2 , 3 or 4 of the contract resulting from this RFP. Each year's cost shall only include charges for work satisfactorily performed through the date of termination and reasonable costs of termination. Each year's cost shall not incorporate anticipated profit.</p> <p>Price Line 00045 – The bidder shall provide labor categories and all-inclusive hourly rates for categories such inspectors, engineers, architects, database administrators, programmers, etc.</p> <p>Price Line 00046 – This price line is necessary if the State owes the contractor an early implementation incentive.</p> <p>Price Line 00047 – A price must be entered by the bidder for the cost of 100 auditors' convertible style notebook computers.</p>
3	115	Section 5.22, Force Majeure	<p>This is a new section being added to the RFP.</p> <p><u>5.22 Force Majeure</u></p> <p>Neither party shall be responsible for any delay or failure in performance, caused by flood, riot, insurrection, fire, earthquake, explosion or act of God, or any other force or cause beyond the reasonable control of the party claiming the protection of this paragraph.</p>
4	116	Section 6.3, Evaluation Criteria	<p>Item "e" is modified as indicated below.</p> <p>e. Price – Prior to bid opening the State will identify the number of inspections that will be used as a fixed multiplier with the bidder-proposed per-inspection cost.</p>



State of New Jersey
 DEPARTMENT OF THE TREASURY
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 P.O. Box 230
 TRENTON, NEW JERSEY 08625-0230

JON S. CORZINE
Governor

MICHELLENE DAVIS
Acting State Treasurer

September 24, 2007

To: All Interested Bidders

Re: RFP # 08-X-39078
Enhanced Motor Vehicle Inspection/Maintenance System

Bid Due Date: **October 18, 2007** (2:00 PM ET)

ADDENDUM #5

The following constitutes Addendum #5 to the referenced solicitation.

- Addendum #3 has an incorrect label on its first page identifying it as Addendum #2. The body of the addendum is correct wherein the first sentence states, "The following constitutes Addendum #3 to the referenced solicitation."
- Addendum #4 provides hyperlinks to the 2005 and 2005 CIF inspection data per CIF by day and by hour. The 2006 file has been refreshed and can be accessed through Addendum #4.
- The State is releasing the NJ CIF Hourly Actual Wait Times reports for 2005 and 2006 as Exhibit #2, available on the web at <http://www.nj.gov/treasury/purchase/bid/summary/08x39078.shtml>.
- The State will use the fixed multipliers identified below during its evaluation of costs submitted with bid proposals. These numbers are for evaluation purposes only. Price lines *not* identified below will not require computation with a multiplier for evaluation purposes.

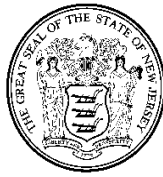
<u>Price Line</u>	<u>Fixed Multiplier</u>
00001	2,234,000
00002	125
00003	92
00004	21
00005	71
00006	125
00007	125
00008	125
00009	441
00010	125
00011	33
00012	22
00013	Depends upon proposed network design
00014	Depends upon proposed network design

00015	Depends upon proposed network design
00024	2,000,000 for each year
00025	2,000
00026	100
00027	300
00028	100
00029	1,050
00030	1,050
00031	2,400
00032	10
00033	9
00034	25
00035	40
00036	10
00037	21
00038	21
00039	85
00040	1
00041	100

NOTE: These evaluation numbers are neither a commitment to purchase specific quantities of product, nor are they a commitment that the State will spend a particular amount of money. In addition, the evaluation numbers *do not* represent PIF participation in the program.

It is the bidder's responsibility to ensure that all changes are incorporated into the original RFP.

All other instructions, terms and conditions of the RFP shall remain the same.



State of New Jersey
DEPARTMENT OF THE TREASURY
DIVISION OF PURCHASE AND PROPERTY
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P.O. BOX 230
TRENTON, NEW JERSEY 08625-0230

JON S. CORZINE
Governor

MICHELLENE DAVIS
Acting State Treasurer

October 1, 2007

To: All Interested Bidders

Re: RFP # 08-X-39078
Enhanced Motor Vehicle Inspection/Maintenance System

Bid Due Date: **October 18, 2007** (2:00 PM ET)

ADDENDUM #6

The information presented below constitutes Addendum #6 to the referenced solicitation.

- The current contract for the New Jersey Enhanced Motor Vehicle Inspection/Maintenance System was posted to the web page for this solicitation, per Addendum #2. It should be noted that the remaining portions of the current contract are being posted to the web as Exhibit #3, consisting of documents under legal review at the time Addendum #2 was released.
- The State previously released the NJ CIF Hourly Actual Wait Times reports for 2005 and 2006 as Exhibit #2, per Addendum #5. These reports, containing additional hourly data, are being reposted as Exhibit #4 at <http://www.nj.gov/treasury/purchase/bid/summary/08x39078.shtml>.

It is the bidder's responsibility to ensure that all changes are incorporated into the original RFP.

All other instructions, terms and conditions of the RFP shall remain the same.